FINAL REPORT

APPENDICES

TRAFFIC CIRCULATION STUDY

CITY OF OXNARD

2020 GENERAL PLAN UPDATE / EIR

Prepared for:

City of Oxnard

"The City That Cares"

April 23, 2008

URS

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APPENDIX A

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

EXISTING (2005) CONDITIONS

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Scenario Report

Scenario:	XAM
Command:	XAM
Volume:	XAM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	23	1063	104	77	465	19	105	83	22	52	32	209	2254
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1063	104	77	465	19	105	83	22	52	32	209	2254
#2 Harbor & Wooley													
Base	34	874	43	59	557	21	71	39	34	38	34	137	1941
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	874	43	59	557	21	71	39	34	38	34	137	1941
#3 Harbor & Channel Island													
Base	138	0	230	0	0	0	0	381	59	116	558	0	1482
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	0	230	0	0	0	0	381	59	116	558	0	1482
#4 Victoria & Channel Island													
Base	170	441	181	156	464	271	245	369	152	157	242	120	2968
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	441	181	156	464	271	245	369	152	157	242	120	2968
#5 Victoria & Hemlock													
Base	35	812	35	91	796	60	62	1	17	62	2	101	2074
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	812	35	91	796	60	62	1	17	62	2	101	2074
#6 Patterson & Hemlock													
Base	20	236	36	45	244	31	75	48	40	38	82	116	1011
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	236	36	45	244	31	75	48	40	38	82	116	1011
#7 Ventura & Hemlock													
Base	0	696	44	0	642	44	0	0	96	0	0	54	1576
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	696	44	0	642	44	0	0	96	0	0	54	1576
#8 Patterson & Channel Island													
Base	0	0	0	274	0	67	26	1001	0	0	1170	148	2686
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	274	0	67	26	1001	0	0	1170	148	2686
#9 Ventura & Channel Island													
Base	573	565	109	224	443	63	92	530	658	170	664	88	4179
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	573	565	109	224	443	63	92	530	658	170	664	88	4179

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	37	1669	61	114	836	49	43	47	17	83	76	437	3469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	1669	61	114	836	49	43	47	17	83	76	437	3469
#11 Patterson & Wooley													
Base	46	201	118	119	175	61	121	295	46	58	364	50	1654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	201	118	119	175	61	121	295	46	58	364	50	1654
#12 Ventura & Wooley													
Base	93	744	83	170	544	46	172	547	77	87	438	102	3103
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	93	744	83	170	544	46	172	547	77	87	438	102	3103
#16 Patterson & 5th													
Base	139	4	209	10	2	19	11	452	121	206	233	10	1416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	139	4	209	10	2	19	11	452	121	206	233	10	1416
#18 Ventura & 5th													
Base	120	855	165	122	689	213	285	502	48	115	315	62	3491
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	855	165	122	689	213	285	502	48	115	315	62	3491
#19 Ventura & 2nd St													
Base	31	766	37	56	716	23	26	34	45	50	21	61	1866
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	766	37	56	716	23	26	34	45	50	21	61	1866
#20 C St & Channel Island													
Base	88	184	94	70	93	62	113	952	31	52	784	44	2567
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	88	184	94	70	93	62	113	952	31	52	784	44	2567
#21 Saviers & Channel Island													
Base	269	680	146	128	474	72	97	1017	94	258	538	99	3872
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	269	680	146	128	474	72	97	1017	94	258	538	99	3872
#23 SR-1 (Oxnard) & 5th													
Base	37	823	59	163	890	51	27	355	14	45	143	53	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	823	59	163	890	51	27	355	14	45	143	53	2660
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	65	517	40	29	375	74	115	373	26	17	145	6	1782
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	517	40	29	375	74	115	373	26	17	145	6	1782
#26 Rose & Channel Island													
Base	91	794	108	86	765	175	571	590	152	179	351	25	3887
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	794	108	86	765	175	571	590	152	179	351	25	3887
#27 Rose & SR-1 (Oxnard)													
Base	253	1157	29	30	826	16	0	267	201	2	293	66	3140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	1157	29	30	826	16	0	267	201	2	293	66	3140
#28 SR-1 (Oxnard) & Channel Island													
Base	0	619	0	0	663	0	0	0	359	0	0	0	1641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	619	0	0	663	0	0	0	359	0	0	0	1641
#29 Rice & Channel Island													
Base	90	557	0	0	578	121	411	0	97	0	0	0	1854
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	557	0	0	578	121	411	0	97	0	0	0	1854
#30 Rice & Wooley													
Base	43	892	0	0	710	253	508	0	28	0	0	0	2434
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	892	0	0	710	253	508	0	28	0	0	0	2434
#31 Rose & Emerson													
Base	100	845	14	73	577	149	182	23	35	64	46	133	2241
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	845	14	73	577	149	182	23	35	64	46	133	2241
#32 Rose & Wooley													
Base	19	773	121	19	1095	363	368	408	34	76	203	14	3493
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	773	121	19	1095	363	368	408	34	76	203	14	3493
#33 Rose & SR-34													
Base	9	1102	26	21	1287	161	333	681	24	137	328	13	4122
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1102	26	21	1287	161	333	681	24	137	328	13	4122
#34 Rose & 3rd													
Base	107	1443	0	0	1253	221	275	0	234	0	0	0	3533
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	107	1443	0	0	1253	221	275	0	234	0	0	0	3533

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Rose & Camino Del Sol													
Base	203	1420	162	148	1156	219	228	178	140	152	108	148	4262
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	1420	162	148	1156	219	228	178	140	152	108	148	4262
#36 C ST & 3rd													
Base	33	353	232	67	301	17	32	351	19	131	257	22	1815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	353	232	67	301	17	32	351	19	131	257	22	1815
#38 C St & Gonzales													
Base	98	179	372	98	97	95	178	975	112	115	567	110	2996
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	179	372	98	97	95	178	975	112	115	567	110	2996
#39 SR-1 (Oxnard) & Gonzales													
Base	110	742	323	241	625	60	291	853	70	321	663	228	4527
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	742	323	241	625	60	291	853	70	321	663	228	4527
#40 SR-1 (Oxnard) & Colonia													
Base	0	969	110	157	1079	0	0	0	0	187	0	186	2688
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	969	110	157	1079	0	0	0	0	187	0	186	2688
#41 SR-1 (Oxnard) & Cooper													
Base	0	1021	110	41	1194	1	12	82	8	73	14	66	2622
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1021	110	41	1194	1	12	82	8	73	14	66	2622
#46 Harbor & Gonzales													
Base	0	1117	57	98	358	0	0	0	0	31	0	218	1879
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1117	57	98	358	0	0	0	0	31	0	218	1879
#47 C St & Teal Club													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#48 SR-1 (Oxnard) & 2nd													
Base	57	974	0	0	1022	71	113	0	81	0	0	0	2318
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	974	0	0	1022	71	113	0	81	0	0	0	2318
#49 Rose & 1st													
Base	127	1749	0	0	1452	49	125	0	81	0	0	0	3583
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	1749	0	0	1452	49	125	0	81	0	0	0	3583

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#59 Pleasant Valley & Bard													
Base	34	797	6	33	451	365	5	5	23	249	5	17	1990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	797	6	33	451	365	5	5	23	249	5	17	1990
#67 Rose & Bard													
Base	15	529	58	67	313	163	394	213	57	33	111	172	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	529	58	67	313	163	394	213	57	33	111	172	2125
#69 Rose & Pleasant Valley													
Base	61	95	29	227	73	207	381	704	25	27	537	127	2493
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	95	29	227	73	207	381	704	25	27	537	127	2493
#73 C St & Pleasant Valley													
Base	28	92	19	72	50	141	166	537	8	14	779	98	2004
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	92	19	72	50	141	166	537	8	14	779	98	2004
#74 Saviers & Pleasant Valley													
Base	50	233	97	235	307	215	220	444	36	108	697	148	2790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	233	97	235	307	215	220	444	36	108	697	148	2790
#75 J St & Pleasant Valley													
Base	27	49	29	23	0	12	46	223	0	0	634	20	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	49	29	23	0	12	46	223	0	0	634	20	1063
#77 Ventura & Pleasant Valley													
Base	98	523	121	388	495	67	143	102	38	103	235	385	2698
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	523	121	388	495	67	143	102	38	103	235	385	2698
#80 Ventura & Hueneme													
Base	22	213	58	397	109	113	89	183	21	89	107	301	1702
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	213	58	397	109	113	89	183	21	89	107	301	1702
#81 J St & Hueneme													
Base	0	0	0	18	0	26	40	437	0	27	345	33	926
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	18	0	26	40	437	0	27	345	33	926
#82 Saviers & Hueneme													
Base	0	0	0	131	0	115	131	568	0	0	275	40	1260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	131	0	115	131	568	0	0	275	40	1260

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#90 Saviers & SR-1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#91 Rice & SR-34													
Base	11	979	327	28	986	139	129	478	17	140	257	14	3505
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	979	327	28	986	139	129	478	17	140	257	14	3505
#92 Del Norte & SR-34													
Base	0	0	0	59	0	158	259	588	0	0	263	59	1386
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	59	0	158	259	588	0	0	263	59	1386
#93 Del Norte & Camino Del Sol													
Base	109	345	10	34	353	212	122	5	13	4	8	4	1219
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	345	10	34	353	212	122	5	13	4	8	4	1219
#94 Rice & Camino Del Sol													
Base	81	1006	107	230	1174	91	131	237	95	34	83	35	3304
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	81	1006	107	230	1174	91	131	237	95	34	83	35	3304
#97 Del Norte & Sturgis													
Base	24	245	22	80	182	128	96	91	17	28	59	32	1004
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	245	22	80	182	128	96	91	17	28	59	32	1004
#98 Rice & Sturgis													
Base	9	1084	141	181	989	106	39	82	3	54	71	65	2824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1084	141	181	989	106	39	82	3	54	71	65	2824
#101 Rose & Gonzales													
Base	240	1149	207	337	1109	294	782	838	252	60	288	114	5670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	1149	207	337	1109	294	782	838	252	60	288	114	5670
#102 Rice & Gonzales													
Base	198	1040	0	0	1481	544	526	0	105	0	0	0	3894
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	1040	0	0	1481	544	526	0	105	0	0	0	3894
#103 Lombard & Gonzales													
Base	191	55	95	31	7	8	148	748	254	189	361	32	2119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	191	55	95	31	7	8	148	748	254	189	361	32	2119

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#106 Rice & US-101 SB													
Base	0	821	761	76	1208	0	63	2	823	0	0	0	3754
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	821	761	76	1208	0	63	2	823	0	0	0	3754
#107 Santa Clara & Auto Center Drive													
Base	56	307	35	125	231	84	409	84	23	42	32	100	1528
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	307	35	125	231	84	409	84	23	42	32	100	1528
#108 Santa Clara & Central													
Base	41	202	12	132	277	29	20	328	42	27	302	35	1447
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	202	12	132	277	29	20	328	42	27	302	35	1447
#113 Rose & Auto Center													
Base	112	385	397	194	597	14	13	62	101	146	34	86	2141
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	385	397	194	597	14	13	62	101	146	34	86	2141
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	163	287	972	238	448	182	148	1302	214	770	551	29	5304
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	163	287	972	238	448	182	148	1302	214	770	551	29	5304
#123 Ventura & Vineyard													
Base	36	105	453	12	29	16	30	276	30	361	261	14	1623
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	105	453	12	29	16	30	276	30	361	261	14	1623
#134 C St & Wooley													
Base	157	510	70	27	293	59	174	651	211	50	409	56	2667
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	510	70	27	293	59	174	651	211	50	409	56	2667
#135 Victoria & 5th													
Base	60	1654	112	201	949	20	140	172	13	87	156	345	3909
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1654	112	201	949	20	140	172	13	87	156	345	3909
#136 Victoria & Gonzales													
Base	63	1651	580	240	929	29	21	140	28	260	220	584	4745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	1651	580	240	929	29	21	140	28	260	220	584	4745
#137 Harbor & Olivas Park													
Base	111	351	75	41	953	327	56	51	38	53	55	14	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	351	75	41	953	327	56	51	38	53	55	14	2125

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#138 Victoria & Olivas Park													
Base	163	1937	57	136	944	59	75	54	114	80	55	116	3790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	163	1937	57	136	944	59	75	54	114	80	55	116	3790
#139 Victoria & Teal Club													
Base	6	2139	56	33	1224	3	1	1	4	0	0	48	3515
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	2139	56	33	1224	3	1	1	4	0	0	48	3515
#140 Patterson & Teal Club													
Base	0	2	19	120	2	3	38	55	2	7	44	53	345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	19	120	2	3	38	55	2	7	44	53	345
#141 Patterson & Gonzales													
Base	181	143	45	131	131	293	153	561	289	8	699	26	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	143	45	131	131	293	153	561	289	8	699	26	2660
#142 Ventura & Gonzales													
Base	233	433	223	69	366	108	137	539	165	166	376	35	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	233	433	223	69	366	108	137	539	165	166	376	35	2850
#147 C St & Doris													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#148 Ventura & Doris													
Base	165	939	97	18	641	37	68	220	234	96	172	29	2716
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	939	97	18	641	37	68	220	234	96	172	29	2716
#149 Patterson & Doris													
Base	6	76	10	200	121	84	50	96	0	4	252	152	1051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	76	10	200	121	84	50	96	0	4	252	152	1051
#150 Victoria & Doris													
Base	4	2104	92	59	1201	6	5	0	2	120	0	213	3806
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2104	92	59	1201	6	5	0	2	120	0	213	3806
#152 J St & Channel Island													
Base	90	181	23	77	108	93	116	1066	29	14	932	64	2793
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	181	23	77	108	93	116	1066	29	14	932	64	2793

City of Oxnard GPA & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#153 Hobson & Wooley													
Base	106	253	33	143	231	21	116	883	45	86	510	72	2499
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	253	33	143	231	21	116	883	45	86	510	72	2499
#155 H St & 5th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#156 H St & Teal Club													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#157 H St & Doris													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#161 H St & Gonzales													
Base	143	318	352	174	336	96	124	721	90	160	589	114	3217
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	143	318	352	174	336	96	124	721	90	160	589	114	3217
#162 H ST & Vineyard													
Base	63	21	272	152	40	14	6	724	28	149	405	39	1913
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	21	272	152	40	14	6	724	28	149	405	39	1913
#168 Lombard & Camino Del Sol													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#171 Rose & Eastman													
Base	0	1369	209	183	1160	0	0	0	0	60	0	170	3151
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1369	209	183	1160	0	0	0	0	60	0	170	3151
#173 Del Norte & US-101 SB													
Base	0	145	284	96	573	0	41	0	187	0	0	0	1326
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	145	284	96	573	0	41	0	187	0	0	0	1326
#174 Del Norte & US-101 NB													
Base	84	100	0	0	137	23	0	0	0	530	0	26	900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	100	0	0	137	23	0	0	0	530	0	26	900

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#195 SR-1 (Oxnard) & Plesant Valley													
Base	100	6	54	266	231	40	85	699	75	11	340	84	1991
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	6	54	266	231	40	85	699	75	11	340	84	1991
#197 Rice & Pleasant Valley													
Base	108	5	12	0	0	0	455	850	0	0	565	153	2148
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	5	12	0	0	0	455	850	0	0	565	153	2148
#209 Olds & Hueneme													
Base	0	0	0	46	0	10	25	542	0	0	355	33	1011
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	46	0	10	25	542	0	0	355	33	1011
#216 Ventura & Bard													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#219 Saviers & Bard													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	151	51	7	102	0	83	0	492	0	0	0	886
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	151	51	7	102	0	83	0	492	0	0	0	886
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1916	929	0	1375	280	267	0	292	0	0	0	5059
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1916	929	0	1375	280	267	0	292	0	0	0	5059
#231 Viyenard (SR-232) & US-101 NB													
Base	0	1091	643	0	1161	287	0	0	0	459	0	116	3757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1091	643	0	1161	287	0	0	0	459	0	116	3757
#233 Vineyard (SR-232) & Esplanede													
Base	67	1616	49	447	1201	176	256	14	69	45	13	105	4058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	1616	49	447	1201	176	256	14	69	45	13	105	4058

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#235 Vineyard (SR-232) & Myrtle													
Base	20	998	165	46	1220	18	23	6	74	195	8	65	2838
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	998	165	46	1220	18	23	6	74	195	8	65	2838
#246 Vineyard (SR-232) & SR-118													
Base	624	3	70	6	2	3	12	1481	1956	73	560	2	4792
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	624	3	70	6	2	3	12	1481	1956	73	560	2	4792
#249 Santa Clara & Los Angeles													
Base	129	127	0	0	226	315	349	0	354	0	0	0	1500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	129	127	0	0	226	315	349	0	354	0	0	0	1500
#275 Pacific & Wooley													
Base	131	68	71	5	52	46	44	490	72	40	395	93	1507
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	68	71	5	52	46	44	490	72	40	395	93	1507
#280 Statham & Channel Island													
Base	0	0	0	84	0	129	440	1265	0	0	696	92	2706
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	84	0	129	440	1265	0	0	696	92	2706
#281 Statham & SR-1 (Oxnard)													
Base	159	331	118	172	657	61	117	370	162	139	250	23	2559
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	331	118	172	657	61	117	370	162	139	250	23	2559
#285 Rose & US-101 NB Ramps													
Base	0	1072	731	0	942	171	0	0	0	430	0	126	3472
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1072	731	0	942	171	0	0	0	430	0	126	3472
#286 Rose & US-101 SB Ramps													
Base	0	1519	349	0	1205	155	302	0	514	0	0	0	4044
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1519	349	0	1205	155	302	0	514	0	0	0	4044
#297 SR-1 (Oxnard) & Esplanade													
Base	43	162	57	107	531	47	95	38	31	48	6	44	1209
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	162	57	107	531	47	95	38	31	48	6	44	1209
#305 Rice & Hueneme													
Base	0	0	0	35	0	86	138	540	0	0	322	9	1130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	35	0	86	138	540	0	0	322	9	1130

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#308 SR-1 (Oxnard Bl.) & Channel Islands SB Ramp													
Base	572	0	18	0	0	0	0	389	508	0	0	0	1487
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	572	0	18	0	0	0	0	389	508	0	0	0	1487
#310 SR-1 (Oxnard) & US-101 NB													
Base	0	219	0	0	26	0	0	0	0	68	0	83	396
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	219	0	0	26	0	0	0	0	68	0	83	396
#314 Dupont & Channel Island													
Base	3	78	400	81	150	42	7	20	71	297	112	46	1307
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	78	400	81	150	42	7	20	71	297	112	46	1307
#329 Rose & Lockwood													
Base	226	1181	83	66	1773	23	22	41	102	161	53	18	3749
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	226	1181	83	66	1773	23	22	41	102	161	53	18	3749

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#139 Victoria & Teal Club	C	2.9	0.737	C	2.9	0.737	+ 0.000 V/C
#106 Rice & US-101 SB	A	3.6	0.418	A	3.6	0.418	+ 0.000 V/C
# 7 Ventura & Hemlock	A	4.4	0.291	A	4.4	0.291	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	A	5.6	0.448	A	5.6	0.448	+ 0.000 V/C
# 81 J St & Hueneme	A	5.6	0.170	A	5.6	0.170	+ 0.000 V/C
#305 Rice & Hueneme	A	5.9	0.359	A	5.9	0.359	+ 0.000 V/C
# 49 Rose & 1st	B	6.1	0.625	B	6.1	0.625	+ 0.000 V/C
# 46 Harbor & Gonzales	C	7.0	0.779	C	7.0	0.779	+ 0.000 V/C
# 34 Rose & 3rd	A	8.2	0.453	A	8.2	0.453	+ 0.000 V/C
# 8 Patterson & Channel Island	A	8.4	0.553	A	8.4	0.553	+ 0.000 V/C
# 3 Harbor & Channel Island	A	8.5	0.218	A	8.5	0.218	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	A	8.6	0.506	A	8.6	0.506	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	C	8.6	0.781	C	8.6	0.781	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	9.0	0.311	A	9.0	0.311	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	9.4	0.522	A	9.4	0.522	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	9.7	0.120	A	9.7	0.120	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	A	9.8	0.486	A	9.8	0.486	+ 0.000 V/C
# 19 Ventura & 2nd St	A	10.2	0.371	A	10.2	0.371	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	10.3	0.058	A	10.3	0.058	+ 0.000 V/C
#280 Statham & Channel Island	A	10.5	0.566	A	10.5	0.566	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	10.5	0.518	A	10.5	0.518	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	A	10.6	0.397	A	10.6	0.397	+ 0.000 V/C
#197 Rice & Pleasant Valley	A	10.7	0.495	A	10.7	0.495	+ 0.000 V/C
# 5 Victoria & Hemlock	A	10.7	0.413	A	10.7	0.413	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#150 Victoria & Doris	D	10.9	0.859	D	10.9	0.859	+ 0.000 V/C
# 30 Rice & Wooley	A	10.9	0.438	A	10.9	0.438	+ 0.000 V/C
#329 Rose & Lockwood	A	11.0	0.581	A	11.0	0.581	+ 0.000 V/C
# 59 Pleasant Valley & Bard	B	11.4	0.689	B	11.4	0.689	+ 0.000 V/C
#102 Rice & Gonzales	A	11.6	0.566	A	11.6	0.566	+ 0.000 V/C
# 82 Saviers & Hueneme	A	11.7	0.437	A	11.7	0.437	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	12.2	0.561	A	12.2	0.561	+ 0.000 V/C
# 29 Rice & Channel Island	A	12.7	0.365	A	12.7	0.365	+ 0.000 V/C
# 92 Del Norte & SR-34	A	12.8	0.466	A	12.8	0.466	+ 0.000 V/C
#308 SR-1 (Oxnard Bl.) & Channel Is	A	13.2	0.428	A	13.2	0.428	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	A	13.3	0.508	A	13.3	0.508	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	14.1	0.287	A	14.1	0.287	+ 0.000 V/C
#314 Dupont & Channel Island	A	14.2	0.367	A	14.2	0.367	+ 0.000 V/C
#275 Pacific & Wooley	A	14.3	0.315	A	14.3	0.315	+ 0.000 V/C
#174 Del Norte & US-101 NB	A	14.3	0.486	A	14.3	0.486	+ 0.000 V/C
# 10 Victoria & Wooley	B	15.1	0.660	B	15.1	0.660	+ 0.000 V/C
#152 J St & Channel Island	A	15.1	0.566	A	15.1	0.566	+ 0.000 V/C
# 1 Harbor & 5th	C	15.2	0.798	C	15.2	0.798	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	A	15.2	0.521	A	15.2	0.521	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	B	15.3	0.637	B	15.3	0.637	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	A	15.4	0.281	A	15.4	0.281	+ 0.000 V/C
# 94 Rice & Camino Del Sol	A	15.4	0.461	A	15.4	0.461	+ 0.000 V/C
# 32 Rose & Wooley	A	15.4	0.537	A	15.4	0.537	+ 0.000 V/C
#113 Rose & Auto Center	A	16.0	0.433	A	16.0	0.433	+ 0.000 V/C
# 91 Rice & SR-34	A	16.2	0.566	A	16.2	0.566	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#136 Victoria & Gonzales	B	16.3	0.633	B	16.3	0.633	+ 0.000 V/C
# 2 Harbor & Wooley	A	16.5	0.531	A	16.5	0.531	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	16.9	0.560	A	16.9	0.560	+ 0.000 V/C
# 16 Patterson & 5th	A	17.2	0.581	A	17.2	0.581	+ 0.000 V/C
#195 SR-1 (Oxnard) & Plesant Valley	A	17.3	0.425	A	17.3	0.425	+ 0.000 V/C
#140 Patterson & Teal Club	A	17.6	0.177	A	17.6	0.177	+ 0.000 V/C
# 31 Rose & Emerson	A	17.6	0.507	A	17.6	0.507	+ 0.000 V/C
# 20 C St & Channel Island	A	17.7	0.557	A	17.7	0.557	+ 0.000 V/C
#148 Ventura & Doris	A	17.8	0.510	A	17.8	0.510	+ 0.000 V/C
#149 Patterson & Doris	A	17.8	0.396	A	17.8	0.396	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	18.1	0.205	A	18.1	0.205	+ 0.000 V/C
# 25 C St & 5th	B	18.3	0.601	B	18.3	0.601	+ 0.000 V/C
#103 Lombard & Gonzales	A	18.3	0.398	A	18.3	0.398	+ 0.000 V/C
#135 Victoria & 5th	C	19.1	0.711	C	19.1	0.711	+ 0.000 V/C
#134 C St & Wooley	A	19.5	0.443	A	19.5	0.443	+ 0.000 V/C
# 69 Rose & Pleasant Valley	A	19.5	0.578	A	19.5	0.578	+ 0.000 V/C
# 6 Patterson & Hemlock	A	19.7	0.284	A	19.7	0.284	+ 0.000 V/C
#123 Ventura & Vineyard	A	19.8	0.499	A	19.8	0.499	+ 0.000 V/C
#162 H ST & Vineyard	A	20.1	0.584	A	20.1	0.584	+ 0.000 V/C
# 36 C ST & 3rd	A	20.3	0.538	A	20.3	0.538	+ 0.000 V/C
#141 Patterson & Gonzales	B	20.3	0.610	B	20.3	0.610	+ 0.000 V/C
# 26 Rose & Channel Island	A	20.6	0.590	A	20.6	0.590	+ 0.000 V/C
# 67 Rose & Bard	A	20.8	0.561	A	20.8	0.561	+ 0.000 V/C
# 11 Patterson & Wooley	A	21.0	0.358	A	21.0	0.358	+ 0.000 V/C
# 18 Ventura & 5th	A	21.1	0.586	A	21.1	0.586	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 80 Ventura & Hueneme	A	21.4	0.434	A	21.4	0.434	+ 0.000 V/C
#153 Hobson & Wooley	B	21.4	0.612	B	21.4	0.612	+ 0.000 V/C
# 38 C St & Gonzales	B	21.6	0.670	B	21.6	0.670	+ 0.000 V/C
# 4 Victoria & Channel Island	A	21.9	0.504	A	21.9	0.504	+ 0.000 V/C
#142 Ventura & Gonzales	A	21.9	0.465	A	21.9	0.465	+ 0.000 V/C
#101 Rose & Gonzales	B	22.0	0.660	B	22.0	0.660	+ 0.000 V/C
# 35 Rose & Camino Del Sol	C	22.1	0.771	C	22.1	0.771	+ 0.000 V/C
# 12 Ventura & Wooley	B	22.4	0.609	B	22.4	0.609	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	22.4	0.644	B	22.4	0.644	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	A	22.5	0.588	A	22.5	0.588	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	B	22.7	0.621	B	22.7	0.621	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	23.0	0.526	A	23.0	0.526	+ 0.000 V/C
# 9 Ventura & Channel Island	A	23.3	0.589	A	23.3	0.589	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	23.7	0.615	B	23.7	0.615	+ 0.000 V/C
# 33 Rose & SR-34	D	24.2	0.819	D	24.2	0.819	+ 0.000 V/C
#161 H St & Gonzales	B	24.3	0.682	B	24.3	0.682	+ 0.000 V/C
# 21 Saviers & Channel Island	C	26.0	0.761	C	26.0	0.761	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	D	27.0	0.822	D	27.0	0.822	+ 0.000 V/C

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 2	0 1		1	0 1	0 1		1	0 1	0 1	
Volume Module:																
Base Vol:	23	1063	104		77	465	19		105	83	22		52	32	209	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	1063	104		77	465	19		105	83	22		52	32	209	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	23	1063	0		77	465	0		105	83	22		52	32	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	1063	0		77	465	0		105	83	22		52	32	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	23	1063	0		77	465	0		105	83	22		52	32	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	3200	1600		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.66	0.00		0.05	0.15	0.00		0.07	0.05	0.01		0.03	0.02	0.00	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.83	0.00		0.06	0.81	0.00		0.08	0.07	0.07		0.04	0.03	0.00	
Volume/Cap:	0.18	0.80	0.00		0.80	0.18	0.00		0.80	0.79	0.21		0.79	0.80	0.00	
Delay/Veh:	33.1	5.7	0.0		59.4	1.6	0.0		53.4	56.1	34.2		65.7	81.2	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.1	5.7	0.0		59.4	1.6	0.0		53.4	56.1	34.2		65.7	81.2	0.0	
DesignQueue:	1	12	0		4	5	0		5	4	1		3	2	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	34	874	43		59	557	21		71	39	34		38	34	137	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	874	43		59	557	21		71	39	34		38	34	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	874	43		59	557	21		71	39	34		38	34	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	874	43		59	557	21		71	39	34		38	34	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	34	874	43		59	557	21		71	39	34		38	34	137	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.93	0.07		0.49	0.27	0.24		0.18	0.16	0.66	
Final Sat.:	1600	3200	1600		1600	3084	116		789	433	378		291	260	1049	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.03		0.04	0.18	0.18		0.09	0.09	0.09		0.13	0.13	0.13	
Crit Moves:		****			****					****				****		
Green/Cycle:	0.06	0.51	0.51		0.07	0.52	0.52		0.17	0.17	0.17		0.25	0.25	0.25	
Volume/Cap:	0.35	0.53	0.05		0.53	0.35	0.35		0.53	0.53	0.53		0.53	0.53	0.53	
Delay/Veh:	35.5	12.7	9.3		38.3	10.8	12.1		32.3	34.5	35.3		30.7	31.2	26.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	12.7	9.3		38.3	10.8	12.1		32.3	34.5	35.3		30.7	31.2	26.8	
DesignQueue:	2	25	1		3	15	1		3	2	2		2	1	6	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.218
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		0	0 2	0 1		2	0 2	0 0	
Volume Module:																
Base Vol:	138	0	230		0	0	0		0	381	59		116	558	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	138	0	230		0	0	0		0	381	59		116	558	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	138	0	0		0	0	0		0	381	0		116	558	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	0	0		0	0	0		0	381	0		116	558	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	138	0	0		0	0	0		0	381	0		116	558	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.12	0.00		0.04	0.17	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.20	0.00	0.00		0.00	0.00	0.00		0.00	0.61	0.00		0.19	0.80	0.00	
Volume/Cap:	0.22	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.00		0.19	0.22	0.00	
Delay/Veh:	25.9	0.0	0.0		0.0	0.0	0.0		0.0	6.5	0.0		26.4	1.8	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.9	0.0	0.0		0.0	0.0	0.0		0.0	6.5	0.0		26.4	1.8	0.0	
DesignQueue:	6	0	0		0	0	0		0	8	0		5	6	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1	0	2	0 2	0	1	2	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	170	441	181		156	464	271		245	369	152		157	242	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	441	181		156	464	271		245	369	152		157	242	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	441	181		156	464	271		245	369	152		157	242	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	441	181		156	464	271		245	369	152		157	242	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	441	181		156	464	271		245	369	152		157	242	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.42	0.58		2.00	2.00	1.00		2.00	1.42	0.58		1.00	2.00	1.00	
Final Sat.:	3200	2269	931		3200	3200	1600		3200	2266	934		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.19		0.05	0.15	0.17		0.08	0.16	0.16		0.10	0.08	0.08	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.12	0.39	0.39		0.10	0.37	0.37		0.26	0.32	0.32		0.19	0.26	0.35	
Volume/Cap:	0.46	0.50	0.50		0.50	0.39	0.46		0.29	0.50	0.50		0.50	0.29	0.21	
Delay/Veh:	32.5	18.4	19.0		34.2	18.2	19.0		22.9	21.6	22.2		28.8	23.0	17.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.5	18.4	19.0		34.2	18.2	19.0		22.9	21.6	22.2		28.8	23.0	17.4	
DesignQueue:	8	16	6		8	17	10		10	14	6		7	10	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	35	812	35		91	796	60		62	1	17		62	2	101	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	812	35		91	796	60		62	1	17		62	2	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	812	35		91	796	60		62	1	17		62	2	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	812	35		91	796	60		62	1	17		62	2	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	35	812	35		91	796	60		62	1	17		62	2	101	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.86	0.14		1.00	0.06	0.94		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2976	224		1600	89	1511		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.25	0.02		0.06	0.27	0.27		0.04	0.01	0.01		0.04	0.00	0.06	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.06	0.62	0.62		0.14	0.70	0.70		0.09	0.06	0.06		0.19	0.15	0.15	
Volume/Cap:	0.38	0.41	0.04		0.41	0.38	0.38		0.41	0.20	0.20		0.20	0.01	0.41	
Delay/Veh:	36.4	7.7	5.8		31.1	4.9	5.7		33.9	37.1	34.9		26.2	27.7	30.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.4	7.7	5.8		31.1	4.9	5.7		33.9	37.1	34.9		26.2	27.7	30.1	
DesignQueue:	2	18	1		4	14	1		3	0	1		3	0	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	20	236	36		45	244	31		75	48	40		38	82	116	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	236	36		45	244	31		75	48	40		38	82	116	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	236	36		45	244	31		75	48	40		38	82	116	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	236	36		45	244	31		75	48	40		38	82	116	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	236	36		45	244	31		75	48	40		38	82	116	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.74	0.26		1.00	1.77	0.23		1.00	0.55	0.45		1.00	0.41	0.59	
Final Sat.:	1600	2776	424		1600	2839	361		1600	873	727		1600	663	937	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.09		0.03	0.09	0.09		0.05	0.06	0.05		0.02	0.12	0.12	
Crit Moves:			****		****				****					****		
Green/Cycle:	0.05	0.30	0.30		0.10	0.35	0.35		0.17	0.42	0.42		0.18	0.44	0.44	
Volume/Cap:	0.25	0.28	0.28		0.28	0.25	0.25		0.28	0.13	0.13		0.13	0.28	0.28	
Delay/Veh:	35.5	20.7	21.0		32.4	17.9	18.1		28.3	13.7	13.7		26.4	14.1	14.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	20.7	21.0		32.4	17.9	18.1		28.3	13.7	13.7		26.4	14.1	14.1	
DesignQueue:	1	9	1		2	9	1		4	2	1		2	3	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.291
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1!	0	0
Volume Module:																
Base Vol:	0	696	44		0	642	44		0	0	96		0	0	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	696	44		0	642	44		0	0	96		0	0	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	696	44		0	642	44		0	0	96		0	0	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	696	44		0	642	44		0	0	96		0	0	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	696	44		0	642	44		0	0	96		0	0	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.88	0.12		1.00	1.87	0.13		1.00	1.00	1.00		1.00	0.00	1.00	
Final Sat.:	1600	3010	190		1600	2995	205		1600	1600	1600		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.00	0.21	0.21		0.00	0.00	0.06		0.00	0.00	0.03	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.00	0.79	0.79		0.00	0.79	0.79		0.00	0.00	0.21		0.00	0.00	0.21	
Volume/Cap:	0.00	0.29	0.29		0.00	0.27	0.27		0.00	0.00	0.29		0.00	0.00	0.16	
Delay/Veh:	0.0	2.1	2.4		0.0	2.1	2.3		0.0	0.0	26.0		0.0	0.0	25.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	2.1	2.4		0.0	2.1	2.3		0.0	0.0	26.0		0.0	0.0	25.1	
DesignQueue:	0	8	1		0	8	1		0	0	4		0	0	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 1	0	1	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	274	0	67	26	1001	0	0	1170	148				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	274	0	67	26	1001	0	0	1170	148				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	274	0	67	26	1001	0	0	1170	148				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	274	0	67	26	1001	0	0	1170	148				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	274	0	67	26	1001	0	0	1170	148				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	0	1600	1600	1600	971	629	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.11	0.02	0.31	0.00	0.00	0.37	0.09				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.62	0.03	0.69	0.00	0.00	0.66	0.66				
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.17	0.55	0.45	0.00	0.00	0.55	0.14				
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	6.3	46.2	5.5	0.0	0.0	7.2	4.9				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	6.3	46.2	5.5	0.0	0.0	7.2	4.9				
DesignQueue:	0	0	0	11	0	1	1	19	0	0	24	3				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	573	565	109	224	443	63	92	530	658	170	664	88				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	573	565	109	224	443	63	92	530	658	170	664	88				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	573	565	109	224	443	63	92	530	0	170	664	88				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	573	565	109	224	443	63	92	530	0	170	664	88				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	573	565	109	224	443	63	92	530	0	170	664	88				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.07	0.07	0.14	0.04	0.06	0.17	0.00	0.11	0.21	0.06				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.30	0.39	0.39	0.15	0.23	0.23	0.10	0.28	0.00	0.18	0.36	0.36				
Volume/Cap:	0.59	0.46	0.18	0.46	0.59	0.17	0.57	0.59	0.00	0.59	0.57	0.15				
Delay/Veh:	23.4	17.8	15.6	30.2	27.1	23.5	36.7	24.6	0.0	31.2	20.4	16.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.4	17.8	15.6	30.2	27.1	23.5	36.7	24.6	0.0	31.2	20.4	16.6				
DesignQueue:	23	20	4	11	19	3	5	22	0	8	25	3				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	37	1669	61		114	836	49		43	47	17		83	76	437	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	1669	61		114	836	49		43	47	17		83	76	437	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	1669	61		114	836	49		43	47	17		83	76	437	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	1669	61		114	836	49		43	47	17		83	76	437	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	37	1669	61		114	836	49		43	47	17		83	76	437	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.89	0.11		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4631	169		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.36	0.36		0.07	0.17	0.03		0.03	0.01	0.01		0.05	0.02	0.27	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.08	0.55	0.55		0.11	0.58	0.58		0.04	0.08	0.08		0.27	0.31	0.41	
Volume/Cap:	0.30	0.66	0.66		0.66	0.30	0.05		0.66	0.19	0.14		0.19	0.08	0.66	
Delay/Veh:	34.0	12.9	23.0		39.1	8.4	7.1		50.6	33.4	33.2		21.7	19.0	19.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.0	12.9	23.0		39.1	8.4	7.1		50.6	33.4	33.2		21.7	19.0	19.9	
DesignQueue:	2	46	2		6	20	1		2	2	1		3	3	15	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	46	201	118		119	175	61		121	295	46		58	364	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	201	118		119	175	61		121	295	46		58	364	50	
User Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	42	185	109		109	161	56		111	271	42		53	335	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	185	109		109	161	56		111	271	42		53	335	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	42	185	109		109	161	56		111	271	42		53	335	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.48	0.52		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2373	827		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.07		0.07	0.07	0.07		0.07	0.08	0.03		0.03	0.10	0.03	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.14	0.32	0.32		0.19	0.37	0.37		0.19	0.35	0.35		0.14	0.29	0.29	
Volume/Cap:	0.18	0.36	0.21		0.36	0.18	0.18		0.36	0.24	0.08		0.24	0.36	0.10	
Delay/Veh:	29.0	20.2	19.0		27.4	16.4	16.4		27.2	17.8	16.8		29.8	21.7	19.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.0	20.2	19.0		27.4	16.4	16.4		27.2	17.8	16.8		29.8	21.7	19.9	
DesignQueue:	2	7	4		5	6	2		5	10	2		3	13	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	93	744	83		170	544	46		172	547	77		87	438	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	744	83		170	544	46		172	547	77		87	438	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	744	83		170	544	46		172	547	77		87	438	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	744	83		170	544	46		172	547	77		87	438	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	93	744	83		170	544	46		172	547	77		87	438	102	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.80	0.20		1.00	1.84	0.16		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	2879	321		1600	2951	249		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.26		0.11	0.18	0.18		0.11	0.17	0.05		0.05	0.14	0.06	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.14	0.42	0.42		0.17	0.46	0.46		0.18	0.30	0.30		0.10	0.22	0.22	
Volume/Cap:	0.40	0.61	0.61		0.61	0.40	0.40		0.61	0.56	0.16		0.56	0.61	0.28	
Delay/Veh:	30.6	17.9	22.5		32.1	14.1	15.3		31.9	23.0	19.6		36.6	27.9	24.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.6	17.9	22.5		32.1	14.1	15.3		31.9	23.0	19.6		36.6	27.9	24.8	
DesignQueue:	4	25	3		8	17	1		8	22	3		4	19	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1 0	0	1	1	0 0	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	139	4	209		10	2	19		11	452	121		206	233	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	139	4	209		10	2	19		11	452	121		206	233	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	139	4	0		10	2	19		11	452	121		206	233	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	139	4	0		10	2	19		11	452	121		206	233	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	139	4	0		10	2	19		11	452	121		206	233	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.83	0.17	1.00		1.00	0.79	0.21		1.00	1.92	0.08	
Final Sat.:	1600	1600	1600		1333	267	1600		1600	1262	338		1600	3068	132	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00		0.01	0.01	0.01		0.01	0.36	0.36		0.13	0.08	0.08	
Crit Moves:	****				****				****				****			
Green/Cycle:	0.15	0.05	0.00		0.12	0.01	0.01		0.07	0.62	0.62		0.22	0.77	0.77	
Volume/Cap:	0.58	0.05	0.00		0.05	0.58	0.92		0.10	0.58	0.58		0.58	0.10	0.10	
Delay/Veh:	33.1	35.1	0.0		30.3	113	150.7		33.6	9.7	11.8		28.6	2.2	2.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.1	35.1	0.0		30.3	113	150.7		33.6	9.7	11.8		28.6	2.2	2.3	
DesignQueue:	7	0	0		0	0	1		1	10	3		9	3	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	1	0	2	0 2	0	1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	120	855	165		122	689	213		285	502	48		115	315	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	855	165		122	689	213		285	502	48		115	315	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	855	165		122	689	213		285	502	48		115	315	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	855	165		122	689	213		285	502	48		115	315	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	855	165		122	689	213		285	502	48		115	315	62	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.35	0.65		2.00	2.00	1.00		1.00	2.74	0.26		2.00	1.67	0.33	
Final Sat.:	1600	5365	1035		3200	3200	1600		1600	4381	419		3200	2674	526	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.16	0.16		0.04	0.22	0.13		0.18	0.11	0.11		0.04	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.13	0.40	0.40		0.10	0.37	0.37		0.30	0.38	0.38		0.12	0.20	0.20	
Volume/Cap:	0.59	0.40	0.40		0.40	0.59	0.36		0.59	0.30	0.30		0.30	0.59	0.59	
Delay/Veh:	34.8	16.6	16.9		33.2	20.2	18.0		24.1	16.5	16.8		31.0	29.1	33.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.8	16.6	16.9		33.2	20.2	18.0		24.1	16.5	16.8		31.0	29.1	33.6	
DesignQueue:	6	30	6		6	25	8		11	18	2		6	14	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	0 1	0	1
Volume Module:																
Base Vol:	31	766	37		56	716	23		26	34	45		50	21	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	766	37		56	716	23		26	34	45		50	21	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	766	37		56	716	23		26	34	45		50	21	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	766	37		56	716	23		26	34	45		50	21	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	31	766	37		56	716	23		26	34	45		50	21	61	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.94	0.06		0.25	0.32	0.43		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3100	100		396	518	686		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24	0.02		0.04	0.23	0.23		0.02	0.07	0.07		0.03	0.01	0.04	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.06	0.64	0.64		0.09	0.68	0.68		0.08	0.18	0.18		0.08	0.18	0.18	
Volume/Cap:	0.34	0.37	0.04		0.37	0.34	0.34		0.21	0.37	0.37		0.37	0.07	0.21	
Delay/Veh:	35.8	6.4	5.0		33.5	5.1	6.2		33.8	29.1	28.8		34.1	26.0	26.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	6.4	5.0		33.5	5.1	6.2		33.8	29.1	28.8		34.1	26.0	26.8	
DesignQueue:	2	16	1		3	13	0		1	2	2		3	1	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	88	184	94		70	93	62		113	952	31		52	784	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	88	184	94		70	93	62		113	952	31		52	784	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	88	184	94		70	93	62		113	952	31		52	784	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	184	94		70	93	62		113	952	31		52	784	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	88	184	94		70	93	62		113	952	31		52	784	44	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.66	0.34		1.00	1.20	0.80		1.00	1.94	0.06		1.00	1.89	0.11	
Final Sat.:	1600	1059	541		1600	1920	1280		1600	3099	101		1600	3030	170	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.17	0.17		0.04	0.05	0.05		0.07	0.31	0.31		0.03	0.26	0.26	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.21	0.31	0.31		0.08	0.18	0.18		0.13	0.55	0.55		0.06	0.48	0.48	
Volume/Cap:	0.26	0.56	0.56		0.56	0.26	0.26		0.54	0.56	0.56		0.56	0.54	0.54	
Delay/Veh:	25.7	23.7	25.1		38.2	27.1	27.2		33.5	11.5	19.5		40.5	14.4	19.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.7	23.7	25.1		38.2	27.1	27.2		33.5	11.5	19.5		40.5	14.4	19.3	
DesignQueue:	4	7	4		4	4	3		6	25	1		3	24	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	269	680	146		128	474	72		97	1017	94		258	538	99	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	269	680	146		128	474	72		97	1017	94		258	538	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	269	680	146		128	474	72		97	1017	94		258	538	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	269	680	146		128	474	72		97	1017	94		258	538	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	269	680	146		128	474	72		97	1017	94		258	538	99	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.47	0.53		1.00	2.60	0.40		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3952	848		1600	4167	633		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.08	0.11	0.11		0.06	0.32	0.06		0.16	0.17	0.06	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.22	0.25	0.25		0.12	0.15	0.15		0.17	0.42	0.42		0.21	0.46	0.46	
Volume/Cap:	0.76	0.68	0.68		0.68	0.76	0.76		0.36	0.76	0.14		0.76	0.36	0.13	
Delay/Veh:	34.5	27.3	31.7		39.0	35.2	50.7		28.8	21.0	13.9		35.1	13.4	11.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.5	27.3	31.7		39.0	35.2	50.7		28.8	21.0	13.9		35.1	13.4	11.9	
DesignQueue:	12	29	6		6	23	3		5	35	3		12	17	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	37	823	59		163	890	51		27	355	14		45	143	53	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	823	59		163	890	51		27	355	14		45	143	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	823	59		163	890	51		27	355	14		45	143	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	823	59		163	890	51		27	355	14		45	143	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	37	823	59		163	890	51		27	355	14		45	143	53	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.89	0.11		1.00	1.92	0.08		1.00	1.00	1.00	
Final Sat.:	1600	2986	214		1600	3027	173		1600	3079	121		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.10	0.29	0.29		0.02	0.12	0.12		0.03	0.09	0.03	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.53	0.53		0.20	0.67	0.67		0.04	0.22	0.22		0.05	0.23	0.23	
Volume/Cap:	0.44	0.52	0.52		0.52	0.44	0.44		0.39	0.52	0.52		0.52	0.39	0.14	
Delay/Veh:	37.7	12.0	15.1		29.0	6.0	7.6		37.6	27.0	38.4		39.8	25.3	23.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.7	12.0	15.1		29.0	6.0	7.6		37.6	27.0	38.4		39.8	25.3	23.5	
DesignQueue:	2	23	2		7	17	1		1	16	1		2	6	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	65	517	40		29	375	74		115	373	26		17	145	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	517	40		29	375	74		115	373	26		17	145	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	517	40		29	375	74		115	373	26		17	145	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	517	40		29	375	74		115	373	26		17	145	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	65	517	40		29	375	74		115	373	26		17	145	6	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.07		1.00	0.96	0.04	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1496	104		1600	1536	64	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	0.03		0.02	0.23	0.05		0.07	0.25	0.25		0.01	0.09	0.09	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.08	0.54	0.54		0.03	0.48	0.48		0.19	0.41	0.41		0.02	0.25	0.25	
Volume/Cap:	0.48	0.60	0.05		0.60	0.48	0.10		0.38	0.60	0.60		0.60	0.38	0.38	
Delay/Veh:	35.9	13.0	8.4		49.4	13.8	10.8		27.8	18.8	31.3		56.8	24.5	31.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.9	13.0	8.4		49.4	13.8	10.8		27.8	18.8	31.3		56.8	24.5	31.0	
DesignQueue:	3	14	1		2	11	2		5	13	1		1	6	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 1		1	0 2	1 0		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	91	794	108		86	765	175		571	590	152		179	351	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	794	108		86	765	175		571	590	152		179	351	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	794	108		86	765	175		571	590	152		179	351	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	794	108		86	765	175		571	590	152		179	351	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	91	794	108		86	765	175		571	590	152		179	351	25	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.44	0.56		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	3200	1600		1600	3906	894		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.07		0.05	0.20	0.20		0.18	0.18	0.10		0.06	0.11	0.02	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.06	0.42	0.42		0.09	0.45	0.45		0.30	0.37	0.37		0.11	0.19	0.19	
Volume/Cap:	0.44	0.59	0.16		0.59	0.44	0.44		0.59	0.49	0.25		0.49	0.59	0.08	
Delay/Veh:	35.6	17.7	13.9		38.0	14.8	15.2		23.5	18.7	16.7		32.9	29.8	25.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.6	17.7	13.9		38.0	14.8	15.2		23.5	18.7	16.7		32.9	29.8	25.9	
DesignQueue:	5	27	4		4	25	6		23	21	5		9	16	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		2	0 2	0 1		0	0 2	0 1		0	1 1	0 1	
Volume Module:																
Base Vol:	253	1157	29		30	826	16		0	267	201		2	293	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1157	29		30	826	16		0	267	201		2	293	66	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	253	1157	0		30	826	0		0	267	0		2	293	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1157	0		30	826	0		0	267	0		2	293	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	253	1157	0		30	826	0		0	267	0		2	293	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		0.00	2.00	1.00		0.01	1.99	1.00	
Final Sat.:	1600	3200	1600		3200	3200	1600		0	3200	1600		22	3178	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.36	0.00		0.01	0.26	0.00		0.00	0.08	0.00		0.00	0.09	0.00	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.31	0.80	0.00		0.02	0.51	0.00		0.00	0.18	0.00		0.00	0.18	0.00	
Volume/Cap:	0.51	0.45	0.00		0.45	0.51	0.00		0.00	0.47	0.00		0.47	0.51	0.00	
Delay/Veh:	22.4	2.6	0.0		40.6	12.8	0.0		0.0	28.8	0.0		447.5	29.1	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.4	2.6	0.0		40.6	12.8	0.0		0.0	28.8	0.0		447.5	29.1	0.0	
DesignQueue:	10	14	0		2	24	0		0	12	0		0	14	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	90	557	0		0	578	121		411	0	97		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	557	0		0	578	121		411	0	97		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	557	0		0	578	121		411	0	97		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	557	0		0	578	121		411	0	97		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	557	0		0	578	121		411	0	97		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.17	0.00		0.00	0.18	0.08		0.13	0.00	0.06		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.65	0.00		0.00	0.49	0.49		0.35	0.00	0.35		0.00	0.00	0.00	
Volume/Cap:	0.37	0.27	0.00		0.00	0.37	0.15		0.37	0.00	0.17		0.00	0.00	0.00	
Delay/Veh:	29.6	5.8	0.0		0.0	12.1	10.7		18.7	0.0	17.2		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.6	5.8	0.0		0.0	12.1	10.7		18.7	0.0	17.2		0.0	0.0	0.0	
DesignQueue:	4	11	0		0	17	3		15	0	4		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	43	892	0		0	710	253		508	0	28		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	892	0		0	710	253		508	0	28		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	892	0		0	710	253		508	0	28		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	892	0		0	710	253		508	0	28		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	43	892	0		0	710	253		508	0	28		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.00		0.00	0.22	0.16		0.16	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.07	0.64	0.00		0.00	0.57	0.57		0.36	0.00	0.36		0.00	0.00	0.00	
Volume/Cap:	0.39	0.44	0.00		0.00	0.39	0.28		0.44	0.00	0.05		0.00	0.00	0.00	
Delay/Veh:	35.5	7.1	0.0		0.0	9.3	8.6		18.8	0.0	15.9		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	7.1	0.0		0.0	9.3	8.6		18.8	0.0	15.9		0.0	0.0	0.0	
DesignQueue:	2	19	0		0	18	6		19	0	1		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	845	14	73	577	149	182	23	35	64	46	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	845	14	73	577	149	182	23	35	64	46	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	845	14	73	577	149	182	23	35	64	46	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	845	14	73	577	149	182	23	35	64	46	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	845	14	73	577	149	182	23	35	64	46	133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	634	966	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.01	0.05	0.18	0.09	0.11	0.04	0.04	0.04	0.03	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.52	0.52	0.09	0.45	0.45	0.22	0.18	0.18	0.20	0.16	0.16
Volume/Cap:	0.40	0.51	0.02	0.51	0.40	0.21	0.51	0.20	0.20	0.20	0.18	0.51
Delay/Veh:	29.7	12.2	8.9	35.8	14.1	12.7	27.1	26.7	26.6	25.5	27.7	30.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	12.2	8.9	35.8	14.1	12.7	27.1	26.7	26.6	25.5	27.7	30.7
DesignQueue:	5	24	0	4	18	5	8	1	2	3	2	6

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	19	773	121	19	1095	363	368	408	34	76	203	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	773	121	19	1095	363	368	408	34	76	203	14
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	773	121	19	1095	0	368	408	34	76	203	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	773	121	19	1095	0	368	408	34	76	203	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	773	121	19	1095	0	368	408	34	76	203	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.85	0.15	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	2954	246	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.08	0.01	0.34	0.00	0.12	0.14	0.14	0.05	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.63	0.63	0.03	0.64	0.00	0.21	0.25	0.25	0.09	0.13	0.13
Volume/Cap:	0.54	0.38	0.12	0.38	0.54	0.00	0.54	0.55	0.55	0.55	0.54	0.54
Delay/Veh:	47.9	7.1	5.7	39.0	7.9	0.0	27.5	25.6	31.8	37.0	32.7	45.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	7.1	5.7	39.0	7.9	0.0	27.5	25.6	31.8	37.0	32.7	45.2
DesignQueue:	1	17	3	1	24	0	16	17	1	4	10	1

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	9	1102	26	21	1287	161	333	681	24	137	328	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1102	26	21	1287	161	333	681	24	137	328	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1102	26	21	1287	161	333	681	24	137	328	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1102	26	21	1287	161	333	681	24	137	328	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	1102	26	21	1287	161	333	681	24	137	328	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.67	0.33	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4689	111	1600	4266	534	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.23	0.01	0.30	0.30	0.10	0.43	0.02	0.09	0.10	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.01	0.36	0.36	0.02	0.37	0.37	0.31	0.52	0.52	0.10	0.31	0.31
Volume/Cap:	0.82	0.66	0.66	0.66	0.82	0.82	0.33	0.82	0.03	0.82	0.33	0.03
Delay/Veh:	145.6	21.6	42.1	62.5	24.5	37.5	20.3	20.0	9.0	51.4	20.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.6	21.6	42.1	62.5	24.5	37.5	20.3	20.0	9.0	51.4	20.5	18.5
DesignQueue:	0	42	1	1	48	6	13	20	1	7	13	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	2 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	107	1443	0	0	1253	221	275	0	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1443	0	0	1253	221	275	0	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1443	0	0	1253	221	275	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1443	0	0	1253	221	275	0	234	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	1443	0	0	1253	221	275	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	4080	720	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.00	0.00	0.31	0.31	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.07	0.75	0.00	0.00	0.68	0.68	0.25	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.45	0.40	0.00	0.00	0.45	0.45	0.35	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	35.1	3.5	0.0	0.0	5.9	6.3	23.9	0.0	21.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	3.5	0.0	0.0	5.9	6.3	23.9	0.0	21.1	0.0	0.0	0.0
DesignQueue:	6	21	0	0	24	4	12	0	9	0	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	203	1420	162		148	1156	219		228	178	140		152	108	148	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	203	1420	162		148	1156	219		228	178	140		152	108	148	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	203	1420	0		148	1156	0		228	178	140		152	108	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	203	1420	0		148	1156	0		228	178	140		152	108	148	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	203	1420	0		148	1156	0		228	178	140		152	108	148	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.12	0.88		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	1791	1409		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.44	0.00		0.09	0.36	0.00		0.14	0.10	0.10		0.10	0.03	0.09	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.18	0.58	0.00		0.12	0.51	0.00		0.18	0.16	0.16		0.15	0.12	0.12	
Volume/Cap:	0.70	0.77	0.00		0.77	0.70	0.00		0.77	0.64	0.64		0.64	0.28	0.77	
Delay/Veh:	34.7	13.9	0.0		44.5	15.2	0.0		37.9	33.8	34.7		34.7	31.0	44.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.7	13.9	0.0		44.5	15.2	0.0		37.9	33.8	34.7		34.7	31.0	44.5	
DesignQueue:	10	37	0		7	34	0		11	9	7		7	5	7	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	33	353	232		67	301	17		32	351	19		131	257	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	353	232		67	301	17		32	351	19		131	257	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	353	232		67	301	17		32	351	19		131	257	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	353	232		67	301	17		32	351	19		131	257	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	33	353	232		67	301	17		32	351	19		131	257	22	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.21	0.79		1.00	1.89	0.11		1.00	0.95	0.05		1.00	0.92	0.08	
Final Sat.:	1600	1931	1269		1600	3029	171		1600	1518	82		1600	1474	126	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.18	0.18		0.04	0.10	0.10		0.02	0.23	0.23		0.08	0.17	0.17	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.34	0.34		0.08	0.35	0.35		0.06	0.43	0.43		0.15	0.52	0.52	
Volume/Cap:	0.29	0.54	0.54		0.54	0.29	0.29		0.33	0.54	0.54		0.54	0.33	0.33	
Delay/Veh:	34.3	21.2	21.6		37.7	18.3	19.0		35.5	17.0	27.0		32.0	10.7	11.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.3	21.2	21.6		37.7	18.3	19.0		35.5	17.0	27.0		32.0	10.7	11.8	
DesignQueue:	2	13	9		3	11	1		2	12	1		6	7	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	98	179	372		98	97	95		178	975	112		115	567	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	179	372		98	97	95		178	975	112		115	567	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	98	179	372		98	97	95		178	975	112		115	567	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	179	372		98	97	95		178	975	112		115	567	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	98	179	372		98	97	95		178	975	112		115	567	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.23		0.06	0.06	0.06		0.11	0.30	0.07		0.07	0.18	0.07	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.22	0.35	0.35		0.09	0.22	0.22		0.22	0.45	0.45		0.11	0.35	0.35	
Volume/Cap:	0.28	0.32	0.67		0.67	0.28	0.27		0.51	0.67	0.15		0.67	0.51	0.20	
Delay/Veh:	25.1	18.6	23.6		41.4	25.2	25.1		27.7	17.3	12.3		39.6	20.4	17.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.1	18.6	23.6		41.4	25.2	25.1		27.7	17.3	12.3		39.6	20.4	17.8	
DesignQueue:	4	7	14		5	4	4		8	32	3		6	21	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	110	742	323		241	625	60		291	853	70		321	663	228	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	742	323		241	625	60		291	853	70		321	663	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	742	323		241	625	60		291	853	70		321	663	228	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	742	323		241	625	60		291	853	70		321	663	228	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	742	323		241	625	60		291	853	70		321	663	228	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.20		0.08	0.13	0.04		0.09	0.27	0.04		0.10	0.14	0.14	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.09	0.31	0.31		0.12	0.34	0.34		0.22	0.41	0.41		0.16	0.35	0.35	
Volume/Cap:	0.38	0.49	0.64		0.64	0.38	0.11		0.41	0.64	0.11		0.64	0.40	0.41	
Delay/Veh:	33.5	21.7	24.7		35.1	19.3	17.4		25.9	18.8	13.8		32.5	19.1	19.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.5	21.7	24.7		35.1	19.3	17.4		25.9	18.8	13.8		32.5	19.1	19.4	
DesignQueue:	6	29	13		12	24	2		13	30	2		15	25	9	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	969	110	157	1079	0	0	0	0	187	0	186				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	969	110	157	1079	0	0	0	0	187	0	186				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	969	110	157	1079	0	0	0	0	187	0	186				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	969	110	157	1079	0	0	0	0	187	0	186				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	969	110	157	1079	0	0	0	0	187	0	186				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.07	0.10	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.12				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.58	0.58	0.19	0.77	0.00	0.00	0.00	0.00	0.23	0.00	0.23				
Volume/Cap:	0.00	0.52	0.12	0.52	0.44	0.00	0.00	0.00	0.00	0.52	0.00	0.52				
Delay/Veh:	0.0	9.7	7.1	29.3	3.0	0.0	0.0	0.0	0.0	27.2	0.0	27.2				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	9.7	7.1	29.3	3.0	0.0	0.0	0.0	0.0	27.2	0.0	27.2				
DesignQueue:	0	24	3	7	15	0	0	0	0	8	0	8				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1117	57	98	358	0	0	0	0	31	0	218				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1117	57	98	358	0	0	0	0	31	0	218				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	0	1117	0	98	358	0	0	0	0	31	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1117	0	98	358	0	0	0	0	31	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	0	1117	0	98	358	0	0	0	0	31	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.70	0.00	0.06	0.22	0.00	0.00	0.00	0.00	0.02	0.00	0.00				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.90	0.00	0.08	0.98	0.00	0.00	0.00	0.00	0.02	0.00	0.00				
Volume/Cap:	0.00	0.78	0.00	0.78	0.23	0.00	0.00	0.00	0.00	0.78	0.00	0.00				
Delay/Veh:	0.0	3.3	0.0	52.0	0.0	0.0	0.0	0.0	0.0	77.3	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	3.3	0.0	52.0	0.0	0.0	0.0	0.0	0.0	77.3	0.0	0.0				
DesignQueue:	0	8	0	5	1	0	0	0	0	2	0	0				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	57	974	0	0	1022	71	113	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	974	0	0	1022	71	113	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	974	0	0	1022	71	113	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	974	0	0	1022	71	113	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	974	0	0	1022	71	113	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2992	208	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.00	0.34	0.34	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.84	0.00	0.00	0.76	0.76	0.16	0.00	0.16	0.00	0.00	0.00
Volume/Cap:	0.45	0.36	0.00	0.00	0.45	0.45	0.45	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	35.5	1.4	0.0	0.0	3.4	4.7	30.3	0.0	29.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	1.4	0.0	0.0	3.4	4.7	30.3	0.0	29.0	0.0	0.0	0.0
DesignQueue:	3	9	0	0	15	1	5	0	4	0	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #49 Rose & 1st

Cycle (sec): 100 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	127	1749	0	0	1452	49	125	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1749	0	0	1452	49	125	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1749	0	0	1452	49	125	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1749	0	0	1452	49	125	0	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1749	0	0	1452	49	125	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.00	0.00	0.45	0.03	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.13	0.87	0.00	0.00	0.74	0.74	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.61	0.62	0.00	0.00	0.61	0.04	0.62	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	35.2	1.6	0.0	0.0	4.9	2.6	36.1	0.0	31.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	1.6	0.0	0.0	4.9	2.6	36.1	0.0	31.8	0.0	0.0	0.0
DesignQueue:	6	14	0	0	23	1	6	0	4	0	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 1	0 1		1	0 0	1 0	
Volume Module:																
Base Vol:	34	797	6		33	451	365		5	5	23		249	5	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	797	6		33	451	365		5	5	23		249	5	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	34	797	6		33	451	365		5	5	23		249	5	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	797	6		33	451	365		5	5	23		249	5	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	34	797	6		33	451	365		5	5	23		249	5	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.11	0.89		1.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1600	1600	1600		1600	1769	1431		1600	1600	1600		1600	1600	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.50	0.00		0.02	0.26	0.25		0.00	0.00	0.01		0.16	0.00	0.00	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.06	0.72	0.72		0.03	0.70	0.70		0.12	0.02	0.02		0.23	0.12	0.00	
Volume/Cap:	0.37	0.69	0.01		0.69	0.37	0.37		0.03	0.15	0.69		0.69	0.03	0.00	
Delay/Veh:	36.0	7.1	3.0		58.4	4.9	4.9		29.7	37.2	65.6		31.1	29.7	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.0	7.1	3.0		58.4	4.9	4.9		29.7	37.2	65.6		31.1	29.7	0.0	
DesignQueue:	2	14	0		2	8	7		0	0	1		11	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	15	529	58		67	313	163		394	213	57		33	111	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	529	58		67	313	163		394	213	57		33	111	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	529	58		67	313	163		394	213	57		33	111	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	529	58		67	313	163		394	213	57		33	111	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	15	529	58		67	313	163		394	213	57		33	111	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.58	0.42		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2524	676		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.17	0.04		0.04	0.10	0.10		0.25	0.08	0.08		0.02	0.07	0.11	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.03	0.29	0.29		0.07	0.34	0.34		0.44	0.51	0.51		0.12	0.19	0.19	
Volume/Cap:	0.30	0.56	0.12		0.56	0.29	0.30		0.56	0.17	0.17		0.17	0.36	0.56	
Delay/Veh:	37.5	23.5	19.9		38.7	18.7	18.9		16.9	10.2	10.3		30.2	27.4	29.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	23.5	19.9		38.7	18.7	18.9		16.9	10.2	10.3		30.2	27.4	29.9	
DesignQueue:	1	22	2		3	12	6		13	6	2		2	5	8	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	61	95	29		227	73	207		381	704	25		27	537	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	95	29		227	73	207		381	704	25		27	537	127	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	95	29		227	73	207		381	704	25		27	537	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	95	29		227	73	207		381	704	25		27	537	127	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	95	29		227	73	207		381	704	25		27	537	127	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.03	0.02		0.14	0.02	0.13		0.24	0.22	0.02		0.02	0.17	0.08	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.07	0.05	0.05		0.25	0.23	0.23		0.41	0.65	0.65		0.05	0.29	0.29	
Volume/Cap:	0.56	0.58	0.35		0.58	0.10	0.56		0.58	0.34	0.02		0.34	0.58	0.27	
Delay/Veh:	39.6	39.3	36.4		27.1	23.4	27.8		18.4	6.0	4.7		36.3	24.0	21.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.6	39.3	36.4		27.1	23.4	27.8		18.4	6.0	4.7		36.3	24.0	21.1	
DesignQueue:	3	5	2		10	3	9		13	14	0		1	22	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	28	92	19		72	50	141		166	537	8		14	779	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	92	19		72	50	141		166	537	8		14	779	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	28	92	19		72	50	141		166	537	8		14	779	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	92	19		72	50	141		166	537	8		14	779	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	28	92	19		72	50	141		166	537	8		14	779	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.20	0.66	0.14		0.27	0.19	0.54		1.00	1.97	0.03		1.00	1.78	0.22	
Final Sat.:	322	1059	219		438	304	858		1600	3153	47		1600	2842	358	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.09	0.09		0.05	0.16	0.16		0.10	0.17	0.17		0.01	0.27	0.27	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.03	0.21	0.21		0.11	0.29	0.29		0.19	0.64	0.64		0.03	0.49	0.49	
Volume/Cap:	0.56	0.41	0.41		0.41	0.56	0.56		0.56	0.27	0.27		0.27	0.56	0.56	
Delay/Veh:	69.3	26.7	29.1		34.8	28.5	25.1		30.3	6.0	7.0		37.0	14.2	16.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	69.3	26.7	29.1		34.8	28.5	25.1		30.3	6.0	7.0		37.0	14.2	16.8	
DesignQueue:	2	4	1		4	2	6		8	11	0		1	24	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	50	233	97		235	307	215		220	444	36		108	697	148	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	233	97		235	307	215		220	444	36		108	697	148	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	233	97		235	307	215		220	444	36		108	697	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	233	97		235	307	215		220	444	36		108	697	148	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	233	97		235	307	215		220	444	36		108	697	148	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.65	0.35	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2960	240		1600	2640	560	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.06		0.15	0.10	0.13		0.14	0.15	0.15		0.07	0.26	0.26	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.07	0.12	0.12		0.24	0.29	0.29		0.22	0.45	0.45		0.20	0.43	0.43	
Volume/Cap:	0.47	0.62	0.52		0.62	0.33	0.47		0.62	0.34	0.34		0.34	0.62	0.62	
Delay/Veh:	37.0	34.6	34.0		28.5	21.7	23.2		29.4	14.0	14.6		26.6	18.1	20.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.0	34.6	34.0		28.5	21.7	23.2		29.4	14.0	14.6		26.6	18.1	20.7	
DesignQueue:	3	12	5		10	12	9		10	14	1		5	24	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 1		1	0 1	0 1		1	0 2	0 0		1	0 1	1 0	
Volume Module:																
Base Vol:	27	49	29		23	0	12		46	223	0		0	634	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	49	29		23	0	12		46	223	0		0	634	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	49	29		23	0	12		46	223	0		0	634	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	49	29		23	0	12		46	223	0		0	634	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	27	49	29		23	0	12		46	223	0		0	634	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.51	0.49	1.00		1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.94	0.06	
Final Sat.:	823	777	1600		1600	1600	1600		1600	3200	0		1600	3102	98	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.02		0.01	0.00	0.01		0.03	0.07	0.00		0.00	0.20	0.20	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.20	0.20	0.20		0.05	0.00	0.25		0.09	0.75	0.00		0.00	0.66	0.66	
Volume/Cap:	0.08	0.31	0.09		0.31	0.00	0.03		0.31	0.09	0.00		0.00	0.31	0.31	
Delay/Veh:	24.9	26.5	24.9		36.3	0.0	21.9		33.0	2.6	0.0		0.0	5.7	6.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.9	26.5	24.9		36.3	0.0	21.9		33.0	2.6	0.0		0.0	5.7	6.6	
DesignQueue:	1	2	1		1	0	1		2	3	0		0	13	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	98	523	121		388	495	67		143	102	38		103	235	385	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	523	121		388	495	67		143	102	38		103	235	385	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	98	523	121		388	495	67		143	102	38		103	235	385	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	523	121		388	495	67		143	102	38		103	235	385	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	98	523	121		388	495	67		143	102	38		103	235	385	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	1.46	0.54		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	1600		1600	2331	869		1600	3200	1600	
Capacity Analysis Module:																			
Vol/Sat:	0.06	0.16	0.08		0.12	0.15	0.04		0.09	0.04	0.04		0.06	0.07	0.24	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.13	0.27	0.27		0.20	0.33	0.33		0.15	0.22	0.22		0.32	0.39	0.39	
Volume/Cap:	0.47	0.61	0.28		0.61	0.47	0.13		0.61	0.20	0.20		0.20	0.19	0.61	
Delay/Veh:	32.2	25.8	22.6		29.5	20.6	17.9		34.2	24.7	24.7		19.1	15.4	20.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.2	25.8	22.6		29.5	20.6	17.9		34.2	24.7	24.7		19.1	15.4	20.1	
DesignQueue:	5	22	5		18	19	3		7	4	2		4	8	14	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	22	213	58		397	109	113		89	183	21		89	107	301	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	213	58		397	109	113		89	183	21		89	107	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	213	58		397	109	113		89	183	21		89	107	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	213	58		397	109	113		89	183	21		89	107	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	22	213	58		397	109	113		89	183	21		89	107	301	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.79	0.21		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	1600	1600		1600	2871	329		1600	3200	1600	
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.07	0.04		0.12	0.07	0.07		0.06	0.06	0.06		0.06	0.03	0.19	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.07	0.15	0.15		0.29	0.37	0.37		0.13	0.30	0.30		0.26	0.43	0.43	
Volume/Cap:	0.19	0.43	0.24		0.43	0.19	0.19		0.43	0.21	0.21		0.21	0.08	0.43	
Delay/Veh:	33.8	30.0	28.7		22.6	16.6	16.6		32.0	20.2	20.3		22.3	12.8	15.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.8	30.0	28.7		22.6	16.6	16.6		32.0	20.2	20.3		22.3	12.8	15.5	
DesignQueue:	1	10	3		16	4	4		4	7	1		4	3	10	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.170
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	1	0	0	1	0	1	0	2	0	0	1	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		18	0	26		40	437	0		27	345	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		18	0	26		40	437	0		27	345	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		18	0	26		40	437	0		27	345	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		18	0	26		40	437	0		27	345	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		18	0	26		40	437	0		27	345	33	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	1.83	0.17	
Final Sat.:	0	1600	0		1600	0	1600		1600	3200	0		1600	2921	279	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.03	0.14	0.00		0.02	0.12	0.12	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.10	0.00	0.10		0.16	0.80	0.00		0.10	0.75	0.75	
Volume/Cap:	0.00	0.00	0.00		0.12	0.00	0.17		0.16	0.17	0.00		0.17	0.16	0.16	
Delay/Veh:	0.0	0.0	0.0		31.9	0.0	32.1		28.0	1.7	0.0		31.8	2.8	2.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		31.9	0.0	32.1		28.0	1.7	0.0		31.8	2.8	2.8	
DesignQueue:	0	0	0		1	0	1		2	5	0		1	5	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0		131	0	115		131	568	0		0	275	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		131	0	115		131	568	0		0	275	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		131	0	115		131	568	0		0	275	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		131	0	115		131	568	0		0	275	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		131	0	115		131	568	0		0	275	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	1600	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.07		0.08	0.36	0.00		0.00	0.09	0.03	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.19	0.00	0.19		0.40	0.81	0.00		0.00	0.42	0.42	
Volume/Cap:	0.00	0.00	0.00		0.44	0.00	0.38		0.21	0.44	0.00		0.00	0.21	0.06	
Delay/Veh:	0.0	0.0	0.0		28.4	0.0	27.8		15.3	2.3	0.0		0.0	14.4	13.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		28.4	0.0	27.8		15.3	2.3	0.0		0.0	14.4	13.5	
DesignQueue:	0	0	0		6	0	5		4	6	0		0	9	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #91 Rice & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	11	979	327		28	986	139		129	478	17		140	257	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	979	327		28	986	139		129	478	17		140	257	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	979	327		28	986	139		129	478	17		140	257	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	979	327		28	986	139		129	478	17		140	257	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	979	327		28	986	139		129	478	17		140	257	14	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.93	0.07		1.00	1.90	0.10	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3090	110		1600	3035	165	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.20		0.02	0.31	0.09		0.08	0.15	0.15		0.09	0.08	0.08	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.01	0.54	0.54		0.03	0.56	0.56		0.21	0.27	0.27		0.15	0.22	0.22	
Volume/Cap:	0.55	0.57	0.38		0.57	0.55	0.16		0.39	0.57	0.57		0.57	0.39	0.39	
Delay/Veh:	56.4	12.0	10.3		46.5	11.1	8.2		26.6	24.7	38.8		32.4	25.8	28.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.4	12.0	10.3		46.5	11.1	8.2		26.6	24.7	38.8		32.4	25.8	28.9	
DesignQueue:	1	27	9		2	26	3		6	20	1		7	11	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 1	0 0		0	0 0	1 0	
Volume Module:																
Base Vol:	0	0	0		59	0	158		259	588	0		0	263	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		59	0	158		259	588	0		0	263	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		59	0	158		259	588	0		0	263	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		59	0	158		259	588	0		0	263	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		59	0	158		259	588	0		0	263	59	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	0.82	0.18	
Final Sat.:	0	0	0		1600	0	1600		1600	1600	0		0	1307	293	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.10		0.16	0.37	0.00		0.00	0.20	0.20	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.21	0.00	0.21		0.35	0.79	0.00		0.00	0.44	0.44	
Volume/Cap:	0.00	0.00	0.00		0.17	0.00	0.47		0.46	0.47	0.00		0.00	0.46	0.46	
Delay/Veh:	0.0	0.0	0.0		24.9	0.0	27.3		19.8	2.9	0.0		0.0	15.7	17.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		24.9	0.0	27.3		19.8	2.9	0.0		0.0	15.7	17.2	
DesignQueue:	0	0	0		3	0	7		10	8	0		0	9	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	109	345	10		34	353	212		122	5	13		4	8	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	109	345	10		34	353	212		122	5	13		4	8	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	109	345	10		34	353	212		122	5	13		4	8	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	109	345	10		34	353	212		122	5	13		4	8	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	109	345	10		34	353	212		122	5	13		4	8	4	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	2.00	1.00		1.00	1.00	1.00		0.25	0.50	0.25	
Final Sat.:	1600	3110	90		1600	3200	1600		1600	1600	1600		400	800	400	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.11		0.02	0.11	0.13		0.08	0.00	0.01		0.00	0.01	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.24	0.59	0.59		0.11	0.46	0.46		0.27	0.23	0.23		0.07	0.03	0.03	
Volume/Cap:	0.29	0.19	0.19		0.19	0.24	0.29		0.29	0.01	0.04		0.04	0.29	0.29	
Delay/Veh:	24.1	7.4	7.6		31.1	12.5	12.9		22.6	22.9	23.0		33.3	37.8	39.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.1	7.4	7.6		31.1	12.5	12.9		22.6	22.9	23.0		33.3	37.8	39.1	
DesignQueue:	5	8	0		2	11	7		5	0	1		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #94 Rice & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	81	1006	107		230	1174	91		131	237	95		34	83	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	1006	107		230	1174	91		131	237	95		34	83	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	1006	107		230	1174	91		131	237	95		34	83	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	1006	107		230	1174	91		131	237	95		34	83	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	81	1006	107		230	1174	91		131	237	95		34	83	35	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.78	0.22		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4455	345		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.07		0.14	0.26	0.26		0.08	0.07	0.06		0.02	0.03	0.02	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.12	0.45	0.45		0.31	0.64	0.64		0.18	0.18	0.18		0.05	0.06	0.06	
Volume/Cap:	0.41	0.46	0.15		0.46	0.41	0.41		0.46	0.41	0.33		0.41	0.46	0.39	
Delay/Veh:	32.0	14.6	12.3		21.8	6.7	7.4		29.2	28.1	27.7		37.1	36.6	36.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	14.6	12.3		21.8	6.7	7.4		29.2	28.1	27.7		37.1	36.6	36.5	
DesignQueue:	4	32	3		9	25	2		6	11	4		2	4	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.205
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	24	245	22		80	182	128		96	91	17		28	59	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	245	22		80	182	128		96	91	17		28	59	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	245	22		80	182	128		96	91	17		28	59	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	245	22		80	182	128		96	91	17		28	59	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	245	22		80	182	128		96	91	17		28	59	32	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.08	0.01		0.05	0.06	0.08		0.06	0.03	0.01		0.02	0.02	0.02	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.10	0.37	0.37		0.24	0.52	0.52		0.29	0.24	0.24		0.15	0.09	0.09	
Volume/Cap:	0.15	0.21	0.04		0.21	0.11	0.15		0.21	0.12	0.04		0.12	0.21	0.22	
Delay/Veh:	31.9	16.4	15.3		23.2	9.4	9.7		20.5	23.1	22.7		28.6	32.5	32.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.9	16.4	15.3		23.2	9.4	9.7		20.5	23.1	22.7		28.6	32.5	32.7	
DesignQueue:	1	9	1		3	5	3		4	4	1		1	3	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		1	0 3	0 1	
Volume Module:																
Base Vol:	240	1149	207		337	1109	294		782	838	252		60	288	114	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	1149	207		337	1109	294		782	838	252		60	288	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	240	1149	207		337	1109	294		782	838	252		60	288	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	1149	207		337	1109	294		782	838	252		60	288	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	240	1149	207		337	1109	294		782	838	252		60	288	114	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.24	0.13		0.11	0.23	0.18		0.24	0.17	0.16		0.04	0.06	0.07	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.13	0.36	0.36		0.16	0.39	0.39		0.37	0.39	0.39		0.08	0.11	0.11	
Volume/Cap:	0.59	0.66	0.36		0.66	0.59	0.47		0.66	0.44	0.40		0.44	0.56	0.66	
Delay/Veh:	33.3	21.2	18.1		32.6	18.7	17.7		21.2	17.3	17.0		35.1	33.6	39.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.3	21.2	18.1		32.6	18.7	17.7		21.2	17.3	17.0		35.1	33.6	39.1	
DesignQueue:	12	43	8		16	39	10		29	29	9		3	14	6	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	198	1040	0	0	1481	544	526	0	105	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1040	0	0	1481	544	526	0	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1040	0	0	1481	544	526	0	105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1040	0	0	1481	544	526	0	105	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	1040	0	0	1481	544	526	0	105	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.31	0.34	0.16	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.11	0.71	0.00	0.00	0.60	0.60	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.57	0.46	0.00	0.00	0.51	0.57	0.57	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	34.2	4.9	0.0	0.0	9.0	9.9	23.8	0.0	20.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	4.9	0.0	0.0	9.0	9.9	23.8	0.0	20.8	0.0	0.0	0.0
DesignQueue:	10	18	0	0	35	13	22	0	4	0	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	191	55	95	31	7	8	148	748	254	189	361	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	55	95	31	7	8	148	748	254	189	361	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	55	0	31	7	8	148	748	254	189	361	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	55	0	31	7	8	148	748	254	189	361	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	55	0	31	7	8	148	748	254	189	361	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	1600	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.00	0.02	0.00	0.01	0.05	0.16	0.16	0.12	0.08	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.30	0.15	0.00	0.16	0.01	0.01	0.26	0.39	0.39	0.30	0.43	0.43
Volume/Cap:	0.40	0.12	0.00	0.12	0.40	0.45	0.18	0.40	0.41	0.40	0.18	0.05
Delay/Veh:	21.7	28.6	0.0	27.4	44.6	48.5	22.0	16.9	17.2	21.9	13.7	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	28.6	0.0	27.4	44.6	48.5	22.0	16.9	17.2	21.9	13.7	12.9
DesignQueue:	8	3	0	1	0	0	6	26	9	8	12	1

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	821	761		76	1208		0	63	2	823		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	821	761		76	1208		0	63	2	823		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	821	0		76	1208		0	63	2	0		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	821	0		76	1208		0	63	2	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	821	0		76	1208		0	63	2	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.97	0.03	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200		0	1551	49	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.05	0.38		0.00	0.04	0.04	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.00	0.76	0.00		0.14	0.90		0.00	0.10	0.10	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.34	0.00		0.34	0.42		0.00	0.42	0.42	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	3.0	0.0		30.2	0.6		0.0	33.8	55.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	3.0	0.0		30.2	0.6		0.0	33.8	55.0	0.0		0.0	0.0	0.0	
DesignQueue:	0	12	0		4	7		0	3	0	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	1	2	0	1	0	1
Volume Module:																
Base Vol:	56	307	35		125	231		84	409	84	23		42	32	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	307	35		125	231		84	409	84	23		42	32	100	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	307	0		125	231		84	409	84	23		42	32	100	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	56	307	0		125	231		84	409	84	23		42	32	100	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	307	0		125	231		84	409	84	23		42	32	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.47		0.53	1.00	1.57	0.43		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	2347		853	1600	2512	688		3200	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19	0.00		0.08	0.10		0.10	0.26	0.03	0.03		0.01	0.02	0.06	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.12	0.33	0.00		0.13	0.34		0.34	0.43	0.39	0.39		0.15	0.11	0.11	
Volume/Cap:	0.29	0.59	0.00		0.59	0.29		0.29	0.59	0.09	0.09		0.09	0.19	0.59	
Delay/Veh:	31.1	22.9	0.0		34.4	18.7		18.8	17.5	14.9	14.9		28.0	31.4	36.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.1	22.9	0.0		34.4	18.7		18.8	17.5	14.9	14.9		28.0	31.4	36.5	
DesignQueue:	3	12	0		6	9		3	14	3	1		2	2	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		1	0 1	0 1		2	1 0	0 1	
Volume Module:																
Base Vol:	112	385	397		194	597	14		13	62	101		146	34	86	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	385	397		194	597	14		13	62	101		146	34	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	385	397		194	597	14		13	62	101		146	34	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	385	397		194	597	14		13	62	101		146	34	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	112	385	397		194	597	14		13	62	101		146	34	86	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.95	0.05		1.00	1.00	1.00		2.43	0.57	1.00	
Final Sat.:	1600	3200	1600		1600	3127	73		1600	1600	1600		3893	907	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.25		0.12	0.19	0.19		0.01	0.04	0.06		0.04	0.04	0.05	
Crit Moves:			****		****						****				****	
Green/Cycle:	0.21	0.49	0.61		0.28	0.56	0.56		0.15	0.15	0.15		0.12	0.12	0.12	
Volume/Cap:	0.34	0.25	0.41		0.43	0.34	0.34		0.06	0.27	0.43		0.30	0.30	0.43	
Delay/Veh:	26.4	11.5	7.9		23.1	9.2	11.0		28.3	29.4	30.8		30.8	31.1	32.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.4	11.5	7.9		23.1	9.2	11.0		28.3	29.4	30.8		30.8	31.1	32.2	
DesignQueue:	5	11	9		8	15	0		1	3	5		7	2	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 2		2	0 2	1 0		1	1 2	0 1		3	0 2	0 1	
Volume Module:																
Base Vol:	163	287	972		238	448	182		148	1302	214		770	551	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	163	287	972		238	448	182		148	1302	214		770	551	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	163	287	972		238	448	182		148	1302	214		770	551	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	163	287	972		238	448	182		148	1302	214		770	551	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	163	287	972		238	448	182		148	1302	214		770	551	29	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	2.00		2.00	2.13	0.87		1.00	3.00	1.00		3.00	2.00	1.00	
Final Sat.:	3200	3200	3200		3200	3413	1387		1600	4800	1600		4800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.30		0.07	0.13	0.13		0.09	0.27	0.13		0.16	0.17	0.02	
Crit Moves:			****		****					****				****		
Green/Cycle:	0.13	0.37	0.37		0.09	0.33	0.33		0.33	0.33	0.33		0.21	0.21	0.30	
Volume/Cap:	0.40	0.24	0.82		0.82	0.40	0.40		0.28	0.82	0.41		0.77	0.82	0.06	
Delay/Veh:	31.1	16.8	25.3		46.0	19.9	20.1		19.1	26.3	20.2		31.2	34.7	19.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.1	16.8	25.3		46.0	19.9	20.1		19.1	26.3	20.2		31.2	34.7	19.2	
DesignQueue:	8	10	36		12	17	7		6	52	8		35	25	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		2	0 2	0 1	
Volume Module:																
Base Vol:	36	105	453		12	29	16		30	276	30		361	261	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	105	453		12	29	16		30	276	30		361	261	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	105	453		12	29	16		30	276	30		361	261	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	105	453		12	29	16		30	276	30		361	261	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	36	105	453		12	29	16		30	276	30		361	261	14	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.80	0.20		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2886	314		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.28		0.01	0.01	0.01		0.02	0.10	0.10		0.11	0.08	0.01	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.40	0.57	0.57		0.02	0.18	0.18		0.08	0.19	0.19		0.23	0.34	0.34	
Volume/Cap:	0.06	0.06	0.50		0.50	0.05	0.06		0.24	0.50	0.50		0.50	0.24	0.03	
Delay/Veh:	14.0	7.5	10.4		49.0	26.2	26.2		33.5	28.4	32.9		26.5	18.3	16.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.0	7.5	10.4		49.0	26.2	26.2		33.5	28.4	32.9		26.5	18.3	16.9	
DesignQueue:	1	3	12		1	1	1		2	13	1		16	10	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1 0		1	0 1	1 0		1	0 2	0 1		1	0 2	1 0	
Volume Module:																
Base Vol:	157	510	70		27	293	59		174	651	211		50	409	56	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	510	70		27	293	59		174	651	211		50	409	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	157	510	70		27	293	59		174	651	211		50	409	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	510	70		27	293	59		174	651	211		50	409	56	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	157	510	70		27	293	59		174	651	211		50	409	56	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.76	0.24		1.00	1.66	0.34		1.00	2.00	1.00		1.00	2.64	0.36	
Final Sat.:	1600	2814	386		1600	2664	536		1600	3200	1600		1600	4222	578	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.18	0.18		0.02	0.11	0.11		0.11	0.20	0.13		0.03	0.10	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.22	0.43	0.43		0.04	0.25	0.25		0.28	0.46	0.46		0.07	0.25	0.25	
Volume/Cap:	0.44	0.42	0.42		0.42	0.44	0.44		0.39	0.44	0.29		0.44	0.39	0.39	
Delay/Veh:	26.5	15.4	16.3		38.7	24.8	26.0		22.7	14.3	13.0		36.2	24.1	24.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.5	15.4	16.3		38.7	24.8	26.0		22.7	14.3	13.0		36.2	24.1	24.9	
DesignQueue:	7	17	2		1	13	3		7	20	7		3	17	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 2	0 1		1	0 1	1 0		2	0 2	0 1	
Volume Module:																
Base Vol:	60	1654	112		201	949	20		140	172	13		87	156	345	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1654	112		201	949	20		140	172	13		87	156	345	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1654	112		201	949	20		140	172	13		87	156	345	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1654	112		201	949	20		140	172	13		87	156	345	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1654	112		201	949	20		140	172	13		87	156	345	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	2.00	1.00		1.00	1.86	0.14		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	3200	1600		1600	2975	225		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.07		0.06	0.30	0.01		0.09	0.06	0.06		0.03	0.05	0.22	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.03	0.48	0.48		0.09	0.54	0.54		0.12	0.29	0.29		0.14	0.30	0.30	
Volume/Cap:	0.55	0.71	0.14		0.71	0.55	0.02		0.71	0.20	0.20		0.20	0.16	0.71	
Delay/Veh:	40.9	16.3	11.0		39.6	11.9	8.3		40.0	20.6	20.8		29.5	19.6	27.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.9	16.3	11.0		39.6	11.9	8.3		40.0	20.6	20.8		29.5	19.6	27.1	
DesignQueue:	3	51	3		10	26	1		7	7	1		4	6	14	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	0 1		1	0 1	1 0		2	0 1	1 1	
Volume Module:																
Base Vol:	63	1651	580		240	929	29		21	140	28		260	220	584	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	1651	580		240	929	29		21	140	28		260	220	584	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	1651	580		240	929	29		21	140	28		260	220	584	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	1651	580		240	929	29		21	140	28		260	220	584	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	1651	580		240	929	29		21	140	28		260	220	584	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.00	1.00		1.00	1.67	0.33		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		3200	3200	1600		1600	2667	533		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.36		0.08	0.29	0.02		0.01	0.05	0.05		0.08	0.14	0.18	
Crit Moves:			****		****				****						****	
Green/Cycle:	0.08	0.57	0.57		0.12	0.61	0.61		0.02	0.12	0.12		0.19	0.29	0.29	
Volume/Cap:	0.48	0.60	0.63		0.63	0.48	0.03		0.63	0.43	0.43		0.43	0.48	0.63	
Delay/Veh:	35.8	11.0	12.1		34.8	8.5	6.0		58.0	32.0	34.2		28.0	23.2	24.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	11.0	12.1		34.8	8.5	6.0		58.0	32.0	34.2		28.0	23.2	24.9	
DesignQueue:	3	42	15		12	22	1		1	7	1		12	9	24	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	6	2139	56		33	1224	3		1	1	4		0	0	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	2139	56		33	1224	3		1	1	4		0	0	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	2139	56		33	1224	3		1	1	4		0	0	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	2139	56		33	1224	3		1	1	4		0	0	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	2139	56		33	1224	3		1	1	4		0	0	48	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05		1.00	1.99	0.01		1.00	0.20	0.80		1.00	0.00	1.00	
Final Sat.:	1600	3118	82		1600	3192	8		1600	320	1280		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.69	0.69		0.02	0.38	0.38		0.00	0.00	0.00		0.00	0.00	0.03	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.01	0.93	0.93		0.03	0.95	0.95		0.00	0.04	0.04		0.00	0.00	0.04	
Volume/Cap:	0.40	0.74	0.74		0.74	0.40	0.40		0.74	0.08	0.08		0.00	0.00	0.74	
Delay/Veh:	46.2	1.3	20.4		66.7	0.2	14.6		292.4	35.5	35.5		0.0	0.0	58.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.2	1.3	20.4		66.7	0.2	14.6		292.4	35.5	35.5		0.0	0.0	58.9	
DesignQueue:	0	10	0		2	4	0		0	0	0		0	0	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.177
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	2	19		120	2	3		38	55	2		7	44	53	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2	19		120	2	3		38	55	2		7	44	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2	19		120	2	3		38	55	2		7	44	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2	19		120	2	3		38	55	2		7	44	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2	19		120	2	3		38	55	2		7	44	53	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.10	0.90		0.96	0.02	0.02		0.40	0.58	0.02		0.07	0.42	0.51	
Final Sat.:	0	152	1448		1536	26	38		640	926	34		108	677	815	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.08	0.08	0.08		0.02	0.06	0.06		0.00	0.06	0.06	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.00	0.07	0.07		0.42	0.50	0.50		0.13	0.47	0.47		0.03	0.37	0.37	
Volume/Cap:	0.00	0.18	0.18		0.18	0.16	0.16		0.18	0.13	0.13		0.13	0.18	0.18	
Delay/Veh:	0.0	34.2	33.5		13.8	11.0	10.8		29.7	11.6	11.8		36.8	16.5	16.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	34.2	33.5		13.8	11.0	10.8		29.7	11.6	11.8		36.8	16.5	16.5	
DesignQueue:	0	0	1		4	0	0		2	2	0		0	2	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	181	143		45		131	131		293		153	561		289		8	699		26					
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Initial Bse:	181	143		45		131	131		293		153	561		289		8	699		26					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
PHF Volume:	181	143		45		131	131		293		153	561		289		8	699		26					
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0					
Reduced Vol:	181	143		45		131	131		293		153	561		289		8	699		26					
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Final Vol.:	181	143		45		131	131		293		153	561		289		8	699		26					
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	1.00	0.76		0.24		1.00	1.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00					
Final Sat.:	1600	1217		383		1600	1600		1600		1600	3200		1600		1600	3200		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.12		0.12		0.08	0.08		0.18		0.10	0.18		0.18		0.01	0.22		0.02					
Crit Moves:	****								****		****						****							
Green/Cycle:	0.19	0.29		0.29		0.20	0.30		0.30		0.16	0.50		0.50		0.01	0.36		0.36					
Volume/Cap:	0.61	0.41		0.41		0.41	0.27		0.61		0.61	0.35		0.36		0.36	0.61		0.05					
Delay/Veh:	31.4	22.7		23.7		27.4	20.6		24.7		33.3	11.7		11.8		41.7	21.0		16.1					
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
AdjDel/Veh:	31.4	22.7		23.7		27.4	20.6		24.7		33.3	11.7		11.8		41.7	21.0		16.1					
DesignQueue:	8	6		2		6	5		12		7	16		8		0	26		1					

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	1	0		1	0	2	0	1		2	0	1	1	0	
Volume Module:																								
Base Vol:	233	433		223		69	366		108		137	539		165		166	376		35					
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Initial Bse:	233	433		223		69	366		108		137	539		165		166	376		35					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
PHF Volume:	233	433		223		69	366		108		137	539		165		166	376		35					
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0					
Reduced Vol:	233	433		223		69	366		108		137	539		165		166	376		35					
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Final Vol.:	233	433		223		69	366		108		137	539		165		166	376		35					
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	1.00	2.00		1.00		1.00	2.32		0.68		1.00	2.00		1.00		2.00	1.83		0.17					
Final Sat.:	1600	3200		1600		1600	3706		1094		1600	3200		1600		3200	2927		273					
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.14		0.14		0.04	0.10		0.10		0.09	0.17		0.10		0.05	0.13		0.13					
Crit Moves:	****						****					****				****								
Green/Cycle:	0.31	0.40		0.40		0.12	0.21		0.21		0.19	0.36		0.36		0.11	0.28		0.28					
Volume/Cap:	0.46	0.34		0.35		0.35	0.46		0.46		0.45	0.46		0.28		0.46	0.45		0.45					
Delay/Veh:	21.8	16.0		16.2		31.3	26.8		27.6		28.4	19.0		17.5		32.8	22.9		25.4					
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
AdjDel/Veh:	21.8	16.0		16.2		31.3	26.8		27.6		28.4	19.0		17.5		32.8	22.9		25.4					
DesignQueue:	9	15		8		3	16		5		6	20		6		8	15		1					

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	0 1		1	0 1	0 1	
Volume Module:																
Base Vol:	165	939	97		18	641	37		68	220	234		96	172	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	165	939	97		18	641	37		68	220	234		96	172	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	165	939	97		18	641	37		68	220	234		96	172	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	165	939	97		18	641	37		68	220	234		96	172	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	165	939	97		18	641	37		68	220	234		96	172	29	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.29	0.06		0.01	0.20	0.02		0.04	0.14	0.15		0.06	0.11	0.02	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.20	0.57	0.57		0.02	0.39	0.39		0.11	0.29	0.29		0.12	0.29	0.29	
Volume/Cap:	0.51	0.51	0.11		0.51	0.51	0.06		0.37	0.48	0.51		0.51	0.37	0.06	
Delay/Veh:	28.4	10.1	7.5		46.2	18.0	14.5		32.1	23.3	23.7		33.8	22.0	19.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.4	10.1	7.5		46.2	18.0	14.5		32.1	23.3	23.7		33.8	22.0	19.8	
DesignQueue:	7	24	2		1	23	1		3	9	10		5	7	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	1 0	0 1		0	1 0	0 0		0	0 1!	0 1	
Volume Module:																
Base Vol:	6	76	10		200	121	84		50	96	0		4	252	152	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	76	10		200	121	84		50	96	0		4	252	152	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	76	10		200	121	84		50	96	0		4	252	152	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	76	10		200	121	84		50	96	0		4	252	152	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	76	10		200	121	84		50	96	0		4	252	152	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.06	0.83	0.11		0.62	0.38	1.00		0.34	0.66	0.00		0.02	0.98	1.00	
Final Sat.:	104	1322	174		997	603	1600		548	1052	0		31	1569	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.13	0.20	0.05		0.03	0.09	0.00		0.00	0.16	0.10	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.01	0.16	0.16		0.35	0.51	0.51		0.08	0.47	0.00		0.01	0.41	0.41	
Volume/Cap:	0.40	0.35	0.35		0.35	0.40	0.10		0.40	0.19	0.00		0.19	0.40	0.23	
Delay/Veh:	92.4	29.1	31.7		18.7	12.2	9.9		36.7	11.9	0.0		51.1	16.4	15.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	92.4	29.1	31.7		18.7	12.2	9.9		36.7	11.9	0.0		51.1	16.4	15.1	
DesignQueue:	0	4	0		8	3	2		3	3	0		0	9	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 132 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	4	2104	92		59	1201	6		5	0	2		120	0	213	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	2104	92		59	1201	6		5	0	2		120	0	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	2104	92		59	1201	6		5	0	2		120	0	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	2104	92		59	1201	6		5	0	2		120	0	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	2104	92		59	1201	6		5	0	2		120	0	213	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08		1.00	1.99	0.01		0.71	0.00	0.29		1.00	0.00	1.00	
Final Sat.:	1600	3066	134		1600	3184	16		1143	0	457		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.69	0.69		0.04	0.38	0.38		0.00	0.00	0.00		0.08	0.00	0.13	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.01	0.80	0.80		0.04	0.84	0.84		0.00	0.00	0.01		0.15	0.00	0.15	
Volume/Cap:	0.45	0.86	0.86		0.86	0.45	0.45		0.86	0.00	0.50		0.50	0.00	0.86	
Delay/Veh:	56.1	7.4	36.2		78.6	1.8	14.7		253.8	0.0	81.5		31.5	0.0	48.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.1	7.4	36.2		78.6	1.8	14.7		253.8	0.0	81.5		31.5	0.0	48.8	
DesignQueue:	0	28	1		3	12	0		0	0	0		6	0	10	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	90	181	23		77	108	93		116	1066	29		14	932	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	181	23		77	108	93		116	1066	29		14	932	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	181	23		77	108	93		116	1066	29		14	932	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	181	23		77	108	93		116	1066	29		14	932	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	181	23		77	108	93		116	1066	29		14	932	64	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.89	0.11		1.00	0.54	0.46		1.00	1.95	0.05		1.00	1.87	0.13	
Final Sat.:	1600	1420	180		1600	860	740		1600	3115	85		1600	2994	206	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.13	0.13		0.05	0.13	0.13		0.07	0.34	0.34		0.01	0.31	0.31	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.23	0.23		0.09	0.22	0.22		0.13	0.66	0.66		0.02	0.55	0.55	
Volume/Cap:	0.57	0.55	0.55		0.55	0.57	0.57		0.57	0.52	0.52		0.52	0.57	0.57	
Delay/Veh:	36.5	27.4	35.7		36.9	29.5	29.9		34.2	6.9	12.9		49.2	11.7	16.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.5	27.4	35.7		36.9	29.5	29.9		34.2	6.9	12.9		49.2	11.7	16.0	
DesignQueue:	5	8	1		4	5	4		6	22	1		1	25	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	106	253	33		143	231	21		116	883	45		86	510	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	253	33		143	231	21		116	883	45		86	510	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	253	33		143	231	21		116	883	45		86	510	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	253	33		143	231	21		116	883	45		86	510	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	106	253	33		143	231	21		116	883	45		86	510	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.88	0.12		1.00	0.92	0.08		1.00	1.90	0.10		1.00	1.75	0.25	
Final Sat.:	1600	1415	185		1600	1467	133		1600	3045	155		1600	2804	396	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.18	0.18		0.09	0.16	0.16		0.07	0.29	0.29		0.05	0.18	0.18	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.13	0.29	0.29		0.15	0.31	0.31		0.16	0.47	0.47		0.09	0.40	0.40	
Volume/Cap:	0.51	0.61	0.61		0.61	0.51	0.51		0.45	0.61	0.61		0.61	0.45	0.45	
Delay/Veh:	33.0	25.4	35.7		34.1	22.7	29.6		30.2	15.6	24.4		39.1	17.1	18.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.0	25.4	35.7		34.1	22.7	29.6		30.2	15.6	24.4		39.1	17.1	18.3	
DesignQueue:	5	10	1		7	9	1		6	28	1		4	18	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	143	318	352		174	336	96		124	721	90		160	589	114	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	318	352		174	336	96		124	721	90		160	589	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	143	318	352		174	336	96		124	721	90		160	589	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	318	352		174	336	96		124	721	90		160	589	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	143	318	352		174	336	96		124	721	90		160	589	114	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.78	0.22		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2845	355		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.22		0.11	0.21	0.06		0.08	0.25	0.25		0.10	0.18	0.07	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.14	0.32	0.32		0.16	0.34	0.34		0.15	0.37	0.37		0.15	0.36	0.36	
Volume/Cap:	0.62	0.62	0.68		0.68	0.62	0.18		0.50	0.68	0.68		0.68	0.50	0.20	
Delay/Veh:	34.5	23.6	25.2		35.5	22.9	18.0		31.3	21.6	29.3		36.5	19.4	16.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.5	23.6	25.2		35.5	22.9	18.0		31.3	21.6	29.3		36.5	19.4	16.8	
DesignQueue:	7	13	14		8	13	4		6	27	3		8	22	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	63	21	272		152	40	14		6	724	28		149	405	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	21	272		152	40	14		6	724	28		149	405	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	21	272		152	40	14		6	724	28		149	405	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	21	272		152	40	14		6	724	28		149	405	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	21	272		152	40	14		6	724	28		149	405	39	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.74	0.26		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1185	415		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.17		0.10	0.03	0.03		0.00	0.23	0.02		0.09	0.13	0.02	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.24	0.29	0.29		0.16	0.21	0.21		0.02	0.39	0.39		0.16	0.53	0.53	
Volume/Cap:	0.16	0.05	0.58		0.58	0.16	0.16		0.24	0.58	0.05		0.58	0.24	0.05	
Delay/Veh:	22.9	19.6	24.7		32.3	24.9	25.0		38.4	19.2	14.7		32.5	9.7	8.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.9	19.6	24.7		32.3	24.9	25.0		38.4	19.2	14.7		32.5	9.7	8.7	
DesignQueue:	3	1	11		7	2	1		0	26	1		7	11	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1 0		0	1 0	0 0		0	0 1!	0 0		0	0 0	0 0	
Volume Module:																
Base Vol:	0	145	284		96	573	0		41	0	187		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	145	284		96	573	0		41	0	187		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	145	284		96	573	0		41	0	187		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	145	284		96	573	0		41	0	187		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	145	284		96	573	0		41	0	187		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.34	0.66		0.14	0.86	0.00		0.18	0.00	0.82		0.00	0.00	0.00	
Final Sat.:	0	541	1059		230	1370	0		288	0	1312		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.06	0.42	0.00		0.14	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.61	0.61		0.14	0.75	0.00		0.25	0.00	0.25		0.00	0.00	0.00	
Volume/Cap:	0.00	0.44	0.44		0.44	0.56	0.00		0.56	0.00	0.56		0.00	0.00	0.00	
Delay/Veh:	0.0	8.7	8.3		36.4	4.8	0.0		31.6	0.0	26.6		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.7	8.3		36.4	4.8	0.0		31.6	0.0	26.6		0.0	0.0	0.0	
DesignQueue:	0	3	7		5	9	0		2	0	8		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 0	0	0	1!	0 1	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	84	100	0	0	137	23	0	0	0	530	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	100	0	0	137	23	0	0	0	530	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	100	0	0	137	23	0	0	0	530	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	100	0	0	137	23	0	0	0	530	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	100	0	0	137	23	0	0	0	530	0	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.95	0.00	0.05
Final Sat.:	730	870	0	0	1600	1600	0	0	0	1525	0	75
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.00	0.09	0.01	0.00	0.00	0.00	0.35	0.00	0.35
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.28	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.72	0.00	0.72
Volume/Cap:	0.49	0.40	0.00	0.00	0.49	0.08	0.00	0.00	0.00	0.49	0.00	0.49
Delay/Veh:	35.9	22.9	0.0	0.0	29.6	26.5	0.0	0.0	0.0	5.1	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	22.9	0.0	0.0	29.6	26.5	0.0	0.0	0.0	5.1	0.0	9.9
DesignQueue:	4	4	0	0	6	1	0	0	0	9	0	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	6	54	266	231	40	85	699	75	11	340	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	6	54	266	231	40	85	699	75	11	340	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	100	6	54	266	231	40	85	699	75	11	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	6	54	266	231	40	85	699	75	11	340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	100	6	54	266	231	40	85	699	75	11	340	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.17	0.07	0.03	0.05	0.22	0.05	0.01	0.11	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.08	0.08	0.39	0.25	0.43	0.18	0.51	0.51	0.02	0.35	0.00
Volume/Cap:	0.29	0.02	0.43	0.43	0.29	0.06	0.30	0.43	0.09	0.43	0.30	0.00
Delay/Veh:	25.2	32.7	35.2	17.4	23.3	12.9	27.8	11.8	9.6	43.7	18.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	32.7	35.2	17.4	23.3	12.9	27.8	11.8	9.6	43.7	18.1	0.0
DesignQueue:	4	0	3	9	10	1	4	20	2	1	13	0

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	0	0 0	0	0	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	108	5	12		0	0	0		455	850	0		0	565	153	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	5	12		0	0	0		455	850	0		0	565	153	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	5	12		0	0	0		455	850	0		0	565	153	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	5	12		0	0	0		455	850	0		0	565	153	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	108	5	12		0	0	0		455	850	0		0	565	153	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.29	0.71		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	471	1129		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.01		0.00	0.00	0.00		0.28	0.27	0.00		0.00	0.18	0.10	
Crit Moves:	****								****					****		
Green/Cycle:	0.07	0.07	0.07		0.00	0.00	0.00		0.57	0.93	0.00		0.00	0.36	0.36	
Volume/Cap:	0.49	0.16	0.16		0.00	0.00	0.00		0.49	0.29	0.00		0.00	0.49	0.27	
Delay/Veh:	36.1	34.0	33.9		0.0	0.0	0.0		10.1	0.3	0.0		0.0	19.6	17.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.1	34.0	33.9		0.0	0.0	0.0		10.1	0.3	0.0		0.0	19.6	17.7	
DesignQueue:	6	0	1		0	0	0		11	3	0		0	21	6	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.058
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	0	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	151	51		7	102	0		83	0	492		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	151	51		7	102	0		83	0	492		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	151	0		7	102	0		83	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	151	0		7	102	0		83	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	151	0		7	102	0		83	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6400	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.00	0.03	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.00	0.50	0.00		0.05	0.55	0.00		0.45	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.05	0.00		0.05	0.06	0.00		0.06	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	9.7	0.0		35.1	8.0	0.0		12.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.7	0.0		35.1	8.0	0.0		12.0	0.0	0.0		0.0	0.0	0.0	
DesignQueue:	0	4	0		0	3	0		3	0	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 104 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	1916	929	0	1375	280	267	0	292	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1916	929	0	1375	280	267	0	292	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1916	0	0	1375	0	267	0	292	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1916	0	0	1375	0	267	0	292	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1916	0	0	1375	0	267	0	292	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	0	4800	1600	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.60	0.00	0.00	0.29	0.00	0.08	0.00	0.18	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.00	0.77	0.00	0.00	0.77	0.00	0.23	0.00	0.23	0.00	0.00	0.00				
Volume/Cap:	0.00	0.78	0.00	0.00	0.37	0.00	0.36	0.00	0.78	0.00	0.00	0.00				
Delay/Veh:	0.0	6.4	0.0	0.0	3.0	0.0	24.8	0.0	34.7	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	6.4	0.0	0.0	3.0	0.0	24.8	0.0	34.7	0.0	0.0	0.0				
DesignQueue:	0	29	0	0	19	0	12	0	13	0	0	0				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	0	0	2	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1091	643	0	1161	287	0	0	0	459	0	116				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1091	643	0	1161	287	0	0	0	459	0	116				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1091	0	0	1161	0	0	0	0	459	0	116				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1091	0	0	1161	0	0	0	0	459	0	116				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1091	0	0	1161	0	0	0	0	459	0	116				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	3200	1600	0	3200	1600	0	0	0	3200	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.14	0.00	0.07				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28				
Volume/Cap:	0.00	0.48	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.26				
Delay/Veh:	0.0	4.8	0.0	0.0	5.0	0.0	0.0	0.0	0.0	23.5	0.0	21.4				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	4.8	0.0	0.0	5.0	0.0	0.0	0.0	0.0	23.5	0.0	21.4				
DesignQueue:	0	19	0	0	20	0	0	0	0	19	0	5				

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	1	0	2	0 3	0	1	1	1 0	0	1	1	1 0	0	1
Volume Module:																
Base Vol:	67	1616	49		447	1201	176		256	14	69		45	13	105	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	1616	49		447	1201	176		256	14	69		45	13	105	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	67	1616	49		447	1201	0		256	14	69		45	13	105	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	1616	49		447	1201	0		256	14	69		45	13	105	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	67	1616	49		447	1201	0		256	14	69		45	13	105	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.91	0.09		2.00	3.00	1.00		1.90	0.10	1.00		1.55	0.45	1.00	
Final Sat.:	3200	4659	141		3200	4800	1600		3034	166	1600		2483	717	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35	0.35		0.14	0.25	0.00		0.08	0.08	0.04		0.02	0.02	0.07	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.06	0.54	0.54		0.22	0.71	0.00		0.13	0.13	0.13		0.10	0.10	0.10	
Volume/Cap:	0.35	0.64	0.64		0.64	0.35	0.00		0.64	0.64	0.33		0.18	0.18	0.64	
Delay/Veh:	35.3	12.6	22.8		28.6	4.5	0.0		34.0	60.3	30.6		31.6	31.7	38.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.3	12.6	22.8		28.6	4.5	0.0		34.0	60.3	30.6		31.6	31.7	38.5	
DesignQueue:	4	44	1		20	21	0		13	1	3		2	1	5	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	0	0 1!	0	0	1	1 0	0	1
Volume Module:																
Base Vol:	20	998	165		46	1220	18		23	6	74		195	8	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	998	165		46	1220	18		23	6	74		195	8	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	998	165		46	1220	18		23	6	74		195	8	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	998	165		46	1220	18		23	6	74		195	8	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	998	165		46	1220	18		23	6	74		195	8	65	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.22	0.06	0.72		1.92	0.08	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		357	93	1150		3074	126	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.10		0.03	0.38	0.01		0.01	0.06	0.06		0.06	0.06	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.02	0.69	0.69		0.06	0.73	0.73		0.05	0.12	0.12		0.12	0.20	0.20	
Volume/Cap:	0.52	0.45	0.15		0.45	0.52	0.02		0.32	0.52	0.52		0.52	0.32	0.20	
Delay/Veh:	46.1	5.4	4.1		36.9	4.7	2.8		39.1	55.1	34.3		32.8	28.7	25.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.1	5.4	4.1		36.9	4.7	2.8		39.1	55.1	34.3		32.8	28.7	25.7	
DesignQueue:	1	18	3		2	20	0		1	0	4		10	0	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	131	68	71		5	52	46		44	490	72		40	395	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	131	68	71		5	52	46		44	490	72		40	395	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	68	71		5	52	46		44	490	72		40	395	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	68	71		5	52	46		44	490	72		40	395	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	131	68	71		5	52	46		44	490	72		40	395	93	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.74	0.26		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2790	410		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.04		0.00	0.03	0.03		0.03	0.18	0.18		0.03	0.12	0.06	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.26	0.34	0.34		0.02	0.10	0.10		0.12	0.56	0.56		0.08	0.52	0.52	
Volume/Cap:	0.31	0.13	0.13		0.13	0.31	0.28		0.24	0.31	0.32		0.31	0.24	0.11	
Delay/Veh:	23.1	17.6	17.6		36.9	32.4	32.1		31.1	9.2	9.4		34.0	10.1	9.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.1	17.6	17.6		36.9	32.4	32.1		31.1	9.2	9.4		34.0	10.1	9.4	
DesignQueue:	5	3	3		0	3	2		2	13	2		2	11	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 1!	0 1		1	0 2	0 0		0	0 1	1 0	
Volume Module:																
Base Vol:	0	0	0		84	0	129		440	1265	0		0	696	92	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		84	0	129		440	1265	0		0	696	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		84	0	129		440	1265	0		0	696	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		84	0	129		440	1265	0		0	696	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		84	0	129		440	1265	0		0	696	92	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.00	1.82		1.00	2.00	0.00		0.00	1.77	0.23	
Final Sat.:	0	0	0		1893	0	2907		1600	3200	0		0	2826	374	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04		0.28	0.40	0.00		0.00	0.25	0.25	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.08	0.00	0.08		0.49	0.92	0.00		0.00	0.44	0.44	
Volume/Cap:	0.00	0.00	0.00		0.57	0.00	0.57		0.57	0.43	0.00		0.00	0.57	0.57	
Delay/Veh:	0.0	0.0	0.0		37.8	0.0	36.6		14.8	0.5	0.0		0.0	16.7	19.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		37.8	0.0	36.6		14.8	0.5	0.0		0.0	16.7	19.6	
DesignQueue:	0	0	0		4	0	7		13	6	0		0	23	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	159	331	118		172	657	61		117	370	162		139	250	23	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	331	118		172	657	61		117	370	162		139	250	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	331	118		172	657	61		117	370	162		139	250	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	331	118		172	657	61		117	370	162		139	250	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	159	331	118		172	657	61		117	370	162		139	250	23	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.47	0.53		1.00	1.83	0.17		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	2359	841		1600	2928	272		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.14	0.14		0.11	0.22	0.22		0.07	0.12	0.10		0.09	0.08	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.19	0.35	0.35		0.27	0.43	0.43		0.19	0.22	0.22		0.17	0.20	0.20	
Volume/Cap:	0.53	0.40	0.40		0.40	0.53	0.53		0.39	0.53	0.46		0.53	0.39	0.07	
Delay/Veh:	29.5	19.2	19.5		23.5	16.7	19.8		28.0	27.1	26.8		31.0	27.0	25.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.5	19.2	19.5		23.5	16.7	19.8		28.0	27.1	26.8		31.0	27.0	25.1	
DesignQueue:	7	12	4		7	22	2		5	16	7		7	11	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	0	0 3	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	0	1072	731		0	942	171		0	0	0		430	0	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1072	731		0	942	171		0	0	0		430	0	126	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1072	0		0	942	0		0	0	0		430	0	126	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1072	0		0	942	0		0	0	0		430	0	126	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1072	0		0	942	0		0	0	0		430	0	126	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.55	0.00	0.45	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2475	0	725	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.17	0.00	0.17	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.56	0.00		0.00	0.56	0.00		0.00	0.00	0.00		0.44	0.00	0.44	
Volume/Cap:	0.00	0.40	0.00		0.00	0.35	0.00		0.00	0.00	0.00		0.40	0.00	0.40	
Delay/Veh:	0.0	9.5	0.0		0.0	9.2	0.0		0.0	0.0	0.0		14.9	0.0	15.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.5	0.0		0.0	9.2	0.0		0.0	0.0	0.0		14.9	0.0	15.2	
DesignQueue:	0	27	0		0	24	0		0	0	0		14	0	4	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1519	349		0	1205	155		302	0	514		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1519	349		0	1205	155		302	0	514		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1519	0		0	1205	0		302	0	514		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1519	0		0	1205	0		302	0	514		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1519	0		0	1205	0		302	0	514		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.11	0.00	1.89		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1776	0	3024		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.00		0.00	0.25	0.00		0.17	0.00	0.17		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.65	0.00		0.00	0.65	0.00		0.35	0.00	0.35		0.00	0.00	0.00	
Volume/Cap:	0.00	0.49	0.00		0.00	0.39	0.00		0.49	0.00	0.49		0.00	0.00	0.00	
Delay/Veh:	0.0	7.0	0.0		0.0	6.3	0.0		20.1	0.0	19.9		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.0	0.0		0.0	6.3	0.0		20.1	0.0	19.9		0.0	0.0	0.0	
DesignQueue:	0	32	0		0	25	0		11	0	19		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2
Volume Module:																				
Base Vol:	43	162	57		107	531	47		95	38	31		48	6	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	162	57		107	531	47		95	38	31		48	6	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	162	57		107	531	47		95	38	31		48	6	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	162	57		107	531	47		95	38	31		48	6	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	43	162	57		107	531	47		95	38	31		48	6	44	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	1.84	0.16		1.00	1.00	1.00		1.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	2940	260		1600	1600	1600		1600	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.04		0.07	0.18	0.18		0.06	0.02	0.02		0.03	0.00	0.01	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.10	0.26	0.26		0.48	0.64	0.64		0.21	0.12	0.12		0.15	0.05	0.05	
Volume/Cap:	0.28	0.13	0.14		0.14	0.28	0.28		0.28	0.21	0.17		0.21	0.08	0.28	
Delay/Veh:	32.6	22.0	22.0		11.1	6.0	6.2		25.6	31.0	30.8		29.1	35.0	35.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.6	22.0	22.0		11.1	6.0	6.2		25.6	31.0	30.8		29.1	35.0	35.6	
DesignQueue:	2	7	2		3	11	1		4	2	2		2	0	2	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	2	0	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		35	0	86		138	540	0		0	322	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		35	0	86		138	540	0		0	322	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		35	0	0		138	540	0		0	322	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		35	0	0		138	540	0		0	322	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		35	0	0		138	540	0		0	322	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		2.00	1.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	0	0		1600	0	1600		3200	1600	0		0	1600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.00		0.04	0.34	0.00		0.00	0.20	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.06	0.00	0.00		0.17	0.94	0.00		0.00	0.77	0.00	
Volume/Cap:	0.00	0.00	0.00		0.36	0.00	0.00		0.26	0.36	0.00		0.00	0.26	0.00	
Delay/Veh:	0.0	0.0	0.0		35.7	0.0	0.0		28.1	0.3	0.0		0.0	2.5	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		35.7	0.0	0.0		28.1	0.3	0.0		0.0	2.5	0.0	
DesignQueue:	0	0	0		2	0	0		6	2	0		0	4	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 SR-1 (Oxnard Bl.) & Channel Islands SB Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	572	0	18		0	0	0		0	389	508		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	572	0	18		0	0	0		0	389	508		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	572	0	18		0	0	0		0	389	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	572	0	18		0	0	0		0	389	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	572	0	18		0	0	0		0	389	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.94	0.00	0.06		0.00	0.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	3102	0	98		0	0	0		0	1600	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.18		0.00	0.00	0.00		0.00	0.24	0.00		0.00	0.00	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.43	0.00	0.43		0.00	0.00	0.00		0.00	0.57	0.00		0.00	0.00	0.00	
Volume/Cap:	0.43	0.00	0.43		0.00	0.00	0.00		0.00	0.43	0.00		0.00	0.00	0.00	
Delay/Veh:	15.4	0.0	19.3		0.0	0.0	0.0		0.0	9.7	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	0.0	19.3		0.0	0.0	0.0		0.0	9.7	0.0		0.0	0.0	0.0	
DesignQueue:	19	0	1		0	0	0		0	10	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.120
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 4	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	219	0		0	26	0		0	0	0		68	0	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	219	0		0	26	0		0	0	0		68	0	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	219	0		0	26	0		0	0	0		68	0	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	219	0		0	26	0		0	0	0		68	0	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	219	0		0	26	0		0	0	0		68	0	83	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	4.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3200	3200	0		0	6400	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.57	0.00		0.00	0.57	0.00		0.00	0.00	0.00		0.43	0.00	0.43	
Volume/Cap:	0.00	0.12	0.00		0.00	0.01	0.00		0.00	0.00	0.00		0.10	0.00	0.12	
Delay/Veh:	0.0	7.7	0.0		0.0	7.2	0.0		0.0	0.0	0.0		13.0	0.0	13.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.7	0.0		0.0	7.2	0.0		0.0	0.0	0.0		13.0	0.0	13.1	
DesignQueue:	0	5	0		0	1	0		0	0	0		2	0	3	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	0	1	1	0	1!	0	0	1	0	1	1	0	2	0 1
Volume Module:																
Base Vol:	3	78	400		81	150	42		7	20	71		297	112	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	78	400		81	150	42		7	20	71		297	112	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	78	400		81	150	42		7	20	71		297	112	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	78	400		81	150	42		7	20	71		297	112	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	78	400		81	150	42		7	20	71		297	112	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.04	0.96	1.00		1.00	0.69	0.31		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	59	1541	1600		1600	1108	492		1600	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.25		0.05	0.14	0.09		0.00	0.01	0.04		0.19	0.04	0.03	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.01	0.31	0.82		0.06	0.37	0.37		0.07	0.12	0.12		0.51	0.56	0.56	
Volume/Cap:	0.37	0.16	0.31		0.80	0.37	0.23		0.06	0.10	0.37		0.37	0.06	0.05	
Delay/Veh:	127.5	19.3	1.8		59.3	18.0	16.9		33.5	30.1	31.7		11.7	7.8	7.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	127.5	19.3	1.8		59.3	18.0	16.9		33.5	30.1	31.7		11.7	7.8	7.8	
DesignQueue:	0	3	4		4	5	2		0	1	4		9	3	1	

City of Oxnard GPA & EIR
Existing (2005) AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose & Lockwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 1	0 1		0	1 0	0 1	
Volume Module:																
Base Vol:	226	1181	83		66	1773	23		22	41	102		161	53	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	226	1181	83		66	1773	23		22	41	102		161	53	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	226	1181	83		66	1773	23		22	41	102		161	53	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	226	1181	83		66	1773	23		22	41	102		161	53	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	226	1181	83		66	1773	23		22	41	102		161	53	18	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	1.00	1.00		0.75	0.25	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	1600	1600		1204	396	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.05		0.02	0.37	0.01		0.01	0.03	0.06		0.10	0.13	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.12	0.70	0.70		0.06	0.64	0.64		0.01	0.24	0.24		0.23	0.23	0.23	
Volume/Cap:	0.58	0.35	0.07		0.35	0.58	0.02		0.58	0.11	0.26		0.44	0.58	0.05	
Delay/Veh:	33.6	4.6	3.7		35.3	8.3	5.2		51.3	22.7	23.7		26.1	32.6	23.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.6	4.6	3.7		35.3	8.3	5.2		51.3	22.7	23.7		26.1	32.6	23.1	
DesignQueue:	11	21	1		3	39	0		1	2	4		7	2	1	

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	98	491	204	103	10	97	206	36	210	521	85	77
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	98	798	0	0	0	107	242	0	210	632	0	51
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.85	0.95	0.95	0.98	0.85	0.95	0.97	0.85	0.85
Saturated Flow (vph)	1805	3409	0	0	0	1805	5060	0	1805	3523	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	6.5	28.1	0.0	0.0	0.0	7.1	5.7	0.0			0.0	3.8
Adj Reference Time (s)	10.5	32.1	0.0	0.0	0.0	11.1	9.7	0.0			0.0	8.0
Permitted Option												
Adj Saturation A (vph)	120	1704			0	120	1687		120	1761		
Reference Time A (s)	97.7	28.1			0.0	106.7	5.7		209.4	21.5		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		97.7					106.7			209.4		
Adj Reference Time (s)		101.7					110.7			213.4		
Split Option												
Ref Time Combined (s)	6.5	28.1			0.0	7.1	5.7		14.0	21.5		
Ref Time Seperate (s)	6.5	17.3			0.7	6.4	4.9		14.0	17.7		
Reference Time (s)	28.1	28.1			7.1	7.1	7.1		21.5	21.5		
Adj Reference Time (s)	32.1	32.1			11.1	11.1	11.1		25.5	25.5		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	43.2	NA	NA	
Permitted Option (s)	110.7	316.0	Err	
Split Option (s)	43.2	46.7	21.8	
Minimum (s)	43.2	46.7	21.8	111.8

Right Turns	NBR2	NWR
Adj Reference Time (s)	8.0	16.7
Cross Thru Ref Time (s)	0.0	46.7
Oncoming Left Ref Time (s)	64.4	43.2
Combined (s)	72.4	106.6

Intersection Summary			
Intersection Capacity Utilization	93.2%	ICU Level of Service	F

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	85	303	531	45	95	426	288	14
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	964	0	0	521	302	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6715	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			12.7	0.0
Adj Reference Time (s)				0.0			16.7	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	149		0	117		
Reference Time A (s)	0.0	0.0	312.0		0.0	267.5		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			312.0					
Adj Reference Time (s)			316.0					
Split Option								
Ref Time Combined (s)	0.0	0.0	17.2		0.0	17.8		
Ref Time Seperate (s)	5.7	10.1	12.5		6.3	14.6		
Reference Time (s)	17.2	17.2	17.2		17.8	17.8		
Adj Reference Time (s)	21.2	21.2	21.2		21.8	21.8		

Summary

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Scenario Report

Scenario:	XPM
Command:	XPM
Volume:	XPM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GPA & EIR
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Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	29	571	60	203	1177	44	36	60	23	126	55	103	2487
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	571	60	203	1177	44	36	60	23	126	55	103	2487
#2 Harbor & Wooley													
Base	63	527	38	249	958	62	35	44	42	51	50	110	2229
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	527	38	249	958	62	35	44	42	51	50	110	2229
#3 Harbor & Channel Island													
Base	98	0	186	0	0	0	0	673	134	252	603	0	1946
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	0	186	0	0	0	0	673	134	252	603	0	1946
#4 Victoria & Channel Island													
Base	178	740	114	299	740	245	489	217	163	204	463	210	4062
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	178	740	114	299	740	245	489	217	163	204	463	210	4062
#5 Victoria & Hemlock													
Base	18	1278	83	136	1111	49	29	6	21	74	9	79	2893
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	1278	83	136	1111	49	29	6	21	74	9	79	2893
#6 Patterson & Hemlock													
Base	37	185	51	110	298	118	66	97	54	38	53	51	1158
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	185	51	110	298	118	66	97	54	38	53	51	1158
#7 Ventura & Hemlock													
Base	0	881	103	0	943	33	0	0	65	0	0	44	2069
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	881	103	0	943	33	0	0	65	0	0	44	2069
#8 Patterson & Channel Island													
Base	0	0	0	227	0	156	52	1491	0	0	1329	221	3476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	227	0	156	52	1491	0	0	1329	221	3476
#9 Ventura & Channel Island													
Base	756	672	249	273	595	92	90	688	670	160	798	137	5180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	756	672	249	273	595	92	90	688	670	160	798	137	5180

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	44	1052	84	182	1396	56	34	63	36	71	56	154	3228
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	1052	84	182	1396	56	34	63	36	71	56	154	3228
#11 Patterson & Wooley													
Base	83	245	70	137	364	82	106	793	79	116	679	58	2812
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	245	70	137	364	82	106	793	79	116	679	58	2812
#12 Ventura & Wooley													
Base	172	651	68	260	711	127	223	706	36	250	796	142	4142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	172	651	68	260	711	127	223	706	36	250	796	142	4142
#16 Patterson & 5th													
Base	137	4	230	9	9	22	15	457	161	358	334	33	1769
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	4	230	9	9	22	15	457	161	358	334	33	1769
#18 Ventura & 5th													
Base	142	790	92	104	862	346	382	461	145	258	625	82	4289
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	142	790	92	104	862	346	382	461	145	258	625	82	4289
#19 Ventura & 2nd St													
Base	33	1154	67	44	1029	4	12	68	76	52	36	81	2656
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	1154	67	44	1029	4	12	68	76	52	36	81	2656
#20 C St & Channel Island													
Base	105	350	107	92	405	116	79	941	87	121	1080	71	3554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	350	107	92	405	116	79	941	87	121	1080	71	3554
#21 Saviers & Channel Island													
Base	316	1013	213	213	1088	85	148	549	249	248	722	160	5004
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	316	1013	213	213	1088	85	148	549	249	248	722	160	5004
#23 SR-1 (Oxnard) & 5th													
Base	76	946	82	123	1250	75	75	252	52	87	319	89	3426
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	946	82	123	1250	75	75	252	52	87	319	89	3426
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GPA & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	78	573	30	68	594	161	95	307	57	45	409	59	2476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	573	30	68	594	161	95	307	57	45	409	59	2476
#26 Rose & Channel Island													
Base	218	814	87	131	952	387	431	507	80	229	825	35	4696
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	218	814	87	131	952	387	431	507	80	229	825	35	4696
#27 Rose & SR-1 (Oxnard)													
Base	291	1024	16	48	1313	54	0	194	274	0	819	93	4126
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	291	1024	16	48	1313	54	0	194	274	0	819	93	4126
#28 SR-1 (Oxnard) & Channel Island													
Base	0	1180	0	0	1224	0	0	0	141	0	0	0	2545
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1180	0	0	1224	0	0	0	141	0	0	0	2545
#29 Rice & Channel Island													
Base	384	803	0	0	553	651	196	0	63	0	0	0	2650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	384	803	0	0	553	651	196	0	63	0	0	0	2650
#30 Rice & Wooley													
Base	73	1004	0	0	1262	342	591	0	46	0	0	0	3318
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1004	0	0	1262	342	591	0	46	0	0	0	3318
#31 Rose & Emerson													
Base	177	803	34	120	849	87	252	113	75	45	65	71	2691
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	177	803	34	120	849	87	252	113	75	45	65	71	2691
#32 Rose & Wooley													
Base	39	858	130	25	1705	421	380	461	87	142	314	42	4604
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	858	130	25	1705	421	380	461	87	142	314	42	4604
#33 Rose & SR-34													
Base	11	1329	20	10	2004	171	405	584	35	396	829	28	5822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	1329	20	10	2004	171	405	584	35	396	829	28	5822
#34 Rose & 3rd													
Base	588	1894	0	0	1992	465	335	0	400	0	0	0	5674
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	588	1894	0	0	1992	465	335	0	400	0	0	0	5674

City of Oxnard GPA & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Rose & Camino Del Sol													
Base	131	1971	85	120	1562	202	141	169	97	236	486	127	5327
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	1971	85	120	1562	202	141	169	97	236	486	127	5327
#36 C ST & 3rd													
Base	35	574	154	80	561	14	17	184	29	279	424	54	2405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	574	154	80	561	14	17	184	29	279	424	54	2405
#38 C St & Gonzales													
Base	200	350	293	261	386	338	341	1022	93	417	1187	163	5051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	350	293	261	386	338	341	1022	93	417	1187	163	5051
#39 SR-1 (Oxnard) & Gonzales													
Base	138	875	287	342	1109	86	213	729	97	378	966	359	5579
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	875	287	342	1109	86	213	729	97	378	966	359	5579
#40 SR-1 (Oxnard) & Colonia													
Base	0	1441	169	163	1393	0	0	0	0	250	0	251	3667
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1441	169	163	1393	0	0	0	0	250	0	251	3667
#41 SR-1 (Oxnard) & Cooper													
Base	0	1382	222	71	1563	2	6	131	7	150	46	223	3803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1382	222	71	1563	2	6	131	7	150	46	223	3803
#46 Harbor & Gonzales													
Base	0	750	48	187	1176	0	0	0	0	84	0	188	2433
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	750	48	187	1176	0	0	0	0	84	0	188	2433
#47 C St & Teal Club													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#48 SR-1 (Oxnard) & 2nd													
Base	149	1356	0	0	1398	91	115	0	67	0	0	0	3176
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	149	1356	0	0	1398	91	115	0	67	0	0	0	3176
#49 Rose & 1st													
Base	293	2008	0	0	2022	143	177	0	230	0	0	0	4873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	2008	0	0	2022	143	177	0	230	0	0	0	4873

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#59 Pleasant Valley & Bard													
Base	36	689	4	13	797	445	4	3	9	211	4	0	2215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	689	4	13	797	445	4	3	9	211	4	0	2215
#67 Rose & Bard													
Base	54	460	21	96	545	211	249	121	52	32	218	209	2268
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	460	21	96	545	211	249	121	52	32	218	209	2268
#69 Rose & Pleasant Valley													
Base	78	74	141	133	177	435	275	617	31	64	905	155	3085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	74	141	133	177	435	275	617	31	64	905	155	3085
#73 C St & Pleasant Valley													
Base	18	79	44	78	97	99	169	702	28	92	602	75	2083
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	79	44	78	97	99	169	702	28	92	602	75	2083
#74 Saviers & Pleasant Valley													
Base	72	353	110	355	254	218	229	568	54	126	662	172	3173
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	353	110	355	254	218	229	568	54	126	662	172	3173
#75 J St & Pleasant Valley													
Base	26	146	71	36	2	103	67	755	0	7	529	68	1810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	146	71	36	2	103	67	755	0	7	529	68	1810
#77 Ventura & Pleasant Valley													
Base	22	643	104	490	417	104	95	230	96	107	117	278	2703
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	643	104	490	417	104	95	230	96	107	117	278	2703
#80 Ventura & Hueneme													
Base	24	241	37	406	143	78	86	102	21	186	151	411	1886
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	241	37	406	143	78	86	102	21	186	151	411	1886
#81 J St & Hueneme													
Base	0	0	0	41	0	33	46	413	0	17	549	44	1143
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	41	0	33	46	413	0	17	549	44	1143
#82 Saviers & Hueneme													
Base	0	0	0	61	0	147	170	320	0	0	536	134	1368
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	61	0	147	170	320	0	0	536	134	1368

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#90 Saviers & SR-1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#91 Rice & SR-34													
Base	28	1022	180	25	1412	253	136	386	14	413	852	44	4765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1022	180	25	1412	253	136	386	14	413	852	44	4765
#92 Del Norte & SR-34													
Base	0	0	0	44	0	252	157	398	0	0	974	80	1905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	44	0	252	157	398	0	0	974	80	1905
#93 Del Norte & Camino Del Sol													
Base	175	494	11	53	383	251	156	11	19	9	13	5	1580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	175	494	11	53	383	251	156	11	19	9	13	5	1580
#94 Rice & Camino Del Sol													
Base	209	1274	23	86	1292	217	185	138	76	63	345	102	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	209	1274	23	86	1292	217	185	138	76	63	345	102	4010
#97 Del Norte & Sturgis													
Base	16	210	14	66	249	94	238	93	15	24	234	218	1471
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	210	14	66	249	94	238	93	15	24	234	218	1471
#98 Rice & Sturgis													
Base	10	1002	57	42	1358	29	130	109	25	308	130	352	3552
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1002	57	42	1358	29	130	109	25	308	130	352	3552
#101 Rose & Gonzales													
Base	431	1261	133	356	1721	507	725	520	266	234	920	239	7313
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	431	1261	133	356	1721	507	725	520	266	234	920	239	7313
#102 Rice & Gonzales													
Base	373	1238	0	0	1335	622	806	0	273	0	0	0	4647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	373	1238	0	0	1335	622	806	0	273	0	0	0	4647
#103 Lombard & Gonzales													
Base	291	59	63	57	26	64	170	487	156	114	846	26	2359
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	291	59	63	57	26	64	170	487	156	114	846	26	2359

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#106 Rice & US-101 SB													
Base	0	1367	724	224	1421	0	109	1	549	0	0	0	4395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1367	724	224	1421	0	109	1	549	0	0	0	4395
#107 Santa Clara & Auto Center Drive													
Base	40	433	39	195	287	172	450	208	34	64	25	333	2280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	433	39	195	287	172	450	208	34	64	25	333	2280
#108 Santa Clara & Central													
Base	70	132	22	102	394	25	10	202	35	89	447	60	1588
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	132	22	102	394	25	10	202	35	89	447	60	1588
#113 Rose & Auto Center													
Base	221	844	841	253	802	25	20	78	167	945	212	241	4649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	221	844	841	253	802	25	20	78	167	945	212	241	4649
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	504	455	1368	255	578	282	209	835	127	1043	972	26	6654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	504	455	1368	255	578	282	209	835	127	1043	972	26	6654
#123 Ventura & Vineyard													
Base	93	92	394	10	106	65	35	268	55	504	350	19	1991
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	93	92	394	10	106	65	35	268	55	504	350	19	1991
#134 C St & Wooley													
Base	146	608	7	34	771	71	215	591	76	240	815	44	3618
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	146	608	7	34	771	71	215	591	76	240	815	44	3618
#135 Victoria & 5th													
Base	24	1294	111	473	1774	47	71	218	29	135	133	122	4431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	1294	111	473	1774	47	71	218	29	135	133	122	4431
#136 Victoria & Gonzales													
Base	60	1274	267	767	2152	19	32	248	122	234	178	334	5687
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1274	267	767	2152	19	32	248	122	234	178	334	5687
#137 Harbor & Olivas Park													
Base	76	1064	76	63	559	95	405	95	130	135	96	83	2877
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	1064	76	63	559	95	405	95	130	135	96	83	2877

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#138 Victoria & Olivas Park													
Base	84	1501	80	64	1809	61	93	80	887	171	82	1143	6055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1501	80	64	1809	61	93	80	887	171	82	1143	6055
#139 Victoria & Teal Club													
Base	4	1521	28	152	2283	5	3	0	15	16	1	65	4093
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1521	28	152	2283	5	3	0	15	16	1	65	4093
#140 Patterson & Teal Club													
Base	2	1	5	76	0	7	10	164	0	4	69	39	377
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	5	76	0	7	10	164	0	4	69	39	377
#141 Patterson & Gonzales													
Base	97	64	35	52	89	218	218	865	167	17	561	12	2395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	64	35	52	89	218	218	865	167	17	561	12	2395
#142 Ventura & Gonzales													
Base	157	531	290	62	548	86	148	567	117	363	431	53	3353
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	531	290	62	548	86	148	567	117	363	431	53	3353
#147 C St & Doris													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#148 Ventura & Doris													
Base	157	939	110	11	896	41	39	272	143	191	161	57	3017
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	939	110	11	896	41	39	272	143	191	161	57	3017
#149 Patterson & Doris													
Base	0	39	6	69	62	48	74	322	11	3	122	98	854
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	39	6	69	62	48	74	322	11	3	122	98	854
#150 Victoria & Doris													
Base	2	1491	154	213	2266	6	14	25	35	105	0	79	4390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1491	154	213	2266	6	14	25	35	105	0	79	4390
#152 J St & Channel Island													
Base	108	225	57	107	167	65	87	884	73	109	1222	76	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	225	57	107	167	65	87	884	73	109	1222	76	3180

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#153 Hobson & Wooley													
Base	31	365	36	132	357	47	122	655	25	225	864	124	2983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	365	36	132	357	47	122	655	25	225	864	124	2983
#155 H St & 5th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#156 H St & Teal Club													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#157 H St & Doris													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#161 H St & Gonzales													
Base	90	315	222	179	486	64	122	969	102	255	1271	197	4272
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	315	222	179	486	64	122	969	102	255	1271	197	4272
#162 H ST & Vineyard													
Base	56	37	211	75	21	6	12	690	56	193	607	64	2028
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	37	211	75	21	6	12	690	56	193	607	64	2028
#168 Lombard & Camino Del Sol													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#171 Rose & Eastman													
Base	0	2296	52	41	2292	0	0	0	0	191	0	265	5137
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2296	52	41	2292	0	0	0	0	191	0	265	5137
#173 Del Norte & US-101 SB													
Base	0	412	626	47	375	0	35	0	78	0	0	0	1573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	412	626	47	375	0	35	0	78	0	0	0	1573
#174 Del Norte & US-101 NB													
Base	343	113	0	0	49	11	0	0	0	383	0	64	963
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	343	113	0	0	49	11	0	0	0	383	0	64	963

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#195 SR-1 (Oxnard) & Plesant Valley													
Base	444	3	29	180	110	98	82	408	22	16	913	586	2891
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	444	3	29	180	110	98	82	408	22	16	913	586	2891
#197 Rice & Pleasant Valley													
Base	410	9	24	0	0	0	126	822	0	0	1336	238	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	410	9	24	0	0	0	126	822	0	0	1336	238	2965
#209 Olds & Hueneme													
Base	0	0	0	19	0	18	39	530	0	0	841	86	1533
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	19	0	18	39	530	0	0	841	86	1533
#216 Ventura & Bard													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#219 Saviers & Bard													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	99	42	69	392	0	21	0	860	0	0	0	1483
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	99	42	69	392	0	21	0	860	0	0	0	1483
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1913	944	0	2144	262	263	0	241	0	0	0	5767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1913	944	0	2144	262	263	0	241	0	0	0	5767
#231 Viyenard (SR-232) & US-101 NB													
Base	0	919	494	0	1256	408	0	0	0	839	0	69	3985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	919	494	0	1256	408	0	0	0	839	0	69	3985
#233 Vineyard (SR-232) & Esplanede													
Base	213	1476	63	162	1694	340	464	16	164	359	45	425	5421
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	213	1476	63	162	1694	340	464	16	164	359	45	425	5421

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#235 Vineyard (SR-232) & Myrtle													
Base	52	762	249	31	1010	22	17	25	274	421	20	74	2957
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	762	249	31	1010	22	17	25	274	421	20	74	2957
#246 Vineyard (SR-232) & SR-118													
Base	1109	5	44	2	4	11	6	995	1087	80	1018	0	4361
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1109	5	44	2	4	11	6	995	1087	80	1018	0	4361
#249 Santa Clara & Los Angeles													
Base	121	104	0	0	271	329	390	0	287	0	0	0	1502
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	121	104	0	0	271	329	390	0	287	0	0	0	1502
#275 Pacific & Wooley													
Base	213	100	117	16	128	98	51	423	101	74	641	19	1981
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	213	100	117	16	128	98	51	423	101	74	641	19	1981
#280 Statham & Channel Island													
Base	0	0	0	99	0	451	236	936	0	0	1336	66	3124
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	99	0	451	236	936	0	0	1336	66	3124
#281 Statham & SR-1 (Oxnard)													
Base	159	331	118	172	657	61	117	370	162	139	250	23	2559
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	331	118	172	657	61	117	370	162	139	250	23	2559
#285 Rose & US-101 NB Ramps													
Base	0	1342	720	0	1162	388	0	0	0	661	0	113	4386
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1342	720	0	1162	388	0	0	0	661	0	113	4386
#286 Rose & US-101 SB Ramps													
Base	0	1677	344	0	1531	233	377	0	437	0	0	0	4599
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1677	344	0	1531	233	377	0	437	0	0	0	4599
#297 SR-1 (Oxnard) & Esplanade													
Base	51	110	158	313	993	115	57	57	110	218	41	98	2321
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	110	158	313	993	115	57	57	110	218	41	98	2321
#305 Rice & Hueneme													
Base	0	0	0	13	0	88	139	397	0	0	758	64	1459
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	13	0	88	139	397	0	0	758	64	1459

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#308 SR-1 (Oxnard Bl.) & Channel Islands SB Ramp													
Base	867	0	6	0	0	0	0	149	401	0	0	0	1423
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	867	0	6	0	0	0	0	149	401	0	0	0	1423
#310 SR-1 (Oxnard) & US-101 NB													
Base	0	113	0	0	229	0	0	0	0	245	0	12	599
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	113	0	0	229	0	0	0	0	245	0	12	599
#314 Dupont & Channel Island													
Base	2	104	354	53	140	44	23	17	203	694	150	119	1903
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	104	354	53	140	44	23	17	203	694	150	119	1903
#329 Rose & Lockwood													
Base	223	1954	331	319	1451	41	114	123	158	424	52	70	5260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	223	1954	331	319	1451	41	114	123	158	424	52	70	5260

City of Oxnard GPA & EIR
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 7 Ventura & Hemlock	A	2.4	0.348	A	2.4	0.348	+ 0.000
#225 SR-1 (Oxnard) & US-101 SB	A	4.7	0.129	A	4.7	0.129	+ 0.000
#305 Rice & Hueneme	A	4.9	0.525	A	4.9	0.525	+ 0.000
#139 Victoria & Teal Club	C	5.2	0.761	C	5.2	0.761	+ 0.000
# 81 J St & Hueneme	A	5.5	0.240	A	5.5	0.240	+ 0.000
#308 SR-1 (Oxnard Bl.) & Channel Is	A	6.5	0.366	A	6.5	0.366	+ 0.000
# 48 SR-1 (Oxnard) & 2nd	B	6.7	0.630	B	6.7	0.630	+ 0.000
#229 Viyenard (SR-232) & US-101 SB	C	6.8	0.748	C	6.8	0.748	+ 0.000
# 8 Patterson & Channel Island	B	7.3	0.608	B	7.3	0.608	+ 0.000
#106 Rice & US-101 SB	B	7.3	0.636	B	7.3	0.636	+ 0.000
# 5 Victoria & Hemlock	A	7.6	0.547	A	7.6	0.547	+ 0.000
# 46 Harbor & Gonzales	C	8.1	0.788	C	8.1	0.788	+ 0.000
# 3 Harbor & Channel Island	A	8.2	0.320	A	8.2	0.320	+ 0.000
# 59 Pleasant Valley & Bard	A	8.6	0.576	A	8.6	0.576	+ 0.000
#286 Rose & US-101 SB Ramps	A	9.4	0.519	A	9.4	0.519	+ 0.000
# 19 Ventura & 2nd St	A	9.4	0.518	A	9.4	0.518	+ 0.000
# 10 Victoria & Wooley	A	10.1	0.414	A	10.1	0.414	+ 0.000
#197 Rice & Pleasant Valley	B	10.3	0.624	B	10.3	0.624	+ 0.000
#140 Patterson & Teal Club	A	10.4	0.164	A	10.4	0.164	+ 0.000
# 30 Rice & Wooley	B	11.2	0.625	B	11.2	0.625	+ 0.000
#150 Victoria & Doris	D	11.2	0.823	D	11.2	0.823	+ 0.000
#173 Del Norte & US-101 SB	C	11.7	0.749	C	11.7	0.749	+ 0.000
# 40 SR-1 (Oxnard) & Colonia	C	11.7	0.709	C	11.7	0.709	+ 0.000
# 1 Harbor & 5th	A	12.2	0.600	A	12.2	0.600	+ 0.000

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#285 Rose & US-101 NB Ramps	A	12.3	0.521	A	12.3	0.521	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	12.5	0.379	A	12.5	0.379	+ 0.000 V/C
# 29 Rice & Channel Island	C	12.6	0.708	C	12.6	0.708	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	B	12.7	0.655	B	12.7	0.655	+ 0.000 V/C
# 34 Rose & 3rd	D	13.1	0.800	D	13.1	0.800	+ 0.000 V/C
# 82 Saviers & Hueneme	A	13.6	0.366	A	13.6	0.366	+ 0.000 V/C
#149 Patterson & Doris	A	13.7	0.338	A	13.7	0.338	+ 0.000 V/C
#135 Victoria & 5th	B	14.1	0.681	B	14.1	0.681	+ 0.000 V/C
#280 Statham & Channel Island	C	14.3	0.727	C	14.3	0.727	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	15.7	0.189	A	15.7	0.189	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	15.8	0.381	A	15.8	0.381	+ 0.000 V/C
#162 H ST & Vineyard	A	16.5	0.515	A	16.5	0.515	+ 0.000 V/C
#102 Rice & Gonzales	C	16.5	0.757	C	16.5	0.757	+ 0.000 V/C
#174 Del Norte & US-101 NB	A	16.8	0.564	A	16.8	0.564	+ 0.000 V/C
#141 Patterson & Gonzales	A	17.2	0.508	A	17.2	0.508	+ 0.000 V/C
# 2 Harbor & Wooley	A	17.5	0.535	A	17.5	0.535	+ 0.000 V/C
# 49 Rose & 1st	E	18.2	0.959	E	18.2	0.959	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	A	18.4	0.583	A	18.4	0.583	+ 0.000 V/C
# 6 Patterson & Hemlock	A	18.5	0.259	A	18.5	0.259	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	C	18.8	0.708	C	18.8	0.708	+ 0.000 V/C
#275 Pacific & Wooley	A	18.8	0.445	A	18.8	0.445	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	18.9	0.500	A	18.9	0.500	+ 0.000 V/C
# 94 Rice & Camino Del Sol	B	19.2	0.668	B	19.2	0.668	+ 0.000 V/C
#148 Ventura & Doris	B	19.2	0.668	B	19.2	0.668	+ 0.000 V/C
# 31 Rose & Emerson	A	19.3	0.574	A	19.3	0.574	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#152 J St & Channel Island	C	19.4	0.703	C	19.4	0.703	+ 0.000 V/C
# 16 Patterson & 5th	C	19.5	0.707	C	19.5	0.707	+ 0.000 V/C
#195 SR-1 (Oxnard) & Plesant Valley	B	19.6	0.648	B	19.6	0.648	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	B	20.1	0.683	B	20.1	0.683	+ 0.000 V/C
#123 Ventura & Vineyard	A	20.3	0.511	A	20.3	0.511	+ 0.000 V/C
# 11 Patterson & Wooley	A	20.3	0.559	A	20.3	0.559	+ 0.000 V/C
# 32 Rose & Wooley	D	20.3	0.817	D	20.3	0.817	+ 0.000 V/C
# 36 C ST & 3rd	A	20.4	0.587	A	20.4	0.587	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	D	20.7	0.848	D	20.7	0.848	+ 0.000 V/C
#103 Lombard & Gonzales	A	20.9	0.451	A	20.9	0.451	+ 0.000 V/C
# 80 Ventura & Hueneme	A	21.1	0.513	A	21.1	0.513	+ 0.000 V/C
#329 Rose & Lockwood	D	21.4	0.840	D	21.4	0.840	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	A	21.4	0.587	A	21.4	0.587	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	21.5	0.392	A	21.5	0.392	+ 0.000 V/C
#136 Victoria & Gonzales	D	22.0	0.899	D	22.0	0.899	+ 0.000 V/C
# 67 Rose & Bard	A	22.2	0.493	A	22.2	0.493	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	22.5	0.635	B	22.5	0.635	+ 0.000 V/C
#142 Ventura & Gonzales	A	22.7	0.521	A	22.7	0.521	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	23.0	0.526	A	23.0	0.526	+ 0.000 V/C
# 91 Rice & SR-34	D	23.4	0.842	D	23.4	0.842	+ 0.000 V/C
# 69 Rose & Pleasant Valley	C	23.6	0.775	C	23.6	0.775	+ 0.000 V/C
# 20 C St & Channel Island	C	23.6	0.752	C	23.6	0.752	+ 0.000 V/C
# 4 Victoria & Channel Island	B	23.6	0.658	B	23.6	0.658	+ 0.000 V/C
# 25 C St & 5th	C	24.0	0.772	C	24.0	0.772	+ 0.000 V/C
#134 C St & Wooley	B	24.3	0.689	B	24.3	0.689	+ 0.000 V/C

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
#113 Rose & Auto Center	C	24.5	0.788	C	24.5	0.788	+ 0.000
#314 Dupont & Channel Island	C	24.6	0.701	C	24.6	0.701	+ 0.000
#153 Hobson & Wooley	C	24.9	0.718	C	24.9	0.718	+ 0.000
# 92 Del Norte & SR-34	E	24.9	0.914	E	24.9	0.914	+ 0.000
# 9 Ventura & Channel Island	C	24.9	0.737	C	24.9	0.737	+ 0.000
# 26 Rose & Channel Island	C	25.0	0.740	C	25.0	0.740	+ 0.000
# 74 Saviers & Pleasant Valley	C	25.6	0.736	C	25.6	0.736	+ 0.000
#233 Vineyard (SR-232) & Esplanede	D	26.0	0.835	D	26.0	0.835	+ 0.000
# 18 Ventura & 5th	D	26.5	0.818	D	26.5	0.818	+ 0.000
# 35 Rose & Camino Del Sol	E	26.7	0.931	E	26.7	0.931	+ 0.000
# 21 Saviers & Channel Island	C	27.5	0.768	C	27.5	0.768	+ 0.000
#161 H St & Gonzales	D	27.9	0.854	D	27.9	0.854	+ 0.000
# 12 Ventura & Wooley	C	28.9	0.775	C	28.9	0.775	+ 0.000
#101 Rose & Gonzales	E	30.2	0.911	E	30.2	0.911	+ 0.000
#107 Santa Clara & Auto Center Driv	D	32.4	0.882	D	32.4	0.882	+ 0.000
#119 SR-1 (Oxnard) & Vineyard (SR-2	E	35.7	0.985	E	35.7	0.985	+ 0.000
# 38 C St & Gonzales	E	43.5	0.962	E	43.5	0.962	+ 0.000
# 33 Rose & SR-34	F	48.9	1.072	F	48.9	1.072	+ 0.000

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ignore						Ignore						Include						Ignore					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	1	0	1	0	1		1	0	2	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	29	571		60		203	1177		44		36		60		23		126		55		103			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	29	571		60		203	1177		44		36		60		23		126		55		103			
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00			
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00			
PHF Volume:	29	571		0		203	1177		0		36		60		23		126		55		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Reduced Vol:	29	571		0		203	1177		0		36		60		23		126		55		0			
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00			
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00			
Final Vol.:	29	571		0		203	1177		0		36		60		23		126		55		0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600		1600			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Lanes:	1.00	1.00		1.00		1.00	2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Final Sat.:	1600	1600		1600		1600	3200		1600		1600		1600		1600		1600		1600		1600			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.36		0.00		0.13	0.37		0.00		0.02		0.04		0.01		0.08		0.03		0.00			
Crit Moves:		****				****							****				****							
Green/Cycle:	0.04	0.59		0.00		0.21	0.77		0.00		0.08		0.06		0.06		0.13		0.12		0.00			
Volume/Cap:	0.48	0.60		0.00		0.60	0.48		0.00		0.29		0.60		0.23		0.60		0.29		0.00			
Delay/Veh:	40.7	10.6		0.0		29.5	3.4		0.0		34.0		41.8		34.5		34.9		31.3		0.0			
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
AdjDel/Veh:	40.7	10.6		0.0		29.5	3.4		0.0		34.0		41.8		34.5		34.9		31.3		0.0			
DesignQueue:	2	14		0		9	16		0		2		3		1		6		3		0			

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	63	527	38		249	958	62		35	44	42		51	50	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	527	38		249	958	62		35	44	42		51	50	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	xxxx	1.00	
PHF Volume:	63	527	38		249	958	62		35	44	42		51	0	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	527	38		249	958	62		35	44	42		51	0	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	527	38		249	958	62		35	44	42		51	0	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		0.29	0.36	0.35		0.31	0.01	0.68	
Final Sat.:	1600	3200	1600		1600	3005	195		463	582	555		506	2	1092	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.02		0.16	0.32	0.32		0.08	0.08	0.08		0.10	0.10	0.10	
Crit Moves:	****					****				****				****		
Green/Cycle:	0.07	0.34	0.34		0.33	0.60	0.60		0.14	0.14	0.14		0.19	0.19	0.19	
Volume/Cap:	0.53	0.48	0.07		0.48	0.53	0.53		0.53	0.53	0.53		0.53	0.53	0.53	
Delay/Veh:	38.0	20.1	16.9		21.3	9.5	12.8		36.8	35.7	35.9		32.5	242	30.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.0	20.1	16.9		21.3	9.5	12.8		36.8	35.7	35.9		32.5	242	30.3	
DesignQueue:	3	20	1		10	23	1		2	2	2		2	0	5	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		0	0 2	0 1		2	0 2	0 0	
Volume Module:																
Base Vol:	98	0	186		0	0	0		0	673	134		252	603	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	0	186		0	0	0		0	673	134		252	603	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	98	0	0		0	0	0		0	673	0		252	603	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	0	0		0	0	0		0	673	0		252	603	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	98	0	0		0	0	0		0	673	0		252	603	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.00		0.00	0.00	0.00		0.00	0.21	0.00		0.08	0.19	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.10	0.00	0.00		0.00	0.00	0.00		0.00	0.66	0.00		0.25	0.90	0.00	
Volume/Cap:	0.32	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.00		0.32	0.21	0.00	
Delay/Veh:	32.7	0.0	0.0		0.0	0.0	0.0		0.0	5.7	0.0		23.8	0.4	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.7	0.0	0.0		0.0	0.0	0.0		0.0	5.7	0.0		23.8	0.4	0.0	
DesignQueue:	5	0	0		0	0	0		0	13	0		11	3	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1	0	2	0 2	0	1	2	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	178	740	114		299	740	245		489	217	163		204	463	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	740	114		299	740	245		489	217	163		204	463	210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	178	740	114		299	740	245		489	217	163		204	463	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	740	114		299	740	245		489	217	163		204	463	210	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	178	740	114		299	740	245		489	217	163		204	463	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.73	0.27		2.00	2.00	1.00		2.00	1.14	0.86		1.00	2.00	1.00	
Final Sat.:	3200	2773	427		3200	3200	1600		3200	1827	1373		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27	0.27		0.09	0.23	0.15		0.15	0.12	0.12		0.13	0.14	0.13	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.41	0.41		0.14	0.44	0.44		0.23	0.22	0.22		0.23	0.22	0.36	
Volume/Cap:	0.52	0.66	0.66		0.66	0.52	0.35		0.66	0.54	0.54		0.54	0.66	0.36	
Delay/Veh:	33.8	19.6	24.5		33.7	15.9	14.3		28.3	27.9	28.3		27.2	29.0	18.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.8	19.6	24.5		33.7	15.9	14.3		28.3	27.9	28.3		27.2	29.0	18.2	
DesignQueue:	9	26	4		15	24	8		22	10	7		9	21	8	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	18	1278	83		136	1111	49		29	6	21		74	9	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1278	83		136	1111	49		29	6	21		74	9	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1278	83		136	1111	49		29	6	21		74	9	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1278	83		136	1111	49		29	6	21		74	9	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	18	1278	83		136	1111	49		29	6	21		74	9	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.92	0.08		1.00	0.22	0.78		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3065	135		1600	356	1244		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.40	0.05		0.09	0.36	0.36		0.02	0.02	0.02		0.05	0.01	0.05	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.03	0.73	0.73		0.16	0.86	0.86		0.03	0.03	0.03		0.08	0.08	0.08	
Volume/Cap:	0.42	0.55	0.07		0.55	0.42	0.42		0.59	0.55	0.55		0.55	0.07	0.59	
Delay/Veh:	40.7	4.9	3.0		32.0	1.3	2.7		47.9	65.3	47.5		37.3	32.5	38.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.7	4.9	3.0		32.0	1.3	2.7		47.9	65.3	47.5		37.3	32.5	38.5	
DesignQueue:	1	21	1		7	10	0		2	0	1		4	0	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	37	185	51		110	298	118		66	97	54		38	53	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	185	51		110	298	118		66	97	54		38	53	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	185	51		110	298	118		66	97	54		38	53	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	185	51		110	298	118		66	97	54		38	53	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	37	185	51		110	298	118		66	97	54		38	53	51	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.57	0.43		1.00	1.43	0.57		1.00	0.64	0.36		1.00	0.51	0.49	
Final Sat.:	1600	2508	692		1600	2292	908		1600	1028	572		1600	815	785	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.07		0.07	0.13	0.13		0.04	0.09	0.09		0.02	0.06	0.07	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.09	0.31	0.31		0.28	0.50	0.50		0.16	0.33	0.33		0.08	0.25	0.25	
Volume/Cap:	0.26	0.24	0.24		0.24	0.26	0.26		0.26	0.29	0.29		0.29	0.26	0.26	
Delay/Veh:	32.9	20.1	20.2		21.2	11.0	11.1		28.5	19.4	19.5		33.6	23.3	23.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.9	20.1	20.2		21.2	11.0	11.1		28.5	19.4	19.5		33.6	23.3	23.3	
DesignQueue:	2	7	2		4	9	3		3	4	2		2	2	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.4
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1!	0	0
Volume Module:																
Base Vol:	0	881	103		0	943	33		0	0	65		0	0	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	881	103		0	943	33		0	0	65		0	0	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	881	103		0	943	33		0	0	65		0	0	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	881	103		0	943	33		0	0	65		0	0	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	881	103		0	943	33		0	0	65		0	0	44	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.79	0.21		1.00	1.93	0.07		1.00	1.00	1.00		1.00	0.00	1.00	
Final Sat.:	1600	2865	335		1600	3092	108		1600	1600	1600		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.00	0.30	0.31		0.00	0.00	0.04		0.00	0.00	0.03	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.00	0.88	0.88		0.00	0.88	0.88		0.00	0.00	0.12		0.00	0.00	0.12	
Volume/Cap:	0.00	0.35	0.35		0.00	0.35	0.35		0.00	0.00	0.35		0.00	0.00	0.24	
Delay/Veh:	0.0	0.8	1.1		0.0	0.8	1.6		0.0	0.0	31.8		0.0	0.0	31.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.8	1.1		0.0	0.8	1.6		0.0	0.0	31.8		0.0	0.0	31.0	
DesignQueue:	0	6	1		0	7	0		0	0	3		0	0	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 1	0	1	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	227	0	156	52	1491	0	0	1329	221				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	227	0	156	52	1491	0	0	1329	221				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	227	0	156	52	1491	0	0	1329	221				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	227	0	156	52	1491	0	0	1329	221				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	227	0	156	52	1491	0	0	1329	221				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	1.00	1.00	0.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	0	1600	1600	1600	297	1303	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.03	0.47	0.00	0.00	0.42	0.14				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.47	0.06	0.77	0.00	0.00	0.71	0.71				
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.26	0.58	0.61	0.00	0.00	0.58	0.19				
Delay/Veh:	0.0	0.0	0.0	28.4	0.0	12.5	42.1	4.2	0.0	0.0	5.8	3.7				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	28.4	0.0	12.5	42.1	4.2	0.0	0.0	5.8	3.7				
DesignQueue:	0	0	0	10	0	5	3	22	0	0	24	4				

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	756	672	249	273	595	92	90	688	670	160	798	137				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	756	672	249	273	595	92	90	688	670	160	798	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	756	672	249	273	595	92	90	688	0	160	798	137				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	756	672	249	273	595	92	90	688	0	160	798	137				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	756	672	249	273	595	92	90	688	0	160	798	137				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.21	0.16	0.09	0.19	0.06	0.06	0.22	0.00	0.10	0.25	0.09				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.32	0.41	0.41	0.17	0.25	0.25	0.08	0.29	0.00	0.14	0.35	0.35				
Volume/Cap:	0.74	0.52	0.38	0.52	0.74	0.23	0.72	0.74	0.00	0.74	0.72	0.25				
Delay/Veh:	25.3	17.4	16.2	30.0	28.9	22.9	46.2	26.8	0.0	40.3	23.3	17.9				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.3	17.4	16.2	30.0	28.9	22.9	46.2	26.8	0.0	40.3	23.3	17.9				
DesignQueue:	30	23	8	13	26	4	5	28	0	8	31	5				

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	44	1052	84		182	1396	56		34	63	36		71	56	154	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1052	84		182	1396	56		34	63	36		71	56	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1052	84		182	1396	56		34	63	36		71	56	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1052	84		182	1396	56		34	63	36		71	56	154	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	44	1052	84		182	1396	56		34	63	36		71	56	154	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4445	355		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.24		0.11	0.29	0.04		0.02	0.02	0.02		0.04	0.02	0.10	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.57	0.57		0.27	0.77	0.77		0.08	0.05	0.05		0.11	0.07	0.34	
Volume/Cap:	0.38	0.41	0.41		0.41	0.38	0.05		0.25	0.41	0.47		0.41	0.25	0.28	
Delay/Veh:	35.0	9.3	10.1		23.2	2.8	2.1		33.2	36.7	39.1		33.1	34.0	18.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.0	9.3	10.1		23.2	2.8	2.1		33.2	36.7	39.1		33.1	34.0	18.4	
DesignQueue:	2	26	2		8	19	1		2	3	2		4	3	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	83	245	70		137	364	82		106	793	79		116	679	58	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	83	245	70		137	364	82		106	793	79		116	679	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	245	70		137	364	82		106	793	79		116	679	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	245	70		137	364	82		106	793	79		116	679	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	83	245	70		137	364	82		106	793	79		116	679	58	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.63	0.37		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2612	588		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.04		0.09	0.14	0.14		0.07	0.25	0.05		0.07	0.21	0.04	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.12	0.27	0.27		0.15	0.31	0.31		0.14	0.44	0.44		0.13	0.44	0.44	
Volume/Cap:	0.45	0.56	0.16		0.56	0.45	0.45		0.49	0.56	0.11		0.56	0.49	0.08	
Delay/Veh:	32.9	25.2	21.2		32.3	21.5	22.4		32.1	16.2	12.6		34.0	15.7	12.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.9	25.2	21.2		32.3	21.5	22.4		32.1	16.2	12.6		34.0	15.7	12.7	
DesignQueue:	4	10	3		7	14	3		5	26	2		6	22	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	172	651	68		260	711	127		223	706	36		250	796	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	172	651	68		260	711	127		223	706	36		250	796	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	651	68		260	711	127		223	706	36		250	796	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	651	68		260	711	127		223	706	36		250	796	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	172	651	68		260	711	127		223	706	36		250	796	142	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.81	0.19		1.00	1.70	0.30		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	2897	303		1600	2715	485		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.22	0.22		0.16	0.26	0.26		0.14	0.22	0.02		0.16	0.25	0.09	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.15	0.29	0.29		0.21	0.35	0.35		0.18	0.29	0.29		0.21	0.32	0.32	
Volume/Cap:	0.74	0.78	0.78		0.78	0.74	0.74		0.78	0.75	0.08		0.75	0.78	0.28	
Delay/Veh:	39.5	28.3	47.3		36.1	23.9	32.1		38.6	27.1	19.7		35.0	26.3	19.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.5	28.3	47.3		36.1	23.9	32.1		38.6	27.1	19.7		35.0	26.3	19.6	
DesignQueue:	8	27	3		12	27	5		10	29	1		11	32	5	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1 0	0	1	1	0 0	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	137	4	230		9	9	22		15	457	161		358	334	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	137	4	230		9	9	22		15	457	161		358	334	33	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	137	4	0		9	9	22		15	457	161		358	334	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	4	0		9	9	22		15	457	161		358	334	33	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	137	4	0		9	9	22		15	457	161		358	334	33	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	0.74	0.26		1.00	1.82	0.18	
Final Sat.:	1600	1600	1600		800	800	1600		1600	1183	417		1600	2912	288	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00		0.01	0.01	0.01		0.01	0.39	0.39		0.22	0.11	0.11	
Crit Moves:	****				****				****				****			
Green/Cycle:	0.12	0.04	0.00		0.09	0.02	0.02		0.07	0.55	0.55		0.32	0.80	0.80	
Volume/Cap:	0.71	0.06	0.00		0.06	0.71	0.86		0.14	0.71	0.71		0.71	0.14	0.14	
Delay/Veh:	40.0	35.4	0.0		31.7	97.8	117.1		34.0	15.4	19.4		26.3	1.8	1.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.0	35.4	0.0		31.7	97.8	117.1		34.0	15.4	19.4		26.3	1.8	1.8	
DesignQueue:	7	0	0		0	0	1		1	13	4		14	4	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1 0		2 0 2	0 1		1 0 2	1 0		2 0 1	1 0	
Volume Module:												
Base Vol:	142	790	92	104	862	346	382	461	145	258	625	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	790	92	104	862	346	382	461	145	258	625	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	790	92	104	862	346	382	461	145	258	625	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	790	92	104	862	346	382	461	145	258	625	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	790	92	104	862	346	382	461	145	258	625	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.58	0.42	2.00	2.00	1.00	1.00	2.28	0.72	2.00	1.77	0.23
Final Sat.:	1600	5732	668	3200	3200	1600	1600	3651	1149	3200	2829	371
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.03	0.27	0.22	0.24	0.13	0.13	0.08	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.35	0.35	0.08	0.33	0.33	0.29	0.34	0.34	0.22	0.27	0.27
Volume/Cap:	0.82	0.39	0.39	0.39	0.82	0.66	0.82	0.37	0.37	0.37	0.82	0.82
Delay/Veh:	50.6	18.7	19.2	33.9	27.3	24.2	32.9	19.1	19.3	25.7	31.2	52.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	18.7	19.2	33.9	27.3	24.2	32.9	19.1	19.3	25.7	31.2	52.1
DesignQueue:	7	29	3	5	34	14	16	17	5	11	27	3

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		1 0 1	1 0		0 0 1!	0 0		1 0 1	0 1	
Volume Module:												
Base Vol:	33	1154	67	44	1029	4	12	68	76	52	36	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1154	67	44	1029	4	12	68	76	52	36	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1154	67	44	1029	4	12	68	76	52	36	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1154	67	44	1029	4	12	68	76	52	36	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	1154	67	44	1029	4	12	68	76	52	36	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.08	0.43	0.49	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3188	12	123	697	779	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.04	0.03	0.32	0.32	0.01	0.10	0.10	0.03	0.02	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.70	0.70	0.05	0.70	0.70	0.03	0.19	0.19	0.06	0.22	0.22
Volume/Cap:	0.46	0.52	0.06	0.52	0.46	0.46	0.23	0.52	0.52	0.52	0.10	0.23
Delay/Veh:	39.0	5.7	3.7	39.8	5.1	24.0	40.6	31.0	30.7	38.6	24.1	24.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	5.7	3.7	39.8	5.1	24.0	40.6	31.0	30.7	38.6	24.1	24.8
DesignQueue:	2	21	1	2	18	0	1	3	4	3	2	4

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	105	350	107		92	405	116		79	941	87		121	1080	71	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	105	350	107		92	405	116		79	941	87		121	1080	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	105	350	107		92	405	116		79	941	87		121	1080	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	350	107		92	405	116		79	941	87		121	1080	71	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	105	350	107		92	405	116		79	941	87		121	1080	71	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.77	0.23		1.00	1.55	0.45		1.00	1.83	0.17		1.00	1.88	0.12	
Final Sat.:	1600	1225	375		1600	2488	712		1600	2929	271		1600	3003	197	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.29		0.06	0.16	0.16		0.05	0.32	0.32		0.08	0.36	0.36	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.13	0.38	0.38		0.08	0.33	0.33		0.07	0.44	0.44		0.10	0.48	0.48	
Volume/Cap:	0.50	0.75	0.75		0.75	0.50	0.50		0.75	0.73	0.73		0.73	0.75	0.75	
Delay/Veh:	32.7	25.4	33.9		49.7	21.4	22.4		52.2	19.3	31.0		43.5	18.0	34.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.7	25.4	33.9		49.7	21.4	22.4		52.2	19.3	31.0		43.5	18.0	34.7	
DesignQueue:	5	13	4		5	16	5		4	32	3		6	34	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	316	1013	213		213	1088	85		148	549	249		248	722	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	316	1013	213		213	1088	85		148	549	249		248	722	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	316	1013	213		213	1088	85		148	549	249		248	722	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	316	1013	213		213	1088	85		148	549	249		248	722	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	316	1013	213		213	1088	85		148	549	249		248	722	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.48	0.52		1.00	2.78	0.22		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3966	834		1600	4452	348		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.26	0.26		0.13	0.24	0.24		0.09	0.17	0.16		0.16	0.23	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.26	0.38	0.38		0.20	0.32	0.32		0.12	0.22	0.22		0.20	0.30	0.30	
Volume/Cap:	0.77	0.68	0.68		0.68	0.77	0.77		0.75	0.77	0.70		0.77	0.75	0.33	
Delay/Veh:	32.4	20.9	23.9		32.5	25.5	41.5		42.3	31.6	31.5		36.3	26.6	21.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.4	20.9	23.9		32.5	25.5	41.5		42.3	31.6	31.5		36.3	26.6	21.0	
DesignQueue:	14	37	8		10	44	3		7	25	11		11	30	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	76	946	82		123	1250	75		75	252	52		87	319	89	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	946	82		123	1250	75		75	252	52		87	319	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	946	82		123	1250	75		75	252	52		87	319	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	946	82		123	1250	75		75	252	52		87	319	89	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	76	946	82		123	1250	75		75	252	52		87	319	89	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.84	0.16		1.00	1.89	0.11		1.00	1.66	0.34		1.00	1.00	1.00	
Final Sat.:	1600	2945	255		1600	3019	181		1600	2653	547		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.32		0.08	0.41	0.41		0.05	0.09	0.10		0.05	0.20	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.07	0.53	0.53		0.13	0.58	0.58		0.07	0.22	0.22		0.13	0.28	0.28	
Volume/Cap:	0.71	0.61	0.61		0.61	0.71	0.71		0.71	0.43	0.43		0.43	0.71	0.20	
Delay/Veh:	47.7	13.3	18.2		35.6	12.3	24.0		47.9	26.1	27.3		32.0	28.3	21.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.7	13.3	18.2		35.6	12.3	24.0		47.9	26.1	27.3		32.0	28.3	21.1	
DesignQueue:	4	27	2		6	32	2		4	11	2		4	13	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	78	573	30		68	594	161		95	307	57		45	409	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	573	30		68	594	161		95	307	57		45	409	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	573	30		68	594	161		95	307	57		45	409	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	573	30		68	594	161		95	307	57		45	409	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	78	573	30		68	594	161		95	307	57		45	409	59	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.84	0.16		1.00	0.87	0.13	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1349	251		1600	1398	202	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.36	0.02		0.04	0.37	0.10		0.06	0.23	0.23		0.03	0.29	0.29	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.06	0.49	0.49		0.06	0.48	0.48		0.08	0.41	0.41		0.05	0.38	0.38	
Volume/Cap:	0.77	0.74	0.04		0.74	0.77	0.21		0.77	0.56	0.56		0.56	0.77	0.77	
Delay/Veh:	55.1	18.4	10.3		52.6	19.9	11.6		51.6	18.6	22.6		41.9	25.8	45.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.1	18.4	10.3		52.6	19.9	11.6		51.6	18.6	22.6		41.9	25.8	45.1	
DesignQueue:	4	18	1		4	19	5		5	11	2		2	15	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 1		1	0 2	1 0		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	218	814	87		131	952	387		431	507	80		229	825	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	218	814	87		131	952	387		431	507	80		229	825	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	218	814	87		131	952	387		431	507	80		229	825	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	218	814	87		131	952	387		431	507	80		229	825	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	218	814	87		131	952	387		431	507	80		229	825	35	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.13	0.87		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	3200	1600		1600	3413	1387		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.05		0.08	0.28	0.28		0.13	0.16	0.05		0.07	0.26	0.02	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.36	0.36		0.11	0.38	0.38		0.18	0.37	0.37		0.17	0.35	0.35	
Volume/Cap:	0.74	0.72	0.15		0.72	0.74	0.74		0.74	0.43	0.14		0.43	0.74	0.06	
Delay/Veh:	40.5	23.0	16.9		41.3	22.3	24.5		33.2	18.6	16.3		29.3	23.9	16.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.5	23.0	16.9		41.3	22.3	24.5		33.2	18.6	16.3		29.3	23.9	16.7	
DesignQueue:	11	31	3		7	35	14		20	19	3		11	32	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 122 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		2	0 2	0 1		0	0 2	0 1		0	0 2	0 1	
Volume Module:																
Base Vol:	291	1024	16		48	1313	54		0	194	274		0	819	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	291	1024	16		48	1313	54		0	194	274		0	819	93	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	291	1024	0		48	1313	0		0	194	0		0	819	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	291	1024	0		48	1313	0		0	194	0		0	819	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	291	1024	0		48	1313	0		0	194	0		0	819	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.32	0.00		0.02	0.41	0.00		0.00	0.06	0.00		0.00	0.26	0.00	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.21	0.67	0.00		0.03	0.48	0.00		0.00	0.30	0.00		0.00	0.30	0.00	
Volume/Cap:	0.85	0.48	0.00		0.48	0.85	0.00		0.00	0.20	0.00		0.00	0.85	0.00	
Delay/Veh:	41.3	6.4	0.0		39.4	20.7	0.0		0.0	20.0	0.0		0.0	30.3	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.3	6.4	0.0		39.4	20.7	0.0		0.0	20.0	0.0		0.0	30.3	0.0	
DesignQueue:	13	20	0		3	41	0		0	8	0		0	34	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	384	803	0		0	553	651		196	0	63		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	384	803	0		0	553	651		196	0	63		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	384	803	0		0	553	651		196	0	63		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	384	803	0		0	553	651		196	0	63		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	384	803	0		0	553	651		196	0	63		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.25	0.00		0.00	0.17	0.41		0.06	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green/Cycle:	0.34	0.91	0.00		0.00	0.57	0.57		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.71	0.27	0.00		0.00	0.30	0.71		0.71	0.00	0.46		0.00	0.00	0.00	
Delay/Veh:	25.1	0.4	0.0		0.0	8.5	13.5		39.7	0.0	35.1		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.1	0.4	0.0		0.0	8.5	13.5		39.7	0.0	35.1		0.0	0.0	0.0	
DesignQueue:	15	4	0		0	14	17		10	0	3		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	73	1004	0		0	1262	342		591	0	46		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	1004	0		0	1262	342		591	0	46		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	1004	0		0	1262	342		591	0	46		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1004	0		0	1262	342		591	0	46		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	73	1004	0		0	1262	342		591	0	46		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.00		0.00	0.39	0.21		0.18	0.00	0.03		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.07	0.70	0.00		0.00	0.63	0.63		0.30	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.62	0.45	0.00		0.00	0.62	0.34		0.62	0.00	0.10		0.00	0.00	0.00	
Delay/Veh:	41.5	5.0	0.0		0.0	9.1	6.7		24.4	0.0	19.7		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.5	5.0	0.0		0.0	9.1	6.7		24.4	0.0	19.7		0.0	0.0	0.0	
DesignQueue:	4	18	0		0	28	7		24	0	2		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 0	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	177	803	34		120	849	87		252	113	75		45	65	71	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	803	34		120	849	87		252	113	75		45	65	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	177	803	34		120	849	87		252	113	75		45	65	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	177	803	34		120	849	87		252	113	75		45	65	71	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	177	803	34		120	849	87		252	113	75		45	65	71	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.60	0.40		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	962	638		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.02		0.08	0.27	0.05		0.16	0.12	0.12		0.03	0.04	0.04	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.19	0.50	0.50		0.15	0.46	0.46		0.27	0.28	0.28		0.07	0.07	0.07	
Volume/Cap:	0.57	0.50	0.04		0.50	0.57	0.12		0.57	0.42	0.42		0.42	0.57	0.63	
Delay/Veh:	30.1	12.8	9.7		31.4	15.6	11.8		25.4	23.4	23.7		36.1	39.6	41.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.1	12.8	9.7		31.4	15.6	11.8		25.4	23.4	23.7		36.1	39.6	41.9	
DesignQueue:	8	23	1		6	27	3		11	5	3		2	3	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		2	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	39	858	130		25	1705	421		380	461	87		142	314	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	858	130		25	1705	421		380	461	87		142	314	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	39	858	130		25	1705	0		380	461	87		142	314	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	858	130		25	1705	0		380	461	87		142	314	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	39	858	130		25	1705	0		380	461	87		142	314	42	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.68	0.32		1.00	1.76	0.24	
Final Sat.:	1600	3200	1600		1600	3200	1600		3200	2692	508		1600	2822	378	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.08		0.02	0.53	0.00		0.12	0.17	0.17		0.09	0.11	0.11	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.03	0.64	0.64		0.04	0.65	0.00		0.16	0.21	0.21		0.11	0.15	0.15	
Volume/Cap:	0.82	0.42	0.13		0.42	0.82	0.00		0.72	0.82	0.82		0.82	0.72	0.72	
Delay/Veh:	80.1	6.7	5.3		38.9	11.9	0.0		33.9	35.4	53.6		50.6	35.0	53.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.1	6.7	5.3		38.9	11.9	0.0		33.9	35.4	53.6		50.6	35.0	53.5	
DesignQueue:	2	18	3		1	37	0		18	21	4		7	15	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.072
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	11	1329	20		10	2004	171		405	584	35		396	829	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	1329	20		10	2004	171		405	584	35		396	829	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	1329	20		10	2004	171		405	584	35		396	829	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1329	20		10	2004	171		405	584	35		396	829	28	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	1329	20		10	2004	171		405	584	35		396	829	28	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04		1.00	2.76	0.24		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4729	71		1600	4423	377		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.01	0.45	0.45		0.13	0.37	0.02		0.25	0.26	0.02	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.01	0.42	0.42		0.01	0.42	0.42		0.19	0.34	0.34		0.23	0.38	0.38	
Volume/Cap:	1.07	0.67	0.67		0.67	1.07	1.07		0.68	1.07	0.06		1.07	0.68	0.05	
Delay/Veh:	310.9	18.7	45.5		83.0	61.9	104.9		31.2	79.0	17.1		90.0	20.8	14.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	310.9	18.7	45.5		83.0	61.9	104.9		31.2	79.0	17.1		90.0	20.8	14.9	
DesignQueue:	1	46	1		1	72	6		19	23	1		18	30	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	0	0	0 2	1	0	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	588	1894	0		0	1992	465		335	0	400		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	588	1894	0		0	1992	465		335	0	400		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	588	1894	0		0	1992	465		335	0	400		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	588	1894	0		0	1992	465		335	0	400		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	588	1894	0		0	1992	465		335	0	400		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	2.43	0.57		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3200	4800	0		0	3892	908		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.39	0.00		0.00	0.51	0.51		0.10	0.00	0.25		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.23	0.87	0.00		0.00	0.64	0.64		0.13	0.00	0.36		0.00	0.00	0.00	
Volume/Cap:	0.80	0.45	0.00		0.00	0.80	0.80		0.80	0.00	0.69		0.00	0.00	0.00	
Delay/Veh:	32.4	1.1	0.0		0.0	11.6	15.7		39.8	0.0	23.5		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.4	1.1	0.0		0.0	11.6	15.7		39.8	0.0	23.5		0.0	0.0	0.0	
DesignQueue:	26	15	0		0	45	11		17	0	15		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	131	1971	85		120	1562	202		141	169	97		236	486	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	131	1971	85		120	1562	202		141	169	97		236	486	127	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	1971	0		120	1562	0		141	169	97		236	486	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	1971	0		120	1562	0		141	169	97		236	486	127	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	131	1971	0		120	1562	0		141	169	97		236	486	127	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.27	0.73		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2033	1167		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.62	0.00		0.08	0.49	0.00		0.09	0.08	0.08		0.15	0.15	0.08	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.66	0.00		0.08	0.64	0.00		0.09	0.09	0.09		0.16	0.16	0.16	
Volume/Cap:	0.77	0.93	0.00		0.93	0.77	0.00		0.93	0.89	0.89		0.89	0.93	0.49	
Delay/Veh:	46.0	17.4	0.0		76.9	11.3	0.0		72.4	60.8	72.4		52.3	48.8	30.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.0	17.4	0.0		76.9	11.3	0.0		72.4	60.8	72.4		52.3	48.8	30.4	
DesignQueue:	7	43	0		6	35	0		7	9	5		11	23	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	35	574	154		80	561	14		17	184	29		279	424	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	574	154		80	561	14		17	184	29		279	424	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	574	154		80	561	14		17	184	29		279	424	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	574	154		80	561	14		17	184	29		279	424	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	35	574	154		80	561	14		17	184	29		279	424	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.58	0.42		1.00	1.95	0.05		1.00	0.86	0.14		1.00	0.89	0.11	
Final Sat.:	1600	2523	677		1600	3122	78		1600	1382	218		1600	1419	181	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.23		0.05	0.18	0.18		0.01	0.13	0.13		0.17	0.30	0.30	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.39	0.39		0.09	0.42	0.42		0.02	0.23	0.23		0.30	0.51	0.51	
Volume/Cap:	0.43	0.59	0.59		0.59	0.43	0.43		0.59	0.58	0.58		0.58	0.59	0.59	
Delay/Veh:	37.6	19.4	21.1		38.5	15.8	20.7		54.8	28.5	37.3		24.3	14.2	19.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.6	19.4	21.1		38.5	15.8	20.7		54.8	28.5	37.3		24.3	14.2	19.7	
DesignQueue:	2	21	6		4	19	0		1	8	1		11	12	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	200	350	293		261	386	338		341	1022	93		417	1187	163	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	350	293		261	386	338		341	1022	93		417	1187	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	350	293		261	386	338		341	1022	93		417	1187	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	350	293		261	386	338		341	1022	93		417	1187	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	350	293		261	386	338		341	1022	93		417	1187	163	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.22	0.18		0.16	0.24	0.21		0.21	0.32	0.06		0.26	0.37	0.10	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.23	0.23		0.17	0.26	0.26		0.22	0.33	0.33		0.27	0.38	0.38	
Volume/Cap:	0.92	0.96	0.81		0.96	0.92	0.81		0.97	0.96	0.18		0.96	0.97	0.27	
Delay/Veh:	61.6	56.8	36.7		64.3	46.2	34.3		59.1	39.4	18.3		52.4	37.2	16.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.6	56.8	36.7		64.3	46.2	34.3		59.1	39.4	18.3		52.4	37.2	16.4	
DesignQueue:	10	16	13		12	17	15		16	41	3		18	44	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 2	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	138	875	287		342	1109	86		213	729	97		378	966	359	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	138	875	287		342	1109	86		213	729	97		378	966	359	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	875	287		342	1109	86		213	729	97		378	966	359	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	875	287		342	1109	86		213	729	97		378	966	359	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	138	875	287		342	1109	86		213	729	97		378	966	359	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.18		0.11	0.23	0.05		0.07	0.23	0.06		0.12	0.20	0.22	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.29	0.29		0.17	0.38	0.38		0.12	0.36	0.36		0.19	0.42	0.42	
Volume/Cap:	0.60	0.64	0.62		0.64	0.60	0.14		0.53	0.64	0.17		0.64	0.48	0.53	
Delay/Veh:	37.8	24.6	25.7		31.6	19.4	15.5		32.7	21.3	16.9		30.5	16.4	17.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.8	24.6	25.7		31.6	19.4	15.5		32.7	21.3	16.9		30.5	16.4	17.4	
DesignQueue:	7	36	12		16	40	3		11	27	4		18	33	12	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	1441	169		163	1393	0		0	0	0		250	0	251	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1441	169		163	1393	0		0	0	0		250	0	251	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1441	169		163	1393	0		0	0	0		250	0	251	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1441	169		163	1393	0		0	0	0		250	0	251	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1441	169		163	1393	0		0	0	0		250	0	251	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.11		0.10	0.44	0.00		0.00	0.00	0.00		0.16	0.00	0.16	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.64	0.64		0.14	0.78	0.00		0.00	0.00	0.00		0.22	0.00	0.22	
Volume/Cap:	0.00	0.71	0.17		0.71	0.56	0.00		0.00	0.00	0.00		0.71	0.00	0.71	
Delay/Veh:	0.0	10.1	5.7		38.0	3.6	0.0		0.0	0.0	0.0		32.0	0.0	32.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	10.1	5.7		38.0	3.6	0.0		0.0	0.0	0.0		32.0	0.0	32.1	
DesignQueue:	0	32	4		8	19	0		0	0	0		11	0	11	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	750	48		187	1176	0		0	0	0		84	0	188	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	750	48		187	1176	0		0	0	0		84	0	188	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	750	0		187	1176	0		0	0	0		84	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	750	0		187	1176	0		0	0	0		84	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	750	0		187	1176	0		0	0	0		84	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1600	1600		1600	1600	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.00		0.12	0.74	0.00		0.00	0.00	0.00		0.05	0.00	0.00	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.75	0.00		0.19	0.93	0.00		0.00	0.00	0.00		0.07	0.00	0.00	
Volume/Cap:	0.00	0.63	0.00		0.63	0.79	0.00		0.00	0.00	0.00		0.79	0.00	0.00	
Delay/Veh:	0.0	5.4	0.0		31.8	2.7	0.0		0.0	0.0	0.0		56.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.4	0.0		31.8	2.7	0.0		0.0	0.0	0.0		56.0	0.0	0.0	
DesignQueue:	0	12	0		9	5	0		0	0	0		4	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	149	1356	0	0	1398	91	115	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1356	0	0	1398	91	115	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1356	0	0	1398	91	115	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1356	0	0	1398	91	115	0	67	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	1356	0	0	1398	91	115	0	67	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3004	196	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.00	0.00	0.47	0.47	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.89	0.00	0.00	0.74	0.74	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.63	0.48	0.00	0.00	0.63	0.63	0.63	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	34.5	1.0	0.0	0.0	5.4	10.8	37.3	0.0	32.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	1.0	0.0	0.0	5.4	10.8	37.3	0.0	32.1	0.0	0.0	0.0
DesignQueue:	7	9	0	0	23	1	6	0	3	0	0	0

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #49 Rose & 1st

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	293	2008	0	0	2022	143	177	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	2008	0	0	2022	143	177	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	2008	0	0	2022	143	177	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	2008	0	0	2022	143	177	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	293	2008	0	0	2022	143	177	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.63	0.00	0.00	0.63	0.09	0.11	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.85	0.00	0.00	0.66	0.66	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.96	0.74	0.00	0.00	0.96	0.14	0.74	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	60.6	3.1	0.0	0.0	20.7	4.9	38.9	0.0	66.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	3.1	0.0	0.0	20.7	4.9	38.9	0.0	66.7	0.0	0.0	0.0
DesignQueue:	14	19	0	0	45	3	9	0	11	0	0	0

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 1	0 1		1	0 1	0 0	
Volume Module:																
Base Vol:	36	689	4		13	797	445		4	3	9		211	4	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	689	4		13	797	445		4	3	9		211	4	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	36	689	4		13	797	445		4	3	9		211	4	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	689	4		13	797	445		4	3	9		211	4	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	36	689	4		13	797	445		4	3	9		211	4	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.28	0.72		1.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1600	1600	1600		1600	2053	1147		1600	1600	1600		1600	1600	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.43	0.00		0.01	0.39	0.39		0.00	0.00	0.01		0.13	0.00	0.00	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.04	0.75	0.75		0.01	0.72	0.72		0.12	0.01	0.01		0.23	0.12	0.00	
Volume/Cap:	0.54	0.58	0.00		0.58	0.54	0.54		0.02	0.19	0.58		0.58	0.02	0.00	
Delay/Veh:	42.4	4.8	2.5		57.5	5.3	5.5		29.9	38.6	64.1		28.0	29.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.4	4.8	2.5		57.5	5.3	5.5		29.9	38.6	64.1		28.0	29.9	0.0	
DesignQueue:	2	11	0		1	14	8		0	0	0		9	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	54	460	21		96	545	211		249	121	52		32	218	209	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	460	21		96	545	211		249	121	52		32	218	209	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	460	21		96	545	211		249	121	52		32	218	209	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	460	21		96	545	211		249	121	52		32	218	209	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	54	460	21		96	545	211		249	121	52		32	218	209	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.40	0.60		1.00	1.02	0.98	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2238	962		1600	1634	1566	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.01		0.06	0.17	0.13		0.16	0.05	0.05		0.02	0.13	0.13	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.07	0.29	0.29		0.12	0.35	0.35		0.32	0.43	0.43		0.16	0.27	0.27	
Volume/Cap:	0.49	0.49	0.04		0.49	0.49	0.38		0.49	0.13	0.13		0.13	0.49	0.49	
Delay/Veh:	37.4	22.9	19.6		33.2	20.2	19.2		22.0	13.3	13.3		27.8	24.4	24.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.4	22.9	19.6		33.2	20.2	19.2		22.0	13.3	13.3		27.8	24.4	24.4	
DesignQueue:	3	19	1		5	21	8		10	4	2		2	9	9	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	78	74	141		133	177	435		275	617	31		64	905	155	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	74	141		133	177	435		275	617	31		64	905	155	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	74	141		133	177	435		275	617	31		64	905	155	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	74	141		133	177	435		275	617	31		64	905	155	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	78	74	141		133	177	435		275	617	31		64	905	155	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.09		0.08	0.06	0.27		0.17	0.19	0.02		0.04	0.28	0.10	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.06	0.21	0.21		0.20	0.35	0.35		0.22	0.49	0.49		0.10	0.36	0.36	
Volume/Cap:	0.78	0.11	0.41		0.41	0.16	0.78		0.78	0.40	0.04		0.40	0.78	0.27	
Delay/Veh:	55.6	24.4	26.6		27.3	17.2	27.0		35.2	12.7	10.4		33.3	24.0	17.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.6	24.4	26.6		27.3	17.2	27.0		35.2	12.7	10.4		33.3	24.0	17.3	
DesignQueue:	4	3	6		6	6	17		12	18	1		3	34	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	18	79	44		78	97	99		169	702	28		92	602	75	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	79	44		78	97	99		169	702	28		92	602	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	79	44		78	97	99		169	702	28		92	602	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	79	44		78	97	99		169	702	28		92	602	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	18	79	44		78	97	99		169	702	28		92	602	75	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.13	0.56	0.31		0.28	0.35	0.37		1.00	1.92	0.08		1.00	1.78	0.22	
Final Sat.:	204	896	499		455	566	578		1600	3077	123		1600	2845	355	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.05	0.17	0.17		0.11	0.23	0.23		0.06	0.21	0.21	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.02	0.24	0.24		0.13	0.34	0.34		0.21	0.51	0.51		0.13	0.42	0.42	
Volume/Cap:	0.50	0.37	0.37		0.37	0.50	0.50		0.50	0.45	0.45		0.45	0.50	0.50	
Delay/Veh:	76.6	25.2	25.7		32.5	21.8	21.7		27.8	12.3	15.5		32.2	16.5	18.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.6	25.2	25.7		32.5	21.8	21.7		27.8	12.3	15.5		32.2	16.5	18.4	
DesignQueue:	1	3	2		4	4	4		8	20	1		5	20	3	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	72	353	110		355	254	218		229	568	54		126	662	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	353	110		355	254	218		229	568	54		126	662	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	353	110		355	254	218		229	568	54		126	662	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	353	110		355	254	218		229	568	54		126	662	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	72	353	110		355	254	218		229	568	54		126	662	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.83	0.17		1.00	1.59	0.41	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2922	278		1600	2540	660	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.07		0.22	0.08	0.14		0.14	0.19	0.19		0.08	0.26	0.26	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.15	0.15		0.30	0.34	0.34		0.19	0.39	0.39		0.16	0.35	0.35	
Volume/Cap:	0.40	0.74	0.46		0.74	0.23	0.40		0.74	0.50	0.50		0.50	0.74	0.74	
Delay/Veh:	32.6	35.3	30.9		28.2	18.3	19.7		35.2	18.1	20.7		30.9	23.9	29.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.6	35.3	30.9		28.2	18.3	19.7		35.2	18.1	20.7		30.9	23.9	29.5	
DesignQueue:	4	17	5		14	9	8		11	20	2		6	25	7	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.379
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 1		1	0 1	0 1		1	0 2	0 0		1	0 1	1 0	
Volume Module:																
Base Vol:	26	146	71		36	2	103		67	755	0		7	529	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	146	71		36	2	103		67	755	0		7	529	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	146	71		36	2	103		67	755	0		7	529	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	146	71		36	2	103		67	755	0		7	529	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	26	146	71		36	2	103		67	755	0		7	529	68	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.21	0.79	1.00		1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.77	0.23	
Final Sat.:	342	1258	1600		1600	1600	1600		1600	3200	0		1600	2836	364	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.12	0.04		0.02	0.00	0.06		0.04	0.24	0.00		0.00	0.19	0.19	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.31	0.31	0.31		0.06	0.37	0.37		0.12	0.62	0.00		0.01	0.52	0.52	
Volume/Cap:	0.05	0.38	0.14		0.38	0.00	0.18		0.36	0.38	0.00		0.38	0.36	0.36	
Delay/Veh:	18.8	21.3	19.4		36.1	15.5	16.6		31.9	7.2	0.0		43.3	11.1	11.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.8	21.3	19.4		36.1	15.5	16.6		31.9	7.2	0.0		43.3	11.1	11.5	
DesignQueue:	1	6	3		2	0	4		3	17	0		0	15	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		2 0	2 0	1		1 0	1 1	0		1 0	2 0	1	
Volume Module:																
Base Vol:	22	643	104		490	417	104		95	230	96		107	117	278	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	643	104		490	417	104		95	230	96		107	117	278	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	643	104		490	417	104		95	230	96		107	117	278	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	643	104		490	417	104		95	230	96		107	117	278	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	22	643	104		490	417	104		95	230	96		107	117	278	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	1.41	0.59		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	1600		1600	2258	942		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.07		0.15	0.13	0.07		0.06	0.10	0.10		0.07	0.04	0.17	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.06	0.34	0.34		0.26	0.55	0.55		0.10	0.24	0.24		0.16	0.30	0.30	
Volume/Cap:	0.24	0.59	0.19		0.59	0.24	0.12		0.59	0.43	0.43		0.43	0.12	0.59	
Delay/Veh:	34.9	21.5	17.8		25.6	9.2	8.5		37.0	25.1	25.6		30.0	19.8	24.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.9	21.5	17.8		25.6	9.2	8.5		37.0	25.1	25.6		30.0	19.8	24.5	
DesignQueue:	1	25	4		21	11	3		5	10	4		5	5	11	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		2 0	1 1	0		1 0	1 1	0		1 0	2 0	1	
Volume Module:																
Base Vol:	24	241	37		406	143	78		86	102	21		186	151	411	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	241	37		406	143	78		86	102	21		186	151	411	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	241	37		406	143	78		86	102	21		186	151	411	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	241	37		406	143	78		86	102	21		186	151	411	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	241	37		406	143	78		86	102	21		186	151	411	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.29	0.71		1.00	1.66	0.34		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	2071	1129		1600	2654	546		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.08	0.02		0.13	0.07	0.07		0.05	0.04	0.04		0.12	0.05	0.26	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.07	0.15	0.15		0.25	0.32	0.32		0.10	0.15	0.15		0.46	0.50	0.50	
Volume/Cap:	0.21	0.51	0.16		0.51	0.21	0.21		0.51	0.26	0.26		0.26	0.09	0.51	
Delay/Veh:	33.9	31.1	28.7		25.5	18.9	18.9		34.8	29.0	29.3		13.0	10.1	13.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.9	31.1	28.7		25.5	18.9	18.9		34.8	29.0	29.3		13.0	10.1	13.4	
DesignQueue:	1	12	2		17	5	3		4	5	1		6	4	12	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	1	0	0	1 0	1	0	2	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		41	0	33		46	413	0		17	549	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		41	0	33		46	413	0		17	549	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		41	0	33		46	413	0		17	549	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		41	0	33		46	413	0		17	549	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		41	0	33		46	413	0		17	549	44	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	1.85	0.15	
Final Sat.:	0	1600	0		1600	0	1600		1600	3200	0		1600	2963	237	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.02		0.03	0.13	0.00		0.01	0.19	0.19	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.11	0.00	0.11		0.12	0.83	0.00		0.07	0.77	0.77	
Volume/Cap:	0.00	0.00	0.00		0.24	0.00	0.19		0.24	0.16	0.00		0.16	0.24	0.24	
Delay/Veh:	0.0	0.0	0.0		31.7	0.0	31.4		30.8	1.4	0.0		33.9	2.4	2.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		31.7	0.0	31.4		30.8	1.4	0.0		33.9	2.4	2.6	
DesignQueue:	0	0	0		2	0	2		2	4	0		1	7	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		61	0	147		170	320	0		0	536	134	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		61	0	147		170	320	0		0	536	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		61	0	147		170	320	0		0	536	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		61	0	147		170	320	0		0	536	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		61	0	147		170	320	0		0	536	134	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	1600	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.09		0.11	0.20	0.00		0.00	0.17	0.08	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.25	0.00	0.25		0.29	0.75	0.00		0.00	0.46	0.46	
Volume/Cap:	0.00	0.00	0.00		0.15	0.00	0.37		0.37	0.27	0.00		0.00	0.37	0.18	
Delay/Veh:	0.0	0.0	0.0		22.5	0.0	24.0		21.9	3.1	0.0		0.0	13.7	12.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		22.5	0.0	24.0		21.9	3.1	0.0		0.0	13.7	12.4	
DesignQueue:	0	0	0		3	0	6		7	5	0		0	17	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #91 Rice & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	1022	180	25	1412	253	136	386	14	413	852	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1022	180	25	1412	253	136	386	14	413	852	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1022	180	25	1412	253	136	386	14	413	852	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1022	180	25	1412	253	136	386	14	413	852	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	1022	180	25	1412	253	136	386	14	413	852	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3088	112	1600	3043	157
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.11	0.02	0.44	0.16	0.09	0.13	0.13	0.26	0.28	0.28
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.52	0.52	0.03	0.52	0.52	0.11	0.15	0.15	0.31	0.35	0.35
Volume/Cap:	0.84	0.61	0.22	0.61	0.84	0.30	0.80	0.84	0.84	0.84	0.80	0.80
Delay/Veh:	98.7	13.6	10.0	52.8	18.5	10.4	49.3	41.1	124.7	33.7	25.8	58.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	13.6	10.0	52.8	18.5	10.4	49.3	41.1	124.7	33.7	25.8	58.8
DesignQueue:	2	29	5	1	41	7	7	19	1	17	33	2

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	44	0	252	157	398	0	0	974	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	44	0	252	157	398	0	0	974	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	44	0	252	157	398	0	0	974	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	0	252	157	398	0	0	974	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	44	0	252	157	398	0	0	974	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.92	0.08
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1479	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.16	0.10	0.25	0.00	0.00	0.66	0.66
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.11	0.83	0.00	0.00	0.72	0.72
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.91	0.91	0.30	0.00	0.00	0.91	0.91
Delay/Veh:	0.0	0.0	0.0	27.1	0.0	54.5	65.7	1.6	0.0	0.0	17.4	56.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.1	0.0	54.5	65.7	1.6	0.0	0.0	17.4	56.9
DesignQueue:	0	0	0	2	0	12	8	4	0	0	18	1

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	175	494	11		53	383	251		156	11	19		9	13	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	494	11		53	383	251		156	11	19		9	13	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	494	11		53	383	251		156	11	19		9	13	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	494	11		53	383	251		156	11	19		9	13	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	175	494	11		53	383	251		156	11	19		9	13	5	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	2.00	1.00		1.00	1.00	1.00		0.33	0.48	0.19	
Final Sat.:	1600	3130	70		1600	3200	1600		1600	1600	1600		533	770	296	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.16	0.16		0.03	0.12	0.16		0.10	0.01	0.01		0.01	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.29	0.58	0.58		0.12	0.41	0.41		0.26	0.20	0.20		0.10	0.04	0.04	
Volume/Cap:	0.38	0.27	0.27		0.27	0.29	0.38		0.38	0.03	0.06		0.06	0.38	0.38	
Delay/Veh:	22.2	8.2	9.1		30.9	15.1	16.0		23.9	24.6	24.7		31.6	39.0	43.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.2	8.2	9.1		30.9	15.1	16.0		23.9	24.6	24.7		31.6	39.0	43.3	
DesignQueue:	7	12	0		3	13	8		7	0	1		0	1	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #94 Rice & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	209	1274	23		86	1292	217		185	138	76		63	345	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1274	23		86	1292	217		185	138	76		63	345	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	209	1274	23		86	1292	217		185	138	76		63	345	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	1274	23		86	1292	217		185	138	76		63	345	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	1274	23		86	1292	217		185	138	76		63	345	102	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.57	0.43		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4110	690		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.27	0.01		0.05	0.31	0.31		0.12	0.04	0.05		0.04	0.11	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.20	0.55	0.55		0.11	0.47	0.47		0.17	0.18	0.18		0.15	0.16	0.16	
Volume/Cap:	0.67	0.48	0.03		0.48	0.67	0.67		0.67	0.24	0.26		0.26	0.67	0.40	
Delay/Veh:	32.4	10.6	7.8		33.7	16.4	19.3		33.9	26.9	27.1		29.0	32.7	29.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.4	10.6	7.8		33.7	16.4	19.3		33.9	26.9	27.1		29.0	32.7	29.5	
DesignQueue:	10	34	1		4	41	7		9	6	3		3	16	5	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	16	210	14		66	249	94		238	93	15		24	234	218					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	16	210	14		66	249	94		238	93	15		24	234	218					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	16	210	14		66	249	94		238	93	15		24	234	218					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	16	210	14		66	249	94		238	93	15		24	234	218					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	16	210	14		66	249	94		238	93	15		24	234	218					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.07	0.01		0.04	0.08	0.06		0.15	0.03	0.01		0.02	0.07	0.14					
Crit Moves:		****			****				****						****					
Green/Cycle:	0.03	0.17	0.17		0.11	0.24	0.24		0.38	0.48	0.48		0.25	0.35	0.35					
Volume/Cap:	0.32	0.39	0.05		0.39	0.32	0.24		0.39	0.06	0.02		0.06	0.21	0.39					
Delay/Veh:	37.8	28.8	26.9		32.9	24.1	23.6		17.6	10.7	10.5		22.1	17.7	19.2					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	37.8	28.8	26.9		32.9	24.1	23.6		17.6	10.7	10.5		22.1	17.7	19.2					
DesignQueue:	1	10	1		3	11	4		8	3	0		1	9	8					

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	431	1261	133		356	1721	507		725	520	266		234	920	239					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	431	1261	133		356	1721	507		725	520	266		234	920	239					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	431	1261	133		356	1721	507		725	520	266		234	920	239					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	431	1261	133		356	1721	507		725	520	266		234	920	239					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	431	1261	133		356	1721	507		725	520	266		234	920	239					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00					
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		1600	4800	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.26	0.08		0.11	0.36	0.32		0.23	0.11	0.17		0.15	0.19	0.15					
Crit Moves:	****					****			****					****						
Green/Cycle:	0.15	0.38	0.38		0.16	0.39	0.39		0.25	0.24	0.24		0.21	0.21	0.21					
Volume/Cap:	0.91	0.69	0.22		0.69	0.91	0.81		0.91	0.44	0.68		0.68	0.91	0.71					
Delay/Veh:	47.9	20.9	16.2		33.2	27.3	26.0		38.6	24.9	29.7		31.5	38.4	32.9					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	47.9	20.9	16.2		33.2	27.3	26.0		38.6	24.9	29.7		31.5	38.4	32.9					
DesignQueue:	21	46	5		17	63	18		32	22	12		11	42	11					

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	373	1238	0		0	1335	622		806	0	273		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	373	1238	0		0	1335	622		806	0	273		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	373	1238	0		0	1335	622		806	0	273		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	373	1238	0		0	1335	622		806	0	273		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	373	1238	0		0	1335	622		806	0	273		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.39	0.00		0.00	0.28	0.39		0.25	0.00	0.17		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green/Cycle:	0.15	0.67	0.00		0.00	0.51	0.51		0.33	0.00	0.33		0.00	0.00	0.00	
Volume/Cap:	0.76	0.58	0.00		0.00	0.54	0.76		0.76	0.00	0.51		0.00	0.00	0.00	
Delay/Veh:	35.8	7.2	0.0		0.0	12.8	17.8		25.1	0.0	21.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	7.2	0.0		0.0	12.8	17.8		25.1	0.0	21.4		0.0	0.0	0.0	
DesignQueue:	18	25	0		0	38	18		32	0	11		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	291	59	63		57	26	64		170	487	156		114	846	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	291	59	63		57	26	64		170	487	156		114	846	26	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	291	59	0		57	26	64		170	487	156		114	846	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	291	59	0		57	26	64		170	487	156		114	846	26	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	291	59	0		57	26	64		170	487	156		114	846	26	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.02	0.00		0.04	0.02	0.04		0.05	0.10	0.10		0.07	0.18	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.40	0.17	0.00		0.32	0.09	0.09		0.12	0.30	0.30		0.21	0.39	0.39	
Volume/Cap:	0.45	0.11	0.00		0.11	0.18	0.45		0.45	0.34	0.33		0.34	0.45	0.04	
Delay/Veh:	17.1	27.2	0.0		18.2	32.6	34.9		32.3	21.1	21.1		26.1	17.5	14.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.1	27.2	0.0		18.2	32.6	34.9		32.3	21.1	21.1		26.1	17.5	14.5	
DesignQueue:	10	3	0		2	1	3		8	19	6		5	30	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	1367	724		224	1421		0	109	1	549		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1367	724		224	1421		0	109	1	549		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1367	0		224	1421		0	109	1	0		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1367	0		224	1421		0	109	1	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1367	0		224	1421		0	109	1	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200		0	1585	15	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.14	0.44		0.00	0.07	0.07	0.00		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.67	0.00		0.22	0.89		0.00	0.11	0.11	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.00		0.64	0.50		0.00	0.64	0.64	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	7.7	0.0		29.9	0.9		0.0	38.1	187	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.7	0.0		29.9	0.9		0.0	38.1	187	0.0		0.0	0.0	0.0	
DesignQueue:	0	28	0		10	9		0	5	0	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	1	2	0	1	0	1
Volume Module:																
Base Vol:	40	433	39		195	287		172	450	208	34		64	25	333	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	433	39		195	287		172	450	208	34		64	25	333	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	433	0		195	287		172	450	208	34		64	25	333	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	40	433	0		195	287		172	450	208	34		64	25	333	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	433	0		195	287		172	450	208	34		64	25	333	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.25		0.75	1.00	1.72	0.28		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	2001		1199	1600	2750	450		3200	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.00		0.12	0.14		0.14	0.28	0.08	0.08		0.02	0.02	0.21	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.07	0.31	0.00		0.14	0.38		0.38	0.32	0.44	0.44		0.12	0.24	0.24	
Volume/Cap:	0.38	0.88	0.00		0.88	0.38		0.38	0.88	0.17	0.17		0.17	0.07	0.88	
Delay/Veh:	35.5	37.3	0.0		54.2	17.5		17.6	36.4	13.1	13.2		30.7	22.8	43.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	37.3	0.0		54.2	17.5		17.6	36.4	13.1	13.2		30.7	22.8	43.0	
DesignQueue:	2	18	0		10	10		6	18	7	1		3	1	15	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		1	0 1	0 1		2	1 0	0 1	
Volume Module:																
Base Vol:	221	844	841		253	802	25		20	78	167		945	212	241	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	221	844	841		253	802	25		20	78	167		945	212	241	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	221	844	841		253	802	25		20	78	167		945	212	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	844	841		253	802	25		20	78	167		945	212	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	221	844	841		253	802	25		20	78	167		945	212	241	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.94	0.06		1.00	1.00	1.00		2.45	0.55	1.00	
Final Sat.:	1600	3200	1600		1600	3103	97		1600	1600	1600		3920	880	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.26	0.53		0.16	0.26	0.26		0.01	0.05	0.10		0.24	0.24	0.15	
Crit Moves:			****		****						****		****			
Green/Cycle:	0.20	0.36	0.67		0.20	0.37	0.37		0.13	0.13	0.13		0.31	0.31	0.31	
Volume/Cap:	0.71	0.73	0.79		0.79	0.71	0.71		0.09	0.37	0.79		0.79	0.79	0.49	
Delay/Veh:	33.7	23.0	11.8		37.6	22.3	50.5		29.4	31.0	44.3		27.0	34.2	22.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.7	23.0	11.8		37.6	22.3	50.5		29.4	31.0	44.3		27.0	34.2	22.5	
DesignQueue:	10	32	18		12	30	1		1	4	8		39	9	10	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 2		2	0 2	1 0		1	1 2	0 1		3	0 2	0 1	
Volume Module:																
Base Vol:	504	455	1368		255	578	282		209	835	127		1043	972	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	504	455	1368		255	578	282		209	835	127		1043	972	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	504	455	1368		255	578	282		209	835	127		1043	972	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	504	455	1368		255	578	282		209	835	127		1043	972	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	504	455	1368		255	578	282		209	835	127		1043	972	26	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	2.00		2.00	2.02	0.98		1.00	3.00	1.00		3.00	2.00	1.00	
Final Sat.:	3200	3200	3200		3200	3226	1574		1600	4800	1600		4800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.14	0.43		0.08	0.18	0.18		0.13	0.17	0.08		0.22	0.30	0.02	
Crit Moves:			****		****					****				****		
Green/Cycle:	0.24	0.43	0.43		0.08	0.27	0.27		0.18	0.18	0.18		0.31	0.31	0.39	
Volume/Cap:	0.65	0.33	0.98		0.98	0.65	0.65		0.74	0.98	0.45		0.70	0.98	0.04	
Delay/Veh:	27.7	14.4	37.1		74.3	26.0	27.2		36.7	52.1	29.1		24.6	45.3	14.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.7	14.4	37.1		74.3	26.0	27.2		36.7	52.1	29.1		24.6	45.3	14.6	
DesignQueue:	22	15	48		13	24	12		10	40	6		42	40	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		2	0 2	0 1	
Volume Module:																
Base Vol:	93	92	394		10	106	65		35	268	55		504	350	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	92	394		10	106	65		35	268	55		504	350	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	92	394		10	106	65		35	268	55		504	350	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	92	394		10	106	65		35	268	55		504	350	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	93	92	394		10	106	65		35	268	55		504	350	19	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.66	0.34		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2655	545		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.03	0.25		0.01	0.03	0.04		0.02	0.10	0.10		0.16	0.11	0.01	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.29	0.48	0.48		0.01	0.20	0.20		0.08	0.20	0.20		0.31	0.42	0.42	
Volume/Cap:	0.20	0.06	0.51		0.51	0.16	0.20		0.26	0.51	0.51		0.51	0.26	0.03	
Delay/Veh:	20.6	10.6	14.2		52.3	25.3	25.5		33.2	28.3	30.8		22.2	14.5	13.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.6	10.6	14.2		52.3	25.3	25.5		33.2	28.3	30.8		22.2	14.5	13.0	
DesignQueue:	4	3	12		1	5	3		2	12	3		20	12	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1 0		1	0 1	1 0		1	0 2	0 1		1	0 2	1 0	
Volume Module:																
Base Vol:	146	608	7		34	771	71		215	591	76		240	815	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	608	7		34	771	71		215	591	76		240	815	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	146	608	7		34	771	71		215	591	76		240	815	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	608	7		34	771	71		215	591	76		240	815	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	146	608	7		34	771	71		215	591	76		240	815	44	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.83	0.17		1.00	2.00	1.00		1.00	2.85	0.15	
Final Sat.:	1600	3164	36		1600	2930	270		1600	3200	1600		1600	4554	246	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.19		0.02	0.26	0.26		0.13	0.18	0.05		0.15	0.18	0.18	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.13	0.46	0.46		0.05	0.38	0.38		0.21	0.27	0.27		0.22	0.28	0.28	
Volume/Cap:	0.69	0.42	0.42		0.42	0.69	0.69		0.65	0.69	0.18		0.69	0.65	0.65	
Delay/Veh:	38.0	13.9	21.9		37.4	21.2	31.5		30.9	26.9	21.7		31.6	25.3	36.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.0	13.9	21.9		37.4	21.2	31.5		30.9	26.9	21.7		31.6	25.3	36.9	
DesignQueue:	7	19	0		2	28	3		10	25	3		11	34	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 2	0	1	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	24	1294	111		473	1774	47		71	218	29		135	133	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	1294	111		473	1774	47		71	218	29		135	133	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	1294	111		473	1774	47		71	218	29		135	133	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	1294	111		473	1774	47		71	218	29		135	133	122	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	1294	111		473	1774	47		71	218	29		135	133	122	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	2.00	1.00		1.00	1.77	0.23		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	3200	1600		1600	2824	376		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.07		0.15	0.55	0.03		0.04	0.08	0.08		0.04	0.04	0.08	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.01	0.53	0.53		0.29	0.81	0.81		0.06	0.11	0.11		0.06	0.11	0.11	
Volume/Cap:	0.68	0.51	0.13		0.51	0.68	0.04		0.69	0.68	0.68		0.68	0.38	0.69	
Delay/Veh:	63.9	11.7	9.0		23.0	3.5	1.4		46.7	36.8	55.3		41.6	32.1	40.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.9	11.7	9.0		23.0	3.5	1.4		46.7	36.8	55.3		41.6	32.1	40.1	
DesignQueue:	1	36	3		19	21	0		4	11	1		7	7	6	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	0	1	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	60	1274	267		767	2152	19		32	248	122		234	178	334	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1274	267		767	2152	19		32	248	122		234	178	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1274	267		767	2152	19		32	248	122		234	178	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1274	267		767	2152	19		32	248	122		234	178	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1274	267		767	2152	19		32	248	122		234	178	334	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.00	1.00		1.00	1.34	0.66		2.00	1.04	1.96	
Final Sat.:	1600	4800	1600		3200	3200	1600		1600	2145	1055		3200	1669	3131	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27	0.17		0.24	0.67	0.01		0.02	0.12	0.12		0.07	0.11	0.11	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.04	0.42	0.42		0.37	0.75	0.75		0.03	0.13	0.13		0.08	0.18	0.18	
Volume/Cap:	0.90	0.64	0.40		0.64	0.90	0.02		0.60	0.90	0.90		0.90	0.60	0.60	
Delay/Veh:	89.0	18.4	16.0		20.6	11.1	2.5		48.4	53.8	66.6		56.7	31.7	30.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.0	18.4	16.0		20.6	11.1	2.5		48.4	53.8	66.6		56.7	31.7	30.5	
DesignQueue:	3	44	9		28	35	0		2	12	6		12	8	16	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																
Base Vol:	4	1521	28		152	2283	5		3	0	15		16	1	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	1521	28		152	2283	5		3	0	15		16	1	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1521	28		152	2283	5		3	0	15		16	1	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1521	28		152	2283	5		3	0	15		16	1	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	1521	28		152	2283	5		3	0	15		16	1	65	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.99	0.01		1.00	0.00	1.00		1.00	0.02	0.98	
Final Sat.:	1600	3142	58		1600	3193	7		1600	0	1600		1600	24	1576	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.10	0.72	0.71		0.00	0.00	0.01		0.01	0.04	0.04	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.00	0.79	0.79		0.15	0.94	0.94		0.00	0.00	0.03		0.03	0.05	0.05	
Volume/Cap:	0.76	0.61	0.61		0.61	0.76	0.76		0.76	0.00	0.34		0.34	0.76	0.76	
Delay/Veh:	168.7	3.7	17.5		33.5	1.3	115.0		192.1	0.0	38.6		38.3	318	56.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	168.7	3.7	17.5		33.5	1.3	115.0		192.1	0.0	38.6		38.3	318	56.7	
DesignQueue:	0	20	0		7	9	0		0	0	1		1	0	3	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.164
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	2	1	5		76	0	7		10	164	0		4	69	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1	5		76	0	7		10	164	0		4	69	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1	5		76	0	7		10	164	0		4	69	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1	5		76	0	7		10	164	0		4	69	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	1	5		76	0	7		10	164	0		4	69	39	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.12	0.63		0.92	0.00	0.08		0.06	0.94	0.00		0.03	0.62	0.35	
Final Sat.:	400	200	1000		1465	0	135		92	1508	0		57	986	557	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.05	0.00	0.05		0.01	0.11	0.00		0.00	0.07	0.07	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.01	0.03	0.03		0.29	0.00	0.31		0.06	0.66	0.00		0.02	0.62	0.62	
Volume/Cap:	0.17	0.16	0.16		0.16	0.00	0.17		0.11	0.16	0.00		0.16	0.11	0.11	
Delay/Veh:	40.0	37.4	36.6		20.4	0.0	19.3		34.9	4.9	0.0		42.5	5.9	5.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.0	37.4	36.6		20.4	0.0	19.3		34.9	4.9	0.0		42.5	5.9	5.9	
DesignQueue:	0	0	0		3	0	0		1	3	0		0	1	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	97	64	35		52	89	218		218	865	167		17	561	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	64	35		52	89	218		218	865	167		17	561	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	64	35		52	89	218		218	865	167		17	561	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	64	35		52	89	218		218	865	167		17	561	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	64	35		52	89	218		218	865	167		17	561	12	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.65	0.35		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1034	566		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.03	0.06	0.14		0.14	0.27	0.10		0.01	0.18	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.12	0.25	0.25		0.13	0.27	0.27		0.27	0.59	0.59		0.02	0.34	0.34	
Volume/Cap:	0.51	0.24	0.24		0.24	0.21	0.51		0.51	0.46	0.18		0.46	0.51	0.02	
Delay/Veh:	33.7	22.9	23.0		30.0	21.9	24.7		24.7	9.0	7.2		42.9	20.4	16.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.7	22.9	23.0		30.0	21.9	24.7		24.7	9.0	7.2		42.9	20.4	16.7	
DesignQueue:	5	3	1		3	4	9		9	21	4		1	21	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	1	0	1	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	157	531	290		62	548	86		148	567	117		363	431	53	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	531	290		62	548	86		148	567	117		363	431	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	157	531	290		62	548	86		148	567	117		363	431	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	531	290		62	548	86		148	567	117		363	431	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	157	531	290		62	548	86		148	567	117		363	431	53	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.59	0.41		1.00	2.00	1.00		2.00	1.78	0.22	
Final Sat.:	1600	3200	1600		1600	4149	651		1600	3200	1600		3200	2850	350	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.18		0.04	0.13	0.13		0.09	0.18	0.07		0.11	0.15	0.15	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.19	0.36	0.36		0.08	0.25	0.25		0.21	0.34	0.34		0.22	0.35	0.35	
Volume/Cap:	0.52	0.46	0.50		0.50	0.52	0.52		0.44	0.52	0.21		0.52	0.44	0.44	
Delay/Veh:	29.4	18.9	19.6		36.6	25.1	27.1		27.0	20.7	18.1		27.1	19.6	21.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.4	18.9	19.6		36.6	25.1	27.1		27.0	20.7	18.1		27.1	19.6	21.0	
DesignQueue:	7	19	11		3	23	4		7	22	4		16	16	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	0 1		1	0 1	0 1	
Volume Module:																
Base Vol:	157	939	110		11	896	41		39	272	143		191	161	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	939	110		11	896	41		39	272	143		191	161	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	157	939	110		11	896	41		39	272	143		191	161	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	939	110		11	896	41		39	272	143		191	161	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	157	939	110		11	896	41		39	272	143		191	161	57	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.29	0.07		0.01	0.28	0.03		0.02	0.17	0.09		0.12	0.10	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.55	0.55		0.01	0.42	0.42		0.08	0.25	0.25		0.18	0.35	0.35	
Volume/Cap:	0.67	0.53	0.12		0.53	0.67	0.06		0.29	0.67	0.35		0.67	0.29	0.10	
Delay/Veh:	35.9	11.1	8.2		53.5	18.9	13.3		33.4	28.6	23.7		33.5	18.2	16.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.9	11.1	8.2		53.5	18.9	13.3		33.4	28.6	23.7		33.5	18.2	16.9	
DesignQueue:	8	25	3		1	31	1		2	12	6		9	6	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1 0		0	1 0	0 1		0	0 1!	0 0		0	0 1!	0 1	
Volume Module:																
Base Vol:	0	39	6		69	62	48		74	322	11		3	122	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	39	6		69	62	48		74	322	11		3	122	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	39	6		69	62	48		74	322	11		3	122	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	39	6		69	62	48		74	322	11		3	122	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	39	6		69	62	48		74	322	11		3	122	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.87	0.13		0.53	0.47	1.00		0.18	0.79	0.03		0.03	0.97	1.00	
Final Sat.:	0	1387	213		843	757	1600		291	1266	43		43	1557	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.03		0.04	0.08	0.03		0.05	0.25	0.25		0.00	0.08	0.06	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.00	0.10	0.10		0.15	0.24	0.24		0.28	0.75	0.75		0.01	0.48	0.48	
Volume/Cap:	0.00	0.29	0.29		0.29	0.34	0.12		0.16	0.34	0.34		0.34	0.16	0.13	
Delay/Veh:	0.0	32.8	34.6		29.7	24.5	22.8		20.9	3.3	5.5		120.2	11.5	11.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	32.8	34.6		29.7	24.5	22.8		20.9	3.3	5.5		120.2	11.5	11.2	
DesignQueue:	0	2	0		3	3	2		3	5	0		0	4	3	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 105 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	2	1491	154		213	2266	6		14	25	35		105	0	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1491	154		213	2266	6		14	25	35		105	0	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1491	154		213	2266	6		14	25	35		105	0	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1491	154		213	2266	6		14	25	35		105	0	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	1491	154		213	2266	6		14	25	35		105	0	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.81	0.19		1.00	1.99	0.01		0.19	0.34	0.47		1.00	0.00	1.00	
Final Sat.:	1600	2900	300		1600	3192	8		303	541	757		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.51		0.13	0.71	0.71		0.01	0.05	0.05		0.07	0.00	0.05	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.00	0.69	0.69		0.18	0.86	0.86		0.02	0.06	0.06		0.08	0.00	0.12	
Volume/Cap:	0.82	0.75	0.75		0.75	0.82	0.82		0.43	0.82	0.82		0.82	0.00	0.43	
Delay/Veh:	291.7	8.9	17.2		37.1	4.0	140.9		57.1	95.2	83.7		57.2	0.0	32.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	291.7	8.9	17.2		37.1	4.0	140.9		57.1	95.2	83.7		57.2	0.0	32.7	
DesignQueue:	0	29	3		10	21	0		1	1	2		5	0	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	108	225	57		107	167	65		87	884	73		109	1222	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	225	57		107	167	65		87	884	73		109	1222	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	225	57		107	167	65		87	884	73		109	1222	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	225	57		107	167	65		87	884	73		109	1222	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	108	225	57		107	167	65		87	884	73		109	1222	76	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.80	0.20		1.00	0.72	0.28		1.00	1.85	0.15		1.00	1.88	0.12	
Final Sat.:	1600	1277	323		1600	1152	448		1600	2956	244		1600	3013	187	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.18	0.18		0.07	0.14	0.15		0.05	0.30	0.30		0.07	0.41	0.41	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.25	0.25		0.10	0.24	0.24		0.08	0.53	0.53		0.12	0.58	0.58	
Volume/Cap:	0.61	0.70	0.70		0.70	0.61	0.61		0.70	0.56	0.56		0.56	0.70	0.70	
Delay/Veh:	37.1	30.9	41.6		42.8	29.2	33.2		45.5	12.3	16.0		34.6	12.5	23.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.1	30.9	41.6		42.8	29.2	33.2		45.5	12.3	16.0		34.6	12.5	23.7	
DesignQueue:	5	10	2		5	7	3		5	25	2		5	32	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	31	365	36		132	357	47		122	655	25		225	864	124		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	31	365	36		132	357	47		122	655	25		225	864	124		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	31	365	36		132	357	47		122	655	25		225	864	124		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	31	365	36		132	357	47		122	655	25		225	864	124		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	31	365	36		132	357	47		122	655	25		225	864	124		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	0.91	0.09		1.00	0.88	0.12		1.00	1.93	0.07		1.00	1.75	0.25		
Final Sat.:	1600	1456	144		1600	1414	186		1600	3082	118		1600	2798	402		
Capacity Analysis Module:																	
Vol/Sat:	0.02	0.25	0.25		0.08	0.25	0.25		0.08	0.21	0.21		0.14	0.31	0.31		
Crit Moves:		****			****				****					****			
Green/Cycle:	0.03	0.35	0.35		0.11	0.43	0.43		0.11	0.32	0.32		0.21	0.43	0.43		
Volume/Cap:	0.59	0.72	0.72		0.72	0.59	0.59		0.72	0.66	0.66		0.66	0.72	0.72		
Delay/Veh:	47.2	25.1	46.2		41.4	17.8	24.0		42.4	23.6	44.0		30.9	19.6	27.1		
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	47.2	25.1	46.2		41.4	17.8	24.0		42.4	23.6	44.0		30.9	19.6	27.1		
DesignQueue:	2	14	1		7	12	2		6	26	1		10	29	4		

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	1	0	1	0	2	0 1
Volume Module:																	
Base Vol:	90	315	222		179	486	64		122	969	102		255	1271	197		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	90	315	222		179	486	64		122	969	102		255	1271	197		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	90	315	222		179	486	64		122	969	102		255	1271	197		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	90	315	222		179	486	64		122	969	102		255	1271	197		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	90	315	222		179	486	64		122	969	102		255	1271	197		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.81	0.19		1.00	2.00	1.00		
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2895	305		1600	3200	1600		
Capacity Analysis Module:																	
Vol/Sat:	0.06	0.20	0.14		0.11	0.30	0.04		0.08	0.33	0.33		0.16	0.40	0.12		
Crit Moves:	****					****				****			****				
Green/Cycle:	0.07	0.27	0.27		0.15	0.36	0.36		0.09	0.39	0.39		0.19	0.49	0.49		
Volume/Cap:	0.85	0.73	0.52		0.73	0.85	0.11		0.82	0.85	0.85		0.85	0.82	0.25		
Delay/Veh:	66.3	30.0	24.8		38.4	31.4	16.7		53.5	26.0	49.5		44.6	19.5	11.7		
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	66.3	30.0	24.8		38.4	31.4	16.7		53.5	26.0	49.5		44.6	19.5	11.7		
DesignQueue:	5	13	9		9	19	2		6	35	4		12	40	6		

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	56	37	211		75	21	6		12	690	56		193	607	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	37	211		75	21	6		12	690	56		193	607	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	37	211		75	21	6		12	690	56		193	607	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	37	211		75	21	6		12	690	56		193	607	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	37	211		75	21	6		12	690	56		193	607	64	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.78	0.22		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1244	356		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.13		0.05	0.02	0.02		0.01	0.22	0.04		0.12	0.19	0.04	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.23	0.26	0.26		0.09	0.11	0.11		0.02	0.42	0.42		0.23	0.63	0.63	
Volume/Cap:	0.15	0.09	0.52		0.52	0.15	0.15		0.30	0.52	0.08		0.52	0.30	0.06	
Delay/Veh:	23.4	21.8	25.5		35.9	30.9	30.9		38.2	16.9	13.5		26.7	6.6	5.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.4	21.8	25.5		35.9	30.9	30.9		38.2	16.9	13.5		26.7	6.6	5.5	
DesignQueue:	2	2	9		4	1	0		1	23	2		8	13	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1 0		0	1 0	0 0		0	0 1!	0 0		0	0 0	0 0	
Volume Module:																
Base Vol:	0	412	626		47	375	0		35	0	78		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	412	626		47	375	0		35	0	78		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	412	626		47	375	0		35	0	78		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	412	626		47	375	0		35	0	78		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	412	626		47	375	0		35	0	78		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.40	0.60		0.11	0.89	0.00		0.31	0.00	0.69		0.00	0.00	0.00	
Final Sat.:	0	635	965		178	1422	0		496	0	1104		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.65	0.65		0.03	0.26	0.00		0.07	0.00	0.07		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.87	0.87		0.04	0.91	0.00		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.75		0.75	0.29	0.00		0.75	0.00	0.75		0.00	0.00	0.00	
Delay/Veh:	0.0	5.9	4.6		141.7	0.5	0.0		64.5	0.0	50.6		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.9	4.6		141.7	0.5	0.0		64.5	0.0	50.6		0.0	0.0	0.0	
DesignQueue:	0	4	5		3	2	0		2	0	4		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 0	0	0	1!	0 1	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	343	113	0	0	49	11	0	0	0	383	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	113	0	0	49	11	0	0	0	383	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	113	0	0	49	11	0	0	0	383	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	113	0	0	49	11	0	0	0	383	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	343	113	0	0	49	11	0	0	0	383	0	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.86	0.00	0.14
Final Sat.:	1204	396	0	0	1600	1600	0	0	0	1371	0	229
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:		****		****								****
Green/Cycle:	0.44	0.50	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.49	0.56	0.00	0.00	0.49	0.11	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	15.8	15.9	0.0	0.0	37.7	34.0	0.0	0.0	0.0	14.5	0.0	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.9	0.0	0.0	37.7	34.0	0.0	0.0	0.0	14.5	0.0	18.2
DesignQueue:	11	3	0	0	3	1	0	0	0	11	0	2

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	444	3	29	180	110	98	82	408	22	16	913	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	3	29	180	110	98	82	408	22	16	913	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	444	3	29	180	110	98	82	408	22	16	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	3	29	180	110	98	82	408	22	16	913	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	444	3	29	180	110	98	82	408	22	16	913	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.02	0.11	0.03	0.06	0.05	0.13	0.01	0.01	0.29	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.43	0.07	0.07	0.41	0.05	0.13	0.08	0.48	0.48	0.04	0.44	0.00
Volume/Cap:	0.65	0.01	0.27	0.27	0.65	0.46	0.65	0.26	0.03	0.26	0.65	0.00
Delay/Veh:	19.0	33.6	34.5	14.9	41.5	32.1	41.8	11.9	10.5	36.6	17.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	33.6	34.5	14.9	41.5	32.1	41.8	11.9	10.5	36.6	17.6	0.0
DesignQueue:	15	0	2	6	6	5	4	12	1	1	30	0

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	0	0 0	0	0	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	410	9	24		0	0	0		126	822	0		0	1336	238	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	9	24		0	0	0		126	822	0		0	1336	238	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	410	9	24		0	0	0		126	822	0		0	1336	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	410	9	24		0	0	0		126	822	0		0	1336	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	410	9	24		0	0	0		126	822	0		0	1336	238	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.27	0.73		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	436	1164		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.02	0.02		0.00	0.00	0.00		0.08	0.26	0.00		0.00	0.42	0.15	
Crit Moves:	****								****					****		
Green/Cycle:	0.21	0.21	0.21		0.00	0.00	0.00		0.13	0.79	0.00		0.00	0.67	0.67	
Volume/Cap:	0.62	0.10	0.10		0.00	0.00	0.00		0.62	0.32	0.00		0.00	0.62	0.22	
Delay/Veh:	29.2	24.8	24.8		0.0	0.0	0.0		36.0	2.2	0.0		0.0	7.7	5.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.2	24.8	24.8		0.0	0.0	0.0		36.0	2.2	0.0		0.0	7.7	5.0	
DesignQueue:	19	0	1		0	0	0		6	10	0		0	27	5	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.129
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	0	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	99	42		69	392	0		21	0	860		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	99	42		69	392	0		21	0	860		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	99	0		69	392	0		21	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	99	0		69	392	0		21	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	99	0		69	392	0		21	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6400	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.02	0.12	0.00		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.00	0.40	0.00		0.55	0.95	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.04	0.00		0.04	0.13	0.00		0.13	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.2	0.0		7.9	0.1	0.0		34.9	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.2	0.0		7.9	0.1	0.0		34.9	0.0	0.0		0.0	0.0	0.0	
DesignQueue:	0	3	0		2	1	0		1	0	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	1913	944	0	2144	262	263	0	241	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1913	944	0	2144	262	263	0	241	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1913	0	0	2144	0	263	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1913	0	0	2144	0	263	0	241	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1913	0	0	2144	0	263	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	0	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.45	0.00	0.08	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.80	0.00	0.00	0.80	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.00	0.00	0.56	0.00	0.41	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	4.8	0.0	0.0	3.0	0.0	27.0	0.0	35.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	0.0	0.0	3.0	0.0	27.0	0.0	35.3	0.0	0.0	0.0
DesignQueue:	0	25	0	0	27	0	12	0	11	0	0	0

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	0	0	2	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	919	494	0	1256	408	0	0	0	839	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	919	494	0	1256	408	0	0	0	839	0	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	919	0	0	1256	0	0	0	0	839	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	919	0	0	1256	0	0	0	0	839	0	69
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	919	0	0	1256	0	0	0	0	839	0	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	0	3200	1600	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.26	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.48	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.11
Delay/Veh:	0.0	8.8	0.0	0.0	10.7	0.0	0.0	0.0	0.0	19.6	0.0	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	10.7	0.0	0.0	0.0	0.0	19.6	0.0	14.5
DesignQueue:	0	22	0	0	31	0	0	0	0	30	0	2

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	1 0		2	0 3	0 1		1	1 0	0 1		1	1 0	0 1	
Volume Module:																
Base Vol:	213	1476	63		162	1694	340		464	16	164		359	45	425	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	213	1476	63		162	1694	340		464	16	164		359	45	425	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	1476	63		162	1694	0		464	16	164		359	45	425	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	213	1476	63		162	1694	0		464	16	164		359	45	425	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	213	1476	63		162	1694	0		464	16	164		359	45	425	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.88	0.12		2.00	3.00	1.00		1.93	0.07	1.00		1.78	0.22	1.00	
Final Sat.:	3200	4604	196		3200	4800	1600		3093	107	1600		2844	356	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.32		0.05	0.35	0.00		0.15	0.15	0.10		0.13	0.13	0.27	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.08	0.43	0.43		0.07	0.42	0.00		0.18	0.18	0.18		0.32	0.32	0.32	
Volume/Cap:	0.84	0.74	0.74		0.74	0.84	0.00		0.84	0.84	0.57		0.40	0.40	0.84	
Delay/Veh:	49.1	19.2	36.5		43.6	22.1	0.0		37.9	113	30.9		20.6	21.7	32.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.1	19.2	36.5		43.6	22.1	0.0		37.9	113	30.9		20.6	21.7	32.4	
DesignQueue:	11	50	2		8	59	0		22	1	8		14	2	17	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	0 1!	0 0		1	1 0	0 1	
Volume Module:																
Base Vol:	52	762	249		31	1010	22		17	25	274		421	20	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	52	762	249		31	1010	22		17	25	274		421	20	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	52	762	249		31	1010	22		17	25	274		421	20	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	762	249		31	1010	22		17	25	274		421	20	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	52	762	249		31	1010	22		17	25	274		421	20	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.05	0.08	0.87		1.91	0.09	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		86	127	1387		3055	145	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.16		0.02	0.32	0.01		0.01	0.20	0.20		0.14	0.14	0.05	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.05	0.47	0.47		0.04	0.46	0.46		0.04	0.29	0.29		0.20	0.46	0.46	
Volume/Cap:	0.68	0.51	0.33		0.51	0.68	0.03		0.30	0.68	0.68		0.68	0.30	0.10	
Delay/Veh:	50.4	14.4	12.9		41.6	17.2	11.3		48.1	49.8	27.5		30.6	14.0	12.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.4	14.4	12.9		41.6	17.2	11.3		48.1	49.8	27.5		30.6	14.0	12.0	
DesignQueue:	3	24	8		2	32	1		1	1	11		19	1	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	213	100	117		16	128	98		51	423	101		74	641	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	213	100	117		16	128	98		51	423	101		74	641	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	100	117		16	128	98		51	423	101		74	641	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	213	100	117		16	128	98		51	423	101		74	641	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	213	100	117		16	128	98		51	423	101		74	641	19	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.61	0.39		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2583	617		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.06	0.07		0.01	0.08	0.06		0.03	0.16	0.16		0.05	0.20	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.30	0.42	0.42		0.06	0.18	0.18		0.07	0.41	0.41		0.11	0.45	0.45	
Volume/Cap:	0.45	0.15	0.17		0.17	0.45	0.34		0.45	0.40	0.40		0.40	0.45	0.03	
Delay/Veh:	22.3	13.8	13.9		34.6	28.9	27.9		36.1	16.4	16.8		32.4	14.7	11.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.3	13.8	13.9		34.6	28.9	27.9		36.1	16.4	16.8		32.4	14.7	11.8	
DesignQueue:	9	3	4		1	6	5		3	14	3		4	21	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 1!	0 1		1	0 2	0 0		0	0 1	1 0	
Volume Module:																
Base Vol:	0	0	0		99	0	451		236	936	0		0	1336	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		99	0	451		236	936	0		0	1336	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		99	0	451		236	936	0		0	1336	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		99	0	451		236	936	0		0	1336	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		99	0	451		236	936	0		0	1336	66	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.91	0.09	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3049	151	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.14		0.15	0.29	0.00		0.00	0.44	0.44	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.19	0.00	0.19		0.20	0.81	0.00		0.00	0.60	0.60	
Volume/Cap:	0.00	0.00	0.00		0.32	0.00	0.73		0.73	0.36	0.00		0.00	0.73	0.73	
Delay/Veh:	0.0	0.0	0.0		26.9	0.0	32.1		34.1	2.1	0.0		0.0	11.8	27.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		26.9	0.0	32.1		34.1	2.1	0.0		0.0	11.8	27.0	
DesignQueue:	0	0	0		4	0	21		11	11	0		0	33	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	159	331	118		172	657	61		117	370	162		139	250	23	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	331	118		172	657	61		117	370	162		139	250	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	331	118		172	657	61		117	370	162		139	250	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	331	118		172	657	61		117	370	162		139	250	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	159	331	118		172	657	61		117	370	162		139	250	23	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.47	0.53		1.00	1.83	0.17		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	2359	841		1600	2928	272		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.14	0.14		0.11	0.22	0.22		0.07	0.12	0.10		0.09	0.08	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.19	0.35	0.35		0.27	0.43	0.43		0.19	0.22	0.22		0.17	0.20	0.20	
Volume/Cap:	0.53	0.40	0.40		0.40	0.53	0.53		0.39	0.53	0.46		0.53	0.39	0.07	
Delay/Veh:	29.5	19.2	19.5		23.5	16.7	19.8		28.0	27.1	26.8		31.0	27.0	25.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.5	19.2	19.5		23.5	16.7	19.8		28.0	27.1	26.8		31.0	27.0	25.1	
DesignQueue:	7	12	4		7	22	2		5	16	7		7	11	1	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	0	0 3	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	0	1342	720		0	1162	388		0	0	0		661	0	113	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1342	720		0	1162	388		0	0	0		661	0	113	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1342	0		0	1162	0		0	0	0		661	0	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1342	0		0	1162	0		0	0	0		661	0	113	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1342	0		0	1162	0		0	0	0		661	0	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.71	0.00	0.29	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2733	0	467	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.24	0.00	0.24	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.54	0.00		0.00	0.54	0.00		0.00	0.00	0.00		0.46	0.00	0.46	
Volume/Cap:	0.00	0.52	0.00		0.00	0.45	0.00		0.00	0.00	0.00		0.52	0.00	0.52	
Delay/Veh:	0.0	11.7	0.0		0.0	11.0	0.0		0.0	0.0	0.0		14.9	0.0	16.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	11.7	0.0		0.0	11.0	0.0		0.0	0.0	0.0		14.9	0.0	16.4	
DesignQueue:	0	37	0		0	32	0		0	0	0		21	0	4	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	1677	344		0	1531	233		377	0	437		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1677	344		0	1531	233		377	0	437		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1677	0		0	1531	0		377	0	437		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1677	0		0	1531	0		377	0	437		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1677	0		0	1531	0		377	0	437		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.39	xxxx	1.61		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		2223	0	2577		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.00		0.00	0.32	0.00		0.17	0.00	0.17		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.67	0.00		0.00	0.67	0.00		0.33	0.00	0.33		0.00	0.00	0.00	
Volume/Cap:	0.00	0.52	0.00		0.00	0.47	0.00		0.52	0.00	0.52		0.00	0.00	0.00	
Delay/Veh:	0.0	6.4	0.0		0.0	6.1	0.0		21.6	0.0	21.5		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	6.4	0.0		0.0	6.1	0.0		21.6	0.0	21.5		0.0	0.0	0.0	
DesignQueue:	0	33	0		0	30	0		15	0	17		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2
Volume Module:																
Base Vol:	51	110	158		313	993	115		57	57	110		218	41	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	110	158		313	993	115		57	57	110		218	41	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	51	110	158		313	993	115		57	57	110		218	41	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	110	158		313	993	115		57	57	110		218	41	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	51	110	158		313	993	115		57	57	110		218	41	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	1.79	0.21		1.00	1.00	1.00		1.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	2868	332		1600	1600	1600		1600	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.10		0.20	0.35	0.35		0.04	0.04	0.07		0.14	0.03	0.03	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.05	0.22	0.22		0.43	0.59	0.59		0.19	0.12	0.12		0.23	0.16	0.16	
Volume/Cap:	0.58	0.11	0.45		0.45	0.58	0.58		0.19	0.30	0.58		0.58	0.16	0.19	
Delay/Veh:	42.2	24.1	26.8		15.8	10.1	12.9		26.3	31.4	35.4		27.9	27.7	27.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.2	24.1	26.8		15.8	10.1	12.9		26.3	31.4	35.4		27.9	27.7	27.9	
DesignQueue:	3	5	7		10	24	3		3	3	5		10	2	5	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	2	0	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		13	0	88		139	397	0		0	758	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		13	0	88		139	397	0		0	758	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		13	0	0		139	397	0		0	758	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		13	0	0		139	397	0		0	758	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		13	0	0		139	397	0		0	758	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		2.00	1.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	0	0		1600	0	1600		3200	1600	0		0	1600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.00		0.04	0.25	0.00		0.00	0.47	0.00	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.02	0.00	0.00		0.08	0.98	0.00		0.00	0.90	0.00	
Volume/Cap:	0.00	0.00	0.00		0.53	0.00	0.00		0.53	0.25	0.00		0.00	0.53	0.00	
Delay/Veh:	0.0	0.0	0.0		50.9	0.0	0.0		35.4	0.0	0.0		0.0	1.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		50.9	0.0	0.0		35.4	0.0	0.0		0.0	1.0	0.0	
DesignQueue:	0	0	0		1	0	0		7	0	0		0	5	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 SR-1 (Oxnard Bl.) & Channel Islands SB Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	867	0	6		0	0	0		0	149	401		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	867	0	6		0	0	0		0	149	401		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	867	0	6		0	0	0		0	149	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	867	0	6		0	0	0		0	149	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	867	0	6		0	0	0		0	149	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.99	0.00	0.01		0.00	0.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	3178	0	22		0	0	0		0	1600	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.27		0.00	0.00	0.00		0.00	0.09	0.00		0.00	0.00	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.75	0.00	0.75		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.00	0.00	
Volume/Cap:	0.37	0.00	0.37		0.00	0.00	0.00		0.00	0.37	0.00		0.00	0.00	0.00	
Delay/Veh:	3.5	0.0	8.9		0.0	0.0	0.0		0.0	23.9	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.5	0.0	8.9		0.0	0.0	0.0		0.0	23.9	0.0		0.0	0.0	0.0	
DesignQueue:	13	0	0		0	0	0		0	6	0		0	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 4	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	113	0		0	229	0		0	0	0		245	0	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	113	0		0	229	0		0	0	0		245	0	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	113	0		0	229	0		0	0	0		245	0	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	113	0		0	229	0		0	0	0		245	0	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	113	0		0	229	0		0	0	0		245	0	12	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	4.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3200	3200	0		0	6400	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.00		0.00	0.04	0.00		0.00	0.00	0.00		0.15	0.00	0.01	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.19	0.00		0.00	0.19	0.00		0.00	0.00	0.00		0.81	0.00	0.81	
Volume/Cap:	0.00	0.19	0.00		0.00	0.19	0.00		0.00	0.00	0.00		0.19	0.00	0.01	
Delay/Veh:	0.0	26.2	0.0		0.0	26.2	0.0		0.0	0.0	0.0		1.6	0.0	1.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	26.2	0.0		0.0	26.2	0.0		0.0	0.0	0.0		1.6	0.0	1.4	
DesignQueue:	0	5	0		0	10	0		0	0	0		3	0	0	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	0	1	1	0	1!	0	0	1	0	1	1	0	2	0 1
Volume Module:																
Base Vol:	2	104	354		53	140	44		23	17	203		694	150	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	104	354		53	140	44		23	17	203		694	150	119	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	104	354		53	140	44		23	17	203		694	150	119	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	104	354		53	140	44		23	17	203		694	150	119	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	104	354		53	140	44		23	17	203		694	150	119	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.02	0.98	1.00		1.00	0.63	0.37		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	30	1570	1600		1600	1006	594		1600	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.22		0.03	0.14	0.07		0.01	0.01	0.13		0.43	0.05	0.07	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.00	0.17	0.79		0.03	0.20	0.20		0.13	0.18	0.18		0.62	0.67	0.67	
Volume/Cap:	0.70	0.38	0.28		1.27	0.70	0.37		0.11	0.06	0.70		0.70	0.07	0.11	
Delay/Veh:	1242	28.6	2.2		322.2	35.8	27.7		29.6	26.1	34.6		11.5	4.4	4.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1242	28.6	2.2		322.2	35.8	27.7		29.6	26.1	34.6		11.5	4.4	4.5	
DesignQueue:	0	5	4		3	6	2		1	1	10		16	3	2	

City of Oxnard GPA & EIR
Existing (2005) PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose & Lockwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	223	1954	331	319	1451	41	114	123	158	424	52	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1954	331	319	1451	41	114	123	158	424	52	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1954	331	319	1451	41	114	123	158	424	52	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1954	331	319	1451	41	114	123	158	424	52	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	223	1954	331	319	1451	41	114	123	158	424	52	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	0.89	0.11	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	1600	1600	1425	175	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.21	0.10	0.30	0.03	0.04	0.08	0.10	0.27	0.30	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.48	0.48	0.12	0.49	0.49	0.04	0.40	0.40	0.35	0.35	0.35
Volume/Cap:	0.62	0.84	0.43	0.84	0.62	0.05	0.84	0.19	0.25	0.75	0.84	0.12
Delay/Veh:	34.8	19.3	13.1	43.8	14.7	10.3	60.2	15.2	15.6	26.0	63.5	16.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	19.3	13.1	43.8	14.7	10.3	60.2	15.2	15.6	26.0	63.5	16.8
DesignQueue:	11	62	10	16	44	1	6	4	5	16	2	3

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	99	273	171	67	7	296	445	43	201	600	42	68
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	99	511	0	0	0	303	488	0	201	665	0	45
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.85	0.95	0.95	0.99	0.85	0.95	0.99	0.85	0.85
Saturated Flow (vph)	1805	3365	0	0	0	1805	5107	0	1805	3565	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	6.6	18.2	0.0	0.0	0.0	20.1	11.5	0.0			0.0	3.4
Adj Reference Time (s)	10.6	22.2	0.0	0.0	0.0	24.1	15.5	0.0			0.0	8.0
Permitted Option												
Adj Saturation A (vph)	120	1682			0	120	1702		120	1782		
Reference Time A (s)	98.7	18.2			0.0	302.2	11.5		200.4	22.4		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		98.7					302.2			200.4		
Adj Reference Time (s)		102.7					306.2			204.4		
Split Option												
Ref Time Combined (s)	6.6	18.2			0.0	20.1	11.5		13.4	22.4		
Ref Time Seperate (s)	6.6	9.7			0.5	19.7	10.5		13.4	20.2		
Reference Time (s)	18.2	18.2			20.1	20.1	20.1		22.4	22.4		
Adj Reference Time (s)	22.2	22.2			24.1	24.1	24.1		26.4	26.4		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	46.4	NA	NA	
Permitted Option (s)	306.2	363.0	Err	
Split Option (s)	46.4	55.5	24.9	
Minimum (s)	46.4	55.5	24.9	126.8

Right Turns	NBR2	NWR
Adj Reference Time (s)	8.0	22.9
Cross Thru Ref Time (s)	0.0	55.5
Oncoming Left Ref Time (s)	75.5	46.4
Combined (s)	83.5	124.8

Intersection Summary			
Intersection Capacity Utilization	105.6%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	58	389	865	94	71	540	437	14
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	1406	0	0	611	451	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6723	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			18.9	0.0
Adj Reference Time (s)				0.0			22.9	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	149		0	117		
Reference Time A (s)	0.0	0.0	359.0		0.0	313.8		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			359.0					
Adj Reference Time (s)			363.0					
Split Option								
Ref Time Combined (s)	0.0	0.0	25.1		0.0	20.9		
Ref Time Seperate (s)	3.9	12.9	20.4		4.7	18.5		
Reference Time (s)	25.1	25.1	25.1		20.9	20.9		
Adj Reference Time (s)	29.1	29.1	29.1		24.9	24.9		

Summary

APPENDIX B

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

2020 GENERAL PLAN BUILDOUT CONDITIONS

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Scenario Report

Scenario:	FAM
Command:	FAM
Volume:	FAM
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	20	1380	20	100	710	50	140	70	20	30	10	240	2790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1380	20	100	710	50	140	70	20	30	10	240	2790
#2 Harbor & Wooley													
Base	30	980	40	90	760	20	70	30	30	30	50	180	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	980	40	90	760	20	70	30	30	30	50	180	2310
#3 Harbor & Channel Island													
Base	150	0	230	0	0	0	0	450	70	110	610	0	1620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	0	230	0	0	0	0	450	70	110	610	0	1620
#4 Victoria & Channel Island													
Base	170	450	160	310	470	290	230	430	160	140	260	200	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	450	160	310	470	290	230	430	160	140	260	200	3270
#5 Victoria & Hemlock													
Base	40	900	10	90	1010	60	70	10	20	60	10	100	2380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	900	10	90	1010	60	70	10	20	60	10	100	2380
#6 Patterson & Hemlock													
Base	20	350	20	30	290	20	80	30	40	40	70	130	1120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	350	20	30	290	20	80	30	40	40	70	130	1120
#7 Ventura & Hemlock													
Base	10	1130	30	10	730	30	20	10	40	10	10	20	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1130	30	10	730	30	20	10	40	10	10	20	2050
#8 Patterson & Channel Island													
Base	0	0	0	250	0	50	20	1340	0	0	1370	180	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	250	0	50	20	1340	0	0	1370	180	3210
#9 Ventura & Channel Island													
Base	620	860	140	70	600	70	130	650	830	180	840	130	5120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	860	140	70	600	70	130	650	830	180	840	130	5120

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Victoria & Wooley													
Base	50	1920	100	130	940	100	40	60	20	70	100	480	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1920	100	130	940	100	40	60	20	70	100	480	4010
#11 Patterson & Wooley													
Base	60	210	160	100	180	40	120	410	50	50	410	50	1840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	210	160	100	180	40	120	410	50	50	410	50	1840
#12 Ventura & Wooley													
Base	100	1080	80	330	590	40	180	750	60	150	500	150	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	1080	80	330	590	40	180	750	60	150	500	150	4010
#16 Patterson & 5th													
Base	160	10	230	10	10	20	10	350	120	220	300	10	1450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	10	230	10	10	20	10	350	120	220	300	10	1450
#18 Ventura & 5th													
Base	180	1230	170	90	930	230	290	430	40	130	350	70	4140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	1230	170	90	930	230	290	430	40	130	350	70	4140
#19 Ventura & 2nd St													
Base	30	1270	80	60	1070	10	20	20	60	40	10	180	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1270	80	60	1070	10	20	20	60	40	10	180	2850
#20 C St & Channel Island													
Base	120	190	90	70	110	80	120	770	40	50	790	10	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	190	90	70	110	80	120	770	40	50	790	10	2440
#21 Saviers & Channel Island													
Base	300	800	300	120	460	50	80	880	70	270	510	110	3950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	800	300	120	460	50	80	880	70	270	510	110	3950
#23 SR-1 (Oxnard) & 5th													
Base	40	850	130	180	970	10	30	490	10	50	230	60	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	850	130	180	970	10	30	490	10	50	230	60	3050
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#25 C St & 5th													
Base	90	410	50	10	340	70	10	430	20	10	220	10	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	410	50	10	340	70	10	430	20	10	220	10	1670
#26 Rose & Channel Island													
Base	120	1430	280	70	1240	150	670	600	160	250	540	40	5550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	1430	280	70	1240	150	670	600	160	250	540	40	5550
#27 Rose & SR-1 (Oxnard)													
Base	410	1700	40	30	1150	10	0	120	270	0	160	60	3950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	410	1700	40	30	1150	10	0	120	270	0	160	60	3950
#29 Rice & Channel Island													
Base	60	1260	0	0	620	360	890	0	80	0	0	0	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1260	0	0	620	360	890	0	80	0	0	0	3270
#30 Rice & Wooley													
Base	90	2040	0	0	1000	360	390	0	30	0	0	0	3910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	2040	0	0	1000	360	390	0	30	0	0	0	3910
#31 Rose & Emerson													
Base	100	1340	10	70	850	160	200	20	50	60	50	140	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	1340	10	70	850	160	200	20	50	60	50	140	3050
#32 Rose & Wooley													
Base	40	1000	350	30	1460	300	430	760	10	180	330	30	4920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1000	350	30	1460	300	430	760	10	180	330	30	4920
#33 Rose & SR-34													
Base	10	1180	300	40	1410	160	340	1180	20	230	430	30	5330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1180	300	40	1410	160	340	1180	20	230	430	30	5330
#34 Rose & 3rd													
Base	160	1470	0	0	1440	130	320	0	290	0	0	0	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1470	0	0	1440	130	320	0	290	0	0	0	3810
#35 Rose & Camino Del Sol													
Base	230	1580	80	290	1240	250	380	340	210	100	110	170	4980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	1580	80	290	1240	250	380	340	210	100	110	170	4980

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 C ST & 3rd													
Base	20	290	60	300	230	20	50	360	20	130	270	90	1840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	290	60	300	230	20	50	360	20	130	270	90	1840
#38 C St & Gonzales													
Base	80	130	230	100	100	100	180	1270	120	60	820	110	3300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	230	100	100	100	180	1270	120	60	820	110	3300
#39 SR-1 (Oxnard) & Gonzales													
Base	140	1060	210	370	980	50	350	890	120	330	830	270	5600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1060	210	370	980	50	350	890	120	330	830	270	5600
#40 SR-1 (Oxnard) & Colonia													
Base	0	1050	100	10	1510	0	0	0	0	60	0	80	2810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1050	100	10	1510	0	0	0	0	60	0	80	2810
#46 Harbor & Gonzales													
Base	0	1370	180	90	560	0	0	0	0	40	0	170	2410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1370	180	90	560	0	0	0	0	40	0	170	2410
#48 SR-1 (Oxnard) & 2nd													
Base	70	990	0	0	1220	120	100	0	60	0	0	0	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	990	0	0	1220	120	100	0	60	0	0	0	2560
#59 Pleasant Valley & Bard													
Base	10	10	20	190	10	10	50	990	10	30	770	350	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	20	190	10	10	50	990	10	30	770	350	2450
#67 Rose & Bard													
Base	30	1450	10	80	890	190	450	140	80	30	110	140	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1450	10	80	890	190	450	140	80	30	110	140	3600
#69 Rose & Pleasant Valley													
Base	130	1080	200	240	680	240	360	770	130	250	630	150	4860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1080	200	240	680	240	360	770	130	250	630	150	4860
#73 C St & Pleasant Valley													
Base	20	60	10	30	50	150	190	700	10	10	870	180	2280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	60	10	30	50	150	190	700	10	10	870	180	2280

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#74 Saviers & Pleasant Valley													
Base	80	400	70	360	350	240	290	490	40	110	830	180	3440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	400	70	360	350	240	290	490	40	110	830	180	3440
#75 J St & Pleasant Valley													
Base	20	60	40	20	10	10	40	290	10	10	640	30	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	60	40	20	10	10	40	290	10	10	640	30	1180
#77 Ventura & Pleasant Valley													
Base	100	850	190	420	820	90	150	80	40	90	250	410	3490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	850	190	420	820	90	150	80	40	90	250	410	3490
#80 Ventura & Hueneme													
Base	20	230	40	700	120	180	140	230	20	110	190	540	2520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	230	40	700	120	180	140	230	20	110	190	540	2520
#81 J St & Hueneme													
Base	0	0	0	20	0	50	40	670	0	0	850	40	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	50	40	670	0	0	850	40	1670
#82 Saviers & Hueneme													
Base	0	0	0	160	0	60	20	1010	0	0	720	250	2220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	160	0	60	20	1010	0	0	720	250	2220
#90 Saviers & SR-1													
Base	70	0	10	30	0	20	10	950	330	10	420	10	1860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	0	10	30	0	20	10	950	330	10	420	10	1860
#92 Del Norte & SR-34													
Base	0	0	0	50	0	170	270	1060	0	0	490	120	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	170	270	1060	0	0	490	120	2160
#93 Del Norte & Camino Del Sol													
Base	80	430	20	20	260	20	630	10	20	20	10	10	1530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	430	20	20	260	20	630	10	20	20	10	10	1530
#97 Del Norte & Sturgis													
Base	30	290	20	100	150	70	40	130	30	30	170	60	1120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	290	20	100	150	70	40	130	30	30	170	60	1120

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	320	1100	420	760	990	210	230	1420	390	140	470	220	6670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	1100	420	760	990	210	230	1420	390	140	470	220	6670
#102 Rice & Gonzales													
Base	580	1900	970	620	2170	620	60	1090	250	220	600	290	9370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	580	1900	970	620	2170	620	60	1090	250	220	600	290	9370
#103 Lombard & Gonzales													
Base	70	70	130	50	10	20	170	1680	100	190	960	120	3570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	70	130	50	10	20	170	1680	100	190	960	120	3570
#106 Rice & US-101 SB													
Base	0	1310	860	40	2160	0	160	0	1140	0	0	0	5670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1310	860	40	2160	0	160	0	1140	0	0	0	5670
#107 Santa Clara & Auto Center Drive													
Base	130	620	0	0	690	120	140	0	320	1290	280	10	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	620	0	0	690	120	140	0	320	1290	280	10	3600
#113 Rose & Auto Center													
Base	80	510	420	270	970	10	20	210	200	180	20	50	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	510	420	270	970	10	20	210	200	180	20	50	2940
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	150	750	1020	170	1120	190	160	810	220	750	470	10	5820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	750	1020	170	1120	190	160	810	220	750	470	10	5820
#123 Ventura & Vineyard													
Base	40	700	350	110	710	130	90	230	40	240	130	100	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	700	350	110	710	130	90	230	40	240	130	100	2870
#129 Ventura & Town Center													
Base	0	1080	270	0	320	0	0	0	0	50	0	0	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1080	270	0	320	0	0	0	0	50	0	0	1720
#132 Ventura & Wagon Wheel													
Base	0	770	360	140	900	0	0	0	0	110	0	30	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	360	140	900	0	0	0	0	110	0	30	2310

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	210	540	160	20	340	60	180	830	270	50	600	10	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	540	160	20	340	60	180	830	270	50	600	10	3270
#135 Victoria & 5th													
Base	60	2000	70	160	1160	10	100	130	10	60	170	390	4320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	2000	70	160	1160	10	100	130	10	60	170	390	4320
#136 Victoria & Gonzales													
Base	70	1720	870	170	1250	30	30	270	40	370	180	440	5440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1720	870	170	1250	30	30	270	40	370	180	440	5440
#139 Victoria & Teal Club													
Base	10	2440	80	40	1360	10	10	10	10	40	10	70	4090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2440	80	40	1360	10	10	10	10	40	10	70	4090
#140 Patterson & Teal Club													
Base	20	10	20	40	10	40	50	90	20	10	50	10	370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	10	20	40	10	40	50	90	20	10	50	10	370
#141 Patterson & Gonzales													
Base	60	10	10	60	20	240	130	950	340	10	770	10	2610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	10	10	60	20	240	130	950	340	10	770	10	2610
#142 Ventura & Gonzales													
Base	230	650	210	180	720	210	290	670	180	270	430	70	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	650	210	180	720	210	290	670	180	270	430	70	4110
#148 Ventura & Doris													
Base	190	1140	150	20	900	120	60	280	240	110	190	30	3430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	1140	150	20	900	120	60	280	240	110	190	30	3430
#149 Patterson & Doris													
Base	30	20	10	140	190	10	10	170	120	100	210	50	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	20	10	140	190	10	10	170	120	100	210	50	1060
#150 Victoria & Doris													
Base	10	2440	60	230	1440	10	10	10	10	40	10	190	4460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2440	60	230	1440	10	10	10	10	40	10	190	4460

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	210	100	10	80	60	90	150	930	70	10	1030	40	2780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	100	10	80	60	90	150	930	70	10	1030	40	2780
#153 Hobson/J St & Wooley St													
Base	90	180	30	140	160	10	100	1320	60	100	720	160	3070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	180	30	140	160	10	100	1320	60	100	720	160	3070
#161 H St & Gonzales													
Base	180	320	390	210	370	110	100	910	150	170	750	140	3800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	320	390	210	370	110	100	910	150	170	750	140	3800
#162 H ST & Vineyard													
Base	50	100	220	120	60	10	10	440	80	160	330	30	1610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	100	220	120	60	10	10	440	80	160	330	30	1610
#173 Del Norte & US-101 SB													
Base	0	230	210	100	1620	0	50	0	190	0	0	0	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	230	210	100	1620	0	50	0	190	0	0	0	2400
#174 Del Norte & US-101 NB													
Base	140	130	0	0	420	20	0	0	0	1350	0	30	2090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	130	0	0	420	20	0	0	0	1350	0	30	2090
#181 Del Norte & Gonzales													
Base	100	380	160	180	990	760	30	110	70	30	50	40	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	380	160	180	990	760	30	110	70	30	50	40	2900
#195 SR-1 (Oxnard) & Plesant Valley													
Base	160	10	100	270	70	10	20	1300	60	20	780	80	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	10	100	270	70	10	20	1300	60	20	780	80	2880
#197 Rice & Pleasant Valley													
Base	100	0	30	0	0	0	380	1390	0	0	710	160	2770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	30	0	0	0	380	1390	0	0	710	160	2770
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	980	340	110	270	0	80	0	1520	0	0	0	3300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	980	340	110	270	0	80	0	1520	0	0	0	3300

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	20	280	190	0	660	0	0	70	200	10	40	0	1470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	280	190	0	660	0	0	70	200	10	40	0	1470
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1150	1240	0	1730	580	70	0	210	0	0	0	4980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1150	1240	0	1730	580	70	0	210	0	0	0	4980
#231 Viyenard (SR-232) & US-101 NB													
Base	0	770	450	0	1350	190	0	0	0	950	0	210	3920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	450	0	1350	190	0	0	0	950	0	210	3920
#233 Vineyard (SR-232) & Esplanede													
Base	40	1820	20	650	1110	100	420	10	120	40	10	160	4500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1820	20	650	1110	100	420	10	120	40	10	160	4500
#235 Vineyard (SR-232) & Myrtle													
Base	30	620	290	40	1260	10	10	50	50	210	10	60	2640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	620	290	40	1260	10	10	50	50	210	10	60	2640
#275 Pacific & Wooley													
Base	140	130	40	10	50	40	60	670	150	40	600	90	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	130	40	10	50	40	60	670	150	40	600	90	2020
#280 Statham & Channel Island													
Base	0	0	0	80	0	120	400	1300	0	0	860	70	2830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	120	400	1300	0	0	860	70	2830
#281 Statham & SR-1 (Oxnard)													
Base	200	450	100	90	260	40	30	170	50	80	260	20	1750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	450	100	90	260	40	30	170	50	80	260	20	1750
#285 Rose & US-101 NB Ramps													
Base	0	810	630	0	1100	180	0	0	0	620	0	210	3550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	810	630	0	1100	180	0	0	0	620	0	210	3550

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#286 Rose & US-101 SB Ramps													
Base	0	1230	410	0	1570	140	250	0	830	0	0	0	4430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1230	410	0	1570	140	250	0	830	0	0	0	4430
#297 SR-1 (Oxnard) & Esplanade													
Base	20	910	240	40	1560	200	350	0	160	50	10	60	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	910	240	40	1560	200	350	0	160	50	10	60	3600
#305 Rice & Hueneme													
Base	0	0	0	30	0	160	860	730	0	0	480	10	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	30	0	160	860	730	0	0	480	10	2270
#308 Oxnard SB Off Ramp & Channel Island													
Base	100	100	10	20	270	0	10	930	390	20	660	110	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	100	10	20	270	0	10	930	390	20	660	110	2620
#310 SR-1 (Oxnard) & US-101 NB													
Base	840	220	0	0	310	560	0	0	0	60	0	260	2250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	840	220	0	0	310	560	0	0	0	60	0	260	2250
#314 Dupont & Channel Island													
Base	0	0	0	40	0	160	20	910	0	0	630	60	1820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	0	160	20	910	0	0	630	60	1820
#321 Rose Ave & Hueneme Rd													
Base	520	460	410	210	210	70	60	610	150	90	620	10	3420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	460	410	210	210	70	60	610	150	90	620	10	3420
#323 Rice NB Ramps & Camino Del Sol													
Base	200	0	240	0	0	0	0	340	170	0	10	470	1430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	0	240	0	0	0	0	340	170	0	10	470	1430
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	210	0	650	0	380	50	0	180	20	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	210	0	650	0	380	50	0	180	20	1490
#329 Rose Ave & Lockwood St													
Base	20	1300	170	700	1750	20	130	20	20	70	10	310	4520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1300	170	700	1750	20	130	20	20	70	10	310	4520

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#335 Lombard St & 5th St													
Base	10	680	130	0	140	60	110	1300	10	30	530	0	3000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	680	130	0	140	60	110	1300	10	30	530	0	3000
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1160	670	150	1240	0	0	0	0	240	0	190	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1160	670	150	1240	0	0	0	0	240	0	190	3650

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 2 Harbor & Wooley	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.238	A	xxxxx	0.238	+ 0.000 V/C
# 4 Victoria & Channel Island	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.279	A	xxxxx	0.279	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
# 9 Ventura & Channel Island	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 10 Victoria & Wooley	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 11 Patterson & Wooley	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 12 Ventura & Wooley	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 18 Ventura & 5th	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 20 C St & Channel Island	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 21 Saviers & Channel Island	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 25 C St & 5th	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 26 Rose & Channel Island	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 29 Rice & Channel Island	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 30 Rice & Wooley	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 31 Rose & Emerson	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 33 Rose & SR-34	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 34 Rose & 3rd	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
# 35 Rose & Camino Del Sol	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 36 C ST & 3rd	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 38 C St & Gonzales	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 67 Rose & Bard	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 69 Rose & Pleasant Valley	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 Ventura & Hueneme	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 92 Del Norte & SR-34	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.205	A	xxxxx	0.205	+ 0.000 V/C
#101 Rose & Gonzales	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.096	F	xxxxx	1.096	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#113 Rose & Auto Center	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
#134 C St & Wooley	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#135 Victoria & 5th	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
#136 Victoria & Gonzales	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#139 Victoria & Teal Club	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.094	A	xxxxx	0.094	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
#148 Ventura & Doris	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
#150 Victoria & Doris	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#152 J St & Channel Island	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#153 Hobson/J St & Wooley St	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#161 H St & Gonzales	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#181 Del Norte & Gonzales	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#197 Rice & Pleasant Valley	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000 V/C
#280 Statham & Channel Island	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.221	A	xxxxx	0.221	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000 V/C
#329 Rose Ave & Lockwood St	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
#335 Lombard St & 5th St	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	20	1380	20		100	710	50		140	70	20		30	10	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1380	20		100	710	50		140	70	20		30	10	240	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	20	1380	0		100	710	0		140	70	20		30	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1380	0		100	710	0		140	70	20		30	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	20	1380	0		100	710	0		140	70	20		30	10	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.43	0.00		0.03	0.22	0.00		0.09	0.04	0.01		0.02	0.01	0.00	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	
Volume Module:																
Base Vol:	30	980	40		90	760	20		70	30	30		30	50	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	980	40		90	760	20		70	30	30		30	50	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	980	40		90	760	20		70	30	30		30	50	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	980	40		90	760	20		70	30	30		30	50	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	980	40		90	760	20		70	30	30		30	50	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.95	0.05		0.54	0.23	0.23		0.38	0.62	1.00	
Final Sat.:	1600	3200	1600		1600	3118	82		862	369	369		600	1000	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.31	0.03		0.06	0.24	0.24		0.08	0.08	0.08		0.05	0.05	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.238
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	150	0	230		0	0	0		0	450	70		110	610	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	0	230		0	0	0		0	450	70		110	610	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	150	0	0		0	0	0		0	450	0		110	610	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	0	0		0	0	0		0	450	0		110	610	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	150	0	0		0	0	0		0	450	0		110	610	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.00		0.00	0.00	0.00		0.00	0.14	0.00		0.03	0.19	0.00	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	170	450	160		310	470	290		230	430	160		140	260	200	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	450	160		310	470	290		230	430	160		140	260	200	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	450	160		310	470	290		230	430	160		140	260	200	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	450	160		310	470	290		230	430	160		140	260	200	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	450	160		310	470	290		230	430	160		140	260	200	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.48	0.52		2.00	2.00	1.00		2.00	2.19	0.81		1.00	3.00	1.00	
Final Sat.:	3200	2361	839		3200	3200	1600		3200	3498	1302		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.19		0.10	0.15	0.18		0.07	0.12	0.12		0.09	0.05	0.13	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 2	1 0		1	0 0	1 0		1	0 1	0 1	
Volume Module:																
Base Vol:	40	900	10	90	1010	60	70	10	20	60	10	100				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	40	900	10	90	1010	60	70	10	20	60	10	100				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	40	900	10	90	1010	60	70	10	20	60	10	100				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	40	900	10	90	1010	60	70	10	20	60	10	100				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	40	900	10	90	1010	60	70	10	20	60	10	100				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.00	0.33	0.67	1.00	1.00	1.00				
Final Sat.:	1600	4800	1600	1600	4531	269	1600	533	1067	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.01	0.06	0.22	0.22	0.04	0.02	0.02	0.04	0.01	0.06				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1 0		1	0 1	1 0		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	20	350	20	30	290	20	80	30	40	40	70	130				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	350	20	30	290	20	80	30	40	40	70	130				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	350	20	30	290	20	80	30	40	40	70	130				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	350	20	30	290	20	80	30	40	40	70	130				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	350	20	30	290	20	80	30	40	40	70	130				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.89	0.11	1.00	1.87	0.13	1.00	0.43	0.57	1.00	0.35	0.65				
Final Sat.:	1600	3027	173	1600	2994	206	1600	686	914	1600	560	1040				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12	0.12	0.02	0.10	0.10	0.05	0.04	0.04	0.03	0.13	0.13				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	10	1130	30		10	730	30		20	10	40		10	10	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1130	30		10	730	30		20	10	40		10	10	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1130	30		10	730	30		20	10	40		10	10	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1130	30		10	730	30		20	10	40		10	10	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1130	30		10	730	30		20	10	40		10	10	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.92	0.08		1.00	2.88	0.12		1.00	1.00	1.00		1.00	0.33	0.67	
Final Sat.:	1600	4676	124		1600	4611	189		1600	1600	1600		1600	533	1067	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.24		0.01	0.16	0.16		0.01	0.01	0.03		0.01	0.02	0.02	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 3	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	0	0	0		250	0	50		20	1340	0		0	1370	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		250	0	50		20	1340	0		0	1370	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		250	0	50		20	1340	0		0	1370	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		250	0	50		20	1340	0		0	1370	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		250	0	50		20	1340	0		0	1370	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.65	0.35	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4243	557	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.00	0.03		0.01	0.28	0.00		0.00	0.32	0.32	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	620	860	140	70	600	70	130	650	830	180	840	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	860	140	70	600	70	130	650	830	180	840	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	620	860	140	70	600	70	130	650	0	180	840	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	860	140	70	600	70	130	650	0	180	840	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	620	860	140	70	600	70	130	650	0	180	840	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.09	0.02	0.13	0.04	0.04	0.20	0.00	0.11	0.17	0.08
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	50	1920	100	130	940	100	40	60	20	70	100	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1920	100	130	940	100	40	60	20	70	100	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1920	100	130	940	100	40	60	20	70	100	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1920	100	130	940	100	40	60	20	70	100	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	1920	100	130	940	100	40	60	20	70	100	480
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4562	238	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.08	0.20	0.06	0.03	0.02	0.01	0.04	0.03	0.30
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	210	160		100	180	40		120	410	50		50	410	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	210	160		100	180	40		120	410	50		50	410	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	210	160		100	180	40		120	410	50		50	410	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	210	160		100	180	40		120	410	50		50	410	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	210	160		100	180	40		120	410	50		50	410	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.64	0.36		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2618	582		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.10		0.06	0.07	0.07		0.08	0.13	0.03		0.03	0.13	0.03	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		2	0 2	1 0		1	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	100	1080	80		330	590	40		180	750	60		150	500	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	1080	80		330	590	40		180	750	60		150	500	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	1080	80		330	590	40		180	750	60		150	500	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	1080	80		330	590	40		180	750	60		150	500	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	1080	80		330	590	40		180	750	60		150	500	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.79	0.21		2.00	2.81	0.19		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4469	331		3200	4495	305		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.24	0.24		0.10	0.13	0.13		0.11	0.16	0.04		0.05	0.10	0.09	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1	0 0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	160	10	230		10	10	20		10	350	120		220	300	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	10	230		10	10	20		10	350	120		220	300	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	10	0		10	10	20		10	350	120		220	300	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	10	0		10	10	20		10	350	120		220	300	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	10	0		10	10	20		10	350	120		220	300	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.49	0.51		1.00	1.94	0.06	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2383	817		1600	3097	103	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.01	0.00		0.01	0.01	0.01		0.01	0.15	0.15		0.14	0.10	0.10	
Crit Moves:	****				****				****				****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0	3 0	1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	180	1230	170		90	930	230		290	430	40		130	350	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	1230	170		90	930	230		290	430	40		130	350	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	1230	170		90	930	230		290	430	40		130	350	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	1230	170		90	930	230		290	430	40		130	350	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	1230	170		90	930	230		290	430	40		130	350	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.74	0.26		2.00	1.67	0.33	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	4391	409		3200	2667	533	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.11		0.03	0.19	0.14		0.18	0.10	0.10		0.04	0.13	0.13	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	0	1 1	0	1
Volume Module:																
Base Vol:	30	1270	80		60	1070	10		20	20	60		40	10	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1270	80		60	1070	10		20	20	60		40	10	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1270	80		60	1070	10		20	20	60		40	10	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1270	80		60	1070	10		20	20	60		40	10	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1270	80		60	1070	10		20	20	60		40	10	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	2.97	0.03		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4516	284		1600	4756	44		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.04	0.22	0.23		0.01	0.01	0.04		0.03	0.01	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	120	190	90		70	110	80		120	770	40		50	790	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	190	90		70	110	80		120	770	40		50	790	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	190	90		70	110	80		120	770	40		50	790	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	190	90		70	110	80		120	770	40		50	790	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	190	90		70	110	80		120	770	40		50	790	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.68	0.32		1.00	1.16	0.84		1.00	1.90	0.10		1.00	1.98	0.02	
Final Sat.:	1600	1086	514		1600	1853	1347		1600	3042	158		1600	3160	40	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.17	0.18		0.04	0.06	0.06		0.08	0.25	0.25		0.03	0.25	0.25	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	300	800	300		120	460	50		80	880	70		270	510	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	800	300		120	460	50		80	880	70		270	510	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	800	300		120	460	50		80	880	70		270	510	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	800	300		120	460	50		80	880	70		270	510	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	800	300		120	460	50		80	880	70		270	510	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.18	0.82		1.00	2.71	0.29		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3491	1309		1600	4329	471		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.23	0.23		0.08	0.11	0.11		0.05	0.28	0.04		0.17	0.16	0.07	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	40	850	130		180	970	10		30	490	10		50	230	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	850	130		180	970	10		30	490	10		50	230	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	850	130		180	970	10		30	490	10		50	230	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	850	130		180	970	10		30	490	10		50	230	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	850	130		180	970	10		30	490	10		50	230	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.73	0.27		1.00	1.98	0.02		1.00	1.96	0.04		1.00	1.00	1.00	
Final Sat.:	1600	2776	424		1600	3167	33		1600	3136	64		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.31	0.31		0.11	0.31	0.31		0.02	0.16	0.16		0.03	0.14	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	0	1	0	0
Volume Module:																
Base Vol:	90	410	50		10	340	70		10	430	20		10	220	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	410	50		10	340	70		10	430	20		10	220	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	410	50		10	340	70		10	430	20		10	220	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	410	50		10	340	70		10	430	20		10	220	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	410	50		10	340	70		10	430	20		10	220	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.96	0.04		1.00	0.96	0.04	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1529	71		1600	1530	70	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.03		0.01	0.21	0.04		0.01	0.28	0.28		0.01	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	120	1430	280		70	1240	150		670	600	160		250	540	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	1430	280		70	1240	150		670	600	160		250	540	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1430	280		70	1240	150		670	600	160		250	540	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1430	280		70	1240	150		670	600	160		250	540	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	1430	280		70	1240	150		670	600	160		250	540	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.30	0.17		0.04	0.26	0.09		0.21	0.19	0.10		0.08	0.17	0.03	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	410	1700	40		30	1150	10		0	120	270		0	160	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	1700	40		30	1150	10		0	120	270		0	160	60	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	410	1700	0		30	1150	0		0	120	0		0	160	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	410	1700	0		30	1150	0		0	120	0		0	160	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	410	1700	0		30	1150	0		0	120	0		0	160	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.35	0.00		0.01	0.24	0.00		0.00	0.04	0.00		0.00	0.05	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	60	1260	0		0	620	360		890	0	80		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1260	0		0	620	360		890	0	80		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1260	0		0	620	360		890	0	80		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1260	0		0	620	360		890	0	80		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1260	0		0	620	360		890	0	80		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.00		0.00	0.13	0.23		0.28	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	90	2040	0		0	1000	360		390	0	30		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	2040	0		0	1000	360		390	0	30		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	2040	0		0	1000	360		390	0	30		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	2040	0		0	1000	360		390	0	30		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	2040	0		0	1000	360		390	0	30		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.43	0.00		0.00	0.21	0.23		0.12	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	100	1340	10		70	850	160		200	20	50		60	50	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	1340	10		70	850	160		200	20	50		60	50	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	1340	10		70	850	160		200	20	50		60	50	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	1340	10		70	850	160		200	20	50		60	50	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	1340	10		70	850	160		200	20	50		60	50	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02		1.00	2.52	0.48		1.00	0.29	0.71		1.00	1.00	1.00	
Final Sat.:	1600	4764	36		1600	4040	760		1600	457	1143		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.28		0.04	0.21	0.21		0.13	0.04	0.04		0.04	0.03	0.09	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 3	0 1		2	0 2	1 0		2	0 2	1 0	
Volume Module:																
Base Vol:	40	1000	350		30	1460	300		430	760	10		180	330	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1000	350		30	1460	300		430	760	10		180	330	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1000	350		30	1460	0		430	760	10		180	330	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1000	350		30	1460	0		430	760	10		180	330	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1000	350		30	1460	0		430	760	10		180	330	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.96	0.04		2.00	2.75	0.25	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	4738	62		3200	4400	400	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.22		0.02	0.30	0.00		0.13	0.16	0.16		0.06	0.08	0.08	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	10	1180	300		40	1410	160		340	1180	20		230	430	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1180	300		40	1410	160		340	1180	20		230	430	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1180	300		40	1410	160		340	1180	20		230	430	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1180	300		40	1410	160		340	1180	20		230	430	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1180	300		40	1410	160		340	1180	20		230	430	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.19		0.01	0.29	0.10		0.11	0.37	0.01		0.07	0.13	0.02	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	160	1470	0	0	1440	130	320	0	290	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	160	1470	0	0	1440	130	320	0	290	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	160	1470	0	0	1440	130	320	0	290	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	160	1470	0	0	1440	130	320	0	290	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	160	1470	0	0	1440	130	320	0	290	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	4403	397	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.31	0.00	0.00	0.33	0.33	0.10	0.00	0.18	0.00	0.00	0.00						
Crit Moves:	****				****				****									

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	230	1580	80	290	1240	250	380	340	210	100	110	170						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	230	1580	80	290	1240	250	380	340	210	100	110	170						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	230	1580	0	290	1240	0	380	340	210	100	110	170						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	230	1580	0	290	1240	0	380	340	210	100	110	170						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	230	1580	0	290	1240	0	380	340	210	100	110	170						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.33	0.00	0.09	0.26	0.00	0.12	0.11	0.13	0.03	0.03	0.11						
Crit Moves:		****		****			****					****						

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	290	60		300	230	20		50	360	20		130	270	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	290	60		300	230	20		50	360	20		130	270	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	290	60		300	230	20		50	360	20		130	270	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	290	60		300	230	20		50	360	20		130	270	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	290	60		300	230	20		50	360	20		130	270	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.83	0.17		1.00	0.92	0.08		1.00	0.95	0.05		1.00	0.75	0.25	
Final Sat.:	1600	1326	274		1600	1472	128		1600	1516	84		1600	1200	400	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.22		0.19	0.16	0.16		0.03	0.24	0.24		0.08	0.23	0.23	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	80	130	230		100	100	100		180	1270	120		60	820	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	130	230		100	100	100		180	1270	120		60	820	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	130	230		100	100	100		180	1270	120		60	820	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	130	230		100	100	100		180	1270	120		60	820	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	130	230		100	100	100		180	1270	120		60	820	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.74	0.26		1.00	2.65	0.35	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4386	414		1600	4232	568	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.14		0.06	0.06	0.06		0.11	0.29	0.29		0.04	0.19	0.19	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	140	1060	210		370	980	50		350	890	120		330	830	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1060	210		370	980	50		350	890	120		330	830	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1060	210		370	980	50		350	890	120		330	830	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1060	210		370	980	50		350	890	120		330	830	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1060	210		370	980	50		350	890	120		330	830	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.13		0.12	0.20	0.03		0.11	0.19	0.08		0.10	0.17	0.17	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1050	100		10	1510	0		0	0	0		60	0	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1050	100		10	1510	0		0	0	0		60	0	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1050	100		10	1510	0		0	0	0		60	0	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1050	100		10	1510	0		0	0	0		60	0	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1050	100		10	1510	0		0	0	0		60	0	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.74	0.26		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4383	417		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.01	0.31	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	9	1	0 2	0	0	0	0 0	0	0	1	0 0	0	9
Volume Module:																
Base Vol:	0	1370	180		90	560	0		0	0	0		40	0	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1370	180		90	560	0		0	0	0		40	0	170	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1370	0		90	560	0		0	0	0		40	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1370	0		90	560	0		0	0	0		40	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	1370	0		90	560	0		0	0	0		40	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	9.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	9.00	
Final Sat.:	0	3200	14400		1600	3200	0		0	0	0		1600	0	14400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.06	0.17	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	70	990	0		0	1220	120		100	0	60		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	990	0		0	1220	120		100	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	990	0		0	1220	120		100	0	60		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	990	0		0	1220	120		100	0	60		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	990	0		0	1220	120		100	0	60		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.82	0.18		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	2913	287		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.00		0.00	0.42	0.42		0.06	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	10	10	20	190	10	10	50	990	10	30	770	350				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	20	190	10	10	50	990	10	30	770	350				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	20	190	10	10	50	990	10	30	770	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	20	190	10	10	50	990	10	30	770	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	20	190	10	10	50	990	10	30	770	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.12	0.01	0.01	0.03	0.31	0.01	0.02	0.24	0.00				
Crit Moves:			****	****				****		****						

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	30	1450	10		80	890	190		450	140	80		30	110	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1450	10		80	890	190		450	140	80		30	110	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1450	10		80	890	190		450	140	80		30	110	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1450	10		80	890	190		450	140	80		30	110	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1450	10		80	890	190		450	140	80		30	110	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02		1.00	2.47	0.53		1.00	1.27	0.73		1.00	1.00	1.00	
Final Sat.:	1600	4767	33		1600	3956	844		1600	2036	1164		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.30		0.05	0.22	0.23		0.28	0.07	0.07		0.02	0.07	0.09	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	130	1080	200		240	680	240		360	770	130		250	630	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1080	200		240	680	240		360	770	130		250	630	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1080	200		240	680	240		360	770	130		250	630	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1080	200		240	680	240		360	770	130		250	630	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1080	200		240	680	240		360	770	130		250	630	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.53	0.47		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4050	750		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.27		0.15	0.21	0.15		0.23	0.24	0.08		0.16	0.20	0.09	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	60	10		30	50	150		190	700	10		10	870	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	60	10		30	50	150		190	700	10		10	870	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	60	10		30	50	150		190	700	10		10	870	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	60	10		30	50	150		190	700	10		10	870	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	60	10		30	50	150		190	700	10		10	870	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.86	0.14		1.00	0.25	0.75		1.00	1.97	0.03		1.00	1.66	0.34	
Final Sat.:	1600	1371	229		1600	400	1200		1600	3155	45		1600	2651	549	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.04		0.02	0.13	0.13		0.12	0.22	0.22		0.01	0.33	0.33	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	80	400	70	360	350	240	290	490	40	110	830	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	70	360	350	240	290	490	40	110	830	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	70	360	350	240	290	490	40	110	830	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	70	360	350	240	290	490	40	110	830	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	400	70	360	350	240	290	490	40	110	830	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.04	0.11	0.07	0.15	0.09	0.15	0.03	0.03	0.26	0.11
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	60	40	20	10	10	40	290	10	10	640	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	60	40	20	10	10	40	290	10	10	640	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	60	40	20	10	10	40	290	10	10	640	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	60	40	20	10	10	40	290	10	10	640	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	60	40	20	10	10	40	290	10	10	640	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.91	0.09
Final Sat.:	533	1067	1600	1600	1600	1600	1600	3093	107	1600	3057	143
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.01	0.01	0.01	0.03	0.09	0.09	0.01	0.21	0.21
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	100	850	190		420	820	90		150	80	40		90	250	410	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	850	190		420	820	90		150	80	40		90	250	410	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	850	190		420	820	90		150	80	40		90	250	410	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	850	190		420	820	90		150	80	40		90	250	410	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	850	190		420	820	90		150	80	40		90	250	410	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.45	0.55		2.00	2.70	0.30		1.00	1.33	0.67		1.00	2.00	1.00	
Final Sat.:	1600	3923	877		3200	4325	475		1600	2133	1067		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.22	0.22		0.13	0.19	0.19		0.09	0.04	0.04		0.06	0.08	0.26	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	230	40		700	120	180		140	230	20		110	190	540	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	230	40		700	120	180		140	230	20		110	190	540	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	230	40		700	120	180		140	230	20		110	190	540	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	230	40		700	120	180		140	230	20		110	190	540	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	230	40		700	120	180		140	230	20		110	190	540	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.56	0.44		2.00	1.00	1.00		1.00	1.84	0.16		1.00	2.00	1.00	
Final Sat.:	1600	4089	711		3200	1600	1600		1600	2944	256		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.06	0.06		0.22	0.08	0.11		0.09	0.08	0.08		0.07	0.06	0.34	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0	20	0	50	40	670	0	0	850	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	20	0	50	40	670	0	0	850	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	20	0	50	40	670	0	0	850	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	20	0	50	40	670	0	0	850	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	20	0	50	40	670	0	0	850	40				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.91	0.09				
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3056	144				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.21	0.00	0.00	0.28	0.28				
Crit Moves:						****	****				****					

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0	160	0	60	20	1010	0	0	720	250				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	160	0	60	20	1010	0	0	720	250				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	160	0	60	20	1010	0	0	720	250				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	160	0	60	20	1010	0	0	720	250				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	160	0	60	20	1010	0	0	720	250				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.01	0.32	0.00	0.00	0.23	0.16				
Crit Moves:				****				****		****						

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	0	0	0		50	0	170		270	1060	0		0	490	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		50	0	170		270	1060	0		0	490	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		50	0	170		270	1060	0		0	490	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		50	0	170		270	1060	0		0	490	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		50	0	170		270	1060	0		0	490	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.11		0.17	0.33	0.00		0.00	0.15	0.08	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		2	0 1	0 1		1	0 0	1 0	
Volume Module:																
Base Vol:	80	430	20		20	260	20		630	10	20		20	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	430	20		20	260	20		630	10	20		20	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	430	20		20	260	20		630	10	20		20	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	430	20		20	260	20		630	10	20		20	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	430	20		20	260	20		630	10	20		20	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.87	0.13		1.00	2.79	0.21		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4587	213		1600	4457	343		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.01	0.06	0.06		0.20	0.01	0.01		0.01	0.01	0.01	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.205
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	30	290	20		100	150	70		40	130	30		30	170	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	290	20		100	150	70		40	130	30		30	170	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	290	20		100	150	70		40	130	30		30	170	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	290	20		100	150	70		40	130	30		30	170	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	290	20		100	150	70		40	130	30		30	170	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.81	0.19		1.00	2.05	0.95		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4490	310		1600	3273	1527		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.06		0.06	0.05	0.05		0.03	0.04	0.02		0.02	0.05	0.04	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	320	1100	420		760	990	210		230	1420	390		140	470	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	320	1100	420		760	990	210		230	1420	390		140	470	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	320	1100	420		760	990	210		230	1420	390		140	470	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	320	1100	420		760	990	210		230	1420	390		140	470	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	320	1100	420		760	990	210		230	1420	390		140	470	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.23	0.26		0.24	0.21	0.13		0.07	0.30	0.24		0.04	0.10	0.14	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	580	1900	970		620	2170	620		60	1090	250		220	600	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	580	1900	970		620	2170	620		60	1090	250		220	600	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	580	1900	970		620	2170	0		60	1090	250		220	600	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	580	1900	970		620	2170	0		60	1090	250		220	600	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	580	1900	970		620	2170	0		60	1090	250		220	600	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.40	0.61		0.19	0.45	0.00		0.02	0.23	0.16		0.07	0.13	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	70	70	130		50	10	20		170	1680	100		190	960	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	70	130		50	10	20		170	1680	100		190	960	120	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	70	0		50	10	20		170	1680	100		190	960	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	70	0		50	10	20		170	1680	100		190	960	120	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	70	0		50	10	20		170	1680	100		190	960	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.00		0.03	0.01	0.01		0.05	0.35	0.06		0.06	0.20	0.08	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 2		2	0 3	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1310	860		40	2160	0		160	0	1140		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1310	860		40	2160	0		160	0	1140		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1310	0		40	2160	0		160	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1310	0		40	2160	0		160	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1310	0		40	2160	0		160	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	2.00		2.00	3.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	3200		3200	4800	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.00		0.01	0.45	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 0		0	0 3	0 1		2	0 0	0 2		1	1 0	1 0	
Volume Module:																
Base Vol:	130	620	0		0	690	120		140	0	320		1290	280	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	620	0		0	690	120		140	0	320		1290	280	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	620	0		0	690	120		140	0	320		1290	280	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	620	0		0	690	120		140	0	320		1290	280	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	620	0		0	690	120		140	0	320		1290	280	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		2.00	0.97	0.03	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		3200	1545	55	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19	0.00		0.00	0.14	0.08		0.04	0.00	0.10		0.40	0.18	0.18	
Crit Moves:		****			****								****	****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		1	0 1	0 1		2	1 0	0 1	
Volume Module:																
Base Vol:	80	510	420		270	970	10		20	210	200		180	20	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	510	420		270	970	10		20	210	200		180	20	50	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	510	0		270	970	10		20	210	200		180	20	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	510	0		270	970	10		20	210	200		180	20	50	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	510	0		270	970	10		20	210	200		180	20	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.98	0.02		1.00	1.00	1.00		2.70	0.30	1.00	
Final Sat.:	1600	3200	1600		1600	3167	33		1600	1600	1600		4320	480	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.00		0.17	0.31	0.31		0.01	0.13	0.13		0.04	0.04	0.03	
Crit Moves:	****					****				****				****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 2		2	0 3	0 1		1	1 2	0 1		3	0 1	1 0	
Volume Module:																
Base Vol:	150	750	1020		170	1120	190		160	810	220		750	470	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	750	1020		170	1120	190		160	810	220		750	470	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	750	1020		170	1120	190		160	810	220		750	470	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	750	1020		170	1120	190		160	810	220		750	470	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	750	1020		170	1120	190		160	810	220		750	470	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.96	0.04	
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3133	67	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.32		0.05	0.23	0.12		0.10	0.17	0.14		0.16	0.15	0.15	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	40	700	350		110	710	130		90	230	40		240	130	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	700	350		110	710	130		90	230	40		240	130	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	700	350		110	710	0		90	230	40		240	130	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	700	350		110	710	0		90	230	40		240	130	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	700	350		110	710	0		90	230	40		240	130	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.70	0.30		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2726	474		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.22		0.07	0.22	0.00		0.06	0.08	0.08		0.08	0.04	0.00	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1080	270		0	320	0		0	0	0		50	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1080	270		0	320	0		0	0	0		50	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1080	0		0	320	0		0	0	0		50	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1080	0		0	320	0		0	0	0		50	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1080	0		0	320	0		0	0	0		50	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00		0.00	0.10	0.00		0.00	0.00	0.00		0.02	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	770	360	140	900	0	0	0	0	110	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	360	140	900	0	0	0	0	110	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	770	360	140	900	0	0	0	0	110	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	360	140	900	0	0	0	0	110	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	770	360	140	900	0	0	0	0	110	0	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.23	0.09	0.28	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:		****		****						****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	210	540	160	20	340	60	180	830	270	50	600	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	540	160	20	340	60	180	830	270	50	600	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	540	160	20	340	60	180	830	270	50	600	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	540	160	20	340	60	180	830	270	50	600	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	540	160	20	340	60	180	830	270	50	600	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.70	0.30	1.00	2.26	0.74	1.00	2.95	0.05
Final Sat.:	1600	2469	731	1600	2720	480	1600	3622	1178	1600	4721	79
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.01	0.13	0.13	0.11	0.23	0.23	0.03	0.13	0.13
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	60	2000	70		160	1160	10		100	130	10		60	170	390	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	2000	70		160	1160	10		100	130	10		60	170	390	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	2000	70		160	1160	10		100	130	10		60	170	390	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	2000	70		160	1160	10		100	130	10		60	170	390	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	2000	70		160	1160	10		100	130	10		60	170	390	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	1.86	0.14		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	2971	229		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.42	0.04		0.05	0.24	0.01		0.06	0.04	0.04		0.02	0.05	0.24	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	70	1720	870		170	1250	30		30	270	40		370	180	440	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1720	870		170	1250	30		30	270	40		370	180	440	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1720	870		170	1250	30		30	270	40		370	180	440	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1720	870		170	1250	30		30	270	40		370	180	440	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1720	870		170	1250	30		30	270	40		370	180	440	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.93	0.07		1.00	1.74	0.26		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		3200	4688	113		1600	2787	413		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.36	0.54		0.05	0.27	0.27		0.02	0.10	0.10		0.12	0.11	0.14	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	2440	80		40	1360	10		10	10	10		40	10	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	2440	80		40	1360	10		10	10	10		40	10	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	2440	80		40	1360	10		10	10	10		40	10	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	2440	80		40	1360	10		10	10	10		40	10	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	2440	80		40	1360	10		10	10	10		40	10	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.90	0.10		1.00	2.98	0.02		1.00	0.50	0.50		1.00	0.12	0.88	
Final Sat.:	1600	4648	152		1600	4765	35		1600	800	800		1600	200	1400	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.52	0.53		0.03	0.29	0.29		0.01	0.01	0.01		0.03	0.05	0.05	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.094
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	10	20		40	10	40		50	90	20		10	50	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	10	20		40	10	40		50	90	20		10	50	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	10	20		40	10	40		50	90	20		10	50	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	10	20		40	10	40		50	90	20		10	50	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	10	20		40	10	40		50	90	20		10	50	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.33	0.67		1.00	0.20	0.80		1.00	1.64	0.36		1.00	1.67	0.33	
Final Sat.:	1600	533	1067		1600	320	1280		1600	2618	582		1600	2667	533	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.03	0.03	0.03		0.03	0.03	0.03		0.01	0.02	0.02	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	60	10	10		60	20	240		130	950	340		10	770	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	10	10		60	20	240		130	950	340		10	770	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	10	10		60	20	240		130	950	340		10	770	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	10	10		60	20	240		130	950	340		10	770	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	10	10		60	20	240		130	950	340		10	770	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.01		0.04	0.01	0.15		0.08	0.20	0.21		0.01	0.16	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	230	650	210		180	720	210		290	670	180		270	430	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	650	210		180	720	210		290	670	180		270	430	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	650	210		180	720	210		290	670	180		270	430	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	650	210		180	720	210		290	670	180		270	430	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	650	210		180	720	210		290	670	180		270	430	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.58	0.42	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4128	672	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.13		0.06	0.15	0.13		0.09	0.14	0.11		0.08	0.10	0.10	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	190	1140	150		20	900	120		60	280	240		110	190	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	1140	150		20	900	120		60	280	240		110	190	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	1140	150		20	900	120		60	280	240		110	190	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	1140	150		20	900	120		60	280	240		110	190	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	1140	150		20	900	120		60	280	240		110	190	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.08	0.92		1.00	1.73	0.27	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	1723	1477		1600	2764	436	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.24	0.09		0.01	0.19	0.08		0.04	0.16	0.16		0.07	0.07	0.07	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	30	20	10		140	190	10		10	170	120		100	210	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	20	10		140	190	10		10	170	120		100	210	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	20	10		140	190	10		10	170	120		100	210	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	20	10		140	190	10		10	170	120		100	210	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	20	10		140	190	10		10	170	120		100	210	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	0.59	0.41		1.00	1.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	938	662		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.09	0.12	0.01		0.01	0.18	0.18		0.06	0.13	0.03	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		0	0 1!	0 0		1	0 0	1 0	
Volume Module:																
Base Vol:	10	2440	60		230	1440	10		10	10	10		40	10	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	2440	60		230	1440	10		10	10	10		40	10	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	2440	60		230	1440	10		10	10	10		40	10	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	2440	60		230	1440	10		10	10	10		40	10	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	2440	60		230	1440	10		10	10	10		40	10	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.98	0.02		0.34	0.33	0.33		1.00	0.05	0.95	
Final Sat.:	1600	4800	1600		3200	4767	33		533	533	533		1600	80	1520	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.51	0.04		0.07	0.30	0.30		0.01	0.02	0.02		0.03	0.13	0.13	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	0 1	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	210	100	10		80	60	90		150	930	70		10	1030	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	100	10		80	60	90		150	930	70		10	1030	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	100	10		80	60	90		150	930	70		10	1030	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	100	10		80	60	90		150	930	70		10	1030	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	100	10		80	60	90		150	930	70		10	1030	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.91	0.09		1.00	1.00	1.00		1.00	1.86	0.14		1.00	1.93	0.07	
Final Sat.:	1600	1455	145		1600	1600	1600		1600	2976	224		1600	3080	120	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.07	0.07		0.05	0.04	0.06		0.09	0.31	0.31		0.01	0.33	0.33	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	180	30	140	160	10	100	1320	60	100	720	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	180	30	140	160	10	100	1320	60	100	720	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	180	30	140	160	10	100	1320	60	100	720	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	180	30	140	160	10	100	1320	60	100	720	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	180	30	140	160	10	100	1320	60	100	720	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	2.87	0.13	1.00	2.45	0.55
Final Sat.:	1600	1371	229	1600	1600	1600	1600	4591	209	1600	3927	873
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.09	0.10	0.01	0.06	0.29	0.29	0.06	0.18	0.18
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	180	320	390	210	370	110	100	910	150	170	750	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	320	390	210	370	110	100	910	150	170	750	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	320	390	210	370	110	100	910	150	170	750	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	320	390	210	370	110	100	910	150	170	750	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	320	390	210	370	110	100	910	150	170	750	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	2.53	0.47
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	4121	679	1600	4045	755
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.24	0.13	0.23	0.07	0.06	0.22	0.22	0.11	0.19	0.19
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	50	100	220		120	60	10		10	440	80		160	330	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	100	220		120	60	10		10	440	80		160	330	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	100	220		120	60	10		10	440	80		160	330	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	100	220		120	60	10		10	440	80		160	330	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	100	220		120	60	10		10	440	80		160	330	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.86	0.14		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1371	229		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.14		0.08	0.04	0.04		0.01	0.14	0.05		0.10	0.10	0.02	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		1	0 2	0 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	230	210		100	1620	0		50	0	190		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	230	210		100	1620	0		50	0	190		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	230	0		100	1620	0		50	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	230	0		100	1620	0		50	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	230	0		100	1620	0		50	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.06	0.51	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	140	130	0	0	420	20	0	0	0	1350	0	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	130	0	0	420	20	0	0	0	1350	0	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	140	130	0	0	420	20	0	0	0	1350	0	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	140	130	0	0	420	20	0	0	0	1350	0	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	140	130	0	0	420	20	0	0	0	1350	0	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.96	0.00	0.04				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	3130	0	70				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.04	0.00	0.00	0.13	0.01	0.00	0.00	0.00	0.43	0.00	0.43				
Crit Moves:	****				****					****						

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	1	0	3	0 1	2	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	380	160	180	990	760	30	110	70	30	50	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	100	380	160	180	990	760	30	110	70	30	50	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	100	380	160	180	990	0	30	110	70	30	50	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	100	380	160	180	990	0	30	110	70	30	50	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	100	380	160	180	990	0	30	110	70	30	50	40				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.10	0.11	0.21	0.00	0.01	0.07	0.04	0.02	0.02	0.03				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	160	10	100		270	70	10		20	1300	60		20	780	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	10	100		270	70	10		20	1300	60		20	780	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	160	10	100		270	70	10		20	1300	60		20	780	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	10	100		270	70	10		20	1300	60		20	780	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	160	10	100		270	70	10		20	1300	60		20	780	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.06		0.17	0.02	0.01		0.01	0.41	0.04		0.01	0.24	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		1	0 2	0 0		0	0 2	0 1	
Volume Module:																
Base Vol:	100	0	30		0	0	0		380	1390	0		0	710	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	0	30		0	0	0		380	1390	0		0	710	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	0	30		0	0	0		380	1390	0		0	710	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	0	30		0	0	0		380	1390	0		0	710	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	0	30		0	0	0		380	1390	0		0	710	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.02		0.00	0.00	0.00		0.24	0.43	0.00		0.00	0.22	0.10	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	980	340	110	270	0	80	0	1520	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	980	340	110	270	0	80	0	1520	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	980	0	110	270	0	80	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	980	0	110	270	0	80	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	980	0	110	270	0	80	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.03	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Oxnard						Town Center					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	0	1 0	0 1	1	1 0	1 0	1
Volume Module:												
Base Vol:	20	280	190	0	660	0	0	70	200	10	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	280	190	0	660	0	0	70	200	10	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	280	190	0	660	0	0	70	200	10	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	280	190	0	660	0	0	70	200	10	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	280	190	0	660	0	0	70	200	10	40	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.52	1.48	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	1600	830	2370	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.12	0.00	0.21	0.00	0.00	0.08	0.08	0.01	0.03	0.00
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1150	1240		0	1730	580		70	0	210		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1150	1240		0	1730	580		70	0	210		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1150	0		0	1730	0		70	0	210		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1150	0		0	1730	0		70	0	210		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1150	0		0	1730	0		70	0	210		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.24	0.00		0.00	0.36	0.00		0.02	0.00	0.13		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	770	450		0	1350	190		0	0	0		950	0	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	770	450		0	1350	190		0	0	0		950	0	210	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	770	0		0	1350	0		0	0	0		950	0	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	770	0		0	1350	0		0	0	0		950	0	210	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	770	0		0	1350	0		0	0	0		950	0	210	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.16	0.00		0.00	0.28	0.00		0.00	0.00	0.00		0.30	0.00	0.13	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 1	0 0	1	1 1	0 0	2
Volume Module:												
Base Vol:	40	1820	20	650	1110	100	420	10	120	40	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1820	20	650	1110	100	420	10	120	40	10	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1820	20	650	1110	0	420	10	120	40	10	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1820	20	650	1110	0	420	10	120	40	10	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1820	20	650	1110	0	420	10	120	40	10	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.93	0.07	1.00	1.60	0.40	2.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4688	112	1600	2560	640	3200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.01	0.20	0.23	0.00	0.09	0.09	0.08	0.02	0.02	0.05
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 1	0 0	2	2 0	0 1	0
Volume Module:												
Base Vol:	30	620	290	40	1260	10	10	50	50	210	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	620	290	40	1260	10	10	50	50	210	10	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	620	290	40	1260	10	10	50	50	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	620	290	40	1260	10	10	50	50	210	10	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	620	290	40	1260	10	10	50	50	210	10	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.98	0.02	0.17	0.83	2.00	2.00	0.14	0.86
Final Sat.:	1600	4800	1600	1600	4762	38	267	1333	3200	3200	229	1371
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.18	0.03	0.26	0.26	0.01	0.04	0.02	0.07	0.04	0.04
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	140	130	40		10	50	40		60	670	150		40	600	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	130	40		10	50	40		60	670	150		40	600	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	130	40		10	50	40		60	670	150		40	600	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	130	40		10	50	40		60	670	150		40	600	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	130	40		10	50	40		60	670	150		40	600	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.45	0.55		1.00	2.61	0.39	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3922	878		1600	4174	626	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08	0.03		0.01	0.03	0.03		0.04	0.17	0.17		0.03	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		80	0	120		400	1300	0		0	860	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		80	0	120		400	1300	0		0	860	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		80	0	120		400	1300	0		0	860	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		80	0	120		400	1300	0		0	860	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		80	0	120		400	1300	0		0	860	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.20	0.01	1.79		1.00	2.00	0.00		0.00	1.85	0.15	
Final Sat.:	0	0	0		1920	0	2880		1600	3200	0		0	2959	241	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04		0.25	0.41	0.00		0.00	0.29	0.29	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	200	450	100		90	260	40		30	170	50		80	260	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	450	100		90	260	40		30	170	50		80	260	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	450	100		90	260	40		30	170	50		80	260	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	450	100		90	260	40		30	170	50		80	260	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	450	100		90	260	40		30	170	50		80	260	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.55	0.45		1.00	1.86	0.14	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2473	727		1600	2971	229	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.14	0.06		0.06	0.08	0.03		0.02	0.07	0.07		0.05	0.09	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	0
Volume Module:																
Base Vol:	0	810	630		0	1100	180		0	0	0		620	0	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	810	630		0	1100	180		0	0	0		620	0	210	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	810	0		0	1100	0		0	0	0		620	0	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	810	0		0	1100	0		0	0	0		620	0	210	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	810	0		0	1100	0		0	0	0		620	0	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.49	0.00	0.51	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2390	0	810	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00		0.00	0.23	0.00		0.00	0.00	0.00		0.26	0.00	0.26	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1230	410		0	1570	140		250	0	830		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1230	410		0	1570	140		250	0	830		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1230	0		0	1570	0		250	0	830		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1230	0		0	1570	0		250	0	830		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1230	0		0	1570	0		250	0	830		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1600	0	3200		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00		0.00	0.33	0.00		0.16	0.00	0.26		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																				
Base Vol:	20	910	240		40	1560	200		350	0	160		50	10	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	910	240		40	1560	200		350	0	160		50	10	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	910	240		40	1560	200		350	0	160		50	10	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	910	240		40	1560	200		350	0	160		50	10	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	910	240		40	1560	200		350	0	160		50	10	60	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.66	0.34		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	4255	545		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.19	0.15		0.03	0.37	0.37		0.11	0.00	0.10		0.02	0.01	0.02	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	30	0	160	860	730	0	0	480	10								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	30	0	160	860	730	0	0	480	10								
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	0	0	0	30	0	0	860	730	0	0	480	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	30	0	0	860	730	0	0	480	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	0	0	0	30	0	0	860	730	0	0	480	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00								
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.27	0.23	0.00	0.00	0.15	0.00								
Crit Moves:				****			****				****									

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Oxnard SB Off Ramp								Channel Island							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	100	10	20	270	0	10	930	390	20	660	110								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	100	100	10	20	270	0	10	930	390	20	660	110								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	100	100	10	20	270	0	10	930	390	20	660	110								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	100	100	10	20	270	0	10	930	390	20	660	110								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	100	100	10	20	270	0	10	930	390	20	660	110								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.03	0.01	0.01	0.08	0.00	0.01	0.29	0.24	0.01	0.21	0.07								
Crit Moves:	****				****			****		****										

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	840	220	0		0	310	560		0	0	0		60	0	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	840	220	0		0	310	560		0	0	0		60	0	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	840	220	0		0	310	0		0	0	0		60	0	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	840	220	0		0	310	0		0	0	0		60	0	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	840	220	0		0	310	0		0	0	0		60	0	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.07	0.00		0.00	0.10	0.00		0.00	0.00	0.00		0.04	0.00	0.08	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		40	0	160		20	910	0		0	630	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		40	0	160		20	910	0		0	630	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		40	0	160		20	910	0		0	630	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		40	0	160		20	910	0		0	630	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		40	0	160		20	910	0		0	630	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.10		0.01	0.28	0.00		0.00	0.20	0.04	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	520	460	410	210	210	70	60	610	150	90	620	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	460	410	210	210	70	60	610	150	90	620	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	460	410	210	210	70	60	610	150	90	620	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	460	410	210	210	70	60	610	150	90	620	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	520	460	410	210	210	70	60	610	150	90	620	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.50	0.50	1.00	1.61	0.39	1.00	1.97	0.03
Final Sat.:	1600	1692	1508	1600	2400	800	1600	2568	632	1600	3149	51
Capacity Analysis Module:												
Vol/Sat:	0.33	0.27	0.27	0.13	0.09	0.09	0.04	0.24	0.24	0.06	0.20	0.20
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0 0	0	0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	200	0	240	0	0	0	0	340	170	0	10	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	0	240	0	0	0	0	340	170	0	10	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	200	0	240	0	0	0	0	340	0	0	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	0	240	0	0	0	0	340	0	0	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	200	0	240	0	0	0	0	340	0	0	10	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Crit Moves:			****					****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	210	0	650	0	380	50	0	180	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	650	0	380	50	0	180	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	210	0	650	0	380	0	0	180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	650	0	380	0	0	180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	210	0	650	0	380	0	0	180	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.20	0.00	0.08	0.00	0.00	0.04	0.00
Crit Moves:						****		****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	20	1300	170	700	1750	20	130	20	20	70	10	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1300	170	700	1750	20	130	20	20	70	10	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1300	170	700	1750	20	130	20	20	70	10	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1300	170	700	1750	20	130	20	20	70	10	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1300	170	700	1750	20	130	20	20	70	10	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	4245	555	3200	4800	1600	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.22	0.36	0.01	0.04	0.01	0.01	0.03	0.03	0.19
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	680	130	0	140	60	110	1300	10	30	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	680	130	0	140	60	110	1300	10	30	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	680	130	0	140	60	110	1300	10	30	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	680	130	0	140	60	110	1300	10	30	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	680	130	0	140	60	110	1300	10	30	530	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.08	0.00	0.04	0.04	0.07	0.41	0.01	0.02	0.17	0.00
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2020) No Build AM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1160	670	150	1240	0	0	0	0	240	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	670	150	1240	0	0	0	0	240	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1160	670	150	1240	0	0	0	0	240	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	670	150	1240	0	0	0	0	240	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1160	670	150	1240	0	0	0	0	240	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.42	0.05	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:			****	****						****		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	98	780	232	85	8	120	270	27	190	475	65	90
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	98	1097	0	0	0	128	297	0	190	570	0	60
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.85	0.95	0.95	0.99	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3461	0	0	0	1805	5105	0	1805	3527	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	6.5	38.0	0.0	0.0	0.0	8.5	7.0	0.0			0.0	4.5
Adj Reference Time (s)	10.5	42.0	0.0	0.0	0.0	12.5	11.0	0.0			0.0	8.5
Permitted Option												
Adj Saturation A (vph)	120	1730			0	120	1702		120	1764		
Reference Time A (s)	97.7	38.0			0.0	127.6	7.0		189.5	19.4		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		97.7					127.6			189.5		
Adj Reference Time (s)		101.7					131.6			193.5		
Split Option												
Ref Time Combined (s)	6.5	38.0			0.0	8.5	7.0		12.6	19.4		
Ref Time Seperate (s)	6.5	27.0			0.5	8.0	6.3		12.6	16.2		
Reference Time (s)	38.0	38.0			8.5	8.5	8.5		19.4	19.4		
Adj Reference Time (s)	42.0	42.0			12.5	12.5	12.5		23.4	23.4		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	54.5	NA	NA	
Permitted Option (s)	131.6	199.2	Err	
Split Option (s)	54.5	40.1	23.3	
Minimum (s)	54.5	40.1	23.3	118.0

Right Turns	NBR2	NWR
Adj Reference Time (s)	8.5	19.7
Cross Thru Ref Time (s)	0.0	40.1
Oncoming Left Ref Time (s)	71.3	54.5
Combined (s)	79.7	114.4

Intersection Summary			
Intersection Capacity Utilization	98.4%	ICU Level of Service	F

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	65	175	365	100	45	520	325	50
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	705	0	0	565	375	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.96	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6639	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			15.7	0.0
Adj Reference Time (s)				0.0			19.7	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	148		0	117		
Reference Time A (s)	0.0	0.0	195.2		0.0	290.1		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			195.2					
Adj Reference Time (s)			199.2					
Split Option								
Ref Time Combined (s)	0.0	0.0	12.7		0.0	19.3		
Ref Time Seperate (s)	4.3	5.8	8.7		3.0	17.8		
Reference Time (s)	12.7	12.7	12.7		19.3	19.3		
Adj Reference Time (s)	16.7	16.7	16.7		23.3	23.3		

Summary

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Scenario Report

Scenario:	FPM
Command:	FPM
Volume:	FPM
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	30	960	20	180	1430	70	10	10	10	60	40	120	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	960	20	180	1430	70	10	10	10	60	40	120	2940
#2 Harbor & Wooley													
Base	60	720	60	330	1030	110	10	20	20	30	50	180	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	720	60	330	1030	110	10	20	20	30	50	180	2620
#3 Harbor & Channel Island													
Base	120	0	170	0	0	0	0	720	110	270	700	0	2090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	0	170	0	0	0	0	720	110	270	700	0	2090
#4 Victoria & Channel Island													
Base	180	720	120	370	780	270	470	290	150	180	570	380	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	720	120	370	780	270	470	290	150	180	570	380	4480
#5 Victoria & Hemlock													
Base	10	1430	60	150	1290	50	30	10	20	30	10	70	3160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1430	60	150	1290	50	30	10	20	30	10	70	3160
#6 Patterson & Hemlock													
Base	10	220	30	90	270	80	60	70	50	60	20	20	980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	220	30	90	270	80	60	70	50	60	20	20	980
#7 Ventura & Hemlock													
Base	10	1260	80	20	1490	40	10	10	30	10	10	30	3000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1260	80	20	1490	40	10	10	30	10	10	30	3000
#8 Patterson & Channel Island													
Base	0	0	0	190	0	120	60	1880	0	0	1810	190	4250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	190	0	120	60	1880	0	0	1810	190	4250
#9 Ventura & Channel Island													
Base	900	1000	290	180	1010	210	190	850	750	180	980	60	6600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	900	1000	290	180	1010	210	190	850	750	180	980	60	6600

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	60	1140	60	190	1530	80	30	90	40	100	90	190	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1140	60	190	1530	80	30	90	40	100	90	190	3600
#11 Patterson & Wooley													
Base	60	250	50	100	300	60	100	940	70	100	940	90	3060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	250	50	100	300	60	100	940	70	100	940	90	3060
#12 Ventura & Wooley													
Base	260	870	130	610	1140	120	230	800	60	400	1050	150	5820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	870	130	610	1140	120	230	800	60	400	1050	150	5820
#16 Patterson & 5th													
Base	140	10	230	10	10	20	20	520	150	250	330	30	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	10	230	10	10	20	20	520	150	250	330	30	1720
#18 Ventura & 5th													
Base	200	970	140	40	1600	340	330	410	230	200	510	70	5040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	970	140	40	1600	340	330	410	230	200	510	70	5040
#19 Ventura & 2nd St													
Base	10	1370	90	80	1720	10	20	50	80	100	40	110	3680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1370	90	80	1720	10	20	50	80	100	40	110	3680
#20 C St & Channel Island													
Base	300	320	80	90	490	90	80	830	160	130	920	70	3560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	320	80	90	490	90	80	830	160	130	920	70	3560
#21 Saviers & Channel Island													
Base	310	1110	400	180	1380	90	140	450	200	280	630	140	5310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	1110	400	180	1380	90	140	450	200	280	630	140	5310
#23 SR-1 (Oxnard) & 5th													
Base	70	960	90	150	1240	70	70	450	30	90	430	120	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	960	90	150	1240	70	70	450	30	90	430	120	3770
#25 C St & 5th													
Base	60	580	30	70	640	150	70	410	30	40	400	60	2540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	580	30	70	640	150	70	410	30	40	400	60	2540

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#26 Rose & Channel Island													
Base	290	1310	170	80	1770	400	390	610	130	460	1020	40	6670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	1310	170	80	1770	400	390	610	130	460	1020	40	6670
#27 Rose & SR-1 (Oxnard)													
Base	420	1340	20	50	2050	40	0	200	330	0	580	80	5110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	1340	20	50	2050	40	0	200	330	0	580	80	5110
#29 Rice & Channel Island													
Base	150	1050	0	0	1280	1190	400	0	50	0	0	0	4120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1050	0	0	1280	1190	400	0	50	0	0	0	4120
#30 Rice & Wooley													
Base	90	1470	0	0	2580	320	540	0	170	0	0	0	5170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1470	0	0	2580	320	540	0	170	0	0	0	5170
#31 Rose & Emerson													
Base	200	1130	30	100	1390	140	240	90	110	50	70	70	3620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1130	30	100	1390	140	240	90	110	50	70	70	3620
#32 Rose & Wooley													
Base	50	1090	210	40	2260	410	360	740	100	400	630	50	6340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1090	210	40	2260	410	360	740	100	400	630	50	6340
#33 Rose & SR-34													
Base	40	1480	50	20	2300	180	330	980	70	570	1590	150	7760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1480	50	20	2300	180	330	980	70	570	1590	150	7760
#34 Rose & 3rd													
Base	750	2040	0	0	2260	510	250	0	390	0	0	0	6200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	750	2040	0	0	2260	510	250	0	390	0	0	0	6200
#35 Rose & Camino Del Sol													
Base	200	1990	60	160	1860	270	290	260	90	280	750	350	6560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1990	60	160	1860	270	290	260	90	280	750	350	6560
#36 C ST & 3rd													
Base	30	560	150	90	520	10	20	180	30	270	440	110	2410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	560	150	90	520	10	20	180	30	270	440	110	2410

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#38 C St & Gonzales													
Base	190	340	230	260	390	350	340	1150	110	260	1770	100	5490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	340	230	260	390	350	340	1150	110	260	1770	100	5490
#39 SR-1 (Oxnard) & Gonzales													
Base	130	1580	140	280	1470	50	220	720	130	320	1270	590	6900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1580	140	280	1470	50	220	720	130	320	1270	590	6900
#40 SR-1 (Oxnard) & Colonia													
Base	0	1760	130	90	1710	0	0	0	0	160	0	130	3980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1760	130	90	1710	0	0	0	0	160	0	130	3980
#46 Harbor & Gonzales													
Base	0	1080	120	50	1350	0	0	0	0	170	0	220	2990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1080	120	50	1350	0	0	0	0	170	0	220	2990
#48 SR-1 (Oxnard) & 2nd													
Base	170	1600	0	0	1450	230	130	0	50	0	0	0	3630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	1600	0	0	1450	230	130	0	50	0	0	0	3630
#59 Pleasant Valley & Bard													
Base	10	10	10	230	10	20	40	1010	10	10	1090	310	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	230	10	20	40	1010	10	10	1090	310	2760
#67 Rose & Bard													
Base	70	1200	20	110	1530	270	200	140	70	30	180	140	3960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1200	20	110	1530	270	200	140	70	30	180	140	3960
#69 Rose & Pleasant Valley													
Base	160	960	340	130	1290	500	210	770	130	260	1040	50	5840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	960	340	130	1290	500	210	770	130	260	1040	50	5840
#73 C St & Pleasant Valley													
Base	20	60	40	110	70	90	170	840	30	80	720	170	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	60	40	110	70	90	170	840	30	80	720	170	2400
#74 Saviers & Pleasant Valley													
Base	90	550	100	470	480	250	240	730	60	140	810	180	4100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	550	100	470	480	250	240	730	60	140	810	180	4100

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#75 J St & Pleasant Valley													
Base	30	180	100	70	20	110	50	810	10	10	520	70	1980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	180	100	70	20	110	50	810	10	10	520	70	1980
#77 Ventura & Pleasant Valley													
Base	20	1160	130	520	870	190	90	190	100	100	140	250	3760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1160	130	520	870	190	90	190	100	100	140	250	3760
#80 Ventura & Hueneme													
Base	20	390	40	780	190	180	160	180	30	210	240	570	2990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	390	40	780	190	180	160	180	30	210	240	570	2990
#81 J St & Hueneme													
Base	0	0	0	40	0	40	60	890	0	0	840	90	1960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	0	40	60	890	0	0	840	90	1960
#82 Saviers & Hueneme													
Base	0	0	0	210	0	180	80	820	0	0	950	290	2530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	210	0	180	80	820	0	0	950	290	2530
#92 Del Norte & SR-34													
Base	0	0	0	240	0	320	170	880	0	0	1350	90	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	240	0	320	170	880	0	0	1350	90	3050
#93 Del Norte & Camino Del Sol													
Base	200	320	10	50	930	530	30	10	10	10	10	10	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	320	10	50	930	530	30	10	10	10	10	10	2120
#97 Del Norte & Sturgis													
Base	10	200	10	130	540	190	150	140	20	20	260	200	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	200	10	130	540	190	150	140	20	20	260	200	1870
#101 Rose & Gonzales													
Base	420	1550	370	310	1900	510	160	880	480	230	1780	560	9150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	1550	370	310	1900	510	160	880	480	230	1780	560	9150
#102 Rice & Gonzales													
Base	560	2230	500	140	2250	620	190	520	430	700	1080	280	9500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	2230	500	140	2250	620	190	520	430	700	1080	280	9500

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#103 Lombard & Gonzales													
Base	50	60	80	80	100	60	190	840	220	210	1730	70	3690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	60	80	80	100	60	190	840	220	210	1730	70	3690
#106 Rice & US-101 SB													
Base	0	1700	810	250	2190	0	160	0	720	0	0	0	5830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1700	810	250	2190	0	160	0	720	0	0	0	5830
#107 Santa Clara & Auto Center Drive													
Base	230	490	0	0	870	380	360	0	740	1150	510	170	4900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	490	0	0	870	380	360	0	740	1150	510	170	4900
#113 Rose & Auto Center													
Base	270	840	780	270	610	50	40	250	220	850	370	230	4780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	840	780	270	610	50	40	250	220	850	370	230	4780
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	470	1370	1460	190	1120	300	220	780	120	830	680	10	7550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	1370	1460	190	1120	300	220	780	120	830	680	10	7550
#123 Ventura & Vineyard													
Base	40	800	410	110	1040	310	100	200	110	230	370	80	3800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	800	410	110	1040	310	100	200	110	230	370	80	3800
#129 Ventura & Town Center													
Base	0	1130	370	0	430	0	0	0	0	150	0	0	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	370	0	430	0	0	0	0	150	0	0	2080
#132 Ventura & Wagon Wheel													
Base	0	690	330	310	1480	0	0	0	0	220	0	70	3100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	690	330	310	1480	0	0	0	0	220	0	70	3100
#134 C St & Wooley													
Base	160	670	10	10	940	50	250	800	240	270	1150	20	4570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	670	10	10	940	50	250	800	240	270	1150	20	4570
#135 Victoria & 5th													
Base	20	1460	90	550	1990	60	30	160	20	110	90	160	4740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1460	90	550	1990	60	30	160	20	110	90	160	4740

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#136 Victoria & Gonzales													
Base	70	1350	540	450	2250	10	30	180	110	370	300	550	6210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1350	540	450	2250	10	30	180	110	370	300	550	6210
#139 Victoria & Teal Club													
Base	10	1850	10	80	2620	10	20	10	20	20	10	130	4790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1850	10	80	2620	10	20	10	20	20	10	130	4790
#140 Patterson & Teal Club													
Base	10	20	20	90	20	20	10	90	10	20	110	10	430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	20	20	90	20	20	10	90	10	20	110	10	430
#141 Patterson & Gonzales													
Base	130	10	10	10	20	280	160	860	160	10	1030	10	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	10	10	10	20	280	160	860	160	10	1030	10	2690
#142 Ventura & Gonzales													
Base	320	960	330	290	900	50	320	540	90	420	670	100	4990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	960	330	290	900	50	320	540	90	420	670	100	4990
#148 Ventura & Doris													
Base	110	1490	200	20	1120	60	30	310	40	230	230	110	3950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1490	200	20	1120	60	30	310	40	230	230	110	3950
#149 Patterson & Doris													
Base	40	20	10	10	40	60	40	290	40	10	70	80	710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	20	10	10	40	60	40	290	40	10	70	80	710
#150 Victoria & Doris													
Base	10	1860	160	180	2500	10	10	30	40	110	10	60	4980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1860	160	180	2500	10	10	30	40	110	10	60	4980
#152 J St & Channel Island													
Base	120	140	30	90	120	70	80	900	170	90	1300	40	3150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	140	30	90	120	70	80	900	170	90	1300	40	3150
#153 Hobson/J St & Wooley St													
Base	10	320	50	140	260	20	100	1060	20	280	1210	190	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	320	50	140	260	20	100	1060	20	280	1210	190	3660

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#161 H St & Gonzales													
Base	120	440	270	170	530	70	140	1090	230	270	1680	290	5300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	440	270	170	530	70	140	1090	230	270	1680	290	5300
#162 H ST & Vineyard													
Base	70	170	310	80	20	10	10	640	110	210	370	60	2060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	170	310	80	20	10	10	640	110	210	370	60	2060
#173 Del Norte & US-101 SB													
Base	0	1390	1180	100	760	0	10	0	140	0	0	0	3580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1390	1180	100	760	0	10	0	140	0	0	0	3580
#174 Del Norte & US-101 NB													
Base	570	890	0	0	180	20	0	0	0	710	0	20	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	890	0	0	180	20	0	0	0	710	0	20	2390
#181 Del Norte & Gonzales													
Base	40	1590	30	60	570	270	890	60	170	140	90	200	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1590	30	60	570	270	890	60	170	140	90	200	4110
#195 SR-1 (Oxnard) & Plesant Valley													
Base	350	10	60	340	60	60	40	1040	20	30	1410	560	3980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	10	60	340	60	60	40	1040	20	30	1410	560	3980
#197 Rice & Pleasant Valley													
Base	230	0	30	0	0	0	190	1260	0	0	1810	290	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	0	30	0	0	0	190	1260	0	0	1810	290	3810
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	1440	460	100	530	0	150	0	1470	0	0	0	4150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1440	460	100	530	0	150	0	1470	0	0	0	4150
#226 Oxnard & Town Center													
Base	30	420	430	0	780	10	10	260	100	30	110	0	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	420	430	0	780	10	10	260	100	30	110	0	2180
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1980	1250	0	1700	640	100	0	80	0	0	0	5750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1980	1250	0	1700	640	100	0	80	0	0	0	5750

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#231 Viyenard (SR-232) & US-101 NB													
Base	0	1110	920	0	1390	340	0	0	0	1020	0	150	4930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1110	920	0	1390	340	0	0	0	1020	0	150	4930
#233 Vineyard (SR-232) & Esplanede													
Base	240	2360	60	160	1350	220	370	70	140	410	30	700	6110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	2360	60	160	1350	220	370	70	140	410	30	700	6110
#235 Vineyard (SR-232) & Myrtle													
Base	130	710	370	40	900	10	10	110	160	580	140	80	3240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	710	370	40	900	10	10	110	160	580	140	80	3240
#275 Pacific & Wooley													
Base	210	150	100	10	210	270	50	580	150	70	950	10	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	150	100	10	210	270	50	580	150	70	950	10	2760
#280 Statham & Channel Island													
Base	0	0	0	100	0	400	220	1020	0	0	1520	70	3330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	400	220	1020	0	0	1520	70	3330
#281 Statham & SR-1 (Oxnard)													
Base	110	290	100	170	750	60	150	350	140	150	250	40	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	290	100	170	750	60	150	350	140	150	250	40	2560
#285 Rose & US-101 NB Ramps													
Base	0	1580	580	0	1300	310	0	0	0	940	0	250	4960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1580	580	0	1300	310	0	0	0	940	0	250	4960
#286 Rose & US-101 SB Ramps													
Base	0	1930	440	0	1980	180	240	0	570	0	0	0	5340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1930	440	0	1980	180	240	0	570	0	0	0	5340
#297 SR-1 (Oxnard) & Esplanade													
Base	50	1270	470	50	1540	400	270	10	180	240	10	360	4850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1270	470	50	1540	400	270	10	180	240	10	360	4850
#305 Rice & Hueneme													
Base	0	0	0	10	0	650	340	620	0	0	1100	40	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	650	340	620	0	0	1100	40	2760

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#308 Oxnard SB Off Ramp & Channel Island													
Base	380	600	10	70	170	10	10	550	370	20	1070	50	3310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	380	600	10	70	170	10	10	550	370	20	1070	50	3310
#310 SR-1 (Oxnard) & US-101 NB													
Base	1080	510	0	0	440	470	0	0	0	180	0	370	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1080	510	0	0	440	470	0	0	0	180	0	370	3050
#314 Dupont & Channel Island													
Base	0	0	0	60	0	160	60	660	0	0	1010	170	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	60	0	160	60	660	0	0	1010	170	2120
#321 Rose Ave & Hueneme Rd													
Base	210	380	270	10	630	40	150	690	570	340	1230	20	4540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	380	270	10	630	40	150	690	570	340	1230	20	4540
#323 Rice NB Ramps & Camino Del Sol													
Base	120	0	80	0	0	0	0	690	320	0	170	120	1500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	0	80	0	0	0	0	690	320	0	170	120	1500
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	540	0	230	0	660	260	0	200	80	1970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	540	0	230	0	660	260	0	200	80	1970
#329 Rose Ave & Lockwood St													
Base	340	1710	100	610	1810	100	270	70	80	450	60	320	5920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	1710	100	610	1810	100	270	70	80	450	60	320	5920
#335 Lombard St & 5th St													
Base	10	250	160	0	710	250	80	860	20	50	1640	0	4030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	250	160	0	710	250	80	860	20	50	1640	0	4030
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1670	470	200	1671	0	0	0	0	670	0	340	5021
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1670	470	200	1671	0	0	0	0	670	0	340	5021

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Harbor & 5th	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 2 Harbor & Wooley	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 3 Harbor & Channel Island	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000
# 4 Victoria & Channel Island	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000
# 5 Victoria & Hemlock	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 6 Patterson & Hemlock	A	xxxxx	0.247	A	xxxxx	0.247	+ 0.000
# 7 Ventura & Hemlock	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000
# 8 Patterson & Channel Island	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 9 Ventura & Channel Island	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
# 10 Victoria & Wooley	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000
# 11 Patterson & Wooley	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 12 Ventura & Wooley	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000
# 16 Patterson & 5th	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 18 Ventura & 5th	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000
# 19 Ventura & 2nd St	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 20 C St & Channel Island	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 21 Saviers & Channel Island	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 23 SR-1 (Oxnard) & 5th	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 25 C St & 5th	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 26 Rose & Channel Island	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000
# 27 Rose & SR-1 (Oxnard)	D	xxxxx	0.871	D	xxxxx	0.871	+ 0.000
# 29 Rice & Channel Island	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000
# 30 Rice & Wooley	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 31 Rose & Emerson	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.092	F	xxxxx	1.092	+ 0.000 V/C
# 34 Rose & 3rd	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
# 35 Rose & Camino Del Sol	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 36 C ST & 3rd	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 38 C St & Gonzales	E	xxxxx	0.977	E	xxxxx	0.977	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 67 Rose & Bard	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 69 Rose & Pleasant Valley	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 80 Ventura & Hueneme	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 92 Del Norte & SR-34	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
#101 Rose & Gonzales	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.131	F	xxxxx	1.131	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
#113 Rose & Auto Center	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#134 C St & Wooley	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#135 Victoria & 5th	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#136 Victoria & Gonzales	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
#139 Victoria & Teal Club	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.125	A	xxxxx	0.125	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#148 Ventura & Doris	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
#150 Victoria & Doris	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
#152 J St & Channel Island	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#153 Hobson/J St & Wooley St	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
#161 H St & Gonzales	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#181 Del Norte & Gonzales	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
#195 SR-1 (Oxnard) & Plesant Valley	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
#197 Rice & Pleasant Valley	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
#226 Oxnard & Town Center	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
#231 Viyenard (SR-232) & US-101 NB	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
#233 Vineyard (SR-232) & Esplanede	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
#275 Pacific & Wooley	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
#280 Statham & Channel Island	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000
#285 Rose & US-101 NB Ramps	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
#286 Rose & US-101 SB Ramps	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
#297 SR-1 (Oxnard) & Esplanade	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
#305 Rice & Hueneme	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
#308 Oxnard SB Off Ramp & Channel I	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
#314 Dupont & Channel Island	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000
#321 Rose Ave & Hueneme Rd	E	xxxxx	0.947	E	xxxxx	0.947	+ 0.000
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.219	A	xxxxx	0.219	+ 0.000
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000
#329 Rose Ave & Lockwood St	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000
#335 Lombard St & 5th St	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000
#336 SR-1 (Oxnard) & Camino Del Sol	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		2 0	1 1	0		1 0	1 0	1		1 0	1 0	1	
Volume Module:																
Base Vol:	30	960	20		180	1430	70		10	10	10		60	40	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	960	20		180	1430	70		10	10	10		60	40	120	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	30	960	0		180	1430	0		10	10	10		60	40	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	960	0		180	1430	0		10	10	10		60	40	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	30	960	0		180	1430	0		10	10	10		60	40	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.00		0.06	0.45	0.00		0.01	0.01	0.01		0.04	0.03	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		0	0 1!	0 0		0	1 0	0 1	
Volume Module:																
Base Vol:	60	720	60		330	1030	110		10	20	20		30	50	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	720	60		330	1030	110		10	20	20		30	50	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	720	60		330	1030	110		10	20	20		30	50	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	720	60		330	1030	110		10	20	20		30	50	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	720	60		330	1030	110		10	20	20		30	50	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.81	0.19		0.20	0.40	0.40		0.38	0.62	1.00	
Final Sat.:	1600	3200	1600		1600	2891	309		320	640	640		600	1000	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.04		0.21	0.36	0.36		0.03	0.03	0.03		0.05	0.05	0.11	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		0	0 2	0 1		2	0 2	0 0	
Volume Module:																
Base Vol:	120	0	170		0	0	0		0	720	110		270	700	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	0	170		0	0	0		0	720	110		270	700	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	120	0	0		0	0	0		0	720	0		270	700	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	0	0		0	0	0		0	720	0		270	700	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	120	0	0		0	0	0		0	720	0		270	700	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.23	0.00		0.08	0.22	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1 0		2	0 2	0 1		2	0 2	1 0		1	0 3	0 1	
Volume Module:																
Base Vol:	180	720	120		370	780	270		470	290	150		180	570	380	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	720	120		370	780	270		470	290	150		180	570	380	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	720	120		370	780	270		470	290	150		180	570	380	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	720	120		370	780	270		470	290	150		180	570	380	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	720	120		370	780	270		470	290	150		180	570	380	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.71	0.29		2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	2743	457		3200	3200	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.26		0.12	0.24	0.17		0.15	0.09	0.09		0.11	0.12	0.24	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 2	1 0		1	0 0	1 0		1	0 1	0 1	
Volume Module:																
Base Vol:	10	1430	60		150	1290	50		30	10	20		30	10	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1430	60		150	1290	50		30	10	20		30	10	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1430	60		150	1290	50		30	10	20		30	10	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1430	60		150	1290	50		30	10	20		30	10	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1430	60		150	1290	50		30	10	20		30	10	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.89	0.11		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4621	179		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.04		0.09	0.28	0.28		0.02	0.02	0.02		0.02	0.01	0.04	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	220	30		90	270	80		60	70	50		60	20	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	220	30		90	270	80		60	70	50		60	20	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	220	30		90	270	80		60	70	50		60	20	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	220	30		90	270	80		60	70	50		60	20	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	220	30		90	270	80		60	70	50		60	20	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.76	0.24		1.00	1.54	0.46		1.00	0.58	0.42		1.00	0.50	0.50	
Final Sat.:	1600	2816	384		1600	2469	731		1600	933	667		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.08		0.06	0.11	0.11		0.04	0.08	0.07		0.04	0.03	0.03	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	10	1260	80		20	1490	40		10	10	30		10	10	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1260	80		20	1490	40		10	10	30		10	10	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1260	80		20	1490	40		10	10	30		10	10	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1260	80		20	1490	40		10	10	30		10	10	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1260	80		20	1490	40		10	10	30		10	10	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	2.92	0.08		1.00	1.00	1.00		1.00	0.25	0.75	
Final Sat.:	1600	4513	287		1600	4675	125		1600	1600	1600		1600	400	1200	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.01	0.32	0.32		0.01	0.01	0.02		0.01	0.03	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0	190	0	120			60	1880	0	0	1810	190		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	190	0	120			60	1880	0	0	1810	190		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	190	0	120			60	1880	0	0	1810	190		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	0	0	0	190	0	120			60	1880	0	0	1810	190		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	190	0	120			60	1880	0	0	1810	190		
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600			1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00			1.00	3.00	0.00	0.00	2.71	0.29		
Final Sat.:	0	0	0	1600	0	1600			1600	4800	0	0	4344	456		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.08			0.04	0.39	0.00	0.00	0.42	0.42		
Crit Moves:				****					****				****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1
Volume Module:																
Base Vol:	900	1000	290	180	1010	210			190	850	750	180	980	60		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	900	1000	290	180	1010	210			190	850	750	180	980	60		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.00	1.00	1.00	1.00		
PHF Volume:	900	1000	290	180	1010	210			190	850	0	180	980	60		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	900	1000	290	180	1010	210			190	850	0	180	980	60		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	0.00	1.00	1.00	1.00		
Final Vol.:	900	1000	290	180	1010	210			190	850	0	180	980	60		
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600			1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00			2.00	2.00	1.00	1.00	3.00	1.00		
Final Sat.:	3200	4800	1600	3200	4800	1600			3200	3200	1600	1600	4800	1600		
Capacity Analysis Module:																
Vol/Sat:	0.28	0.21	0.18	0.06	0.21	0.13			0.06	0.27	0.00	0.11	0.20	0.04		
Crit Moves:	****				****					****		****				

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	60	1140	60	190	1530	80	30	90	40	100	90	190				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	1140	60	190	1530	80	30	90	40	100	90	190				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	1140	60	190	1530	80	30	90	40	100	90	190				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	1140	60	190	1530	80	30	90	40	100	90	190				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	1140	60	190	1530	80	30	90	40	100	90	190				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.85	0.15	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1600	4560	240	1600	4800	1600	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.25	0.25	0.12	0.32	0.05	0.02	0.03	0.03	0.06	0.03	0.12				
Crit Moves:		****		****				****		****						

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	60	250	50	100	300	60	100	940	70	100	940	90				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	250	50	100	300	60	100	940	70	100	940	90				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	250	50	100	300	60	100	940	70	100	940	90				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	250	50	100	300	60	100	940	70	100	940	90				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	250	50	100	300	60	100	940	70	100	940	90				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1600	1600	1600	1600	2667	533	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.03	0.06	0.11	0.11	0.06	0.29	0.04	0.06	0.29	0.06				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	260	870	130		610	1140	120		230	800	60		400	1050	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	870	130		610	1140	120		230	800	60		400	1050	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	870	130		610	1140	120		230	800	60		400	1050	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	870	130		610	1140	120		230	800	60		400	1050	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	260	870	130		610	1140	120		230	800	60		400	1050	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.61	0.39		2.00	2.71	0.29		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4176	624		3200	4343	457		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.21	0.21		0.19	0.26	0.26		0.14	0.17	0.04		0.13	0.22	0.09	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1	0	0	1	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	140	10	230		10	10	20		20	520	150		250	330	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	10	230		10	10	20		20	520	150		250	330	30	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	10	0		10	10	20		20	520	150		250	330	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	10	0		10	10	20		20	520	150		250	330	30	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	10	0		10	10	20		20	520	150		250	330	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.55	0.45		1.00	1.83	0.17	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2484	716		1600	2933	267	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.01	0.00		0.01	0.01	0.01		0.01	0.21	0.21		0.16	0.11	0.11	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0	2	0	1	1	0
Volume Module:																				
Base Vol:	200	970	140		40	1600	340		330	410	230		200	510	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	970	140		40	1600	340		330	410	230		200	510	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	970	140		40	1600	340		330	410	230		200	510	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	970	140		40	1600	340		330	410	230		200	510	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	970	140		40	1600	340		330	410	230		200	510	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		2.00	1.76	0.24	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		3200	2814	386	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.09		0.01	0.33	0.21		0.21	0.13	0.14		0.06	0.18	0.18	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	0	1	1	0	1
Volume Module:																				
Base Vol:	10	1370	90		80	1720	10		20	50	80		100	40	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1370	90		80	1720	10		20	50	80		100	40	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1370	90		80	1720	10		20	50	80		100	40	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1370	90		80	1720	10		20	50	80		100	40	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1370	90		80	1720	10		20	50	80		100	40	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	2.98	0.02		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4504	296		1600	4772	28		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.30		0.05	0.36	0.36		0.01	0.03	0.05		0.06	0.03	0.07	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	300	320	80		90	490	90		80	830	160		130	920	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	320	80		90	490	90		80	830	160		130	920	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	320	80		90	490	90		80	830	160		130	920	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	320	80		90	490	90		80	830	160		130	920	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	320	80		90	490	90		80	830	160		130	920	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.80	0.20		1.00	1.69	0.31		1.00	1.68	0.32		1.00	1.86	0.14	
Final Sat.:	1600	1280	320		1600	2703	497		1600	2683	517		1600	2974	226	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.25	0.25		0.06	0.18	0.18		0.05	0.31	0.31		0.08	0.31	0.31	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	310	1110	400		180	1380	90		140	450	200		280	630	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	1110	400		180	1380	90		140	450	200		280	630	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	1110	400		180	1380	90		140	450	200		280	630	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	1110	400		180	1380	90		140	450	200		280	630	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	1110	400		180	1380	90		140	450	200		280	630	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.21	0.79		1.00	2.82	0.18		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3528	1272		1600	4506	294		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.31	0.31		0.11	0.31	0.31		0.09	0.14	0.13		0.17	0.20	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	70	960	90	150	1240	70	70	450	30	90	430	120				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	70	960	90	150	1240	70	70	450	30	90	430	120				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	70	960	90	150	1240	70	70	450	30	90	430	120				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	70	960	90	150	1240	70	70	450	30	90	430	120				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	70	960	90	150	1240	70	70	450	30	90	430	120				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.83	0.17	1.00	1.89	0.11	1.00	1.88	0.12	1.00	1.00	1.00				
Final Sat.:	1600	2926	274	1600	3029	171	1600	3000	200	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.33	0.09	0.41	0.41	0.04	0.15	0.15	0.06	0.27	0.08				
Crit Moves:	****				****		****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	0	1
Volume Module:																
Base Vol:	60	580	30	70	640	150	70	410	30	40	400	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	580	30	70	640	150	70	410	30	40	400	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	580	30	70	640	150	70	410	30	40	400	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	580	30	70	640	150	70	410	30	40	400	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	580	30	70	640	150	70	410	30	40	400	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07	1.00	0.87	0.13				
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1491	109	1600	1391	209				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.36	0.02	0.04	0.40	0.09	0.04	0.28	0.27	0.03	0.29	0.29				
Crit Moves:	****				****		****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	290	1310	170		80	1770	400		390	610	130		460	1020	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	290	1310	170		80	1770	400		390	610	130		460	1020	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	1310	170		80	1770	400		390	610	130		460	1020	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	1310	170		80	1770	400		390	610	130		460	1020	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	290	1310	170		80	1770	400		390	610	130		460	1020	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.27	0.11		0.05	0.37	0.25		0.12	0.19	0.08		0.14	0.32	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	420	1340	20		50	2050	40		0	200	330		0	580	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	1340	20		50	2050	40		0	200	330		0	580	80	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	420	1340	0		50	2050	0		0	200	0		0	580	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	1340	0		50	2050	0		0	200	0		0	580	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	420	1340	0		50	2050	0		0	200	0		0	580	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.28	0.00		0.02	0.43	0.00		0.00	0.06	0.00		0.00	0.18	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	150	1050	0	0	1280	1190	400	0	50	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	150	1050	0	0	1280	1190	400	0	50	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	150	1050	0	0	1280	1190	400	0	50	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	150	1050	0	0	1280	1190	400	0	50	0	0	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	150	1050	0	0	1280	1190	400	0	50	0	0	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00								
Final Sat.:	1600	4800	0	0	4800	1600	3200	0	1600	0	0	0								
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.22	0.00	0.00	0.27	0.74	0.13	0.00	0.03	0.00	0.00	0.00								
Crit Moves:	****					****	****													

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	90	1470	0	0	2580	320	540	0	170	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	90	1470	0	0	2580	320	540	0	170	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	90	1470	0	0	2580	320	540	0	170	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	90	1470	0	0	2580	320	540	0	170	0	0	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	90	1470	0	0	2580	320	540	0	170	0	0	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.31	0.00	0.00	0.54	0.20	0.17	0.00	0.11	0.00	0.00	0.00								
Crit Moves:	****				****		****													

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	0	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	200	1130	30		100	1390	140		240	90	110		50	70	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	1130	30		100	1390	140		240	90	110		50	70	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	1130	30		100	1390	140		240	90	110		50	70	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	1130	30		100	1390	140		240	90	110		50	70	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	1130	30		100	1390	140		240	90	110		50	70	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.92	0.08		1.00	2.73	0.27		1.00	0.45	0.55		1.00	1.00	1.00	
Final Sat.:	1600	4676	124		1600	4361	439		1600	720	880		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.24	0.24		0.06	0.32	0.32		0.15	0.13	0.13		0.03	0.04	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	3	0	1	1 0	3	0	1	2 0	2	1	0	2 0	2	1	0
Volume Module:																
Base Vol:	50	1090	210		40	2260	410		360	740	100		400	630	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1090	210		40	2260	410		360	740	100		400	630	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	1090	210		40	2260	0		360	740	100		400	630	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1090	210		40	2260	0		360	740	100		400	630	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	1090	210		40	2260	0		360	740	100		400	630	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.64	0.36		2.00	2.78	0.22	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	4229	571		3200	4447	353	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.13		0.03	0.47	0.00		0.11	0.17	0.18		0.13	0.14	0.14	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	40	1480	50	20	2300	180	330	980	70	570	1590	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1480	50	20	2300	180	330	980	70	570	1590	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1480	50	20	2300	180	330	980	70	570	1590	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1480	50	20	2300	180	330	980	70	570	1590	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1480	50	20	2300	180	330	980	70	570	1590	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.03	0.01	0.48	0.11	0.10	0.31	0.04	0.18	0.50	0.09
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	2 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	750	2040	0	0	2260	510	250	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	2040	0	0	2260	510	250	0	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	2040	0	0	2260	510	250	0	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	2040	0	0	2260	510	250	0	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	750	2040	0	0	2260	510	250	0	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.45	0.55	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	3916	884	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.43	0.00	0.00	0.58	0.58	0.08	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****		****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 2	1 0		2	0 2	0 1	
Volume Module:																
Base Vol:	200	1990	60	160	1860	270	290	260	90	280	750	350				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	200	1990	60	160	1860	270	290	260	90	280	750	350				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	200	1990	0	160	1860	0	290	260	90	280	750	350				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	1990	0	160	1860	0	290	260	90	280	750	350				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	200	1990	0	160	1860	0	290	260	90	280	750	350				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.23	0.77	2.00	2.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3566	1234	3200	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.41	0.00	0.05	0.39	0.00	0.09	0.07	0.07	0.09	0.23	0.22				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	0 0	1 0		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	30	560	150	90	520	10	20	180	30	270	440	110				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	30	560	150	90	520	10	20	180	30	270	440	110				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	560	150	90	520	10	20	180	30	270	440	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	560	150	90	520	10	20	180	30	270	440	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	30	560	150	90	520	10	20	180	30	270	440	110				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.79	0.21	1.00	0.98	0.02	1.00	0.86	0.14	1.00	0.80	0.20				
Final Sat.:	1600	1262	338	1600	1570	30	1600	1371	229	1600	1280	320				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.44	0.44	0.06	0.33	0.33	0.01	0.13	0.13	0.17	0.34	0.34				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																			
Base Vol:	190	340	230		260	390	350		340	1150	110		260	1770	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	340	230		260	390	350		340	1150	110		260	1770	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	340	230		260	390	350		340	1150	110		260	1770	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	340	230		260	390	350		340	1150	110		260	1770	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	340	230		260	390	350		340	1150	110		260	1770	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.74	0.26		1.00	2.84	0.16	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4381	419		1600	4543	257	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21	0.14		0.16	0.24	0.22		0.21	0.26	0.26		0.16	0.39	0.39	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																			
Base Vol:	130	1580	140		280	1470	50		220	720	130		320	1270	590	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1580	140		280	1470	50		220	720	130		320	1270	590	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1580	140		280	1470	50		220	720	130		320	1270	590	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1580	140		280	1470	50		220	720	130		320	1270	590	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1580	140		280	1470	50		220	720	130		320	1270	590	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.09		0.09	0.31	0.03		0.07	0.15	0.08		0.10	0.26	0.37	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	1760	130		90	1710	0		0	0	0		160	0	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1760	130		90	1710	0		0	0	0		160	0	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1760	130		90	1710	0		0	0	0		160	0	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1760	130		90	1710	0		0	0	0		160	0	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1760	130		90	1710	0		0	0	0		160	0	130	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.79	0.21		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4470	330		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.06	0.36	0.00		0.00	0.00	0.00		0.10	0.00	0.08	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	9
Volume Module:																
Base Vol:	0	1080	120		50	1350	0		0	0	0		170	0	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1080	120		50	1350	0		0	0	0		170	0	220	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1080	0		50	1350	0		0	0	0		170	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1080	0		50	1350	0		0	0	0		170	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	1080	0		50	1350	0		0	0	0		170	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	9.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	9.00	
Final Sat.:	0	3200	14400		1600	3200	0		0	0	0		1600	0	14400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00		0.03	0.42	0.00		0.00	0.00	0.00		0.11	0.00	0.00	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	170	1600	0	0	1450	230	130	0	50	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	170	1600	0	0	1450	230	130	0	50	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	170	1600	0	0	1450	230	130	0	50	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	170	1600	0	0	1450	230	130	0	50	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	170	1600	0	0	1450	230	130	0	50	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.73	0.27	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	2762	438	1600	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.50	0.00	0.00	0.53	0.52	0.08	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	10	10	10	230	10	20	40	1010	10	10	1090	310				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	10	230	10	20	40	1010	10	10	1090	310				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	10	230	10	20	40	1010	10	10	1090	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	10	230	10	20	40	1010	10	10	1090	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	10	230	10	20	40	1010	10	10	1090	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.14	0.01	0.01	0.03	0.32	0.01	0.01	0.34	0.00				
Crit Moves:			****	****			****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	70	1200	20		110	1530	270		200	140	70		30	180	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1200	20		110	1530	270		200	140	70		30	180	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1200	20		110	1530	270		200	140	70		30	180	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1200	20		110	1530	270		200	140	70		30	180	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1200	20		110	1530	270		200	140	70		30	180	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.95	0.05		1.00	2.55	0.45		1.00	1.33	0.67		1.00	1.12	0.88	
Final Sat.:	1600	4721	79		1600	4080	720		1600	2133	1067		1600	1800	1400	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.25	0.25		0.07	0.38	0.38		0.13	0.07	0.07		0.02	0.10	0.10	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	160	960	340		130	1290	500		210	770	130		260	1040	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	960	340		130	1290	500		210	770	130		260	1040	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	960	340		130	1290	500		210	770	130		260	1040	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	960	340		130	1290	500		210	770	130		260	1040	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	960	340		130	1290	500		210	770	130		260	1040	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.22	0.78		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3545	1255		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.27	0.27		0.08	0.40	0.31		0.13	0.24	0.08		0.16	0.33	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	60	40		110	70	90		170	840	30		80	720	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	60	40		110	70	90		170	840	30		80	720	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	60	40		110	70	90		170	840	30		80	720	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	60	40		110	70	90		170	840	30		80	720	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	60	40		110	70	90		170	840	30		80	720	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.60	0.40		1.00	0.44	0.56		1.00	1.93	0.07		1.00	1.62	0.38	
Final Sat.:	1600	960	640		1600	700	900		1600	3090	110		1600	2589	611	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.06	0.06		0.07	0.10	0.10		0.11	0.27	0.27		0.05	0.28	0.28	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	90	550	100		470	480	250		240	730	60		140	810	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	550	100		470	480	250		240	730	60		140	810	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	550	100		470	480	250		240	730	60		140	810	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	550	100		470	480	250		240	730	60		140	810	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	550	100		470	480	250		240	730	60		140	810	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.06		0.15	0.10	0.16		0.08	0.23	0.04		0.04	0.25	0.11	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	180	100	70	20	110	50	810	10	10	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	180	100	70	20	110	50	810	10	10	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	180	100	70	20	110	50	810	10	10	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	180	100	70	20	110	50	810	10	10	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	180	100	70	20	110	50	810	10	10	520	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.76	0.24
Final Sat.:	310	1290	1600	1600	1600	1600	1600	3161	39	1600	2820	380
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.06	0.04	0.01	0.07	0.03	0.26	0.26	0.01	0.18	0.18
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	20	1160	130	520	870	190	90	190	100	100	140	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1160	130	520	870	190	90	190	100	100	140	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1160	130	520	870	190	90	190	100	100	140	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1160	130	520	870	190	90	190	100	100	140	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1160	130	520	870	190	90	190	100	100	140	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	2.00	2.46	0.54	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1600	4316	484	3200	3940	860	1600	2097	1103	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.16	0.22	0.22	0.06	0.09	0.09	0.06	0.04	0.16
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	390	40		780	190	180		160	180	30		210	240	570	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	390	40		780	190	180		160	180	30		210	240	570	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	390	40		780	190	180		160	180	30		210	240	570	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	390	40		780	190	180		160	180	30		210	240	570	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	390	40		780	190	180		160	180	30		210	240	570	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.72	0.28		2.00	1.03	0.97		1.00	1.71	0.29		1.00	2.00	1.00	
Final Sat.:	1600	4353	447		3200	1643	1557		1600	2743	457		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.24	0.12	0.12		0.10	0.07	0.07		0.13	0.08	0.36	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 1	1	0
Volume Module:																
Base Vol:	0	0	0		40	0	40		60	890	0		0	840	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		40	0	40		60	890	0		0	840	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		40	0	40		60	890	0		0	840	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		40	0	40		60	890	0		0	840	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		40	0	40		60	890	0		0	840	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	1.81	0.19	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	2890	310	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.04	0.28	0.00		0.00	0.29	0.29	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 1!	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0	210	0	180	80	820	0	0	950	290				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	210	0	180	80	820	0	0	950	290				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	210	0	180	80	820	0	0	950	290				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	210	0	180	80	820	0	0	950	290				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	210	0	180	80	820	0	0	950	290				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.62	0.00	1.38	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	2585	0	2215	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.05	0.26	0.00	0.00	0.30	0.18				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	0	0	0	240	0	320	170	880	0	0	1350	90				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	240	0	320	170	880	0	0	1350	90				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	240	0	320	170	880	0	0	1350	90				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	240	0	320	170	880	0	0	1350	90				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	240	0	320	170	880	0	0	1350	90				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	3200	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.11	0.28	0.00	0.00	0.42	0.06				
Crit Moves:						****	****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	200	320	10		50	930	530		30	10	10		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	320	10		50	930	530		30	10	10		10	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	320	10		50	930	530		30	10	10		10	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	320	10		50	930	530		30	10	10		10	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	320	10		50	930	530		30	10	10		10	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.91	0.09		1.00	2.00	1.00		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4655	145		1600	3200	1600		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.07	0.07		0.03	0.29	0.33		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	10	200	10		130	540	190		150	140	20		20	260	200	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	200	10		130	540	190		150	140	20		20	260	200	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	200	10		130	540	190		150	140	20		20	260	200	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	200	10		130	540	190		150	140	20		20	260	200	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	200	10		130	540	190		150	140	20		20	260	200	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.86	0.14		1.00	2.22	0.78		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4571	229		1600	3551	1249		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.04		0.08	0.15	0.15		0.09	0.04	0.01		0.01	0.08	0.13	
Crit Moves:	****						****		****						****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	420	1550	370		310	1900	510		160	880	480		230	1780	560	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	1550	370		310	1900	510		160	880	480		230	1780	560	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	420	1550	370		310	1900	510		160	880	480		230	1780	560	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	1550	370		310	1900	510		160	880	480		230	1780	560	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	420	1550	370		310	1900	510		160	880	480		230	1780	560	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.32	0.23		0.10	0.40	0.32		0.05	0.18	0.30		0.07	0.37	0.35	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	560	2230	500		140	2250	620		190	520	430		700	1080	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	560	2230	500		140	2250	620		190	520	430		700	1080	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	560	2230	500		140	2250	0		190	520	430		700	1080	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	560	2230	500		140	2250	0		190	520	430		700	1080	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	560	2230	500		140	2250	0		190	520	430		700	1080	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.46	0.31		0.04	0.47	0.00		0.06	0.11	0.27		0.22	0.23	0.00	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	50	60	80		80	100	60		190	840	220		210	1730	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	60	80		80	100	60		190	840	220		210	1730	70	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	60	0		80	100	60		190	840	220		210	1730	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	60	0		80	100	60		190	840	220		210	1730	70	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	60	0		80	100	60		190	840	220		210	1730	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.00		0.05	0.06	0.04		0.06	0.17	0.14		0.07	0.36	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	2	2	0 3	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1700	810		250	2190	0		160	0	720		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1700	810		250	2190	0		160	0	720		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1700	0		250	2190	0		160	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1700	0		250	2190	0		160	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1700	0		250	2190	0		160	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	2.00		2.00	3.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	3200		3200	4800	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.00		0.08	0.46	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	0	3	0	1	2	0	0	0	2	1	1	0	1	0
Volume Module:																				
Base Vol:	230	490	0		0	870	380		360	0	740		1150	510	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	490	0		0	870	380		360	0	740		1150	510	170	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	490	0		0	870	380		360	0	740		1150	510	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	490	0		0	870	380		360	0	740		1150	510	170	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	490	0		0	870	380		360	0	740		1150	510	170	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		1.89	0.83	0.28	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		3026	1331	443	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.15	0.00		0.00	0.18	0.24		0.11	0.00	0.23		0.38	0.38	0.38	
Crit Moves:	****						****				****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	2	1	0	0	1
Volume Module:																				
Base Vol:	270	840	780		270	610	50		40	250	220		850	370	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	840	780		270	610	50		40	250	220		850	370	230	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	840	0		270	610	50		40	250	220		850	370	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	840	0		270	610	50		40	250	220		850	370	230	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	270	840	0		270	610	50		40	250	220		850	370	230	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		2.09	0.91	1.00	
Final Sat.:	1600	3200	1600		1600	2958	242		1600	1600	1600		3344	1456	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.26	0.00		0.17	0.21	0.21		0.03	0.16	0.14		0.25	0.25	0.14	
Crit Moves:		****			****					****				****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.758
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	2	2	0	3	0	1	1	1	2	0	1	3	0	1	1	0
Volume Module:																				
Base Vol:	470	1370	1460		190	1120	300		220	780	120		830	680	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	470	1370	1460		190	1120	300		220	780	120		830	680	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	470	1370	1460		190	1120	300		220	780	120		830	680	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	470	1370	1460		190	1120	300		220	780	120		830	680	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	470	1370	1460		190	1120	300		220	780	120		830	680	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.97	0.03	
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3154	46	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.29	0.46		0.06	0.23	0.19		0.14	0.16	0.08		0.17	0.22	0.22	
Crit Moves:	****					****				****					****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	800	410		110	1040	310		100	200	110		230	370	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	800	410		110	1040	310		100	200	110		230	370	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	800	410		110	1040	0		100	200	110		230	370	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	800	410		110	1040	0		100	200	110		230	370	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	800	410		110	1040	0		100	200	110		230	370	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.29	0.71		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2065	1135		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.26		0.07	0.33	0.00		0.06	0.10	0.10		0.07	0.12	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	0	0	1
Volume Module:																		
Base Vol:	0	1130	370		0	430	0		0	0	0		150	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1130	370		0	430	0		0	0	0		150	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1130	0		0	430	0		0	0	0		150	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1130	0		0	430	0		0	0	0		150	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1130	0		0	430	0		0	0	0		150	0	0	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.35	0.00		0.00	0.13	0.00		0.00	0.00	0.00		0.05	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	0	0	1
Volume Module:																		
Base Vol:	0	690	330		310	1480	0		0	0	0		220	0	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	690	330		310	1480	0		0	0	0		220	0	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	690	330		310	1480	0		0	0	0		220	0	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	690	330		310	1480	0		0	0	0		220	0	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	690	330		310	1480	0		0	0	0		220	0	70	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.22	0.21		0.19	0.46	0.00		0.00	0.00	0.00		0.07	0.00	0.04	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	160	670	10	10	940	50	250	800	240	270	1150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	670	10	10	940	50	250	800	240	270	1150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	670	10	10	940	50	250	800	240	270	1150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	670	10	10	940	50	250	800	240	270	1150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	670	10	10	940	50	250	800	240	270	1150	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	1.00	2.31	0.69	1.00	2.95	0.05
Final Sat.:	1600	3153	47	1600	3038	162	1600	3692	1108	1600	4718	82
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.01	0.31	0.31	0.16	0.22	0.22	0.17	0.24	0.24
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	20	1460	90	550	1990	60	30	160	20	110	90	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1460	90	550	1990	60	30	160	20	110	90	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1460	90	550	1990	60	30	160	20	110	90	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1460	90	550	1990	60	30	160	20	110	90	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1460	90	550	1990	60	30	160	20	110	90	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	2844	356	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.06	0.17	0.41	0.04	0.02	0.06	0.06	0.03	0.03	0.10
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		1	0 1	1 0		2	0 1	1 1	
Volume Module:																
Base Vol:	70	1350	540	450	2250	10	30	180	110	370	300	550				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	70	1350	540	450	2250	10	30	180	110	370	300	550				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	70	1350	540	450	2250	10	30	180	110	370	300	550				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	70	1350	540	450	2250	10	30	180	110	370	300	550				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	70	1350	540	450	2250	10	30	180	110	370	300	550				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.24	0.76	2.00	1.06	1.94				
Final Sat.:	1600	4800	1600	3200	4779	21	1600	1986	1214	3200	1694	3106				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.34	0.14	0.47	0.47	0.02	0.09	0.09	0.12	0.18	0.18				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	10	1850	10	80	2620	10	20	10	20	20	10	130				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	1850	10	80	2620	10	20	10	20	20	10	130				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	1850	10	80	2620	10	20	10	20	20	10	130				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	1850	10	80	2620	10	20	10	20	20	10	130				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	10	1850	10	80	2620	10	20	10	20	20	10	130				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	1.00	0.33	0.67	1.00	0.07	0.93				
Final Sat.:	1600	4774	26	1600	4782	18	1600	533	1067	1600	114	1486				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.39	0.05	0.55	0.55	0.01	0.02	0.02	0.01	0.09	0.09				
Crit Moves:	****				****		****				****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.125
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	10	20	20	90	20	20	10	90	10	20	110	10					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	10	20	20	90	20	20	10	90	10	20	110	10					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	10	20	20	90	20	20	10	90	10	20	110	10					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	10	20	20	90	20	20	10	90	10	20	110	10					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	10	20	20	90	20	20	10	90	10	20	110	10					
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	0.50	0.50	1.00	0.50	0.50	1.00	1.80	0.20	1.00	1.83	0.17					
Final Sat.:	1600	800	800	1600	800	800	1600	2880	320	1600	2933	267					
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.03	0.03	0.06	0.03	0.03	0.01	0.03	0.03	0.01	0.04	0.04					
Crit Moves:		****		****			****				****						

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	1	0	3	0	1
Volume Module:																	
Base Vol:	130	10	10	10	20	280	160	860	160	10	1030	10					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	130	10	10	10	20	280	160	860	160	10	1030	10					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	130	10	10	10	20	280	160	860	160	10	1030	10					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	130	10	10	10	20	280	160	860	160	10	1030	10					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	130	10	10	10	20	280	160	860	160	10	1030	10					
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00					
Final Sat.:	1600	800	800	1600	1600	1600	1600	4800	1600	1600	4800	1600					
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.01	0.01	0.01	0.01	0.17	0.10	0.18	0.10	0.01	0.21	0.01					
Crit Moves:	****					****	****				****						

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 2	1 0	
Volume Module:																
Base Vol:	320	960	330		290	900	50		320	540	90		420	670	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	320	960	330		290	900	50		320	540	90		420	670	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	320	960	330		290	900	50		320	540	90		420	670	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	320	960	330		290	900	50		320	540	90		420	670	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	320	960	330		290	900	50		320	540	90		420	670	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.61	0.39	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4177	623	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.20	0.21		0.09	0.19	0.03		0.10	0.11	0.06		0.13	0.16	0.16	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 3	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	110	1490	200		20	1120	60		30	310	40		230	230	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1490	200		20	1120	60		30	310	40		230	230	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1490	200		20	1120	60		30	310	40		230	230	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1490	200		20	1120	60		30	310	40		230	230	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1490	200		20	1120	60		30	310	40		230	230	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.77	0.23		1.00	1.35	0.65	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	2834	366		1600	2165	1035	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.31	0.13		0.01	0.23	0.04		0.02	0.11	0.11		0.14	0.11	0.11	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	40	20	10		10	40	60		40	290	40		10	70	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	20	10		10	40	60		40	290	40		10	70	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	20	10		10	40	60		40	290	40		10	70	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	20	10		10	40	60		40	290	40		10	70	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	20	10		10	40	60		40	290	40		10	70	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	0.88	0.12		1.00	1.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	1406	194		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.02		0.01	0.03	0.04		0.03	0.21	0.21		0.01	0.04	0.05	
Crit Moves:	****						****			****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	1860	160		180	2500	10		10	30	40		110	10	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1860	160		180	2500	10		10	30	40		110	10	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1860	160		180	2500	10		10	30	40		110	10	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1860	160		180	2500	10		10	30	40		110	10	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1860	160		180	2500	10		10	30	40		110	10	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		0.12	0.38	0.50		1.00	0.14	0.86	
Final Sat.:	1600	4800	1600		3200	4781	19		200	600	800		1600	229	1371	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.10		0.06	0.52	0.52		0.01	0.05	0.05		0.07	0.04	0.04	
Crit Moves:	****						****				****		****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	120	140	30		90	120	70		80	900	170		90	1300	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	140	30		90	120	70		80	900	170		90	1300	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	140	30		90	120	70		80	900	170		90	1300	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	140	30		90	120	70		80	900	170		90	1300	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	140	30		90	120	70		80	900	170		90	1300	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	1.26	0.74		1.00	1.68	0.32		1.00	1.94	0.06	
Final Sat.:	1600	1318	282		1600	2021	1179		1600	2692	508		1600	3104	96	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.11		0.06	0.06	0.06		0.05	0.33	0.33		0.06	0.42	0.42	
Crit Moves:		****				****				****				****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Hobson/J St								Wooley St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	10	320	50		140	260	20		100	1060	20		280	1210	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	320	50		140	260	20		100	1060	20		280	1210	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	320	50		140	260	20		100	1060	20		280	1210	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	320	50		140	260	20		100	1060	20		280	1210	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	320	50		140	260	20		100	1060	20		280	1210	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.86	0.14		1.00	1.00	1.00		1.00	2.94	0.06		1.00	2.59	0.41	
Final Sat.:	1600	1384	216		1600	1600	1600		1600	4711	89		1600	4149	651	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.23		0.09	0.16	0.01		0.06	0.23	0.22		0.17	0.29	0.29	
Crit Moves:		****				****				****				****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	0	1	1	0	1	0	1	0	2	1	0	1	0
Volume Module:																
Base Vol:	120	440	270		170	530	70		140	1090	230		270	1680	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	440	270		170	530	70		140	1090	230		270	1680	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	440	270		170	530	70		140	1090	230		270	1680	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	440	270		170	530	70		140	1090	230		270	1680	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	440	270		170	530	70		140	1090	230		270	1680	290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.48	0.52		1.00	2.56	0.44	
Final Sat.:	3200	1600	1600		1600	1600	1600		1600	3964	836		1600	4093	707	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.17		0.11	0.33	0.04		0.09	0.28	0.27		0.17	0.41	0.41	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	70	170	310		80	20	10		10	640	110		210	370	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	170	310		80	20	10		10	640	110		210	370	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	170	310		80	20	10		10	640	110		210	370	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	170	310		80	20	10		10	640	110		210	370	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	170	310		80	20	10		10	640	110		210	370	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.67	0.33		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1067	533		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.19		0.05	0.02	0.02		0.01	0.20	0.07		0.13	0.12	0.04	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 2	0	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1390	1180		100	760	0		10	0	140		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1390	1180		100	760	0		10	0	140		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1390	0		100	760	0		10	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1390	0		100	760	0		10	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1390	0		100	760	0		10	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.06	0.24	0.00		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	570	890	0		0	180	20		0	0	0		710	0	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	570	890	0		0	180	20		0	0	0		710	0	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	570	890	0		0	180	20		0	0	0		710	0	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	570	890	0		0	180	20		0	0	0		710	0	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	570	890	0		0	180	20		0	0	0		710	0	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.95	0.00	0.05	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		3112	0	88	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.28	0.00		0.00	0.06	0.01		0.00	0.00	0.00		0.23	0.00	0.23	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Del Norte									Gonzales Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	40	1590	30	60	570	270	890	60	170	140	90	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1590	30	60	570	270	890	60	170	140	90	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1590	30	60	570	0	890	60	170	140	90	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1590	30	60	570	0	890	60	170	140	90	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1590	30	60	570	0	890	60	170	140	90	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.04	0.12	0.00	0.28	0.04	0.11	0.09	0.03	0.13
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	350	10	60	340	60	60	40	1040	20	30	1410	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	10	60	340	60	60	40	1040	20	30	1410	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	350	10	60	340	60	60	40	1040	20	30	1410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	10	60	340	60	60	40	1040	20	30	1410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	350	10	60	340	60	60	40	1040	20	30	1410	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.04	0.21	0.02	0.04	0.03	0.33	0.01	0.02	0.44	0.00
Crit Moves:			****	****			****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		1	0 2	0 0		0	0 2	0 1	
Volume Module:																
Base Vol:	230	0	30		0	0	0		190	1260	0		0	1810	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	0	30		0	0	0		190	1260	0		0	1810	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	0	30		0	0	0		190	1260	0		0	1810	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	0	30		0	0	0		190	1260	0		0	1810	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	0	30		0	0	0		190	1260	0		0	1810	290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.02		0.00	0.00	0.00		0.12	0.39	0.00		0.00	0.57	0.18	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		2	0 2	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1440	460		100	530	0		150	0	1470		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1440	460		100	530	0		150	0	1470		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1440	0		100	530	0		150	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1440	0		100	530	0		150	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1440	0		100	530	0		150	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.00		0.03	0.17	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Oxnard						Town Center					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	420	430	0	780	10	10	260	100	30	110	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	420	430	0	780	10	10	260	100	30	110	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	420	430	0	780	10	10	260	100	30	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	420	430	0	780	10	10	260	100	30	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	420	430	0	780	10	10	260	100	30	110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3159	41	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.27	0.00	0.25	0.25	0.01	0.16	0.06	0.02	0.07	0.00
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	0 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1980	1250	0	1700	640	100	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1980	1250	0	1700	640	100	0	80	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1980	0	0	1700	0	100	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1980	0	0	1700	0	100	0	80	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1980	0	0	1700	0	100	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.35	0.00	0.03	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	0	0 3	0	1	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	1110	920	0	1390	340	0	0	0	1020	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	920	0	1390	340	0	0	0	1020	0	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1110	0	0	1390	0	0	0	0	1020	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	0	0	1390	0	0	0	0	1020	0	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1110	0	0	1390	0	0	0	0	1020	0	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.32	0.00	0.09
Crit Moves:	****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	1 0	0	1	1	1 0	0	2
Volume Module:																
Base Vol:	240	2360	60	160	1350	220	370	70	140	410	30	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	2360	60	160	1350	220	370	70	140	410	30	700
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2360	60	160	1350	0	370	70	140	410	30	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2360	60	160	1350	0	370	70	140	410	30	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	240	2360	60	160	1350	0	370	70	140	410	30	700
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.52	0.48	1.00	1.86	0.14	2.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4036	764	1600	2982	218	3200
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.04	0.05	0.28	0.00	0.09	0.09	0.09	0.14	0.14	0.22
Crit Moves:		****		****				****				****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 2	1 0		0	1 0	0 2		2	0 0	1 0	
Volume Module:																
Base Vol:	130	710	370		40	900	10		10	110	160		580	140	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	710	370		40	900	10		10	110	160		580	140	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	710	370		40	900	10		10	110	160		580	140	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	710	370		40	900	10		10	110	160		580	140	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	710	370		40	900	10		10	110	160		580	140	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		0.08	0.92	2.00		2.00	0.64	0.36	
Final Sat.:	1600	4800	1600		1600	4747	53		133	1467	3200		3200	1018	582	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.15	0.23		0.03	0.19	0.19		0.01	0.07	0.05		0.18	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	210	150	100		10	210	270		50	580	150		70	950	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	150	100		10	210	270		50	580	150		70	950	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	150	100		10	210	270		50	580	150		70	950	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	150	100		10	210	270		50	580	150		70	950	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	150	100		10	210	270		50	580	150		70	950	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.38	0.62		1.00	2.97	0.03	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3814	986		1600	4750	50	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.09	0.06		0.01	0.13	0.17		0.03	0.15	0.15		0.04	0.20	0.20	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0		100	0	400		220	1020	0		0	1520	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		100	0	400		220	1020	0		0	1520	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		100	0	400		220	1020	0		0	1520	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		100	0	400		220	1020	0		0	1520	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		100	0	400		220	1020	0		0	1520	70	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.91	0.09	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3059	141	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.13		0.14	0.32	0.00		0.00	0.50	0.50	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	110	290	100		170	750	60		150	350	140		150	250	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	290	100		170	750	60		150	350	140		150	250	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	290	100		170	750	60		150	350	140		150	250	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	290	100		170	750	60		150	350	140		150	250	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	290	100		170	750	60		150	350	140		150	250	40	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.43	0.57		1.00	1.72	0.28	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2286	914		1600	2759	441	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.09	0.06		0.11	0.23	0.04		0.09	0.15	0.15		0.09	0.09	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	0
Volume Module:																				
Base Vol:	0	1580	580		0	1300	310		0	0	0		940	0	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1580	580		0	1300	310		0	0	0		940	0	250	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1580	0		0	1300	0		0	0	0		940	0	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1580	0		0	1300	0		0	0	0		940	0	250	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1580	0		0	1300	0		0	0	0		940	0	250	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.58	0.00	0.42	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2528	0	672	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.00		0.00	0.27	0.00		0.00	0.00	0.00		0.37	0.00	0.37	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1930	440		0	1980	180		240	0	570		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1930	440		0	1980	180		240	0	570		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1930	0		0	1980	0		240	0	570		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1930	0		0	1980	0		240	0	570		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1930	0		0	1980	0		240	0	570		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1600	0	3200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.41	0.00		0.15	0.00	0.18		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 2	1 0		2	0 1	0 1		2	0 1	0 2	
Volume Module:																
Base Vol:	50	1270	470		50	1540	400		270	10	180		240	10	360	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1270	470		50	1540	400		270	10	180		240	10	360	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	1270	470		50	1540	400		270	10	180		240	10	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1270	470		50	1540	400		270	10	180		240	10	360	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	1270	470		50	1540	400		270	10	180		240	10	360	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.38	0.62		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	3810	990		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.29		0.03	0.40	0.40		0.08	0.01	0.11		0.08	0.01	0.11	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 0	0 1		2	0 2	0 0		0	0 2	0 1	
Volume Module:																
Base Vol:	0	0	0		10	0	650		340	620	0		0	1100	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		10	0	650		340	620	0		0	1100	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		10	0	0		340	620	0		0	1100	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		10	0	0		340	620	0		0	1100	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		10	0	0		340	620	0		0	1100	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		2.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		3200	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.00		0.11	0.19	0.00		0.00	0.34	0.00	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	380	600	10	70	170	10	10	550	370	20	1070	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	600	10	70	170	10	10	550	370	20	1070	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	600	10	70	170	10	10	550	370	20	1070	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	600	10	70	170	10	10	550	370	20	1070	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	380	600	10	70	170	10	10	550	370	20	1070	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.01	0.04	0.05	0.01	0.01	0.17	0.23	0.01	0.33	0.03
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	1080	510	0	0	440	470	0	0	0	180	0	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	510	0	0	440	470	0	0	0	180	0	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	510	0	0	440	0	0	0	0	180	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	510	0	0	440	0	0	0	0	180	0	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1080	510	0	0	440	0	0	0	0	180	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	3200	3200	0	0	3200	1600	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.34	0.16	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	60	0	160	60	660	0	0	1010	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	160	60	660	0	0	1010	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	160	60	660	0	0	1010	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	160	60	660	0	0	1010	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	60	0	160	60	660	0	0	1010	170
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.10	0.04	0.21	0.00	0.00	0.32	0.11
Crit Moves:						****	****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Rose Ave								Hueneme Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	210	380	270	10	630	40	150	690	570	340	1230	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	380	270	10	630	40	150	690	570	340	1230	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	380	270	10	630	40	150	690	570	340	1230	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	380	270	10	630	40	150	690	570	340	1230	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	380	270	10	630	40	150	690	570	340	1230	20
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.88	0.12	1.00	1.10	0.90	1.00	1.97	0.03
Final Sat.:	1600	1871	1329	1600	3009	191	1600	1752	1448	1600	3149	51
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20	0.01	0.21	0.21	0.09	0.39	0.39	0.21	0.39	0.39
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.219
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	120	0	80	0	0	0	0	690	320	0	170	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	80	0	0	0	0	690	320	0	170	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	120	0	80	0	0	0	0	690	0	0	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	80	0	0	0	0	690	0	0	170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	120	0	80	0	0	0	0	690	0	0	170	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.05	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.04	0.00
Crit Moves:	****							****		****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	540	0	230	0	660	260	0	200	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	540	0	230	0	660	260	0	200	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	540	0	230	0	660	0	0	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	540	0	230	0	660	0	0	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	540	0	230	0	660	0	0	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.14	0.00	0.14	0.00	0.00	0.04	0.00
Crit Moves:				****				****		****		

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	340	1710	100	610	1810	100	270	70	80	450	60	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1710	100	610	1810	100	270	70	80	450	60	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1710	100	610	1810	100	270	70	80	450	60	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1710	100	610	1810	100	270	70	80	450	60	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	1710	100	610	1810	100	270	70	80	450	60	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00
Final Sat.:	3200	4535	265	3200	4800	1600	3200	1600	1600	2824	376	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.19	0.38	0.06	0.08	0.04	0.05	0.16	0.16	0.20
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Street Name:	Lombard						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	250	160	0	710	250	80	860	20	50	1640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	250	160	0	710	250	80	860	20	50	1640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	250	160	0	710	250	80	860	20	50	1640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	250	160	0	710	250	80	860	20	50	1640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	250	160	0	710	250	80	860	20	50	1640	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.10	0.00	0.22	0.16	0.05	0.27	0.01	0.03	0.51	0.00
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2020) No Build PM Peak Hour Volume

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	2	0 2	0 0	0	0	0 0	0 0	0	2	0 0	0 1		
Volume Module:																
Base Vol:	0	1670	470	200	1671	0	0	0	0	670	0	340				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1670	470	200	1671	0	0	0	0	670	0	340				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	0	1670	470	200	1671	0	0	0	0	670	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1670	470	200	1671	0	0	0	0	670	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	0	1670	470	200	1671	0	0	0	0	670	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.29	0.06	0.52	0.00	0.00	0.00	0.00	0.21	0.00	0.00				
Crit Moves:		****		****						****						

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	130	375	240	75	10	275	795	115	170	505	35	120
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	130	690	0	0	0	285	910	0	170	580	0	80
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.85	0.95	0.95	0.98	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3370	0	0	0	1805	5077	0	1805	3547	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	8.6	24.6	0.0	0.0	0.0	18.9	21.5	0.0			0.0	5.9
Adj Reference Time (s)	12.6	28.6	0.0	0.0	0.0	22.9	25.5	0.0			0.0	9.9
Permitted Option												
Adj Saturation A (vph)	120	1685			0	120	1692		120	1774		
Reference Time A (s)	129.6	24.6			0.0	284.2	21.5		169.5	19.6		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		129.6					284.2			169.5		
Adj Reference Time (s)		133.6					288.2			173.5		
Split Option												
Ref Time Combined (s)	8.6	24.6			0.0	18.9	21.5		11.3	19.6		
Ref Time Seperate (s)	8.6	13.4			0.7	18.3	18.8		11.3	17.1		
Reference Time (s)	24.6	24.6			21.5	21.5	21.5		19.6	19.6		
Adj Reference Time (s)	28.6	28.6			25.5	25.5	25.5		23.6	23.6		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	51.5	NA	NA	
Permitted Option (s)	288.2	314.2	Err	
Split Option (s)	54.1	48.7	24.7	
Minimum (s)	51.5	48.7	24.7	124.9

Right Turns	NBR2	NWR
Adj Reference Time (s)	9.9	21.4
Cross Thru Ref Time (s)	0.0	48.7
Oncoming Left Ref Time (s)	76.6	51.5
Combined (s)	86.5	121.6

Intersection Summary			
Intersection Capacity Utilization	104.1%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	55	330	690	100	60	545	380	35
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	1175	0	0	605	415	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6701	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			17.4	0.0
Adj Reference Time (s)				0.0			21.4	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	149		0	117		
Reference Time A (s)	0.0	0.0	310.2		0.0	310.7		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			310.2					
Adj Reference Time (s)			314.2					
Split Option								
Ref Time Combined (s)	0.0	0.0	21.0		0.0	20.7		
Ref Time Seperate (s)	3.7	11.0	16.3		4.0	18.7		
Reference Time (s)	21.0	21.0	21.0		20.7	20.7		
Adj Reference Time (s)	25.0	25.0	25.0		24.7	24.7		

Summary

APPENDIX C

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
2020 GENERAL PLAN UPDATE ALTERNATIVE A CONDITIONS

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Scenario Report

Scenario:	FAM AltA
Command:	AltA AM
Volume:	FAM AltA
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	20	1410	20	100	730	50	140	80	20	30	10	240	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1410	20	100	730	50	140	80	20	30	10	240	2850
#2 Harbor & Wooley													
Base	30	1040	80	130	750	20	80	20	30	50	50	170	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1040	80	130	750	20	80	20	30	50	50	170	2450
#3 Harbor & Channel Island													
Base	280	0	340	0	0	0	0	400	100	180	580	0	1880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	0	340	0	0	0	0	400	100	180	580	0	1880
#4 Victoria & Channel Island													
Base	220	630	290	200	550	320	160	510	200	180	230	90	3580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	630	290	200	550	320	160	510	200	180	230	90	3580
#5 Victoria & Hemlock													
Base	40	910	20	110	1040	60	60	10	20	60	10	80	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	910	20	110	1040	60	60	10	20	60	10	80	2420
#6 Patterson & Hemlock													
Base	20	310	20	30	310	20	90	40	50	40	70	140	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	310	20	30	310	20	90	40	50	40	70	140	1140
#7 Ventura & Hemlock													
Base	10	1040	40	10	940	40	20	10	50	10	10	20	2200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1040	40	10	940	40	20	10	50	10	10	20	2200
#8 Patterson & Channel Island													
Base	0	0	0	270	0	50	30	1500	0	0	1220	140	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	270	0	50	30	1500	0	0	1220	140	3210
#9 Ventura & Channel Island													
Base	430	880	120	60	810	90	140	780	890	190	800	90	5280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	430	880	120	60	810	90	140	780	890	190	800	90	5280

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	60	1850	110	150	930	100	50	90	40	100	120	530	4130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1850	110	150	930	100	50	90	40	100	120	530	4130
#11 Patterson & Wooley													
Base	70	190	170	110	170	60	120	470	60	60	480	40	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	190	170	110	170	60	120	470	60	60	480	40	2000
#12 Ventura & Wooley													
Base	170	930	80	410	740	40	190	800	120	170	520	90	4260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	930	80	410	740	40	190	800	120	170	520	90	4260
#16 Patterson & 5th													
Base	150	10	200	10	10	20	10	470	120	210	320	10	1540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	10	200	10	10	20	10	470	120	210	320	10	1540
#18 Ventura & 5th													
Base	210	950	200	20	1060	210	240	480	150	120	370	40	4050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	950	200	20	1060	210	240	480	150	120	370	40	4050
#19 Ventura & 2nd St													
Base	30	950	40	200	1060	10	40	60	80	40	10	110	2630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	950	40	200	1060	10	40	60	80	40	10	110	2630
#20 C St & Channel Island													
Base	100	120	100	70	180	80	110	920	60	50	790	10	2590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	120	100	70	180	80	110	920	60	50	790	10	2590
#21 Saviers & Channel Island													
Base	300	630	310	110	660	60	80	970	140	290	530	90	4170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	630	310	110	660	60	80	970	140	290	530	90	4170
#23 SR-1 (Oxnard) & 5th													
Base	40	870	100	170	1020	10	30	470	10	40	200	60	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	870	100	170	1020	10	30	470	10	40	200	60	3020
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	90	390	40	10	360	60	10	450	20	10	190	10	1640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	390	40	10	360	60	10	450	20	10	190	10	1640
#26 Rose & Channel Island													
Base	160	1170	270	70	1650	240	670	600	270	340	540	30	6010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1170	270	70	1650	240	670	600	270	340	540	30	6010
#27 Rose & SR-1 (Oxnard)													
Base	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
#29 Rice & Channel Island													
Base	30	910	0	0	890	430	870	0	90	0	0	0	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	910	0	0	890	430	870	0	90	0	0	0	3220
#30 Rice & Wooley													
Base	60	1340	370	0	1240	320	450	700	50	120	110	0	4760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1340	370	0	1240	320	450	700	50	120	110	0	4760
#31 Rose & Emerson													
Base	110	1160	10	70	1180	160	190	20	40	70	50	140	3200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1160	10	70	1180	160	190	20	40	70	50	140	3200
#32 Rose & Wooley													
Base	20	910	330	20	1710	330	220	1460	60	160	400	50	5670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	910	330	20	1710	330	220	1460	60	160	400	50	5670
#33 Rose & SR-34													
Base	10	990	160	30	1670	110	430	1020	30	180	360	20	5010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	990	160	30	1670	110	430	1020	30	180	360	20	5010
#34 Rose & 3rd													
Base	130	1370	0	0	1580	130	340	0	300	0	0	0	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1370	0	0	1580	130	340	0	300	0	0	0	3850
#35 Rose & Camino Del Sol													
Base	200	1570	50	280	1360	250	390	340	220	90	70	140	4960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1570	50	280	1360	250	390	340	220	90	70	140	4960

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 C ST & 3rd													
Base	20	290	60	300	240	20	50	360	20	120	270	50	1800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	290	60	300	240	20	50	360	20	120	270	50	1800
#38 C St & Gonzales													
Base	80	130	220	100	100	100	180	1290	120	60	720	110	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	220	100	100	100	180	1290	120	60	720	110	3210
#39 SR-1 (Oxnard) & Gonzales													
Base	150	1100	190	400	970	40	370	890	120	340	740	260	5570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1100	190	400	970	40	370	890	120	340	740	260	5570
#40 SR-1 (Oxnard) & Colonia													
Base	0	1060	100	20	1540	0	0	0	0	60	0	80	2860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1060	100	20	1540	0	0	0	0	60	0	80	2860
#46 Harbor & Gonzales													
Base	0	1400	180	80	570	0	0	0	0	40	0	180	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1400	180	80	570	0	0	0	0	40	0	180	2450
#48 SR-1 (Oxnard) & 2nd													
Base	70	990	0	0	1240	130	110	0	60	0	0	0	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	990	0	0	1240	130	110	0	60	0	0	0	2600
#59 Pleasant Valley & Bard													
Base	10	10	20	190	10	40	30	920	10	30	930	560	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	20	190	10	40	30	920	10	30	930	560	2760
#67 Rose & Bard													
Base	80	1070	30	100	1630	120	490	150	280	280	130	170	4530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1070	30	100	1630	120	490	150	280	280	130	170	4530
#69 Rose & Pleasant Valley													
Base	120	950	160	200	1890	230	220	790	340	340	640	50	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	950	160	200	1890	230	220	790	340	340	640	50	5930
#73 C St & Pleasant Valley													
Base	20	60	10	110	60	200	160	750	10	10	810	140	2340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	60	10	110	60	200	160	750	10	10	810	140	2340

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#74 Saviers & Pleasant Valley													
Base	70	300	70	330	560	220	260	630	50	110	760	140	3500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	300	70	330	560	220	260	630	50	110	760	140	3500
#75 J St & Pleasant Valley													
Base	20	50	50	30	20	10	40	310	10	10	630	20	1200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	50	50	30	20	10	40	310	10	10	630	20	1200
#77 Ventura & Pleasant Valley													
Base	110	650	190	420	990	90	140	80	40	90	250	390	3440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	650	190	420	990	90	140	80	40	90	250	390	3440
#80 Ventura & Hueneme													
Base	20	200	40	850	130	190	140	230	20	110	180	370	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	200	40	850	130	190	140	230	20	110	180	370	2480
#81 J St & Hueneme													
Base	0	0	0	20	0	50	30	780	0	0	620	20	1520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	50	30	780	0	0	620	20	1520
#82 Saviers & Hueneme													
Base	0	0	0	320	0	180	20	1030	0	0	550	100	2200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	180	20	1030	0	0	550	100	2200
#90 Saviers & SR-1													
Base	60	0	10	60	0	40	10	970	330	10	510	30	2030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	0	10	60	0	40	10	970	330	10	510	30	2030
#92 Del Norte & SR-34													
Base	10	670	420	70	160	190	270	740	0	70	330	90	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	670	420	70	160	190	270	740	0	70	330	90	3020
#93 Del Norte & Camino Del Sol													
Base	90	1060	20	20	480	30	70	10	20	20	10	10	1840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1060	20	20	480	30	70	10	20	20	10	10	1840
#97 Del Norte & Sturgis													
Base	30	890	40	130	350	60	80	80	30	30	130	60	1910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	890	40	130	350	60	80	80	30	30	130	60	1910

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	280	1120	430	750	1060	210	230	1400	400	140	450	220	6690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	1120	430	750	1060	210	230	1400	400	140	450	220	6690
#102 Rice & Gonzales													
Base	560	1830	900	660	2210	630	60	1090	290	210	660	300	9400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	1830	900	660	2210	630	60	1090	290	210	660	300	9400
#103 Lombard & Gonzales													
Base	60	70	110	60	10	20	160	1740	60	170	960	120	3540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	70	110	60	10	20	160	1740	60	170	960	120	3540
#106 Rice & US-101 SB													
Base	0	1200	920	40	2250	0	170	0	1120	0	0	0	5700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1200	920	40	2250	0	170	0	1120	0	0	0	5700
#107 Santa Clara & Auto Center Drive													
Base	110	650	0	0	710	120	120	0	330	1340	280	10	3670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	650	0	0	710	120	120	0	330	1340	280	10	3670
#113 Rose & Auto Center													
Base	80	510	440	260	990	10	20	220	210	180	20	40	2980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	510	440	260	990	10	20	220	210	180	20	40	2980
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	150	770	1050	180	1150	180	160	900	220	720	430	10	5920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	770	1050	180	1150	180	160	900	220	720	430	10	5920
#123 Ventura & Vineyard													
Base	40	710	320	120	640	130	80	270	60	190	120	90	2770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	710	320	120	640	130	80	270	60	190	120	90	2770
#129 Ventura & Town Center													
Base	0	1100	260	0	290	0	0	0	0	40	0	0	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	260	0	290	0	0	0	0	40	0	0	1690
#132 Ventura & Wagon Wheel													
Base	0	790	320	140	860	0	0	0	0	100	0	30	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	320	140	860	0	0	0	0	100	0	30	2240

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	210	430	120	20	440	70	180	1010	340	50	650	10	3530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	430	120	20	440	70	180	1010	340	50	650	10	3530
#135 Victoria & 5th													
Base	60	1920	90	240	1150	10	100	150	10	80	170	400	4380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1920	90	240	1150	10	100	150	10	80	170	400	4380
#136 Victoria & Gonzales													
Base	70	1750	870	170	1170	30	20	250	40	380	190	490	5430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1750	870	170	1170	30	20	250	40	380	190	490	5430
#139 Victoria & Teal Club													
Base	10	2500	40	10	1440	10	10	10	10	40	10	70	4160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2500	40	10	1440	10	10	10	10	40	10	70	4160
#140 Patterson & Teal Club													
Base	30	10	20	160	20	60	10	50	10	10	30	10	420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	10	20	160	20	60	10	50	10	10	30	10	420
#141 Patterson & Gonzales													
Base	80	10	10	60	20	240	140	960	280	10	820	10	2640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	10	10	60	20	240	140	960	280	10	820	10	2640
#142 Ventura & Gonzales													
Base	280	650	190	160	620	210	280	710	190	160	450	80	3980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	650	190	160	620	210	280	710	190	160	450	80	3980
#148 Ventura & Doris													
Base	180	1210	170	20	800	70	60	300	230	110	140	20	3310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	1210	170	20	800	70	60	300	230	110	140	20	3310
#149 Patterson & Doris													
Base	30	20	10	140	110	10	10	200	50	90	230	50	950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	20	10	140	110	10	10	200	50	90	230	50	950
#150 Victoria & Doris													
Base	10	2470	90	160	1460	10	10	10	10	50	10	210	4500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2470	90	160	1460	10	10	10	10	50	10	210	4500

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	170	80	10	90	70	90	130	1110	70	10	1000	30	2860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	80	10	90	70	90	130	1110	70	10	1000	30	2860
#153 Hobson/J St & Wooley St													
Base	90	150	30	150	180	20	100	1450	70	100	720	170	3230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	150	30	150	180	20	100	1450	70	100	720	170	3230
#161 H St & Gonzales													
Base	180	340	380	220	380	100	110	950	110	160	660	140	3730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	340	380	220	380	100	110	950	110	160	660	140	3730
#162 H ST & Vineyard													
Base	60	100	260	120	60	10	10	460	80	170	270	30	1630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	100	260	120	60	10	10	460	80	170	270	30	1630
#173 Del Norte & US-101 SB													
Base	0	320	220	110	1590	0	50	0	170	0	0	0	2460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	220	110	1590	0	50	0	170	0	0	0	2460
#174 Del Norte & US-101 NB													
Base	210	140	0	0	390	20	0	0	0	1340	0	30	2130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	140	0	0	390	20	0	0	0	1340	0	30	2130
#181 Del Norte & Gonzales													
Base	60	470	170	160	940	760	40	130	90	40	40	40	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	470	170	160	940	760	40	130	90	40	40	40	2940
#195 SR-1 (Oxnard) & Plesant Valley													
Base	220	10	80	300	80	50	40	1170	60	20	1120	70	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	10	80	300	80	50	40	1170	60	20	1120	70	3220
#197 Rice & Pleasant Valley													
Base	150	0	20	0	0	0	380	1270	0	0	950	150	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	0	20	0	0	0	380	1270	0	0	950	150	2920
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	980	360	100	270	0	80	0	1520	0	0	0	3310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	980	360	100	270	0	80	0	1520	0	0	0	3310

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	10	270	180	0	630	0	0	80	180	10	30	0	1390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	270	180	0	630	0	0	80	180	10	30	0	1390
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1220	1220	0	1670	580	60	0	240	0	0	0	4990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1220	1220	0	1670	580	60	0	240	0	0	0	4990
#231 Viyenard (SR-232) & US-101 NB													
Base	0	770	510	0	1340	190	0	0	0	900	0	210	3920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	510	0	1340	190	0	0	0	900	0	210	3920
#233 Vineyard (SR-232) & Esplanede													
Base	40	1910	20	650	1070	100	380	10	110	40	10	160	4500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1910	20	650	1070	100	380	10	110	40	10	160	4500
#235 Vineyard (SR-232) & Myrtle													
Base	30	620	300	40	1240	10	10	60	60	210	10	50	2640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	620	300	40	1240	10	10	60	60	210	10	50	2640
#275 Pacific & Wooley													
Base	130	70	70	10	60	40	30	960	160	40	550	90	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	70	70	10	60	40	30	960	160	40	550	90	2210
#280 Statham & Channel Island													
Base	0	0	0	90	0	130	430	1440	0	0	890	60	3040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	90	0	130	430	1440	0	0	890	60	3040
#281 Statham & SR-1 (Oxnard)													
Base	210	380	90	70	440	30	20	170	60	80	340	20	1910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	380	90	70	440	30	20	170	60	80	340	20	1910
#285 Rose & US-101 NB Ramps													
Base	0	830	640	0	1140	180	0	0	0	570	0	210	3570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	830	640	0	1140	180	0	0	0	570	0	210	3570

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	1250	390	0	1570	140	250	0	880	0	0	0	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1250	390	0	1570	140	250	0	880	0	0	0	4480
#297 SR-1 (Oxnard) & Esplanade													
Base	20	930	230	40	1580	170	350	10	180	50	10	50	3620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	930	230	40	1580	170	350	10	180	50	10	50	3620
#305 Rice & Hueneme													
Base	0	0	0	30	0	410	450	540	0	0	560	10	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	30	0	410	450	540	0	0	560	10	2000
#308 Oxnard SB Off Ramp & Channel Island													
Base	80	140	10	20	380	10	10	890	410	30	770	50	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	140	10	20	380	10	10	890	410	30	770	50	2800
#310 SR-1 (Oxnard) & US-101 NB													
Base	840	220	0	0	300	520	0	0	0	70	0	250	2200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	840	220	0	0	300	520	0	0	0	70	0	250	2200
#314 Dupont & Channel Island													
Base	0	0	0	60	0	180	20	870	0	0	670	60	1860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	60	0	180	20	870	0	0	670	60	1860
#321 Rose Ave & Hueneme Rd													
Base	90	400	250	20	2280	20	100	570	550	150	760	10	5200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	400	250	20	2280	20	100	570	550	150	760	10	5200
#323 Rice NB Ramps & Camino Del Sol													
Base	130	0	40	0	0	0	0	360	260	0	20	490	1300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	0	40	0	0	0	0	360	260	0	20	490	1300
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	220	0	530	0	400	70	0	130	20	1370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	220	0	530	0	400	70	0	130	20	1370
#329 Rose Ave & Lockwood St													
Base	20	1300	180	680	1820	20	130	20	20	70	10	310	4580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1300	180	680	1820	20	130	20	20	70	10	310	4580

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	0	560	150	0	90	50	90	1000	10	70	430	0	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	150	0	90	50	90	1000	10	70	430	0	2450
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1160	690	160	1260	0	0	0	0	210	0	180	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1160	690	160	1260	0	0	0	0	210	0	180	3660

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 2 Harbor & Wooley	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
# 4 Victoria & Channel Island	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 9 Ventura & Channel Island	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 10 Victoria & Wooley	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 11 Patterson & Wooley	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 12 Ventura & Wooley	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 18 Ventura & 5th	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 20 C St & Channel Island	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 21 Saviers & Channel Island	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 25 C St & 5th	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 26 Rose & Channel Island	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 29 Rice & Channel Island	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 30 Rice & Wooley	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 31 Rose & Emerson	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 33 Rose & SR-34	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
# 34 Rose & 3rd	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 35 Rose & Camino Del Sol	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 36 C ST & 3rd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 38 C St & Gonzales	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 67 Rose & Bard	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.125	F	xxxxx	1.125	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.294	A	xxxxx	0.294	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 80 Ventura & Hueneme	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 92 Del Norte & SR-34	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
#101 Rose & Gonzales	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
#113 Rose & Auto Center	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
#134 C St & Wooley	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#135 Victoria & 5th	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
#136 Victoria & Gonzales	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
#139 Victoria & Teal Club	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.144	A	xxxxx	0.144	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#148 Ventura & Doris	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
#150 Victoria & Doris	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#152 J St & Channel Island	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
#153 Hobson/J St & Wooley St	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#161 H St & Gonzales	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#181 Del Norte & Gonzales	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#197 Rice & Pleasant Valley	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.291	A	xxxxx	0.291	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
#280 Statham & Channel Island	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.219	F	xxxxx	1.219	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.156	A	xxxxx	0.156	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.249	A	xxxxx	0.249	+ 0.000 V/C
#329 Rose Ave & Lockwood St	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
#335 Lombard St & 5th St	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	20	1410	20		100	730	50		140	80	20		30	10	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1410	20		100	730	50		140	80	20		30	10	240	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	20	1410	0		100	730	0		140	80	20		30	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1410	0		100	730	0		140	80	20		30	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	20	1410	0		100	730	0		140	80	20		30	10	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.00		0.03	0.23	0.00		0.09	0.05	0.01		0.02	0.01	0.00	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	
Volume Module:																
Base Vol:	30	1040	80		130	750	20		80	20	30		50	50	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1040	80		130	750	20		80	20	30		50	50	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1040	80		130	750	20		80	20	30		50	50	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1040	80		130	750	20		80	20	30		50	50	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1040	80		130	750	20		80	20	30		50	50	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.95	0.05		0.62	0.15	0.23		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	3117	83		985	246	369		800	800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.33	0.05		0.08	0.24	0.24		0.08	0.08	0.08		0.06	0.06	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	280	0	340		0	0	0		0	400	100		180	580	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	0	340		0	0	0		0	400	100		180	580	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	280	0	0		0	0	0		0	400	0		180	580	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	280	0	0		0	0	0		0	400	0		180	580	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	280	0	0		0	0	0		0	400	0		180	580	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00		0.00	0.00	0.00		0.00	0.13	0.00		0.06	0.18	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	220	630	290		200	550	320		160	510	200		180	230	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	630	290		200	550	320		160	510	200		180	230	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	630	290		200	550	320		160	510	200		180	230	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	630	290		200	550	320		160	510	200		180	230	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	630	290		200	550	320		160	510	200		180	230	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.37	0.63		2.00	2.00	1.00		2.00	2.15	0.85		1.00	3.00	1.00	
Final Sat.:	3200	2191	1009		3200	3200	1600		3200	3448	1352		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.29		0.06	0.17	0.20		0.05	0.15	0.15		0.11	0.05	0.06	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	40	910	20		110	1040	60		60	10	20		60	10	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	910	20		110	1040	60		60	10	20		60	10	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	910	20		110	1040	60		60	10	20		60	10	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	910	20		110	1040	60		60	10	20		60	10	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	910	20		110	1040	60		60	10	20		60	10	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.84	0.16		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4538	262		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.01		0.07	0.23	0.23		0.04	0.02	0.02		0.04	0.01	0.05	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	
Volume Module:																
Base Vol:	20	310	20		30	310	20		90	40	50		40	70	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	310	20		30	310	20		90	40	50		40	70	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	310	20		30	310	20		90	40	50		40	70	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	310	20		30	310	20		90	40	50		40	70	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	310	20		30	310	20		90	40	50		40	70	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.88	0.12		1.00	1.88	0.12		1.00	0.44	0.56		1.00	0.33	0.67	
Final Sat.:	1600	3006	194		1600	3006	194		1600	711	889		1600	533	1067	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.10		0.02	0.10	0.10		0.06	0.06	0.06		0.03	0.13	0.13	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	10	1040	40		10	940	40		20	10	50		10	10	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1040	40		10	940	40		20	10	50		10	10	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1040	40		10	940	40		20	10	50		10	10	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1040	40		10	940	40		20	10	50		10	10	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1040	40		10	940	40		20	10	50		10	10	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.89	0.11		1.00	2.88	0.12		1.00	1.00	1.00		1.00	0.33	0.67	
Final Sat.:	1600	4622	178		1600	4604	196		1600	1600	1600		1600	533	1067	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.22		0.01	0.20	0.20		0.01	0.01	0.03		0.01	0.02	0.02	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 3	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		270	0	50		30	1500	0		0	1220	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		270	0	50		30	1500	0		0	1220	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.69	0.31	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4306	494	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.03		0.02	0.31	0.00		0.00	0.28	0.28	
Crit Moves:					****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	430	880	120	60	810	90	140	780	890	190	800	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	880	120	60	810	90	140	780	890	190	800	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	430	880	120	60	810	90	140	780	0	190	800	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	880	120	60	810	90	140	780	0	190	800	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	430	880	120	60	810	90	140	780	0	190	800	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.08	0.02	0.17	0.06	0.04	0.24	0.00	0.12	0.17	0.06
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	60	1850	110	150	930	100	50	90	40	100	120	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1850	110	150	930	100	50	90	40	100	120	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1850	110	150	930	100	50	90	40	100	120	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1850	110	150	930	100	50	90	40	100	120	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	1850	110	150	930	100	50	90	40	100	120	530
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4531	269	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.09	0.19	0.06	0.03	0.03	0.03	0.06	0.04	0.33
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	70	190	170		110	170	60		120	470	60		60	480	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	190	170		110	170	60		120	470	60		60	480	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	190	170		110	170	60		120	470	60		60	480	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	190	170		110	170	60		120	470	60		60	480	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	190	170		110	170	60		120	470	60		60	480	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.48	0.52		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2365	835		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12	0.11		0.07	0.07	0.07		0.08	0.15	0.04		0.04	0.15	0.03	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	3	0	1	2	0	3	0	1
Volume Module:																		
Base Vol:	170	930	80		410	740	40		190	800	120		170	520	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	930	80		410	740	40		190	800	120		170	520	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	930	80		410	740	40		190	800	120		170	520	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	930	80		410	740	40		190	800	120		170	520	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	930	80		410	740	40		190	800	120		170	520	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.76	0.24		2.00	2.85	0.15		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4420	380		3200	4554	246		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.21		0.13	0.16	0.16		0.12	0.17	0.08		0.05	0.11	0.06	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0	1	0	1	0	0 1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	150	10	200	10	10	20	10	470	120	210	320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	200	10	10	20	10	470	120	210	320	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	0	10	10	20	10	470	120	210	320	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	0	10	10	20	10	470	120	210	320	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	10	0	10	10	20	10	470	120	210	320	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.59	0.41	1.00	1.94	0.06
Final Sat.:	1600	1600	1600	800	800	1600	1600	2549	651	1600	3103	97
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.00	0.01	0.01	0.01	0.01	0.18	0.18	0.13	0.10	0.10
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0	1	2	0	3	0 1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	210	950	200	20	1060	210	240	480	150	120	370	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	950	200	20	1060	210	240	480	150	120	370	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	950	200	20	1060	210	240	480	150	120	370	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	950	200	20	1060	210	240	480	150	120	370	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	950	200	20	1060	210	240	480	150	120	370	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.29	0.71	2.00	1.80	0.20
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	3657	1143	3200	2888	312
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.13	0.01	0.22	0.13	0.15	0.13	0.13	0.04	0.13	0.13
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	1	1	0	0 1	1	0	1
Volume Module:																
Base Vol:	30	950	40		200	1060	10		40	60	80		40	10	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	950	40		200	1060	10		40	60	80		40	10	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	950	40		200	1060	10		40	60	80		40	10	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	950	40		200	1060	10		40	60	80		40	10	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	950	40		200	1060	10		40	60	80		40	10	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.88	0.12		1.00	2.97	0.03		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4606	194		1600	4755	45		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.21		0.13	0.22	0.22		0.03	0.04	0.05		0.03	0.01	0.07	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	0	1	0	1 0	1	1	0	1 0	1	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	100	120	100		70	180	80		110	920	60		50	790	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	120	100		70	180	80		110	920	60		50	790	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	120	100		70	180	80		110	920	60		50	790	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	120	100		70	180	80		110	920	60		50	790	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	120	100		70	180	80		110	920	60		50	790	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.55	0.45		1.00	1.38	0.62		1.00	1.88	0.12		1.00	1.98	0.02	
Final Sat.:	1600	873	727		1600	2215	985		1600	3004	196		1600	3160	40	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.14	0.14		0.04	0.08	0.08		0.07	0.31	0.31		0.03	0.25	0.25	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	300	630	310		110	660	60		80	970	140		290	530	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	630	310		110	660	60		80	970	140		290	530	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	630	310		110	660	60		80	970	140		290	530	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	630	310		110	660	60		80	970	140		290	530	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	630	310		110	660	60		80	970	140		290	530	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.01	0.99		1.00	2.75	0.25		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3217	1583		1600	4400	400		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.20	0.20		0.07	0.15	0.15		0.05	0.30	0.09		0.18	0.17	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	40	870	100		170	1020	10		30	470	10		40	200	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	870	100		170	1020	10		30	470	10		40	200	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	870	100		170	1020	10		30	470	10		40	200	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	870	100		170	1020	10		30	470	10		40	200	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	870	100		170	1020	10		30	470	10		40	200	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.79	0.21		1.00	1.98	0.02		1.00	1.96	0.04		1.00	1.00	1.00	
Final Sat.:	1600	2870	330		1600	3169	31		1600	3133	67		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.30	0.30		0.11	0.32	0.32		0.02	0.15	0.15		0.03	0.13	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	0	1	0	1	0	0
Volume Module:																		
Base Vol:	90	390	40		10	360	60		10	450	20		10	190	10			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	90	390	40		10	360	60		10	450	20		10	190	10			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	90	390	40		10	360	60		10	450	20		10	190	10			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	90	390	40		10	360	60		10	450	20		10	190	10			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Final Vol.:	90	390	40		10	360	60		10	450	20		10	190	10			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.96	0.04		1.00	0.95	0.05			
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1532	68		1600	1520	80			
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.24	0.03		0.01	0.23	0.04		0.01	0.29	0.29		0.01	0.13	0.13			
Crit Moves:	****					****				****			****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																		
Base Vol:	160	1170	270		70	1650	240		670	600	270		340	540	30			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	160	1170	270		70	1650	240		670	600	270		340	540	30			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	160	1170	270		70	1650	240		670	600	270		340	540	30			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	160	1170	270		70	1650	240		670	600	270		340	540	30			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Final Vol.:	160	1170	270		70	1650	240		670	600	270		340	540	30			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00			
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.24	0.17		0.04	0.34	0.15		0.21	0.19	0.17		0.11	0.17	0.02			
Crit Moves:	****					****			****					****				

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	330	1520	50		30	1520	10		0	190	390		0	140	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330	1520	50		30	1520	10		0	190	390		0	140	50	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	1520	0		30	1520	0		0	190	0		0	140	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.32	0.00		0.01	0.32	0.00		0.00	0.06	0.00		0.00	0.04	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	30	910	0		0	890	430		870	0	90		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	910	0		0	890	430		870	0	90		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	910	0		0	890	430		870	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	910	0		0	890	430		870	0	90		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	910	0		0	890	430		870	0	90		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19	0.00		0.00	0.19	0.27		0.27	0.00	0.06		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	60	1340	370		0	1240	320		450	700	50		120	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1340	370		0	1240	320		450	700	50		120	110	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1340	370		0	1240	320		450	700	50		120	110	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1340	370		0	1240	320		450	700	50		120	110	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1340	370		0	1240	320		450	700	50		120	110	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.23		0.00	0.26	0.20		0.14	0.15	0.03		0.04	0.02	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	110	1160	10		70	1180	160		190	20	40		70	50	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1160	10		70	1180	160		190	20	40		70	50	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1160	10		70	1180	160		190	20	40		70	50	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1160	10		70	1180	160		190	20	40		70	50	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1160	10		70	1180	160		190	20	40		70	50	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03		1.00	2.64	0.36		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4759	41		1600	4227	573		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24	0.24		0.04	0.28	0.28		0.12	0.04	0.04		0.04	0.03	0.09	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	20	910	330	20	1710	330	220	1460	60	160	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	910	330	20	1710	330	220	1460	60	160	400	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	910	330	20	1710	0	220	1460	60	160	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	910	330	20	1710	0	220	1460	60	160	400	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	910	330	20	1710	0	220	1460	60	160	400	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.88	0.12	2.00	2.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4611	189	3200	4267	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.21	0.01	0.36	0.00	0.07	0.32	0.32	0.05	0.09	0.09
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	10	990	160	30	1670	110	430	1020	30	180	360	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	990	160	30	1670	110	430	1020	30	180	360	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	990	160	30	1670	110	430	1020	30	180	360	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	990	160	30	1670	110	430	1020	30	180	360	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	990	160	30	1670	110	430	1020	30	180	360	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.10	0.01	0.35	0.07	0.13	0.32	0.02	0.06	0.11	0.01
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	130	1370	0	0	1580	130	340	0	300	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	1370	0	0	1580	130	340	0	300	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	130	1370	0	0	1580	130	340	0	300	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	1370	0	0	1580	130	340	0	300	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	130	1370	0	0	1580	130	340	0	300	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3200	4800	0	0	4435	365	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.29	0.00	0.00	0.36	0.36	0.11	0.00	0.19	0.00	0.00	0.00				
Crit Moves:	****				****				****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	200	1570	50	280	1360	250	390	340	220	90	70	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	200	1570	50	280	1360	250	390	340	220	90	70	140				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	200	1570	0	280	1360	0	390	340	220	90	70	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	1570	0	280	1360	0	390	340	220	90	70	140				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	200	1570	0	280	1360	0	390	340	220	90	70	140				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.33	0.00	0.09	0.28	0.00	0.12	0.11	0.14	0.03	0.02	0.09				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	290	60		300	240	20		50	360	20		120	270	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	290	60		300	240	20		50	360	20		120	270	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	290	60		300	240	20		50	360	20		120	270	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	290	60		300	240	20		50	360	20		120	270	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	290	60		300	240	20		50	360	20		120	270	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.83	0.17		1.00	0.92	0.08		1.00	0.95	0.05		1.00	0.84	0.16	
Final Sat.:	1600	1326	274		1600	1477	123		1600	1516	84		1600	1350	250	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.22		0.19	0.16	0.16		0.03	0.24	0.24		0.08	0.20	0.20	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	80	130	220		100	100	100		180	1290	120		60	720	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	130	220		100	100	100		180	1290	120		60	720	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	130	220		100	100	100		180	1290	120		60	720	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	130	220		100	100	100		180	1290	120		60	720	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	130	220		100	100	100		180	1290	120		60	720	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.74	0.26		1.00	2.60	0.40	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4391	409		1600	4164	636	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.14		0.06	0.06	0.06		0.11	0.29	0.29		0.04	0.17	0.17	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	150	1100	190		400	970	40		370	890	120		340	740	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1100	190		400	970	40		370	890	120		340	740	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1100	190		400	970	40		370	890	120		340	740	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1100	190		400	970	40		370	890	120		340	740	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	1100	190		400	970	40		370	890	120		340	740	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.12		0.13	0.20	0.03		0.12	0.19	0.08		0.11	0.15	0.16	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1060	100		20	1540	0		0	0	0		60	0	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1060	100		20	1540	0		0	0	0		60	0	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1060	100		20	1540	0		0	0	0		60	0	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1060	100		20	1540	0		0	0	0		60	0	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1060	100		20	1540	0		0	0	0		60	0	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.74	0.26		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4386	414		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.01	0.32	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	0	9
Volume Module:																
Base Vol:	0	1400	180		80	570	0		0	0	0		40	0	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1400	180		80	570	0		0	0	0		40	0	180	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1400	0		80	570	0		0	0	0		40	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1400	0		80	570	0		0	0	0		40	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	1400	0		80	570	0		0	0	0		40	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	9.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	9.00	
Final Sat.:	0	3200	14400		1600	3200	0		0	0	0		1600	0	14400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.05	0.18	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	70	990	0		0	1240	130		110	0	60		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	990	0		0	1240	130		110	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	990	0		0	1240	130		110	0	60		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	990	0		0	1240	130		110	0	60		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	990	0		0	1240	130		110	0	60		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.81	0.19		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	2896	304		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.00		0.00	0.43	0.43		0.07	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	10	10	20	190	10	40	30	920	10	30	930	560				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	20	190	10	40	30	920	10	30	930	560				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	20	190	10	40	30	920	10	30	930	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	20	190	10	40	30	920	10	30	930	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	20	190	10	40	30	920	10	30	930	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.12	0.01	0.03	0.02	0.29	0.01	0.02	0.29	0.00				
Crit Moves:			****	****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	80	1070	30	100	1630	120	490	150	280	280	130	170				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	80	1070	30	100	1630	120	490	150	280	280	130	170				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	80	1070	30	100	1630	120	490	150	280	280	130	170				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	80	1070	30	100	1630	120	490	150	280	280	130	170				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	80	1070	30	100	1630	120	490	150	280	280	130	170				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.92	0.08	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1600	4669	131	1600	4471	329	1600	1600	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.23	0.06	0.36	0.36	0.31	0.09	0.17	0.17	0.08	0.11				
Crit Moves:	****				****		****					****				

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	120	950	160		200	1890	230		220	790	340		340	640	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	950	160		200	1890	230		220	790	340		340	640	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	950	160		200	1890	230		220	790	340		340	640	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	950	160		200	1890	230		220	790	340		340	640	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	950	160		200	1890	230		220	790	340		340	640	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.57	0.43		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4108	692		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.23		0.13	0.59	0.14		0.14	0.25	0.21		0.21	0.20	0.03	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	20	60	10		110	60	200		160	750	10		10	810	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	60	10		110	60	200		160	750	10		10	810	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	60	10		110	60	200		160	750	10		10	810	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	60	10		110	60	200		160	750	10		10	810	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	60	10		110	60	200		160	750	10		10	810	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.86	0.14		1.00	0.23	0.77		1.00	1.97	0.03		1.00	1.71	0.29	
Final Sat.:	1600	1371	229		1600	369	1231		1600	3158	42		1600	2728	472	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.04		0.07	0.16	0.16		0.10	0.24	0.24		0.01	0.30	0.30	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	70	300	70	330	560	220	260	630	50	110	760	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	300	70	330	560	220	260	630	50	110	760	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	300	70	330	560	220	260	630	50	110	760	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	300	70	330	560	220	260	630	50	110	760	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	300	70	330	560	220	260	630	50	110	760	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.04	0.10	0.12	0.14	0.08	0.20	0.03	0.03	0.24	0.09
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	50	50	30	20	10	40	310	10	10	630	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	50	50	30	20	10	40	310	10	10	630	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	50	50	30	20	10	40	310	10	10	630	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	50	50	30	20	10	40	310	10	10	630	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	50	50	30	20	10	40	310	10	10	630	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.94	0.06
Final Sat.:	533	1067	1600	1600	1600	1600	1600	3100	100	1600	3102	98
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.02	0.01	0.01	0.03	0.10	0.10	0.01	0.20	0.20
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	110	650	190		420	990	90		140	80	40		90	250	390	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	650	190		420	990	90		140	80	40		90	250	390	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	650	190		420	990	90		140	80	40		90	250	390	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	650	190		420	990	90		140	80	40		90	250	390	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	650	190		420	990	90		140	80	40		90	250	390	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.32	0.68		2.00	2.75	0.25		1.00	1.33	0.67		1.00	2.00	1.00	
Final Sat.:	1600	3714	1086		3200	4400	400		1600	2133	1067		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.18	0.17		0.13	0.23	0.23		0.09	0.04	0.04		0.06	0.08	0.24	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	20	200	40		850	130	190		140	230	20		110	180	370	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	200	40		850	130	190		140	230	20		110	180	370	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	200	40		850	130	190		140	230	20		110	180	370	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	200	40		850	130	190		140	230	20		110	180	370	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	200	40		850	130	190		140	230	20		110	180	370	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.50	0.50		2.00	1.00	1.00		1.00	1.84	0.16		1.00	2.00	1.00	
Final Sat.:	1600	4000	800		3200	1600	1600		1600	2944	256		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.05	0.05		0.27	0.08	0.12		0.09	0.08	0.08		0.07	0.06	0.23	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0		20	0	50		30	780	0		0	620	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		20	0	50		30	780	0		0	620	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		20	0	50		30	780	0		0	620	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		20	0	50		30	780	0		0	620	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		20	0	50		30	780	0		0	620	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	1.94	0.06	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3100	100	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.03		0.02	0.24	0.00		0.00	0.20	0.20	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0		320	0	180		20	1030	0		0	550	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		320	0	180		20	1030	0		0	550	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		320	0	180		20	1030	0		0	550	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		320	0	180		20	1030	0		0	550	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		320	0	180		20	1030	0		0	550	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.92	xxxx	1.08		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3072	0	1728		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.10		0.01	0.32	0.00		0.00	0.17	0.06	
Crit Moves:					****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	10	670	420		70	160	190		270	740	0		70	330	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	670	420		70	160	190		270	740	0		70	330	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	670	420		70	160	190		270	740	0		70	330	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	670	420		70	160	190		270	740	0		70	330	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	670	420		70	160	190		270	740	0		70	330	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.26		0.02	0.03	0.12		0.17	0.23	0.00		0.04	0.10	0.06	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		2	0 1	0 1		1	0 0	1 0	
Volume Module:																
Base Vol:	90	1060	20		20	480	30		70	10	20		20	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	1060	20		20	480	30		70	10	20		20	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	1060	20		20	480	30		70	10	20		20	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	1060	20		20	480	30		70	10	20		20	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	1060	20		20	480	30		70	10	20		20	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06		1.00	2.82	0.18		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4711	89		1600	4518	282		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.23	0.22		0.01	0.11	0.11		0.02	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	30	890	40		130	350	60		80	80	30		30	130	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	890	40		130	350	60		80	80	30		30	130	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	890	40		130	350	60		80	80	30		30	130	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	890	40		130	350	60		80	80	30		30	130	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	890	40		130	350	60		80	80	30		30	130	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.87	0.13		1.00	2.56	0.44		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4594	206		1600	4098	702		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19	0.19		0.08	0.09	0.09		0.05	0.03	0.02		0.02	0.04	0.04	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	280	1120	430		750	1060	210		230	1400	400		140	450	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	1120	430		750	1060	210		230	1400	400		140	450	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	280	1120	430		750	1060	210		230	1400	400		140	450	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	280	1120	430		750	1060	210		230	1400	400		140	450	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	280	1120	430		750	1060	210		230	1400	400		140	450	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.23	0.27		0.23	0.22	0.13		0.07	0.29	0.25		0.04	0.09	0.14	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.061
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	560	1830	900		660	2210	630		60	1090	290		210	660	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	560	1830	900		660	2210	630		60	1090	290		210	660	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	560	1830	900		660	2210	0		60	1090	290		210	660	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	560	1830	900		660	2210	0		60	1090	290		210	660	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	560	1830	900		660	2210	0		60	1090	290		210	660	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.38	0.56		0.21	0.46	0.00		0.02	0.23	0.18		0.07	0.14	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	60	70	110		60	10	20		160	1740	60		170	960	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	70	110		60	10	20		160	1740	60		170	960	120	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	70	0		60	10	20		160	1740	60		170	960	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	70	0		60	10	20		160	1740	60		170	960	120	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	70	0		60	10	20		160	1740	60		170	960	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.00		0.04	0.01	0.01		0.05	0.36	0.04		0.05	0.20	0.08	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 2		2	0 3	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1200	920	40	2250	0	170	0	1120	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1200	920	40	2250	0	170	0	1120	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	0	1200	0	40	2250	0	170	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1200	0	40	2250	0	170	0	0	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	0	1200	0	40	2250	0	170	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	2.00	2.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	4800	3200	3200	4800	0	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.01	0.47	0.00	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 0		0	0 3	0 1		2	0 0	0 2		1	1 0	1 0	
Volume Module:																
Base Vol:	110	650	0	0	710	120	120	0	330	1340	280	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	110	650	0	0	710	120	120	0	330	1340	280	10				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	110	650	0	0	710	120	120	0	330	1340	280	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	650	0	0	710	120	120	0	330	1340	280	10				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	110	650	0	0	710	120	120	0	330	1340	280	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	2.00	0.97	0.03				
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	3200	3200	1545	55				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.00	0.00	0.15	0.08	0.04	0.00	0.10	0.42	0.18	0.18				
Crit Moves:		****		****					****	****						

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	0	1	2	1 0	0	1
Volume Module:																
Base Vol:	80	510	440		260	990	10		20	220	210		180	20	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	510	440		260	990	10		20	220	210		180	20	40	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	510	0		260	990	10		20	220	210		180	20	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	510	0		260	990	10		20	220	210		180	20	40	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	510	0		260	990	10		20	220	210		180	20	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.98	0.02		1.00	1.00	1.00		2.70	0.30	1.00	
Final Sat.:	1600	3200	1600		1600	3168	32		1600	1600	1600		4320	480	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.00		0.16	0.31	0.31		0.01	0.14	0.13		0.04	0.04	0.03	
Crit Moves:	****					****				****				****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	2	2	0 3	0	1	1	1 2	0	1	3	0 1	1	0
Volume Module:																
Base Vol:	150	770	1050		180	1150	180		160	900	220		720	430	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	770	1050		180	1150	180		160	900	220		720	430	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	770	1050		180	1150	180		160	900	220		720	430	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	770	1050		180	1150	180		160	900	220		720	430	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	770	1050		180	1150	180		160	900	220		720	430	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.95	0.05	
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3127	73	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.33		0.06	0.24	0.11		0.10	0.19	0.14		0.15	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	40	710	320		120	640	130		80	270	60		190	120	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	710	320		120	640	130		80	270	60		190	120	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	710	320		120	640	0		80	270	60		190	120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	710	320		120	640	0		80	270	60		190	120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	710	320		120	640	0		80	270	60		190	120	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.64	0.36		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2618	582		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.20		0.08	0.20	0.00		0.05	0.10	0.10		0.06	0.04	0.00	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1100	260		0	290	0		0	0	0		40	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1100	260		0	290	0		0	0	0		40	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1100	0		0	290	0		0	0	0		40	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1100	0		0	290	0		0	0	0		40	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1100	0		0	290	0		0	0	0		40	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00		0.00	0.09	0.00		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	790	320		140	860		0	0		0		0	100		0		30
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	790	320		140	860		0	0		0		0	100		0		30
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	790	320		140	860		0	0		0		0	100		0		30
Reduct Vol:	0	0	0		0	0		0	0		0		0	0		0		0
Reduced Vol:	0	790	320		140	860		0	0		0		0	100		0		30
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0	790	320		140	860		0	0		0		0	100		0		30
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00		0.00		2.00	0.00		1.00		1.00
Final Sat.:	0	3200	1600		1600	3200		0	0		0		3200	0		1600		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.20		0.09	0.27		0.00	0.00		0.00		0.03	0.00		0.02		
Crit Moves:		****			****								****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	210	430	120		20	440		70	180	1010		340	50	650		10
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	210	430	120		20	440		70	180	1010		340	50	650		10
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	210	430	120		20	440		70	180	1010		340	50	650		10
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	210	430	120		20	440		70	180	1010		340	50	650		10
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	210	430	120		20	440		70	180	1010		340	50	650		10
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.56	0.44		1.00	1.73		0.27	1.00	2.24		0.76	1.00	2.95		0.05
Final Sat.:	1600	2502	698		1600	2761		439	1600	3591		1209	1600	4727		73
Capacity Analysis Module:																
Vol/Sat:	0.13	0.17	0.17		0.01	0.16		0.16	0.11	0.28		0.28	0.03	0.14		0.14
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	60	1920	90	240	1150	10	100	150	10	80	170	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1920	90	240	1150	10	100	150	10	80	170	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1920	90	240	1150	10	100	150	10	80	170	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1920	90	240	1150	10	100	150	10	80	170	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	1920	90	240	1150	10	100	150	10	80	170	400
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	3000	200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.06	0.08	0.24	0.01	0.06	0.05	0.05	0.03	0.05	0.25
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	1 1	1
Volume Module:												
Base Vol:	70	1750	870	170	1170	30	20	250	40	380	190	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1750	870	170	1170	30	20	250	40	380	190	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1750	870	170	1170	30	20	250	40	380	190	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1750	870	170	1170	30	20	250	40	380	190	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1750	870	170	1170	30	20	250	40	380	190	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.92	0.08	1.00	1.72	0.28	2.00	1.00	2.00
Final Sat.:	1600	4800	1600	3200	4680	120	1600	2759	441	3200	1600	3200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.54	0.05	0.25	0.25	0.01	0.09	0.09	0.12	0.12	0.15
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	10	2500	40		10	1440	10		10	10	10		40	10	70					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	10	2500	40		10	1440	10		10	10	10		40	10	70					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	10	2500	40		10	1440	10		10	10	10		40	10	70					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	10	2500	40		10	1440	10		10	10	10		40	10	70					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	10	2500	40		10	1440	10		10	10	10		40	10	70					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.95	0.05		1.00	2.98	0.02		1.00	0.50	0.50		1.00	0.12	0.88					
Final Sat.:	1600	4724	76		1600	4767	33		1600	800	800		1600	200	1400					
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.53	0.53		0.01	0.30	0.30		0.01	0.01	0.01		0.03	0.05	0.05					
Crit Moves:		****			****				****					****						

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.144
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	30	10	20		160	20	60		10	50	10		10	30	10					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	30	10	20		160	20	60		10	50	10		10	30	10					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	30	10	20		160	20	60		10	50	10		10	30	10					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	30	10	20		160	20	60		10	50	10		10	30	10					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	30	10	20		160	20	60		10	50	10		10	30	10					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	0.33	0.67		1.00	0.25	0.75		1.00	1.67	0.33		1.00	1.50	0.50					
Final Sat.:	1600	533	1067		1600	400	1200		1600	2667	533		1600	2400	800					
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	0.02		0.10	0.05	0.05		0.01	0.02	0.02		0.01	0.01	0.01					
Crit Moves:		****			****					****			****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	1	0	3	0	1
Volume Module:																	
Base Vol:	80	10	10		60	20	240		140	960	280		10	820	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	10	10		60	20	240		140	960	280		10	820	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	10	10		60	20	240		140	960	280		10	820	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	10	10		60	20	240		140	960	280		10	820	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	10	10		60	20	240		140	960	280		10	820	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.01		0.04	0.01	0.15		0.09	0.20	0.17		0.01	0.17	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0
Volume Module:																	
Base Vol:	280	650	190		160	620	210		280	710	190		160	450	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	650	190		160	620	210		280	710	190		160	450	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	280	650	190		160	620	210		280	710	190		160	450	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	280	650	190		160	620	210		280	710	190		160	450	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	280	650	190		160	620	210		280	710	190		160	450	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.55	0.45	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4075	725	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.12		0.05	0.13	0.13		0.09	0.15	0.12		0.05	0.11	0.11	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	180	1210	170		20	800	70		60	300	230		110	140	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	1210	170		20	800	70		60	300	230		110	140	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	1210	170		20	800	70		60	300	230		110	140	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	1210	170		20	800	70		60	300	230		110	140	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	1210	170		20	800	70		60	300	230		110	140	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.13	0.87		1.00	1.75	0.25	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	1811	1389		1600	2800	400	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.11		0.01	0.17	0.04		0.04	0.17	0.17		0.07	0.05	0.05	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 0	1	0	1	0 1	0	1
Volume Module: 244																
Base Vol:	30	20	10		140	110	10		10	200	50		90	230	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	20	10		140	110	10		10	200	50		90	230	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	20	10		140	110	10		10	200	50		90	230	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	20	10		140	110	10		10	200	50		90	230	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	20	10		140	110	10		10	200	50		90	230	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	0.80	0.20		1.00	1.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	1280	320		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.09	0.07	0.01		0.01	0.16	0.16		0.06	0.14	0.03	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	2470	90	160	1460	10	10	10	10	50	10	210				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	2470	90	160	1460	10	10	10	10	50	10	210				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	2470	90	160	1460	10	10	10	10	50	10	210				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	2470	90	160	1460	10	10	10	10	50	10	210				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	10	2470	90	160	1460	10	10	10	10	50	10	210				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.98	0.02	0.34	0.33	0.33	1.00	0.05	0.95				
Final Sat.:	1600	4800	1600	3200	4767	33	533	533	533	1600	73	1527				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.51	0.06	0.05	0.31	0.31	0.01	0.02	0.02	0.03	0.14	0.14				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	170	80	10	90	70	90	130	1110	70	10	1000	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	170	80	10	90	70	90	130	1110	70	10	1000	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	170	80	10	90	70	90	130	1110	70	10	1000	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	170	80	10	90	70	90	130	1110	70	10	1000	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	170	80	10	90	70	90	130	1110	70	10	1000	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.94	0.06				
Final Sat.:	1600	1422	178	1600	1600	1600	1600	3010	190	1600	3107	93				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.06	0.06	0.04	0.06	0.08	0.37	0.37	0.01	0.32	0.32				
Crit Moves:	****					****	****				****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	150	30	150	180	20	100	1450	70	100	720	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	150	30	150	180	20	100	1450	70	100	720	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	150	30	150	180	20	100	1450	70	100	720	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	150	30	150	180	20	100	1450	70	100	720	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	150	30	150	180	20	100	1450	70	100	720	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	1.00	2.86	0.14	1.00	2.43	0.57
Final Sat.:	1600	1333	267	1600	1600	1600	1600	4579	221	1600	3883	917
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.09	0.11	0.01	0.06	0.32	0.32	0.06	0.19	0.19
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	180	340	380	220	380	100	110	950	110	160	660	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	340	380	220	380	100	110	950	110	160	660	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	340	380	220	380	100	110	950	110	160	660	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	340	380	220	380	100	110	950	110	160	660	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	340	380	220	380	100	110	950	110	160	660	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.69	0.31	1.00	2.48	0.52
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	4302	498	1600	3960	840
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.24	0.14	0.24	0.06	0.07	0.22	0.22	0.10	0.17	0.17
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	100	260		120	60	10		10	460	80		170	270	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	100	260		120	60	10		10	460	80		170	270	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	100	260		120	60	10		10	460	80		170	270	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	100	260		120	60	10		10	460	80		170	270	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	100	260		120	60	10		10	460	80		170	270	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.86	0.14		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1371	229		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.16		0.08	0.04	0.04		0.01	0.14	0.05		0.11	0.08	0.02	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		1	0 2	0 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	320	220		110	1590	0		50	0	170		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	320	220		110	1590	0		50	0	170		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	320	0		110	1590	0		50	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	320	0		110	1590	0		50	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	320	0		110	1590	0		50	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.07	0.50	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	210	140	0	0	390	20	0	0	0	1340	0	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	210	140	0	0	390	20	0	0	0	1340	0	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	210	140	0	0	390	20	0	0	0	1340	0	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	210	140	0	0	390	20	0	0	0	1340	0	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	210	140	0	0	390	20	0	0	0	1340	0	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.96	0.00	0.04				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	3130	0	70				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.04	0.00	0.00	0.12	0.01	0.00	0.00	0.00	0.43	0.00	0.43				
Crit Moves:	****				****							****				

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	1	0	3	0 1	2	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	60	470	170	160	940	760	40	130	90	40	40	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	470	170	160	940	760	40	130	90	40	40	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	470	170	160	940	0	40	130	90	40	40	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	470	170	160	940	0	40	130	90	40	40	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	470	170	160	940	0	40	130	90	40	40	40				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.11	0.10	0.20	0.00	0.01	0.08	0.06	0.03	0.01	0.03				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	220	10	80		300	80	50		40	1170	60		20	1120	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	10	80		300	80	50		40	1170	60		20	1120	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	220	10	80		300	80	50		40	1170	60		20	1120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	10	80		300	80	50		40	1170	60		20	1120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	220	10	80		300	80	50		40	1170	60		20	1120	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.05		0.19	0.03	0.03		0.03	0.37	0.04		0.01	0.35	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		1	0 2	0 0		0	0 2	0 1	
Volume Module:																
Base Vol:	150	0	20		0	0	0		380	1270	0		0	950	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	0	20		0	0	0		380	1270	0		0	950	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	0	20		0	0	0		380	1270	0		0	950	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	0	20		0	0	0		380	1270	0		0	950	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	0	20		0	0	0		380	1270	0		0	950	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.01		0.00	0.00	0.00		0.24	0.40	0.00		0.00	0.30	0.09	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		2	0 2	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	980	360		100	270	0		80	0	1520		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	980	360		100	270	0		80	0	1520		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	980	0		100	270	0		80	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	980	0		100	270	0		80	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	980	0		100	270	0		80	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.03	0.08	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.291
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 0		1	0 0	1 1		1	0 1	0 1	
Volume Module:																
Base Vol:	10	270	180		0	630	0		0	80	180		10	30	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	270	180		0	630	0		0	80	180		10	30	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	270	180		0	630	0		0	80	180		10	30	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	270	180		0	630	0		0	80	180		10	30	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	270	180		0	630	0		0	80	180		10	30	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	0.00		1.00	0.62	1.38		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	0		1600	985	2215		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.11		0.00	0.20	0.00		0.00	0.08	0.08		0.01	0.02	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1220	1220		0	1670	580		60	0	240		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1220	1220		0	1670	580		60	0	240		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1220	0		0	1670	0		60	0	240		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1220	0		0	1670	0		60	0	240		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1220	0		0	1670	0		60	0	240		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.25	0.00		0.00	0.35	0.00		0.02	0.00	0.15		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	770	510		0	1340	190		0	0	0		900	0	210
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	770	510		0	1340	190		0	0	0		900	0	210
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	770	0		0	1340	0		0	0	0		900	0	210
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	770	0		0	1340	0		0	0	0		900	0	210
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Final Vol.:	0	770	0		0	1340	0		0	0	0		900	0	210
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.16	0.00		0.00	0.28	0.00		0.00	0.00	0.00		0.28	0.00	0.13
Crit Moves:	****					****							****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	1	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	40	1910	20		650	1070	100		380	10	110		40	10	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1910	20		650	1070	100		380	10	110		40	10	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1910	20		650	1070	0		380	10	110		40	10	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1910	20		650	1070	0		380	10	110		40	10	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1910	20		650	1070	0		380	10	110		40	10	160	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.92	0.08	1.00		1.60	0.40	2.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		4677	123	1600		2560	640	3200	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.40	0.01		0.20	0.22	0.00		0.08	0.08	0.07		0.02	0.02	0.05	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	0	1	0	0	2	2	0	0	1	0
Volume Module:																				
Base Vol:	30	620	300		40	1240	10		10	60	60		210	10	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	620	300		40	1240	10		10	60	60		210	10	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	620	300		40	1240	10		10	60	60		210	10	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	620	300		40	1240	10		10	60	60		210	10	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	620	300		40	1240	10		10	60	60		210	10	50	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.98	0.02		0.14	0.86	2.00		2.00	0.17	0.83	
Final Sat.:	1600	4800	1600		1600	4762	38		229	1371	3200		3200	267	1333	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.13	0.19		0.03	0.26	0.26		0.01	0.04	0.02		0.07	0.04	0.04	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	130	70	70		10	60	40		30	960	160		40	550	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	70	70		10	60	40		30	960	160		40	550	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	70	70		10	60	40		30	960	160		40	550	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	70	70		10	60	40		30	960	160		40	550	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	70	70		10	60	40		30	960	160		40	550	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.57	0.43		1.00	2.58	0.42	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4114	686		1600	4125	675	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.04		0.01	0.04	0.03		0.02	0.23	0.23		0.03	0.13	0.13	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 1!	0 1		1	0 2	0 0		0	0 1	1 0	
Volume Module:																
Base Vol:	0	0	0		90	0	130		430	1440	0		0	890	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		90	0	130		430	1440	0		0	890	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		90	0	130		430	1440	0		0	890	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		90	0	130		430	1440	0		0	890	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		90	0	130		430	1440	0		0	890	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.23	xxxx	1.77		1.00	2.00	0.00		0.00	1.87	0.13	
Final Sat.:	0	0	0		1964	0	2836		1600	3200	0		0	2998	202	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.05		0.27	0.45	0.00		0.00	0.30	0.30	
Crit Moves:						****				****				****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	210	380	90		70	440	30		20	170	60		80	340	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	380	90		70	440	30		20	170	60		80	340	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	380	90		70	440	30		20	170	60		80	340	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	380	90		70	440	30		20	170	60		80	340	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	380	90		70	440	30		20	170	60		80	340	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.48	0.52		1.00	1.89	0.11	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2365	835		1600	3022	178	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.12	0.06		0.04	0.14	0.02		0.01	0.07	0.07		0.05	0.11	0.11	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	0
Volume Module:																
Base Vol:	0	830	640		0	1140	180		0	0	0		570	0	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	830	640		0	1140	180		0	0	0		570	0	210	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	830	0		0	1140	0		0	0	0		570	0	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	830	0		0	1140	0		0	0	0		570	0	210	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	830	0		0	1140	0		0	0	0		570	0	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.46	0.00	0.54	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2338	0	862	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.24	0.00	0.24	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1250	390		0	1570	140		250	0	880		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1250	390		0	1570	140		250	0	880		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1250	0		0	1570	0		250	0	880		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1250	0		0	1570	0		250	0	880		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1250	0		0	1570	0		250	0	880		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1600	0	3200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.33	0.00		0.16	0.00	0.28		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																				
Base Vol:	20	930	230		40	1580	170		350	10	180		50	10	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	930	230		40	1580	170		350	10	180		50	10	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	930	230		40	1580	170		350	10	180		50	10	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	930	230		40	1580	170		350	10	180		50	10	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	930	230		40	1580	170		350	10	180		50	10	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.71	0.29		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	4334	466		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.19	0.14		0.03	0.36	0.36		0.11	0.01	0.11		0.02	0.01	0.02	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	410	450	540	0	0	560	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	410	450	540	0	0	560	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	30	0	0	450	540	0	0	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	0	450	540	0	0	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	30	0	0	450	540	0	0	560	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.14	0.17	0.00	0.00	0.17	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	80	140	10	20	380	10	10	890	410	30	770	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	140	10	20	380	10	10	890	410	30	770	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	140	10	20	380	10	10	890	410	30	770	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	140	10	20	380	10	10	890	410	30	770	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	140	10	20	380	10	10	890	410	30	770	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.12	0.01	0.01	0.28	0.26	0.02	0.24	0.03
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	840	220	0		0	300	520		0	0	0		70	0	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	840	220	0		0	300	520		0	0	0		70	0	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	840	220	0		0	300	0		0	0	0		70	0	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	840	220	0		0	300	0		0	0	0		70	0	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	840	220	0		0	300	0		0	0	0		70	0	250	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.07	0.00		0.00	0.09	0.00		0.00	0.00	0.00		0.04	0.00	0.08	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		60	0	180		20	870	0		0	670	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		60	0	180		20	870	0		0	670	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		60	0	180		20	870	0		0	670	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		60	0	180		20	870	0		0	670	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		60	0	180		20	870	0		0	670	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.11		0.01	0.27	0.00		0.00	0.21	0.04	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.219
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	90	400	250	20	2280	20	100	570	550	150	760	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	400	250	20	2280	20	100	570	550	150	760	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	400	250	20	2280	20	100	570	550	150	760	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	400	250	20	2280	20	100	570	550	150	760	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	400	250	20	2280	20	100	570	550	150	760	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.98	0.02	1.00	1.02	0.98	1.00	1.97	0.03
Final Sat.:	1600	1969	1231	1600	3172	28	1600	1629	1571	1600	3158	42
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.01	0.72	0.72	0.06	0.35	0.35	0.09	0.24	0.24
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.156
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0 0	0	0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	130	0	40	0	0	0	0	360	260	0	20	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	40	0	0	0	0	360	260	0	20	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	130	0	40	0	0	0	0	360	0	0	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	40	0	0	0	0	360	0	0	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	130	0	40	0	0	0	0	360	0	0	20	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Crit Moves:	****							****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	220	0	530	0	400	70	0	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	530	0	400	70	0	130	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	220	0	530	0	400	0	0	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	530	0	400	0	0	130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	220	0	530	0	400	0	0	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.00	0.08	0.00	0.00	0.03	0.00
Crit Moves:						****		****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	20	1300	180	680	1820	20	130	20	20	70	10	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1300	180	680	1820	20	130	20	20	70	10	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1300	180	680	1820	20	130	20	20	70	10	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1300	180	680	1820	20	130	20	20	70	10	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1300	180	680	1820	20	130	20	20	70	10	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	4216	584	3200	4800	1600	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.21	0.38	0.01	0.04	0.01	0.01	0.03	0.03	0.19
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	560	150	0	90	50	90	1000	10	70	430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	150	0	90	50	90	1000	10	70	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	560	150	0	90	50	90	1000	10	70	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	150	0	90	50	90	1000	10	70	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	560	150	0	90	50	90	1000	10	70	430	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.09	0.00	0.03	0.03	0.06	0.31	0.01	0.04	0.13	0.00
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1160	690	160	1260	0	0	0	0	210	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	690	160	1260	0	0	0	0	210	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1160	690	160	1260	0	0	0	0	210	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	690	160	1260	0	0	0	0	210	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1160	690	160	1260	0	0	0	0	210	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.43	0.05	0.39	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:			****	****						****		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	112	863	317	108	8	142	357	28	166	380	39	100
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	112	1288	0	0	0	150	385	0	166	452	0	67
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.95	0.95	0.99	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3439	0	0	0	1805	5119	0	1805	3531	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	7.4	44.9	0.0	0.0	0.0	10.0	9.0	0.0			0.0	5.0
Adj Reference Time (s)	11.4	48.9	0.0	0.0	0.0	14.0	13.0	0.0			0.0	9.0
Permitted Option												
Adj Saturation A (vph)	120	1719			0	120	1706		120	1765		
Reference Time A (s)	111.7	44.9			0.0	149.6	9.0		165.5	15.4		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		111.7					149.6			165.5		
Adj Reference Time (s)		115.7					153.6			169.5		
Split Option												
Ref Time Combined (s)	7.4	44.9			0.0	10.0	9.0		11.0	15.4		
Ref Time Seperate (s)	7.4	30.1			0.5	9.4	8.4		11.0	12.9		
Reference Time (s)	44.9	44.9			10.0	10.0	10.0		15.4	15.4		
Adj Reference Time (s)	48.9	48.9			14.0	14.0	14.0		19.4	19.4		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	62.9	NA	NA	
Permitted Option (s)	153.6	241.0	Err	
Split Option (s)	62.9	37.7	22.5	
Minimum (s)	62.9	37.7	22.5	123.1

Right Turns	NBR2	NWR
Adj Reference Time (s)	9.0	17.9
Cross Thru Ref Time (s)	0.0	37.7
Oncoming Left Ref Time (s)	81.2	62.9
Combined (s)	90.2	118.4

Intersection Summary			
Intersection Capacity Utilization	102.6%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	43	250	425	77	45	495	305	25
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	795	0	0	540	330	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6675	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			13.9	0.0
Adj Reference Time (s)				0.0			17.9	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	148		0	117		
Reference Time A (s)	0.0	0.0	237.0		0.0	277.3		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			237.0					
Adj Reference Time (s)			241.0					
Split Option								
Ref Time Combined (s)	0.0	0.0	14.3		0.0	18.5		
Ref Time Seperate (s)	2.9	8.3	10.1		3.0	16.9		
Reference Time (s)	14.3	14.3	14.3		18.5	18.5		
Adj Reference Time (s)	18.3	18.3	18.3		22.5	22.5		

Summary

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Scenario Report

Scenario:	FPM AltA
Command:	AltA PM
Volume:	FPM AltA
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	30	970	20	200	1430	60	10	30	20	70	40	140	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	970	20	200	1430	60	10	30	20	70	40	140	3020
#2 Harbor & Wooley													
Base	70	700	120	390	1000	100	30	50	40	40	40	220	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	700	120	390	1000	100	30	50	40	40	40	220	2800
#3 Harbor & Channel Island													
Base	210	0	260	0	0	0	0	610	150	440	640	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	260	0	0	0	0	610	150	440	640	0	2310
#4 Victoria & Channel Island													
Base	260	930	190	320	1070	280	440	240	220	260	600	340	5150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	930	190	320	1070	280	440	240	220	260	600	340	5150
#5 Victoria & Hemlock													
Base	20	1590	70	150	1490	40	30	10	20	70	10	80	3580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1590	70	150	1490	40	30	10	20	70	10	80	3580
#6 Patterson & Hemlock													
Base	10	230	30	90	280	100	70	80	50	50	40	30	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	230	30	90	280	100	70	80	50	50	40	30	1060
#7 Ventura & Hemlock													
Base	10	1390	110	10	1450	40	10	10	40	10	10	40	3130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1390	110	10	1450	40	10	10	40	10	10	40	3130
#8 Patterson & Channel Island													
Base	0	0	0	180	0	140	60	1790	0	0	1940	180	4290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	180	0	140	60	1790	0	0	1940	180	4290
#9 Ventura & Channel Island													
Base	920	1160	300	160	970	250	200	770	700	160	1050	60	6700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	920	1160	300	160	970	250	200	770	700	160	1050	60	6700

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	100	1230	120	120	1600	70	50	110	40	160	90	160	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	1230	120	120	1600	70	50	110	40	160	90	160	3850
#11 Patterson & Wooley													
Base	60	260	70	110	300	70	120	950	70	140	990	100	3240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	260	70	110	300	70	120	950	70	140	990	100	3240
#12 Ventura & Wooley													
Base	230	1010	130	530	1080	140	240	840	50	420	1140	170	5980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	1010	130	530	1080	140	240	840	50	420	1140	170	5980
#16 Patterson & 5th													
Base	130	10	230	10	10	20	20	550	140	250	380	30	1780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	10	230	10	10	20	20	550	140	250	380	30	1780
#18 Ventura & 5th													
Base	250	1060	160	30	1410	340	360	400	250	230	510	70	5070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	1060	160	30	1410	340	360	400	250	230	510	70	5070
#19 Ventura & 2nd St													
Base	20	1560	40	80	1480	20	20	50	80	130	40	130	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1560	40	80	1480	20	20	50	80	130	40	130	3650
#20 C St & Channel Island													
Base	310	370	80	100	440	130	80	850	130	120	980	70	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	370	80	100	440	130	80	850	130	120	980	70	3660
#21 Saviers & Channel Island													
Base	320	1330	350	180	1190	40	150	470	200	280	720	160	5390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	1330	350	180	1190	40	150	470	200	280	720	160	5390
#23 SR-1 (Oxnard) & 5th													
Base	70	1040	80	120	1240	70	70	420	30	80	420	100	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1040	80	120	1240	70	70	420	30	80	420	100	3740
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	60	620	40	70	650	160	70	390	30	30	340	50	2510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	620	40	70	650	160	70	390	30	30	340	50	2510
#26 Rose & Channel Island													
Base	500	1600	160	80	1500	340	390	610	110	490	940	40	6760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	500	1600	160	80	1500	340	390	610	110	490	940	40	6760
#27 Rose & SR-1 (Oxnard)													
Base	550	1500	20	50	1780	40	0	150	260	0	590	90	5030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	550	1500	20	50	1780	40	0	150	260	0	590	90	5030
#29 Rice & Channel Island													
Base	150	1420	0	0	990	1180	380	0	50	0	0	0	4170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1420	0	0	990	1180	380	0	50	0	0	0	4170
#30 Rice & Wooley													
Base	90	1700	80	0	1990	410	570	260	100	290	290	0	5780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1700	80	0	1990	410	570	260	100	290	290	0	5780
#31 Rose & Emerson													
Base	210	1320	30	90	1190	220	250	80	100	50	80	70	3690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	1320	30	90	1190	220	250	80	100	50	80	70	3690
#32 Rose & Wooley													
Base	80	1160	280	40	2050	440	410	930	100	460	960	50	6960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1160	280	40	2050	440	410	930	100	460	960	50	6960
#33 Rose & SR-34													
Base	60	1600	20	10	2190	140	330	810	80	500	1420	160	7320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1600	20	10	2190	140	330	810	80	500	1420	160	7320
#34 Rose & 3rd													
Base	760	2070	0	0	2210	520	240	0	350	0	0	0	6150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	760	2070	0	0	2210	520	240	0	350	0	0	0	6150
#35 Rose & Camino Del Sol													
Base	220	2030	50	160	1830	290	290	230	90	280	700	340	6510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	2030	50	160	1830	290	290	230	90	280	700	340	6510

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#36 C ST & 3rd													
Base	20	600	160	90	550	10	20	190	20	150	450	240	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	600	160	90	550	10	20	190	20	150	450	240	2500
#38 C St & Gonzales													
Base	190	340	220	250	400	350	340	1090	120	250	1780	100	5430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	340	220	250	400	350	340	1090	120	250	1780	100	5430
#39 SR-1 (Oxnard) & Gonzales													
Base	140	1590	130	270	1490	50	210	680	130	310	1260	590	6850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1590	130	270	1490	50	210	680	130	310	1260	590	6850
#40 SR-1 (Oxnard) & Colonia													
Base	0	1800	140	90	1700	0	0	0	0	160	0	120	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1800	140	90	1700	0	0	0	0	160	0	120	4010
#46 Harbor & Gonzales													
Base	0	1100	130	60	1360	0	0	0	0	190	0	190	3030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	130	60	1360	0	0	0	0	190	0	190	3030
#48 SR-1 (Oxnard) & 2nd													
Base	170	1640	0	0	1400	250	140	0	50	0	0	0	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	1640	0	0	1400	250	140	0	50	0	0	0	3650
#59 Pleasant Valley & Bard													
Base	10	10	10	270	10	20	50	1110	10	10	970	410	2890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	270	10	20	50	1110	10	10	970	410	2890
#67 Rose & Bard													
Base	130	1570	20	120	1210	290	240	200	140	30	240	180	4370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1570	20	120	1210	290	240	200	140	30	240	180	4370
#69 Rose & Pleasant Valley													
Base	530	1380	270	270	1000	360	180	830	140	230	950	100	6240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	530	1380	270	270	1000	360	180	830	140	230	950	100	6240
#73 C St & Pleasant Valley													
Base	20	70	40	100	60	80	170	860	30	80	790	220	2520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	70	40	100	60	80	170	860	30	80	790	220	2520

City of Oxnard GP & EIR
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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#74 Saviers & Pleasant Valley													
Base	110	700	110	420	310	250	280	680	60	140	890	210	4160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	700	110	420	310	250	280	680	60	140	890	210	4160
#75 J St & Pleasant Valley													
Base	30	180	70	50	10	90	50	850	10	10	580	80	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	180	70	50	10	90	50	850	10	10	580	80	2010
#77 Ventura & Pleasant Valley													
Base	20	1230	160	510	690	170	100	220	100	100	170	270	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1230	160	510	690	170	100	220	100	100	170	270	3740
#80 Ventura & Hueneme													
Base	20	400	30	550	190	170	170	170	30	210	250	680	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	400	30	550	190	170	170	170	30	210	250	680	2870
#81 J St & Hueneme													
Base	0	0	0	40	0	40	60	660	0	0	940	50	1790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	0	40	60	660	0	0	940	50	1790
#82 Saviers & Hueneme													
Base	0	0	0	80	0	60	80	610	0	0	930	380	2140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	60	80	610	0	0	930	380	2140
#90 Saviers & SR-1													
Base	30	0	10	70	0	40	130	610	260	10	1340	60	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	0	10	70	0	40	130	610	260	10	1340	60	2560
#92 Del Norte & SR-34													
Base	0	120	200	170	490	240	180	680	0	90	1290	90	3550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	120	200	170	490	240	180	680	0	90	1290	90	3550
#93 Del Norte & Camino Del Sol													
Base	190	470	10	50	1210	420	40	10	10	10	10	10	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	470	10	50	1210	420	40	10	10	10	10	10	2440
#97 Del Norte & Sturgis													
Base	10	330	10	170	880	70	140	100	10	30	260	230	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	330	10	170	880	70	140	100	10	30	260	230	2240

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	430	1530	370	340	1870	490	210	840	460	270	1730	510	9050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	430	1530	370	340	1870	490	210	840	460	270	1730	510	9050
#102 Rice & Gonzales													
Base	590	2240	570	150	2260	610	170	590	420	650	1100	260	9610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	590	2240	570	150	2260	610	170	590	420	650	1100	260	9610
#103 Lombard & Gonzales													
Base	50	70	80	80	100	70	190	860	200	200	1760	80	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	70	80	80	100	70	190	860	200	200	1760	80	3740
#106 Rice & US-101 SB													
Base	0	1680	810	240	2220	0	170	0	700	0	0	0	5820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1680	810	240	2220	0	170	0	700	0	0	0	5820
#107 Santa Clara & Auto Center Drive													
Base	230	490	0	0	930	400	370	0	720	1200	500	180	5020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	490	0	0	930	400	370	0	720	1200	500	180	5020
#113 Rose & Auto Center													
Base	260	870	770	270	600	50	40	250	230	850	370	220	4780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	870	770	270	600	50	40	250	230	850	370	220	4780
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	470	1320	1500	190	1120	310	220	760	130	830	690	20	7560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	1320	1500	190	1120	310	220	760	130	830	690	20	7560
#123 Ventura & Vineyard													
Base	40	730	370	120	1100	280	100	200	90	250	360	80	3720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	730	370	120	1100	280	100	200	90	250	360	80	3720
#129 Ventura & Town Center													
Base	0	1140	380	0	440	0	0	0	0	140	0	0	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1140	380	0	440	0	0	0	0	140	0	0	2100
#132 Ventura & Wagon Wheel													
Base	0	660	310	340	1490	0	0	0	0	220	0	100	3120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	660	310	340	1490	0	0	0	0	220	0	100	3120

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	210	730	20	20	900	60	240	820	210	240	1240	30	4720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	730	20	20	900	60	240	820	210	240	1240	30	4720
#135 Victoria & 5th													
Base	20	1510	100	550	1910	60	30	190	30	120	100	180	4800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1510	100	550	1910	60	30	190	30	120	100	180	4800
#136 Victoria & Gonzales													
Base	70	1350	570	530	2230	10	30	200	110	360	290	540	6290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1350	570	530	2230	10	30	200	110	360	290	540	6290
#139 Victoria & Teal Club													
Base	10	1920	10	120	2520	10	20	10	20	20	10	130	4800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1920	10	120	2520	10	20	10	20	20	10	130	4800
#140 Patterson & Teal Club													
Base	10	20	20	70	10	10	10	130	10	30	120	10	450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	20	20	70	10	10	10	130	10	30	120	10	450
#141 Patterson & Gonzales													
Base	90	10	10	10	10	230	160	950	160	10	1100	10	2750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	10	10	10	10	230	160	950	160	10	1100	10	2750
#142 Ventura & Gonzales													
Base	340	900	280	300	950	60	280	590	110	410	690	80	4990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	900	280	300	950	60	280	590	110	410	690	80	4990
#148 Ventura & Doris													
Base	140	1330	120	20	1160	70	40	310	70	250	290	110	3910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1330	120	20	1160	70	40	310	70	250	290	110	3910
#149 Patterson & Doris													
Base	20	10	10	30	40	30	20	330	40	10	120	70	730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	10	10	30	40	30	20	330	40	10	120	70	730
#150 Victoria & Doris													
Base	10	1890	190	220	2440	10	10	30	40	120	10	50	5020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1890	190	220	2440	10	10	30	40	120	10	50	5020

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	140	160	30	90	110	60	90	870	110	100	1380	60	3200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	160	30	90	110	60	90	870	110	100	1380	60	3200
#153 Hobson/J St & Wooley St													
Base	10	330	50	150	240	20	90	1060	10	290	1310	220	3780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	330	50	150	240	20	90	1060	10	290	1310	220	3780
#161 H St & Gonzales													
Base	130	440	250	170	530	70	140	1060	240	270	1680	290	5270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	440	250	170	530	70	140	1060	240	270	1680	290	5270
#162 H ST & Vineyard													
Base	60	170	320	80	30	10	10	610	100	210	380	50	2030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	170	320	80	30	10	10	610	100	210	380	50	2030
#173 Del Norte & US-101 SB													
Base	0	1420	1190	90	890	0	10	0	120	0	0	0	3720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1420	1190	90	890	0	10	0	120	0	0	0	3720
#174 Del Norte & US-101 NB													
Base	560	930	0	0	170	20	0	0	0	840	0	10	2530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	930	0	0	170	20	0	0	0	840	0	10	2530
#181 Del Norte & Gonzales													
Base	40	1700	30	60	650	310	830	50	210	170	90	180	4320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1700	30	60	650	310	830	50	210	170	90	180	4320
#195 SR-1 (Oxnard) & Plesant Valley													
Base	360	10	50	310	50	50	50	1180	30	30	1350	550	4020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	10	50	310	50	50	50	1180	30	30	1350	550	4020
#197 Rice & Pleasant Valley													
Base	280	0	50	0	0	0	190	1370	0	0	1670	280	3840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	0	50	0	0	0	190	1370	0	0	1670	280	3840
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	1360	430	90	550	0	130	0	1440	0	0	0	4000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1360	430	90	550	0	130	0	1440	0	0	0	4000

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	30	420	400	0	760	10	10	260	110	40	100	0	2140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	420	400	0	760	10	10	260	110	40	100	0	2140
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	2050	1250	0	1690	650	100	0	90	0	0	0	5830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2050	1250	0	1690	650	100	0	90	0	0	0	5830
#231 Viyenard (SR-232) & US-101 NB													
Base	0	1110	970	0	1400	360	0	0	0	1010	0	160	5010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1110	970	0	1400	360	0	0	0	1010	0	160	5010
#233 Vineyard (SR-232) & Esplanede													
Base	250	2390	60	170	1340	230	410	60	140	410	30	700	6190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	2390	60	170	1340	230	410	60	140	410	30	700	6190
#235 Vineyard (SR-232) & Myrtle													
Base	150	700	380	40	920	10	10	100	170	590	150	80	3300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	700	380	40	920	10	10	100	170	590	150	80	3300
#275 Pacific & Wooley													
Base	220	190	150	10	100	160	50	730	60	80	1330	10	3090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	190	150	10	100	160	50	730	60	80	1330	10	3090
#280 Statham & Channel Island													
Base	0	0	0	100	0	390	240	1030	0	0	1630	70	3460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	390	240	1030	0	0	1630	70	3460
#281 Statham & SR-1 (Oxnard)													
Base	110	360	130	180	660	50	130	400	150	90	240	40	2540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	360	130	180	660	50	130	400	150	90	240	40	2540
#285 Rose & US-101 NB Ramps													
Base	0	1550	610	0	1260	340	0	0	0	920	0	300	4980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1550	610	0	1260	340	0	0	0	920	0	300	4980

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	1930	470	0	1910	190	240	0	570	0	0	0	5310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1930	470	0	1910	190	240	0	570	0	0	0	5310
#297 SR-1 (Oxnard) & Esplanade													
Base	40	1220	490	50	1540	400	240	10	180	250	0	340	4760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1220	490	50	1540	400	240	10	180	250	0	340	4760
#305 Rice & Hueneme													
Base	0	0	0	10	0	320	720	800	0	0	860	40	2750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	320	720	800	0	0	860	40	2750
#308 Oxnard SB Off Ramp & Channel Island													
Base	350	630	10	60	140	10	10	560	350	10	1060	50	3240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	630	10	60	140	10	10	560	350	10	1060	50	3240
#310 SR-1 (Oxnard) & US-101 NB													
Base	1000	490	0	0	460	450	0	0	0	190	0	360	2950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1000	490	0	0	460	450	0	0	0	190	0	360	2950
#314 Dupont & Channel Island													
Base	0	0	0	50	0	150	70	640	0	0	980	190	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	150	70	640	0	0	980	190	2080
#321 Rose Ave & Hueneme Rd													
Base	150	1670	1060	30	630	270	60	440	220	110	980	10	5630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1670	1060	30	630	270	60	440	220	110	980	10	5630
#323 Rice NB Ramps & Camino Del Sol													
Base	110	0	120	0	0	0	0	630	290	0	110	120	1380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	0	120	0	0	0	0	630	290	0	110	120	1380
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	540	0	240	0	580	190	0	190	20	1760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	540	0	240	0	580	190	0	190	20	1760
#329 Rose Ave & Lockwood St													
Base	340	1670	110	550	1790	100	260	70	80	470	60	400	5900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	1670	110	550	1790	100	260	70	80	470	60	400	5900

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	10	230	150	0	540	250	90	660	20	110	1410	0	3470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	230	150	0	540	250	90	660	20	110	1410	0	3470
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1700	420	190	1690	0	0	0	0	660	0	330	4990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1700	420	190	1690	0	0	0	0	660	0	330	4990

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 2 Harbor & Wooley	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 4 Victoria & Channel Island	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 9 Ventura & Channel Island	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 10 Victoria & Wooley	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 11 Patterson & Wooley	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 12 Ventura & Wooley	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 18 Ventura & 5th	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 20 C St & Channel Island	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 21 Saviers & Channel Island	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 25 C St & 5th	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 26 Rose & Channel Island	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C
# 29 Rice & Channel Island	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
# 30 Rice & Wooley	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 31 Rose & Emerson	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.022	F	xxxxx	1.022	+ 0.000 V/C
# 34 Rose & 3rd	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 35 Rose & Camino Del Sol	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 36 C ST & 3rd	E	xxxxx	0.975	E	xxxxx	0.975	+ 0.000 V/C
# 38 C St & Gonzales	E	xxxxx	0.973	E	xxxxx	0.973	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 67 Rose & Bard	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.053	F	xxxxx	1.053	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 80 Ventura & Hueneme	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
# 92 Del Norte & SR-34	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#101 Rose & Gonzales	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.121	F	xxxxx	1.121	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	E	xxxxx	0.941	E	xxxxx	0.941	+ 0.000 V/C
#113 Rose & Auto Center	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
#134 C St & Wooley	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000 V/C
#135 Victoria & 5th	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
#136 Victoria & Gonzales	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#139 Victoria & Teal Club	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.131	A	xxxxx	0.131	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
#148 Ventura & Doris	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
#150 Victoria & Doris	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
#152 J St & Channel Island	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#153 Hobson/J St & Wooley St	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
#161 H St & Gonzales	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#181 Del Norte & Gonzales	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
#197 Rice & Pleasant Valley	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
#280 Statham & Channel Island	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.219	F	xxxxx	1.219	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000 V/C
#329 Rose Ave & Lockwood St	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C
#335 Lombard St & 5th St	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	30	970	20		200	1430	60		10	30	20		70	40	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	970	20		200	1430	60		10	30	20		70	40	140	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	30	970	0		200	1430	0		10	30	20		70	40	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	970	0		200	1430	0		10	30	20		70	40	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	30	970	0		200	1430	0		10	30	20		70	40	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.00		0.06	0.45	0.00		0.01	0.02	0.01		0.04	0.03	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	70	700	120		390	1000	100		30	50	40		40	40	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	700	120		390	1000	100		30	50	40		40	40	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	700	120		390	1000	100		30	50	40		40	40	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	700	120		390	1000	100		30	50	40		40	40	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	700	120		390	1000	100		30	50	40		40	40	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.82	0.18		0.25	0.42	0.33		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	2909	291		400	667	533		800	800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.08		0.24	0.34	0.34		0.08	0.07	0.08		0.05	0.05	0.14	
Crit Moves:		****			****						****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	210	0	260		0	0	0		0	610	150		440	640	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	0	260		0	0	0		0	610	150		440	640	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	210	0	0		0	0	0		0	610	0		440	640	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	0	0		0	0	0		0	610	0		440	640	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	210	0	0		0	0	0		0	610	0		440	640	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.00		0.14	0.20	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	260	930	190		320	1070	280		440	240	220		260	600	340	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	930	190		320	1070	280		440	240	220		260	600	340	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	930	190		320	1070	280		440	240	220		260	600	340	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	930	190		320	1070	280		440	240	220		260	600	340	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	260	930	190		320	1070	280		440	240	220		260	600	340	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.66	0.34		2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	2657	543		3200	3200	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.35		0.10	0.33	0.17		0.14	0.08	0.14		0.16	0.13	0.21	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	1590	70	150	1490	40	30	10	20	70	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	70	150	1490	40	30	10	20	70	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1590	70	150	1490	40	30	10	20	70	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1590	70	150	1490	40	30	10	20	70	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1590	70	150	1490	40	30	10	20	70	10	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4675	125	1600	533	1067	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.04	0.09	0.32	0.32	0.02	0.02	0.02	0.04	0.01	0.05
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	230	30	90	280	100	70	80	50	50	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	230	30	90	280	100	70	80	50	50	40	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	230	30	90	280	100	70	80	50	50	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	230	30	90	280	100	70	80	50	50	40	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	230	30	90	280	100	70	80	50	50	40	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.47	0.53	1.00	0.62	0.38	1.00	0.57	0.43
Final Sat.:	1600	2831	369	1600	2358	842	1600	985	615	1600	914	686
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.06	0.12	0.12	0.04	0.08	0.08	0.03	0.04	0.04
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	0	1	0
Volume Module:																		
Base Vol:	10	1390	110		10	1450	40		10	10	40		10	10	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1390	110		10	1450	40		10	10	40		10	10	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1390	110		10	1450	40		10	10	40		10	10	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1390	110		10	1450	40		10	10	40		10	10	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1390	110		10	1450	40		10	10	40		10	10	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22		1.00	2.92	0.08		1.00	1.00	1.00		1.00	0.20	0.80	
Final Sat.:	1600	4448	352		1600	4671	129		1600	1600	1600		1600	320	1280	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.31		0.01	0.31	0.31		0.01	0.01	0.03		0.01	0.03	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	2	1	0
Volume Module:																		
Base Vol:	0	0	0		180	0	140		60	1790	0		0	1940	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		180	0	140		60	1790	0		0	1940	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		180	0	140		60	1790	0		0	1940	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		180	0	140		60	1790	0		0	1940	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		180	0	140		60	1790	0		0	1940	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.75	0.25	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4392	408	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.09		0.04	0.37	0.00		0.00	0.44	0.44	
Crit Moves:						****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 2	0 1		1	0 3	0 1	
Volume Module:																
Base Vol:	920	1160	300		160	970	250		200	770	700		160	1050	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	920	1160	300		160	970	250		200	770	700		160	1050	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	920	1160	300		160	970	250		200	770	0		160	1050	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	920	1160	300		160	970	250		200	770	0		160	1050	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	920	1160	300		160	970	250		200	770	0		160	1050	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.24	0.19		0.05	0.20	0.16		0.06	0.24	0.00		0.10	0.22	0.04	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 3	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	100	1230	120		120	1600	70		50	110	40		160	90	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	1230	120		120	1600	70		50	110	40		160	90	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	1230	120		120	1600	70		50	110	40		160	90	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	1230	120		120	1600	70		50	110	40		160	90	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	1230	120		120	1600	70		50	110	40		160	90	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.73	0.27		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4373	427		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.28		0.08	0.33	0.04		0.03	0.03	0.03		0.10	0.03	0.10	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	260	70		110	300	70		120	950	70		140	990	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	260	70		110	300	70		120	950	70		140	990	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	260	70		110	300	70		120	950	70		140	990	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	260	70		110	300	70		120	950	70		140	990	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	260	70		110	300	70		120	950	70		140	990	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.62	0.38		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2595	605		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.04		0.07	0.12	0.12		0.08	0.30	0.04		0.09	0.31	0.06	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		2	0 2	1 0		1	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	230	1010	130		530	1080	140		240	840	50		420	1140	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	1010	130		530	1080	140		240	840	50		420	1140	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	1010	130		530	1080	140		240	840	50		420	1140	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	1010	130		530	1080	140		240	840	50		420	1140	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	1010	130		530	1080	140		240	840	50		420	1140	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.66	0.34		2.00	2.66	0.34		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4253	547		3200	4249	551		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.24	0.24		0.17	0.25	0.25		0.15	0.17	0.03		0.13	0.24	0.11	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	0	1	1	0	1	1	0	1	1	0
Volume Module:																		
Base Vol:	130	10	230		10	10	20		20	550	140		250	380	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	10	230		10	10	20		20	550	140		250	380	30	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	10	0		10	10	20		20	550	140		250	380	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	10	0		10	10	20		20	550	140		250	380	30	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	10	0		10	10	20		20	550	140		250	380	30	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.59	0.41		1.00	1.85	0.15	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2551	649		1600	2966	234	
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.01	0.00		0.01	0.01	0.01		0.01	0.22	0.22		0.16	0.13	0.13	
Crit Moves:	****				****				****				****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0	2	0	1	1	0
Volume Module:																		
Base Vol:	250	1060	160		30	1410	340		360	400	250		230	510	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	1060	160		30	1410	340		360	400	250		230	510	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	1060	160		30	1410	340		360	400	250		230	510	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	1060	160		30	1410	340		360	400	250		230	510	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	1060	160		30	1410	340		360	400	250		230	510	70	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		2.00	1.76	0.24	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		3200	2814	386	
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.22	0.10		0.01	0.29	0.21		0.23	0.13	0.16		0.07	0.18	0.18	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	0	1 1	0	1
Volume Module:																
Base Vol:	20	1560	40		80	1480	20		20	50	80		130	40	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1560	40		80	1480	20		20	50	80		130	40	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1560	40		80	1480	20		20	50	80		130	40	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1560	40		80	1480	20		20	50	80		130	40	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1560	40		80	1480	20		20	50	80		130	40	130	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.92	0.08		1.00	2.96	0.04		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4680	120		1600	4736	64		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.33		0.05	0.31	0.31		0.01	0.03	0.05		0.08	0.03	0.08	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	310	370	80		100	440	130		80	850	130		120	980	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	370	80		100	440	130		80	850	130		120	980	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	370	80		100	440	130		80	850	130		120	980	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	370	80		100	440	130		80	850	130		120	980	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	370	80		100	440	130		80	850	130		120	980	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	1.54	0.46		1.00	1.73	0.27		1.00	1.87	0.13	
Final Sat.:	1600	1316	284		1600	2470	730		1600	2776	424		1600	2987	213	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.28	0.28		0.06	0.18	0.18		0.05	0.31	0.31		0.08	0.33	0.33	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1
Volume Module:																
Base Vol:	320	1330	350		180	1190	40		150	470	200		280	720	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	320	1330	350		180	1190	40		150	470	200		280	720	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	320	1330	350		180	1190	40		150	470	200		280	720	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	320	1330	350		180	1190	40		150	470	200		280	720	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	320	1330	350		180	1190	40		150	470	200		280	720	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.38	0.62		1.00	2.90	0.10		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3800	1000		1600	4644	156		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.35	0.35		0.11	0.26	0.26		0.09	0.15	0.13		0.17	0.23	0.10	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	70	1040	80		120	1240	70		70	420	30		80	420	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1040	80		120	1240	70		70	420	30		80	420	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1040	80		120	1240	70		70	420	30		80	420	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1040	80		120	1240	70		70	420	30		80	420	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1040	80		120	1240	70		70	420	30		80	420	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.86	0.14		1.00	1.89	0.11		1.00	1.87	0.13		1.00	1.00	1.00	
Final Sat.:	1600	2971	229		1600	3029	171		1600	2987	213		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.35	0.35		0.08	0.41	0.41		0.04	0.14	0.14		0.05	0.26	0.06	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	60	620	40		70	650	160		70	390	30		30	340	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	620	40		70	650	160		70	390	30		30	340	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	620	40		70	650	160		70	390	30		30	340	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	620	40		70	650	160		70	390	30		30	340	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	620	40		70	650	160		70	390	30		30	340	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.07		1.00	0.87	0.13	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1486	114		1600	1395	205	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.39	0.03		0.04	0.41	0.10		0.04	0.26	0.26		0.02	0.24	0.24	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		1	0 3	0 1		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	500	1600	160		80	1500	340		390	610	110		490	940	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	500	1600	160		80	1500	340		390	610	110		490	940	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	500	1600	160		80	1500	340		390	610	110		490	940	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	500	1600	160		80	1500	340		390	610	110		490	940	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	500	1600	160		80	1500	340		390	610	110		490	940	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.33	0.10		0.05	0.31	0.21		0.12	0.19	0.07		0.15	0.29	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	550	1500	20		50	1780	40		0	150	260		0	590	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	550	1500	20		50	1780	40		0	150	260		0	590	90	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	550	1500	0		50	1780	0		0	150	0		0	590	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	550	1500	0		50	1780	0		0	150	0		0	590	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	550	1500	0		50	1780	0		0	150	0		0	590	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.31	0.00		0.02	0.37	0.00		0.00	0.05	0.00		0.00	0.18	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	150	1420	0		0	990	1180		380	0	50		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1420	0		0	990	1180		380	0	50		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1420	0		0	990	1180		380	0	50		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1420	0		0	990	1180		380	0	50		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	1420	0		0	990	1180		380	0	50		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.30	0.00		0.00	0.21	0.74		0.12	0.00	0.03		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	90	1700	80		0	1990	410		570	260	100		290	290	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	1700	80		0	1990	410		570	260	100		290	290	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	1700	80		0	1990	410		570	260	100		290	290	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	1700	80		0	1990	410		570	260	100		290	290	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	1700	80		0	1990	410		570	260	100		290	290	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.35	0.05		0.00	0.41	0.26		0.18	0.05	0.06		0.09	0.06	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	210	1320	30		90	1190	220		250	80	100		50	80	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	1320	30		90	1190	220		250	80	100		50	80	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	1320	30		90	1190	220		250	80	100		50	80	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1320	30		90	1190	220		250	80	100		50	80	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	1320	30		90	1190	220		250	80	100		50	80	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.93	0.07		1.00	2.53	0.47		1.00	0.44	0.56		1.00	1.07	0.93	
Final Sat.:	1600	4693	107		1600	4051	749		1600	711	889		1600	1707	1493	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.28	0.28		0.06	0.29	0.29		0.16	0.11	0.11		0.03	0.05	0.05	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	80	1160	280		40	2050	440		410	930	100		460	960	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	1160	280		40	2050	440		410	930	100		460	960	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	1160	280		40	2050	0		410	930	100		460	960	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	1160	280		40	2050	0		410	930	100		460	960	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	1160	280		40	2050	0		410	930	100		460	960	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.71	0.29		2.00	2.85	0.15	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	4334	466		3200	4562	238	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.17		0.03	0.43	0.00		0.13	0.21	0.21		0.14	0.21	0.21	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	60	1600	20		10	2190	140		330	810	80		500	1420	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1600	20		10	2190	140		330	810	80		500	1420	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1600	20		10	2190	140		330	810	80		500	1420	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1600	20		10	2190	140		330	810	80		500	1420	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1600	20		10	2190	140		330	810	80		500	1420	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.33	0.01		0.00	0.46	0.09		0.10	0.25	0.05		0.16	0.44	0.10	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	760	2070	0	0	2210	520	240	0	350	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	760	2070	0	0	2210	520	240	0	350	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	760	2070	0	0	2210	520	240	0	350	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	760	2070	0	0	2210	520	240	0	350	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	760	2070	0	0	2210	520	240	0	350	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.43	0.57	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	3886	914	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.24	0.43	0.00	0.00	0.57	0.57	0.08	0.00	0.22	0.00	0.00	0.00						
Crit Moves:	****				****		****											

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	220	2030	50	160	1830	290	290	230	90	280	700	340						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	220	2030	50	160	1830	290	290	230	90	280	700	340						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	220	2030	0	160	1830	0	290	230	90	280	700	340						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	220	2030	0	160	1830	0	290	230	90	280	700	340						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	220	2030	0	160	1830	0	290	230	90	280	700	340						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.16	0.84	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3450	1350	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.42	0.00	0.05	0.38	0.00	0.09	0.07	0.07	0.09	0.22	0.21						
Crit Moves:		****		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	600	160		90	550	10		20	190	20		150	450	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	600	160		90	550	10		20	190	20		150	450	240	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	600	160		90	550	10		20	190	20		150	450	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	600	160		90	550	10		20	190	20		150	450	240	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	600	160		90	550	10		20	190	20		150	450	240	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.79	0.21		1.00	0.98	0.02		1.00	0.90	0.10		1.00	0.65	0.35	
Final Sat.:	1600	1263	337		1600	1571	29		1600	1448	152		1600	1043	557	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.48	0.47		0.06	0.35	0.35		0.01	0.13	0.13		0.09	0.43	0.43	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	190	340	220		250	400	350		340	1090	120		250	1780	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	340	220		250	400	350		340	1090	120		250	1780	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	340	220		250	400	350		340	1090	120		250	1780	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	340	220		250	400	350		340	1090	120		250	1780	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	340	220		250	400	350		340	1090	120		250	1780	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.70	0.30		1.00	2.84	0.16	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4324	476		1600	4545	255	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21	0.14		0.16	0.25	0.22		0.21	0.25	0.25		0.16	0.39	0.39	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	140	1590	130		270	1490	50		210	680	130		310	1260	590	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1590	130		270	1490	50		210	680	130		310	1260	590	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1590	130		270	1490	50		210	680	130		310	1260	590	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1590	130		270	1490	50		210	680	130		310	1260	590	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1590	130		270	1490	50		210	680	130		310	1260	590	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.08		0.08	0.31	0.03		0.07	0.14	0.08		0.10	0.26	0.37	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1800	140		90	1700	0		0	0	0		160	0	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1800	140		90	1700	0		0	0	0		160	0	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1800	140		90	1700	0		0	0	0		160	0	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1800	140		90	1700	0		0	0	0		160	0	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1800	140		90	1700	0		0	0	0		160	0	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.78	0.22		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4454	346		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.06	0.35	0.00		0.00	0.00	0.00		0.10	0.00	0.08	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	0	9
Volume Module:																
Base Vol:	0	1100	130	60	1360	0	0	0	0	190	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1100	130	60	1360	0	0	0	0	190	0	190
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1100	0	60	1360	0	0	0	0	190	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	0	60	1360	0	0	0	0	190	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1100	0	60	1360	0	0	0	0	190	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	9.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	9.00
Final Sat.:	0	3200	14400	1600	3200	0	0	0	0	1600	0	14400
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00	0.04	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:	****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	170	1640	0	0	1400	250	140	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1640	0	0	1400	250	140	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1640	0	0	1400	250	140	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1640	0	0	1400	250	140	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	1640	0	0	1400	250	140	0	50	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2715	485	1600	0	1600	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.51	0.00	0.00	0.52	0.52	0.09	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	0 1		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	10	10	10	270	10	20	50	1110	10	10	970	410				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	10	270	10	20	50	1110	10	10	970	410				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	10	270	10	20	50	1110	10	10	970	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	10	270	10	20	50	1110	10	10	970	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	10	270	10	20	50	1110	10	10	970	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.17	0.01	0.01	0.03	0.35	0.01	0.01	0.30	0.00				
Crit Moves:			****	****				****		****						

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	130	1570	20	120	1210	290	240	200	140	30	240	180				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	1570	20	120	1210	290	240	200	140	30	240	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	130	1570	20	120	1210	290	240	200	140	30	240	180				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	1570	20	120	1210	290	240	200	140	30	240	180				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	130	1570	20	120	1210	290	240	200	140	30	240	180				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.96	0.04	1.00	2.42	0.58	1.00	1.18	0.82	1.00	1.14	0.86				
Final Sat.:	1600	4740	60	1600	3872	928	1600	1882	1318	1600	1829	1371				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.33	0.33	0.08	0.31	0.31	0.15	0.11	0.11	0.02	0.13	0.13				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	530	1380	270		270	1000	360		180	830	140		230	950	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	530	1380	270		270	1000	360		180	830	140		230	950	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	530	1380	270		270	1000	360		180	830	140		230	950	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	530	1380	270		270	1000	360		180	830	140		230	950	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	530	1380	270		270	1000	360		180	830	140		230	950	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.51	0.49		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4015	785		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.34	0.34		0.17	0.31	0.23		0.11	0.26	0.09		0.14	0.30	0.06	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	70	40		100	60	80		170	860	30		80	790	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	70	40		100	60	80		170	860	30		80	790	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	70	40		100	60	80		170	860	30		80	790	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	70	40		100	60	80		170	860	30		80	790	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	70	40		100	60	80		170	860	30		80	790	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.64	0.36		1.00	0.43	0.57		1.00	1.93	0.07		1.00	1.56	0.44	
Final Sat.:	1600	1018	582		1600	686	914		1600	3092	108		1600	2503	697	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.06	0.09	0.09		0.11	0.28	0.28		0.05	0.32	0.32	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	110	700	110		420	310	250		280	680	60		140	890	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	700	110		420	310	250		280	680	60		140	890	210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	700	110		420	310	250		280	680	60		140	890	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	700	110		420	310	250		280	680	60		140	890	210	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	700	110		420	310	250		280	680	60		140	890	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.07		0.13	0.06	0.16		0.09	0.21	0.04		0.04	0.28	0.13	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	1	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	30	180	70		50	10	90		50	850	10		10	580	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	180	70		50	10	90		50	850	10		10	580	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	180	70		50	10	90		50	850	10		10	580	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	180	70		50	10	90		50	850	10		10	580	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	180	70		50	10	90		50	850	10		10	580	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.21	0.79	1.00		1.00	1.00	1.00		1.00	1.98	0.02		1.00	1.76	0.24	
Final Sat.:	343	1257	1600		1600	1600	1600		1600	3163	37		1600	2812	388	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14	0.04		0.03	0.01	0.06		0.03	0.27	0.27		0.01	0.21	0.21	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	1230	160		510	690	170		100	220	100		100	170	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1230	160		510	690	170		100	220	100		100	170	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1230	160		510	690	170		100	220	100		100	170	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1230	160		510	690	170		100	220	100		100	170	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1230	160		510	690	170		100	220	100		100	170	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.65	0.35		2.00	2.41	0.59		1.00	1.38	0.62		1.00	2.00	1.00	
Final Sat.:	1600	4247	553		3200	3851	949		1600	2200	1000		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.16	0.18	0.18		0.06	0.10	0.10		0.06	0.05	0.17	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	400	30		550	190	170		170	170	30		210	250	680	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	400	30		550	190	170		170	170	30		210	250	680	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	400	30		550	190	170		170	170	30		210	250	680	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	400	30		550	190	170		170	170	30		210	250	680	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	400	30		550	190	170		170	170	30		210	250	680	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.79	0.21		2.00	1.06	0.94		1.00	1.70	0.30		1.00	2.00	1.00	
Final Sat.:	1600	4465	335		3200	1689	1511		1600	2720	480		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.17	0.11	0.11		0.11	0.06	0.06		0.13	0.08	0.43	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0	40	0	40	60	660	0	0	940	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	40	0	40	60	660	0	0	940	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	40	0	40	60	660	0	0	940	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	40	0	40	60	660	0	0	940	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	40	0	40	60	660	0	0	940	50				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.90	0.10				
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3038	162				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.21	0.00	0.00	0.31	0.31				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0	80	0	60	80	610	0	0	930	380				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	80	0	60	80	610	0	0	930	380				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	80	0	60	80	610	0	0	930	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	80	0	60	80	610	0	0	930	380				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	80	0	60	80	610	0	0	930	380				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.71	xxxx	1.29	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	2743	0	2057	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.05	0.19	0.00	0.00	0.29	0.24				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	0	120	200		170	490	240		180	680	0		90	1290	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	120	200		170	490	240		180	680	0		90	1290	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	120	200		170	490	240		180	680	0		90	1290	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	120	200		170	490	240		180	680	0		90	1290	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	120	200		170	490	240		180	680	0		90	1290	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.13		0.05	0.10	0.15		0.11	0.21	0.00		0.06	0.40	0.06	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	0	1	0
Volume Module:																
Base Vol:	190	470	10		50	1210	420		40	10	10		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	470	10		50	1210	420		40	10	10		10	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	470	10		50	1210	420		40	10	10		10	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	470	10		50	1210	420		40	10	10		10	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	470	10		50	1210	420		40	10	10		10	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06		1.00	2.23	0.77		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4700	100		1600	3563	1237		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.10	0.10		0.03	0.34	0.34		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	10	330	10		170	880	70		140	100	10		30	260	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	330	10		170	880	70		140	100	10		30	260	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	330	10		170	880	70		140	100	10		30	260	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	330	10		170	880	70		140	100	10		30	260	230	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	330	10		170	880	70		140	100	10		30	260	230	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.91	0.09		1.00	2.78	0.22		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4659	141		1600	4446	354		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.11	0.20	0.20		0.09	0.03	0.01		0.02	0.08	0.14	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	430	1530	370		340	1870	490		210	840	460		270	1730	510	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	430	1530	370		340	1870	490		210	840	460		270	1730	510	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	430	1530	370		340	1870	490		210	840	460		270	1730	510	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	430	1530	370		340	1870	490		210	840	460		270	1730	510	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	430	1530	370		340	1870	490		210	840	460		270	1730	510	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.32	0.23		0.11	0.39	0.31		0.07	0.17	0.29		0.08	0.36	0.32	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.121
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	590	2240	570		150	2260	610		170	590	420		650	1100	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	590	2240	570		150	2260	610		170	590	420		650	1100	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	590	2240	570		150	2260	0		170	590	420		650	1100	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	590	2240	570		150	2260	0		170	590	420		650	1100	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	590	2240	570		150	2260	0		170	590	420		650	1100	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.47	0.36		0.05	0.47	0.00		0.05	0.12	0.26		0.20	0.23	0.00	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	50	70	80		80	100	70		190	860	200		200	1760	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	70	80		80	100	70		190	860	200		200	1760	80	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	70	0		80	100	70		190	860	200		200	1760	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	70	0		80	100	70		190	860	200		200	1760	80	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	70	0		80	100	70		190	860	200		200	1760	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.00		0.05	0.06	0.04		0.06	0.18	0.13		0.06	0.37	0.05	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	2	2	0 3	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1680	810	240	2220	0	170	0	700	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1680	810	240	2220	0	170	0	700	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	0	1680	0	240	2220	0	170	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1680	0	240	2220	0	170	0	0	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	0	1680	0	240	2220	0	170	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	2.00	2.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	4800	3200	3200	4800	0	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.00	0.08	0.46	0.00	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 3	0	1	2	0 0	0	2	1	1 0	1	0
Volume Module:																
Base Vol:	230	490	0	0	930	400	370	0	720	1200	500	180				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	230	490	0	0	930	400	370	0	720	1200	500	180				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	230	490	0	0	930	400	370	0	720	1200	500	180				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	230	490	0	0	930	400	370	0	720	1200	500	180				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	230	490	0	0	930	400	370	0	720	1200	500	180				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	1.92	0.79	0.29				
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	3200	3072	1271	457				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.15	0.00	0.00	0.19	0.25	0.12	0.00	0.23	0.39	0.39	0.39				
Crit Moves:	****					****			****			****				

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		1	0 1	0 1		2	1 0	0 1	
Volume Module:																
Base Vol:	260	870	770		270	600	50		40	250	230		850	370	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	870	770		270	600	50		40	250	230		850	370	220	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	870	0		270	600	50		40	250	230		850	370	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	870	0		270	600	50		40	250	230		850	370	220	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	260	870	0		270	600	50		40	250	230		850	370	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		2.09	0.91	1.00	
Final Sat.:	1600	3200	1600		1600	2954	246		1600	1600	1600		3344	1456	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.27	0.00		0.17	0.20	0.20		0.03	0.16	0.14		0.25	0.25	0.14	
Crit Moves:		****			****					****				****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 2		2	0 3	0 1		1	1 2	0 1		3	0 1	1 0	
Volume Module:																
Base Vol:	470	1320	1500		190	1120	310		220	760	130		830	690	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	470	1320	1500		190	1120	310		220	760	130		830	690	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	470	1320	1500		190	1120	310		220	760	130		830	690	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	470	1320	1500		190	1120	310		220	760	130		830	690	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	470	1320	1500		190	1120	310		220	760	130		830	690	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.94	0.06	
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3110	90	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.28	0.47		0.06	0.23	0.19		0.14	0.16	0.08		0.17	0.22	0.22	
Crit Moves:	****					****				****				****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	40	730	370		120	1100		280	100	200	90		250	360	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	730	370		120	1100		280	100	200	90		250	360	80	
User Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	730	370		120	1100		0	100	200	90		250	360	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	40	730	370		120	1100		0	100	200	90		250	360	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	730	370		120	1100		0	100	200	90		250	360	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00		1.00	1.00	1.38	0.62		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200		1600	1600	2207	993		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.23		0.08	0.34		0.00	0.06	0.09	0.09		0.08	0.11	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1140	380		0	440		0	0	0	140		0	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
Initial Bse:	0	1140	380		0	440		0	0	0	140		0	0		
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
PHF Volume:	0	1140	0		0	440		0	0	0	140		0	0		
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		
Reduced Vol:	0	1140	0		0	440		0	0	0	140		0	0		
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
Final Vol.:	0	1140	0		0	440		0	0	0	140		0	0		
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00	0.00	2.00		0.00	1.00		
Final Sat.:	0	3200	1600		1600	3200		0	0	0	3200		0	1600		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00		0.00	0.14		0.00	0.00	0.00	0.04		0.00	0.00		
Crit Moves:		****			****						****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	660	310		340	1490	0		0	0	0		220	0	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	660	310		340	1490	0		0	0	0		220	0	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	660	310		340	1490	0		0	0	0		220	0	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	660	310		340	1490	0		0	0	0		220	0	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	660	310		340	1490	0		0	0	0		220	0	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.19		0.21	0.47	0.00		0.00	0.00	0.00		0.07	0.00	0.06	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	210	730	20		20	900	60		240	820	210		240	1240	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	730	20		20	900	60		240	820	210		240	1240	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	730	20		20	900	60		240	820	210		240	1240	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	730	20		20	900	60		240	820	210		240	1240	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	730	20		20	900	60		240	820	210		240	1240	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05		1.00	1.88	0.12		1.00	2.39	0.61		1.00	2.93	0.07	
Final Sat.:	1600	3115	85		1600	3000	200		1600	3821	979		1600	4687	113	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23	0.23		0.01	0.30	0.30		0.15	0.21	0.21		0.15	0.26	0.26	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	20	1510	100		550	1910	60		30	190	30		120	100	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1510	100		550	1910	60		30	190	30		120	100	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1510	100		550	1910	60		30	190	30		120	100	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1510	100		550	1910	60		30	190	30		120	100	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1510	100		550	1910	60		30	190	30		120	100	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	1.73	0.27		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	2764	436		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.06		0.17	0.40	0.04		0.02	0.07	0.07		0.04	0.03	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	70	1350	570		530	2230	10		30	200	110		360	290	540	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1350	570		530	2230	10		30	200	110		360	290	540	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1350	570		530	2230	10		30	200	110		360	290	540	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1350	570		530	2230	10		30	200	110		360	290	540	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1350	570		530	2230	10		30	200	110		360	290	540	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		1.00	1.29	0.71		2.00	1.05	1.95	
Final Sat.:	1600	4800	1600		3200	4779	21		1600	2065	1135		3200	1677	3123	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.36		0.17	0.47	0.47		0.02	0.10	0.10		0.11	0.17	0.17	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0
Volume Module:																	
Base Vol:	10	1920	10		120	2520	10		20	10	20		20	10	130		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	10	1920	10		120	2520	10		20	10	20		20	10	130		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	10	1920	10		120	2520	10		20	10	20		20	10	130		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	10	1920	10		120	2520	10		20	10	20		20	10	130		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	10	1920	10		120	2520	10		20	10	20		20	10	130		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	2.98	0.02		1.00	2.99	0.01		1.00	0.33	0.67		1.00	0.07	0.93		
Final Sat.:	1600	4775	25		1600	4781	19		1600	533	1067		1600	114	1486		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.40	0.40		0.08	0.53	0.53		0.01	0.02	0.02		0.01	0.09	0.09		
Crit Moves:	****					****			****					****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0
Volume Module:																	
Base Vol:	10	20	20		70	10	10		10	130	10		30	120	10		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	10	20	20		70	10	10		10	130	10		30	120	10		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	10	20	20		70	10	10		10	130	10		30	120	10		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	10	20	20		70	10	10		10	130	10		30	120	10		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	10	20	20		70	10	10		10	130	10		30	120	10		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	0.50	0.50		1.00	0.50	0.50		1.00	1.86	0.14		1.00	1.85	0.15		
Final Sat.:	1600	800	800		1600	800	800		1600	2971	229		1600	2954	246		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.03	0.03		0.04	0.01	0.01		0.01	0.04	0.04		0.02	0.04	0.04		
Crit Moves:		****			****					****			****				

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	3	0	1	
Volume Module:																
Base Vol:	90	10	10		10	10	230		160	950	160		10	1100	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	10	10		10	10	230		160	950	160		10	1100	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	10	10		10	10	230		160	950	160		10	1100	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	10	10		10	10	230		160	950	160		10	1100	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	10	10		10	10	230		160	950	160		10	1100	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.01	0.01		0.01	0.01	0.14		0.10	0.20	0.10		0.01	0.23	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	340	900	280		300	950	60		280	590	110		410	690	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	340	900	280		300	950	60		280	590	110		410	690	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	340	900	280		300	950	60		280	590	110		410	690	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	340	900	280		300	950	60		280	590	110		410	690	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	340	900	280		300	950	60		280	590	110		410	690	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.69	0.31	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4301	499	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.19	0.17		0.09	0.20	0.04		0.09	0.12	0.07		0.13	0.16	0.16	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	140	1330	120	20	1160	70	40	310	70	250	290	110				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	1330	120	20	1160	70	40	310	70	250	290	110				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	140	1330	120	20	1160	70	40	310	70	250	290	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	140	1330	120	20	1160	70	40	310	70	250	290	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	140	1330	120	20	1160	70	40	310	70	250	290	110				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.63	0.37	1.00	1.45	0.55				
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2611	589	1600	2320	880				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28	0.08	0.01	0.24	0.04	0.03	0.12	0.12	0.16	0.13	0.13				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	20	10	10	30	40	30	20	330	40	10	120	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	10	10	30	40	30	20	330	40	10	120	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	10	10	30	40	30	20	330	40	10	120	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	10	10	30	40	30	20	330	40	10	120	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	10	10	30	40	30	20	330	40	10	120	70				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00				
Final Sat.:	1600	800	800	1600	1600	1600	1600	1427	173	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01	0.02	0.03	0.02	0.01	0.23	0.23	0.01	0.08	0.04				
Crit Moves:		****		****				****		****						

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		0	0 1!	0 0		1	0 0	1 0	
Volume Module:																
Base Vol:	10	1890	190	220	2440	10	10	30	40	120	10	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	1890	190	220	2440	10	10	30	40	120	10	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	1890	190	220	2440	10	10	30	40	120	10	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	1890	190	220	2440	10	10	30	40	120	10	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	10	1890	190	220	2440	10	10	30	40	120	10	50				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	0.12	0.38	0.50	1.00	0.17	0.83				
Final Sat.:	1600	4800	1600	3200	4780	20	200	600	800	1600	267	1333				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.12	0.07	0.51	0.51	0.01	0.05	0.05	0.08	0.04	0.04				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	0 1	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	140	160	30	90	110	60	90	870	110	100	1380	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	160	30	90	110	60	90	870	110	100	1380	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	140	160	30	90	110	60	90	870	110	100	1380	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	140	160	30	90	110	60	90	870	110	100	1380	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	140	160	30	90	110	60	90	870	110	100	1380	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.84	0.16	1.00	1.29	0.71	1.00	1.78	0.22	1.00	1.92	0.08				
Final Sat.:	1600	1347	253	1600	2071	1129	1600	2841	359	1600	3067	133				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.12	0.12	0.06	0.05	0.05	0.06	0.31	0.31	0.06	0.45	0.45				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	10	330	50	150	240	20	90	1060	10	290	1310	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	330	50	150	240	20	90	1060	10	290	1310	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	330	50	150	240	20	90	1060	10	290	1310	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	330	50	150	240	20	90	1060	10	290	1310	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	330	50	150	240	20	90	1060	10	290	1310	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.57	0.43
Final Sat.:	1600	1389	211	1600	1600	1600	1600	4755	45	1600	4110	690
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.09	0.15	0.01	0.06	0.22	0.22	0.18	0.32	0.32
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	130	440	250	170	530	70	140	1060	240	270	1680	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	440	250	170	530	70	140	1060	240	270	1680	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	440	250	170	530	70	140	1060	240	270	1680	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	440	250	170	530	70	140	1060	240	270	1680	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	440	250	170	530	70	140	1060	240	270	1680	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.45	0.55	1.00	2.56	0.44
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3914	886	1600	4093	707
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.16	0.11	0.33	0.04	0.09	0.27	0.27	0.17	0.41	0.41
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	60	170	320		80	30	10		10	610	100		210	380	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	170	320		80	30	10		10	610	100		210	380	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	170	320		80	30	10		10	610	100		210	380	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	170	320		80	30	10		10	610	100		210	380	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	170	320		80	30	10		10	610	100		210	380	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1200	400		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.20		0.05	0.03	0.03		0.01	0.19	0.06		0.13	0.12	0.03	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	1	
Volume Module:																
Base Vol:	0	1420	1190		90	890	0		10	0	120		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1420	1190		90	890	0		10	0	120		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1420	0		90	890	0		10	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1420	0		90	890	0		10	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1420	0		90	890	0		10	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.06	0.28	0.00		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	560	930	0	0	170	20	0	0	0	840	0	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	560	930	0	0	170	20	0	0	0	840	0	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	560	930	0	0	170	20	0	0	0	840	0	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	560	930	0	0	170	20	0	0	0	840	0	10				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	560	930	0	0	170	20	0	0	0	840	0	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.98	0.00	0.02				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	3162	0	38				
Capacity Analysis Module:																
Vol/Sat:	0.35	0.29	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.27	0.00	0.27				
Crit Moves:	****				****					****						

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	40	1700	30		60	650	310		830	50	210		170	90	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1700	30		60	650	310		830	50	210		170	90	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1700	30		60	650	0		830	50	210		170	90	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1700	30		60	650	0		830	50	210		170	90	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1700	30		60	650	0		830	50	210		170	90	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.35	0.02		0.04	0.14	0.00		0.26	0.03	0.13		0.11	0.03	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	360	10	50		310	50	50		50	1180	30		30	1350	550	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	360	10	50		310	50	50		50	1180	30		30	1350	550	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	360	10	50		310	50	50		50	1180	30		30	1350	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	360	10	50		310	50	50		50	1180	30		30	1350	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	360	10	50		310	50	50		50	1180	30		30	1350	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.03		0.19	0.02	0.03		0.03	0.37	0.02		0.02	0.42	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2 0	0 0	1		0 0	0 0	0		1 0	2 0	0		0 0	2 0	1	
Volume Module:																
Base Vol:	280	0	50		0	0	0		190	1370	0		0	1670	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	0	50		0	0	0		190	1370	0		0	1670	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	280	0	50		0	0	0		190	1370	0		0	1670	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	280	0	50		0	0	0		190	1370	0		0	1670	280	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	280	0	50		0	0	0		190	1370	0		0	1670	280	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.03		0.00	0.00	0.00		0.12	0.43	0.00		0.00	0.52	0.17	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	2	0 2	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1360	430		90	550	0		130	0	1440		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1360	430		90	550	0		130	0	1440		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1360	0		90	550	0		130	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1360	0		90	550	0		130	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1360	0		90	550	0		130	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.03	0.17	0.00		0.04	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	1	1	0 1	0	1
Volume Module:																
Base Vol:	30	420	400		0	760	10		10	260	110		40	100	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	420	400		0	760	10		10	260	110		40	100	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	420	400		0	760	10		10	260	110		40	100	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	420	400		0	760	10		10	260	110		40	100	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	420	400		0	760	10		10	260	110		40	100	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.97	0.03		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3158	42		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.25		0.00	0.24	0.24		0.01	0.16	0.07		0.03	0.06	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	2050	1250		0	1690	650		100	0	90		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2050	1250		0	1690	650		100	0	90		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2050	0		0	1690	0		100	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2050	0		0	1690	0		100	0	90		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2050	0		0	1690	0		100	0	90		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.43	0.00		0.00	0.35	0.00		0.03	0.00	0.06		0.00	0.00	0.00	
Crit Moves:		****			****						****					

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1110	970		0	1400	360		0	0	0		1010	0	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1110	970		0	1400	360		0	0	0		1010	0	160	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1110	0		0	1400	0		0	0	0		1010	0	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1110	0		0	1400	0		0	0	0		1010	0	160	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1110	0		0	1400	0		0	0	0		1010	0	160	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.23	0.00		0.00	0.29	0.00		0.00	0.00	0.00		0.32	0.00	0.10	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	1	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	250	2390	60		170	1340	230		410	60	140		410	30	700	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	2390	60		170	1340	230		410	60	140		410	30	700	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	2390	60		170	1340	0		410	60	140		410	30	700	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	2390	60		170	1340	0		410	60	140		410	30	700	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	2390	60		170	1340	0		410	60	140		410	30	700	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.62	0.38	1.00		1.86	0.14	2.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		4187	613	1600		2982	218	3200	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.50	0.04		0.05	0.28	0.00		0.10	0.10	0.09		0.14	0.14	0.22	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	0	1	0	2	0	0	1	0
Volume Module:																				
Base Vol:	150	700	380		40	920	10		10	100	170		590	150	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	700	380		40	920	10		10	100	170		590	150	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	700	380		40	920	10		10	100	170		590	150	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	700	380		40	920	10		10	100	170		590	150	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	700	380		40	920	10		10	100	170		590	150	80	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		0.09	0.91	2.00		2.00	0.65	0.35	
Final Sat.:	1600	4800	1600		1600	4748	52		145	1455	3200		3200	1043	557	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.15	0.24		0.03	0.19	0.19		0.01	0.07	0.05		0.18	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	220	190	150		10	100	160		50	730	60		80	1330	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	190	150		10	100	160		50	730	60		80	1330	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	190	150		10	100	160		50	730	60		80	1330	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	190	150		10	100	160		50	730	60		80	1330	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	190	150		10	100	160		50	730	60		80	1330	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.77	0.23		1.00	2.98	0.02	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4435	365		1600	4764	36	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.09		0.01	0.06	0.10		0.03	0.16	0.16		0.05	0.28	0.28	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		100	0	390		240	1030	0		0	1630	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		100	0	390		240	1030	0		0	1630	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		100	0	390		240	1030	0		0	1630	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		100	0	390		240	1030	0		0	1630	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		100	0	390		240	1030	0		0	1630	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.92	0.08	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3068	132	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.12		0.15	0.32	0.00		0.00	0.53	0.53	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	110	360	130		180	660	50		130	400	150		90	240	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	360	130		180	660	50		130	400	150		90	240	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	360	130		180	660	50		130	400	150		90	240	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	360	130		180	660	50		130	400	150		90	240	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	360	130		180	660	50		130	400	150		90	240	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.45	0.55		1.00	1.71	0.29	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2327	873		1600	2743	457	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.08		0.11	0.21	0.03		0.08	0.17	0.17		0.06	0.09	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 1		0	0 3	0 1		0	0 0	0 0		1	0 1!	0 0	
Volume Module:																
Base Vol:	0	1550	610		0	1260	340		0	0	0		920	0	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1550	610		0	1260	340		0	0	0		920	0	300	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1550	0		0	1260	0		0	0	0		920	0	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1550	0		0	1260	0		0	0	0		920	0	300	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1550	0		0	1260	0		0	0	0		920	0	300	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.51	0.00	0.49	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2413	0	787	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.00		0.00	0.26	0.00		0.00	0.00	0.00		0.38	0.00	0.38	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1930	470		0	1910	190		240		0	570		0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	1930	470		0	1910	190		240		0	570		0	0	0
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00		1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	1930	0		0	1910	0		240		0	570		0	0	0
Reduct Vol:	0	0	0		0	0	0		0		0	0		0	0	0
Reduced Vol:	0	1930	0		0	1910	0		240		0	570		0	0	0
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00		1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00		1.00	1.00		1.00	1.00	1.00
Final Vol.:	0	1930	0		0	1910	0		240		0	570		0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600		1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00		0.00	2.00		0.00	0.00	0.00
Final Sat.:	0	4800	1600		0	4800	1600		1600		0	3200		0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.40	0.00		0.15		0.00	0.18		0.00	0.00	0.00
Crit Moves:	****					****						****				

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																				
Base Vol:	40	1220	490		50	1540	400		240		10	180		250	0	340
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	40	1220	490		50	1540	400		240		10	180		250	0	340
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
PHF Volume:	40	1220	490		50	1540	400		240		10	180		250	0	340
Reduct Vol:	0	0	0		0	0	0		0		0	0		0	0	0
Reduced Vol:	40	1220	490		50	1540	400		240		10	180		250	0	340
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Final Vol.:	40	1220	490		50	1540	400		240		10	180		250	0	340
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600		1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	3.00	1.00		1.00	2.38	0.62		2.00		1.00	1.00		2.00	1.00	2.00
Final Sat.:	1600	4800	1600		1600	3810	990		3200		1600	1600		3200	1600	3200
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.31		0.03	0.40	0.40		0.08		0.01	0.11		0.08	0.00	0.11
Crit Moves:	****					****			****							****

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	320	720	800	0	0	860	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	320	720	800	0	0	860	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	10	0	0	720	800	0	0	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	0	720	800	0	0	860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	10	0	0	720	800	0	0	860	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.23	0.25	0.00	0.00	0.27	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	350	630	10	60	140	10	10	560	350	10	1060	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	630	10	60	140	10	10	560	350	10	1060	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	630	10	60	140	10	10	560	350	10	1060	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	630	10	60	140	10	10	560	350	10	1060	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	350	630	10	60	140	10	10	560	350	10	1060	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.01	0.04	0.04	0.01	0.01	0.17	0.22	0.01	0.33	0.03
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	1000	490	0	0	460	450	0	0	0	190	0	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1000	490	0	0	460	450	0	0	0	190	0	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1000	490	0	0	460	0	0	0	0	190	0	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	490	0	0	460	0	0	0	0	190	0	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1000	490	0	0	460	0	0	0	0	190	0	360
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.03	0.01	1.96
Final Sat.:	3200	3200	0	0	3200	1600	0	0	0	1658	0	3142
Capacity Analysis Module:												
Vol/Sat:	0.31	0.15	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****				****					****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0	50	0	150	70	640	0	0	980	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	150	70	640	0	0	980	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	150	70	640	0	0	980	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	150	70	640	0	0	980	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	50	0	150	70	640	0	0	980	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.04	0.20	0.00	0.00	0.31	0.12
Crit Moves:						****	****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.219
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	150	1670	1060	30	630	270	60	440	220	110	980	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1670	1060	30	630	270	60	440	220	110	980	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1670	1060	30	630	270	60	440	220	110	980	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1670	1060	30	630	270	60	440	220	110	980	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	1670	1060	30	630	270	60	440	220	110	980	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.40	0.60	1.00	1.33	0.67	1.00	1.98	0.02
Final Sat.:	1600	1958	1242	1600	2240	960	1600	2133	1067	1600	3168	32
Capacity Analysis Module:												
Vol/Sat:	0.09	0.85	0.85	0.02	0.28	0.28	0.04	0.21	0.21	0.07	0.31	0.31
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	110	0	120	0	0	0	0	630	290	0	110	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	120	0	0	0	0	630	290	0	110	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	110	0	120	0	0	0	0	630	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	120	0	0	0	0	630	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	110	0	120	0	0	0	0	630	0	0	110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.02	0.00
Crit Moves:			****					****		****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	540	0	240	0	580	190	0	190	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	540	0	240	0	580	190	0	190	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	540	0	240	0	580	0	0	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	540	0	240	0	580	0	0	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	540	0	240	0	580	0	0	190	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.00	0.12	0.00	0.00	0.04	0.00
Crit Moves:				****				****		****		

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	340	1670	110	550	1790	100	260	70	80	470	60	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1670	110	550	1790	100	260	70	80	470	60	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1670	110	550	1790	100	260	70	80	470	60	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1670	110	550	1790	100	260	70	80	470	60	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	1670	110	550	1790	100	260	70	80	470	60	400
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	3.00	1.00	2.00	1.00	1.00	1.77	0.23	1.00
Final Sat.:	3200	4503	297	3200	4800	1600	3200	1600	1600	2838	362	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.17	0.37	0.06	0.08	0.04	0.05	0.17	0.17	0.25
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	230	150	0	540	250	90	660	20	110	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	230	150	0	540	250	90	660	20	110	1410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	230	150	0	540	250	90	660	20	110	1410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	230	150	0	540	250	90	660	20	110	1410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	230	150	0	540	250	90	660	20	110	1410	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.09	0.00	0.17	0.16	0.06	0.21	0.01	0.07	0.44	0.00
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltA PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1700	420	190	1690	0	0	0	0	660	0	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1700	420	190	1690	0	0	0	0	660	0	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1700	420	190	1690	0	0	0	0	660	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1700	420	190	1690	0	0	0	0	660	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1700	420	190	1690	0	0	0	0	660	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.26	0.06	0.53	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Crit Moves:		****		****						****		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	120	430	225	55	15	215	850	145	210	600	50	145
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	120	710	0	0	0	230	995	0	210	698	0	97
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.85	0.95	0.95	0.98	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3404	0	0	0	1805	5062	0	1805	3541	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	8.0	25.0	0.0	0.0	0.0	15.3	23.6	0.0			0.0	7.2
Adj Reference Time (s)	12.0	29.0	0.0	0.0	0.0	19.3	27.6	0.0			0.0	11.2
Permitted Option												
Adj Saturation A (vph)	120	1702			0	120	1687		120	1771		
Reference Time A (s)	119.7	25.0			0.0	229.4	23.6		209.4	23.7		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		119.7					229.4			209.4		
Adj Reference Time (s)		123.7					233.4			213.4		
Split Option												
Ref Time Combined (s)	8.0	25.0			0.0	15.3	23.6		14.0	23.7		
Ref Time Seperate (s)	8.0	15.2			1.0	14.3	20.1		14.0	20.3		
Reference Time (s)	25.0	25.0			23.6	23.6	23.6		23.7	23.7		
Adj Reference Time (s)	29.0	29.0			27.6	27.6	27.6		27.7	27.7		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	48.3	NA	NA	
Permitted Option (s)	233.4	293.6	Err	
Split Option (s)	56.6	51.2	27.5	
Minimum (s)	48.3	51.2	27.5	126.9

Right Turns	NBR2	NWR
Adj Reference Time (s)	11.2	24.6
Cross Thru Ref Time (s)	0.0	51.2
Oncoming Left Ref Time (s)	71.8	48.3
Combined (s)	83.0	124.0

Intersection Summary			
Intersection Capacity Utilization	105.8%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	100	260	650	80	65	620	425	65
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	1090	0	0	685	490	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6712	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			20.6	0.0
Adj Reference Time (s)				0.0			24.6	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	149		0	117		
Reference Time A (s)	0.0	0.0	289.6		0.0	351.8		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			289.6					
Adj Reference Time (s)			293.6					
Split Option								
Ref Time Combined (s)	0.0	0.0	19.5		0.0	23.5		
Ref Time Seperate (s)	6.6	8.6	15.3		4.3	21.2		
Reference Time (s)	19.5	19.5	19.5		23.5	23.5		
Adj Reference Time (s)	23.5	23.5	23.5		27.5	27.5		

Summary

APPENDIX D
PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
2020 GENERAL PLAN UPDATE ALTERNATIVE B CONDITIONS

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Scenario Report

Scenario:	FAM AltB
Command:	AltB AM
Volume:	FAM AltB
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	20	1410	20	100	740	50	130	80	20	30	10	240	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1410	20	100	740	50	130	80	20	30	10	240	2850
#2 Harbor & Wooley													
Base	30	1030	70	140	740	20	80	20	30	50	50	170	2430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1030	70	140	740	20	80	20	30	50	50	170	2430
#3 Harbor & Channel Island													
Base	270	0	340	0	0	0	0	390	100	180	570	0	1850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	340	0	0	0	0	390	100	180	570	0	1850
#4 Victoria & Channel Island													
Base	220	630	300	180	550	320	160	510	200	180	230	90	3570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	630	300	180	550	320	160	510	200	180	230	90	3570
#5 Victoria & Hemlock													
Base	40	910	20	110	1020	60	60	10	20	60	10	80	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	910	20	110	1020	60	60	10	20	60	10	80	2400
#6 Patterson & Hemlock													
Base	20	290	30	30	310	20	90	40	50	40	70	140	1130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	290	30	30	310	20	90	40	50	40	70	140	1130
#7 Ventura & Hemlock													
Base	10	1040	40	10	970	50	20	10	60	10	10	30	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1040	40	10	970	50	20	10	60	10	10	30	2260
#8 Patterson & Channel Island													
Base	0	0	0	270	0	50	30	1500	0	0	1220	140	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	270	0	50	30	1500	0	0	1220	140	3210
#9 Ventura & Channel Island													
Base	420	880	120	60	850	90	140	790	870	190	800	90	5300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	880	120	60	850	90	140	790	870	190	800	90	5300

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Victoria & Wooley													
Base	60	1840	120	160	910	90	50	90	40	100	120	540	4120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1840	120	160	910	90	50	90	40	100	120	540	4120
#11 Patterson & Wooley													
Base	70	190	180	110	170	50	120	470	60	60	490	40	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	190	180	110	170	50	120	470	60	60	490	40	2010
#12 Ventura & Wooley													
Base	180	920	80	410	760	40	190	790	130	170	520	90	4280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	920	80	410	760	40	190	790	130	170	520	90	4280
#16 Patterson & 5th													
Base	150	10	190	10	10	20	10	490	120	210	330	10	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	10	190	10	10	20	10	490	120	210	330	10	1560
#18 Ventura & 5th													
Base	210	950	180	20	1060	220	230	500	160	140	370	40	4080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	950	180	20	1060	220	230	500	160	140	370	40	4080
#19 Ventura & 2nd St													
Base	30	930	60	190	1080	10	30	60	80	30	10	110	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	930	60	190	1080	10	30	60	80	30	10	110	2620
#20 C St & Channel Island													
Base	100	120	90	80	180	70	110	920	60	50	790	10	2580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	120	90	80	180	70	110	920	60	50	790	10	2580
#21 Saviers & Channel Island													
Base	300	620	280	120	680	60	80	990	130	290	530	100	4180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	620	280	120	680	60	80	990	130	290	530	100	4180
#23 SR-1 (Oxnard) & 5th													
Base	40	860	100	180	1030	10	30	470	10	40	200	60	3030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	860	100	180	1030	10	30	470	10	40	200	60	3030
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#25 C St & 5th													
Base	80	390	40	10	360	60	10	450	20	10	190	10	1630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	390	40	10	360	60	10	450	20	10	190	10	1630
#26 Rose & Channel Island													
Base	160	1160	260	70	1640	240	670	600	260	340	540	30	5970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1160	260	70	1640	240	670	600	260	340	540	30	5970
#27 Rose & SR-1 (Oxnard)													
Base	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
#29 Rice & Channel Island													
Base	30	920	0	0	920	430	860	0	90	0	0	0	3250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	920	0	0	920	430	860	0	90	0	0	0	3250
#30 Rice & Wooley													
Base	50	1340	390	0	1250	300	450	720	50	150	120	0	4820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1340	390	0	1250	300	450	720	50	150	120	0	4820
#31 Rose & Emerson													
Base	110	1130	10	70	1180	160	200	20	40	70	50	140	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1130	10	70	1180	160	200	20	40	70	50	140	3180
#32 Rose & Wooley													
Base	20	880	340	20	1710	330	240	1420	60	160	390	50	5620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	880	340	20	1710	330	240	1420	60	160	390	50	5620
#33 Rose & SR-34													
Base	10	1020	140	30	1680	110	390	1060	40	180	360	20	5040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1020	140	30	1680	110	390	1060	40	180	360	20	5040
#34 Rose & 3rd													
Base	130	1350	0	0	1590	130	340	0	310	0	0	0	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1350	0	0	1590	130	340	0	310	0	0	0	3850
#35 Rose & Camino Del Sol													
Base	200	1550	50	290	1380	240	410	350	220	100	80	150	5020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1550	50	290	1380	240	410	350	220	100	80	150	5020

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 C ST & 3rd													
Base	20	290	60	320	240	20	50	350	20	120	270	50	1810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	290	60	320	240	20	50	350	20	120	270	50	1810
#38 C St & Gonzales													
Base	80	130	230	100	100	100	180	1260	130	70	730	110	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	230	100	100	100	180	1260	130	70	730	110	3220
#39 SR-1 (Oxnard) & Gonzales													
Base	140	1110	200	380	1040	50	360	900	100	330	750	260	5620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1110	200	380	1040	50	360	900	100	330	750	260	5620
#40 SR-1 (Oxnard) & Colonia													
Base	0	1080	100	20	1590	0	0	0	0	60	0	80	2930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1080	100	20	1590	0	0	0	0	60	0	80	2930
#46 Harbor & Gonzales													
Base	0	1400	170	80	580	0	0	0	0	40	0	170	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1400	170	80	580	0	0	0	0	40	0	170	2440
#48 SR-1 (Oxnard) & 2nd													
Base	70	1010	0	0	1280	130	110	0	60	0	0	0	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1010	0	0	1280	130	110	0	60	0	0	0	2660
#59 Pleasant Valley & Bard													
Base	10	10	20	190	10	40	30	940	10	30	920	570	2780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	20	190	10	40	30	940	10	30	920	570	2780
#67 Rose & Bard													
Base	80	1070	30	100	1600	130	490	140	270	280	130	160	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1070	30	100	1600	130	490	140	270	280	130	160	4480
#69 Rose & Pleasant Valley													
Base	120	940	170	190	1840	240	220	810	370	330	660	60	5950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	940	170	190	1840	240	220	810	370	330	660	60	5950
#73 C St & Pleasant Valley													
Base	20	60	10	90	60	190	160	770	10	10	820	140	2340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	60	10	90	60	190	160	770	10	10	820	140	2340

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#74 Saviers & Pleasant Valley													
Base	80	290	80	340	600	220	270	620	50	110	750	140	3550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	290	80	340	600	220	270	620	50	110	750	140	3550
#75 J St & Pleasant Valley													
Base	30	50	60	30	20	10	40	310	10	10	630	20	1220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	50	60	30	20	10	40	310	10	10	630	20	1220
#77 Ventura & Pleasant Valley													
Base	110	630	200	420	1000	90	150	90	40	100	250	390	3470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	630	200	420	1000	90	150	90	40	100	250	390	3470
#80 Ventura & Hueneme													
Base	20	200	40	850	130	190	140	230	20	110	170	370	2470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	200	40	850	130	190	140	230	20	110	170	370	2470
#81 J St & Hueneme													
Base	0	0	0	20	0	50	30	760	0	0	600	10	1470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	50	30	760	0	0	600	10	1470
#82 Saviers & Hueneme													
Base	0	0	0	370	0	180	20	1040	0	0	540	110	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	370	0	180	20	1040	0	0	540	110	2260
#90 Saviers & SR-1													
Base	60	0	10	60	0	40	10	960	330	10	500	30	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	0	10	60	0	40	10	960	330	10	500	30	2010
#92 Del Norte & SR-34													
Base	10	660	460	80	190	200	280	730	0	60	330	100	3100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	660	460	80	190	200	280	730	0	60	330	100	3100
#93 Del Norte & Camino Del Sol													
Base	110	1060	20	20	570	30	60	10	20	20	10	10	1940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1060	20	20	570	30	60	10	20	20	10	10	1940
#97 Del Norte & Sturgis													
Base	30	900	40	140	410	80	60	80	30	30	120	70	1990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	900	40	140	410	80	60	80	30	30	120	70	1990

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	290	1150	430	810	1080	210	270	1370	410	140	450	220	6830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	1150	430	810	1080	210	270	1370	410	140	450	220	6830
#102 Rice & Gonzales													
Base	560	1850	920	670	2260	620	50	1070	290	180	660	280	9410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	1850	920	670	2260	620	50	1070	290	180	660	280	9410
#103 Lombard & Gonzales													
Base	60	70	110	60	10	20	160	1700	70	180	960	120	3520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	70	110	60	10	20	160	1700	70	180	960	120	3520
#106 Rice & US-101 SB													
Base	0	1220	890	40	2270	0	210	0	1150	0	0	0	5780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1220	890	40	2270	0	210	0	1150	0	0	0	5780
#107 Santa Clara & Auto Center Drive													
Base	110	690	0	0	740	120	140	0	350	1310	270	10	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	690	0	0	740	120	140	0	350	1310	270	10	3740
#113 Rose & Auto Center													
Base	70	620	470	310	1280	10	10	180	170	160	20	60	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	620	470	310	1280	10	10	180	170	160	20	60	3360
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	160	830	990	170	1160	180	160	850	220	790	410	10	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	830	990	170	1160	180	160	850	220	790	410	10	5930
#123 Ventura & Vineyard													
Base	40	760	290	120	690	140	70	250	50	180	130	90	2810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	760	290	120	690	140	70	250	50	180	130	90	2810
#129 Ventura & Town Center													
Base	0	1160	250	0	360	0	0	0	0	50	0	0	1820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1160	250	0	360	0	0	0	0	50	0	0	1820
#132 Ventura & Wagon Wheel													
Base	0	800	360	140	930	0	0	0	0	100	0	20	2350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	800	360	140	930	0	0	0	0	100	0	20	2350

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	210	430	120	20	450	60	180	990	350	50	650	10	3520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	430	120	20	450	60	180	990	350	50	650	10	3520
#135 Victoria & 5th													
Base	60	1910	90	260	1140	10	100	150	10	80	180	410	4400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1910	90	260	1140	10	100	150	10	80	180	410	4400
#136 Victoria & Gonzales													
Base	70	1760	880	170	1180	30	20	240	40	380	180	480	5430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1760	880	170	1180	30	20	240	40	380	180	480	5430
#139 Victoria & Teal Club													
Base	10	2500	30	10	1450	10	10	10	10	40	10	80	4170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2500	30	10	1450	10	10	10	10	40	10	80	4170
#140 Patterson & Teal Club													
Base	30	10	20	160	20	60	10	50	10	10	30	10	420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	10	20	160	20	60	10	50	10	10	30	10	420
#141 Patterson & Gonzales													
Base	80	10	10	60	20	240	130	970	290	10	800	10	2630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	10	10	60	20	240	130	970	290	10	800	10	2630
#142 Ventura & Gonzales													
Base	250	640	230	160	670	220	300	680	170	160	440	80	4000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	640	230	160	670	220	300	680	170	160	440	80	4000
#148 Ventura & Doris													
Base	180	1180	170	20	810	70	70	300	230	110	140	30	3310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	1180	170	20	810	70	70	300	230	110	140	30	3310
#149 Patterson & Doris													
Base	30	20	10	150	130	10	10	190	50	90	240	50	980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	20	10	150	130	10	10	190	50	90	240	50	980
#150 Victoria & Doris													
Base	10	2480	80	160	1460	10	10	10	10	60	10	210	4510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2480	80	160	1460	10	10	10	10	60	10	210	4510

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	180	80	10	90	70	90	140	1110	70	10	990	30	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	80	10	90	70	90	140	1110	70	10	990	30	2870
#153 Hobson/J St & Wooley St													
Base	90	160	40	150	170	20	100	1440	80	100	730	170	3250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	160	40	150	170	20	100	1440	80	100	730	170	3250
#161 H St & Gonzales													
Base	180	350	380	220	390	90	110	930	120	170	660	140	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	350	380	220	390	90	110	930	120	170	660	140	3740
#162 H ST & Vineyard													
Base	50	100	270	120	60	10	10	420	80	150	270	30	1570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	100	270	120	60	10	10	420	80	150	270	30	1570
#173 Del Norte & US-101 SB													
Base	0	330	220	110	1620	0	50	0	150	0	0	0	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	330	220	110	1620	0	50	0	150	0	0	0	2480
#174 Del Norte & US-101 NB													
Base	210	150	0	0	450	30	0	0	0	1310	0	30	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	150	0	0	450	30	0	0	0	1310	0	30	2180
#181 Del Norte & Gonzales													
Base	70	480	170	140	950	780	40	140	110	50	40	40	3010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	480	170	140	950	780	40	140	110	50	40	40	3010
#195 SR-1 (Oxnard) & Plesant Valley													
Base	230	10	90	330	80	40	40	1180	70	20	1110	60	3260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	10	90	330	80	40	40	1180	70	20	1110	60	3260
#197 Rice & Pleasant Valley													
Base	140	0	20	0	0	0	390	1300	0	0	940	150	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	0	20	0	0	0	390	1300	0	0	940	150	2940
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	1000	370	110	290	0	80	0	1530	0	0	0	3380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1000	370	110	290	0	80	0	1530	0	0	0	3380

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	10	280	180	0	690	0	0	70	180	10	30	0	1450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	280	180	0	690	0	0	70	180	10	30	0	1450
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1230	1210	0	1760	580	70	0	240	0	0	0	5090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1230	1210	0	1760	580	70	0	240	0	0	0	5090
#231 Viyenard (SR-232) & US-101 NB													
Base	0	790	500	0	1520	260	0	0	0	810	0	210	4090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	500	0	1520	260	0	0	0	810	0	210	4090
#233 Vineyard (SR-232) & Esplanede													
Base	40	1830	20	650	1150	110	450	10	120	40	10	160	4590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1830	20	650	1150	110	450	10	120	40	10	160	4590
#235 Vineyard (SR-232) & Myrtle													
Base	30	670	270	40	1440	10	10	50	80	240	10	50	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	670	270	40	1440	10	10	50	80	240	10	50	2900
#275 Pacific & Wooley													
Base	130	70	70	10	60	40	40	950	160	40	550	90	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	70	70	10	60	40	40	950	160	40	550	90	2210
#280 Statham & Channel Island													
Base	0	0	0	80	0	130	420	1430	0	0	880	60	3000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	130	420	1430	0	0	880	60	3000
#281 Statham & SR-1 (Oxnard)													
Base	200	380	90	70	440	30	20	170	60	90	340	20	1910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	380	90	70	440	30	20	170	60	90	340	20	1910
#285 Rose & US-101 NB Ramps													
Base	0	900	620	0	1380	180	0	0	0	570	0	260	3910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	900	620	0	1380	180	0	0	0	570	0	260	3910

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	1250	430	0	1710	200	300	0	800	0	0	0	4690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1250	430	0	1710	200	300	0	800	0	0	0	4690
#297 SR-1 (Oxnard) & Esplanade													
Base	20	980	260	30	1600	190	330	10	160	50	10	50	3690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	980	260	30	1600	190	330	10	160	50	10	50	3690
#305 Rice & Hueneme													
Base	0	0	0	30	0	410	460	560	0	0	550	10	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	30	0	410	460	560	0	0	550	10	2020
#308 Oxnard SB Off Ramp & Channel Island													
Base	80	130	10	20	380	10	10	860	430	30	760	50	2770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	10	20	380	10	10	860	430	30	760	50	2770
#310 SR-1 (Oxnard) & US-101 NB													
Base	850	220	0	0	330	550	0	0	0	70	0	250	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	850	220	0	0	330	550	0	0	0	70	0	250	2270
#314 Dupont & Channel Island													
Base	0	0	0	80	0	180	20	860	0	0	660	60	1860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	180	20	860	0	0	660	60	1860
#321 Rose Ave & Hueneme Rd													
Base	90	400	260	10	2220	20	110	600	580	170	750	10	5220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	400	260	10	2220	20	110	600	580	170	750	10	5220
#323 Rice NB Ramps & Camino Del Sol													
Base	130	0	40	0	0	0	0	370	280	0	20	490	1330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	0	40	0	0	0	0	370	280	0	20	490	1330
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	210	0	570	0	440	80	0	140	20	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	210	0	570	0	440	80	0	140	20	1460
#329 Rose Ave & Lockwood St													
Base	20	1370	180	680	1880	20	130	20	20	70	10	300	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1370	180	680	1880	20	130	20	20	70	10	300	4700

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	10	560	100	0	90	50	90	1020	10	70	420	0	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	560	100	0	90	50	90	1020	10	70	420	0	2420
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1180	700	180	1280	0	0	0	0	210	0	180	3730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1180	700	180	1280	0	0	0	0	210	0	180	3730

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 2 Harbor & Wooley	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.263	A	xxxxx	0.263	+ 0.000 V/C
# 4 Victoria & Channel Island	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 9 Ventura & Channel Island	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
# 10 Victoria & Wooley	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 11 Patterson & Wooley	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 12 Ventura & Wooley	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 18 Ventura & 5th	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
# 20 C St & Channel Island	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 21 Saviers & Channel Island	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 25 C St & 5th	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 26 Rose & Channel Island	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 29 Rice & Channel Island	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 30 Rice & Wooley	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 31 Rose & Emerson	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 33 Rose & SR-34	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 34 Rose & 3rd	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 35 Rose & Camino Del Sol	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 36 C ST & 3rd	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 38 C St & Gonzales	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 67 Rose & Bard	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.109	F	xxxxx	1.109	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 80 Ventura & Hueneme	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 92 Del Norte & SR-34	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
#101 Rose & Gonzales	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.064	F	xxxxx	1.064	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
#113 Rose & Auto Center	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
#134 C St & Wooley	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#135 Victoria & 5th	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
#136 Victoria & Gonzales	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#139 Victoria & Teal Club	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.144	A	xxxxx	0.144	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
#148 Ventura & Doris	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
#150 Victoria & Doris	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
#152 J St & Channel Island	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#153 Hobson/J St & Wooley St	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#161 H St & Gonzales	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#181 Del Norte & Gonzales	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#197 Rice & Pleasant Valley	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
#280 Statham & Channel Island	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.231	F	xxxxx	1.231	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.158	A	xxxxx	0.158	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
#329 Rose Ave & Lockwood St	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#335 Lombard St & 5th St	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	20	1410	20		100	740	50		130	80	20		30	10	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1410	20		100	740	50		130	80	20		30	10	240	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	20	1410	0		100	740	0		130	80	20		30	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1410	0		100	740	0		130	80	20		30	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	20	1410	0		100	740	0		130	80	20		30	10	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.00		0.03	0.23	0.00		0.08	0.05	0.01		0.02	0.01	0.00	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	
Volume Module:																
Base Vol:	30	1030	70		140	740	20		80	20	30		50	50	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1030	70		140	740	20		80	20	30		50	50	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1030	70		140	740	20		80	20	30		50	50	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1030	70		140	740	20		80	20	30		50	50	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1030	70		140	740	20		80	20	30		50	50	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.95	0.05		0.62	0.15	0.23		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	3116	84		985	246	369		800	800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.32	0.04		0.09	0.24	0.24		0.08	0.08	0.08		0.06	0.06	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	270	0	340		0	0	0		0	390	100		180	570	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	0	340		0	0	0		0	390	100		180	570	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	270	0	0		0	0	0		0	390	0		180	570	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	0	0		0	0	0		0	390	0		180	570	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	270	0	0		0	0	0		0	390	0		180	570	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.12	0.00		0.06	0.18	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	220	630	300		180	550	320		160	510	200		180	230	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	630	300		180	550	320		160	510	200		180	230	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	630	300		180	550	320		160	510	200		180	230	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	630	300		180	550	320		160	510	200		180	230	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	630	300		180	550	320		160	510	200		180	230	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.35	0.65		2.00	2.00	1.00		2.00	2.15	0.85		1.00	3.00	1.00	
Final Sat.:	3200	2168	1032		3200	3200	1600		3200	3448	1352		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.29		0.06	0.17	0.20		0.05	0.15	0.15		0.11	0.05	0.06	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	40	910	20	110	1020	60	60	10	20	60	10	80				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	40	910	20	110	1020	60	60	10	20	60	10	80				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	40	910	20	110	1020	60	60	10	20	60	10	80				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	40	910	20	110	1020	60	60	10	20	60	10	80				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	40	910	20	110	1020	60	60	10	20	60	10	80				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.00	0.33	0.67	1.00	1.00	1.00				
Final Sat.:	1600	4800	1600	1600	4533	267	1600	533	1067	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.01	0.07	0.23	0.22	0.04	0.02	0.02	0.04	0.01	0.05				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	
Volume Module:																
Base Vol:	20	290	30	30	310	20	90	40	50	40	70	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	290	30	30	310	20	90	40	50	40	70	140				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	290	30	30	310	20	90	40	50	40	70	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	290	30	30	310	20	90	40	50	40	70	140				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	290	30	30	310	20	90	40	50	40	70	140				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.81	0.19	1.00	1.88	0.12	1.00	0.44	0.56	1.00	0.33	0.67				
Final Sat.:	1600	2900	300	1600	3006	194	1600	711	889	1600	533	1067				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.10	0.02	0.10	0.10	0.06	0.06	0.06	0.03	0.13	0.13				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	10	1040	40		10	970	50		20	10	60		10	10	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1040	40		10	970	50		20	10	60		10	10	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1040	40		10	970	50		20	10	60		10	10	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1040	40		10	970	50		20	10	60		10	10	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1040	40		10	970	50		20	10	60		10	10	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.89	0.11		1.00	2.85	0.15		1.00	1.00	1.00		1.00	0.25	0.75	
Final Sat.:	1600	4622	178		1600	4565	235		1600	1600	1600		1600	400	1200	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.22		0.01	0.21	0.21		0.01	0.01	0.04		0.01	0.03	0.03	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 3	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		270	0	50		30	1500	0		0	1220	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		270	0	50		30	1500	0		0	1220	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		270	0	50		30	1500	0		0	1220	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.69	0.31	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4306	494	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.03		0.02	0.31	0.00		0.00	0.28	0.28	
Crit Moves:					****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 2	0 1		1	0 3	0 1	
Volume Module:																
Base Vol:	420	880	120		60	850	90		140	790	870		190	800	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	880	120		60	850	90		140	790	870		190	800	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	420	880	120		60	850	90		140	790	0		190	800	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	880	120		60	850	90		140	790	0		190	800	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	420	880	120		60	850	90		140	790	0		190	800	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.18	0.08		0.02	0.18	0.06		0.04	0.25	0.00		0.12	0.17	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 3	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	1840	120		160	910	90		50	90	40		100	120	540	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1840	120		160	910	90		50	90	40		100	120	540	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1840	120		160	910	90		50	90	40		100	120	540	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1840	120		160	910	90		50	90	40		100	120	540	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1840	120		160	910	90		50	90	40		100	120	540	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4506	294		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.41	0.41		0.10	0.19	0.06		0.03	0.03	0.03		0.06	0.04	0.34	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	70	190	180		110	170	50		120	470	60		60	490	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	190	180		110	170	50		120	470	60		60	490	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	190	180		110	170	50		120	470	60		60	490	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	190	180		110	170	50		120	470	60		60	490	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	190	180		110	170	50		120	470	60		60	490	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.55	0.45		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2473	727		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12	0.11		0.07	0.07	0.07		0.08	0.15	0.04		0.04	0.15	0.03	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		2	0 2	1 0		1	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	180	920	80		410	760	40		190	790	130		170	520	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	920	80		410	760	40		190	790	130		170	520	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	920	80		410	760	40		190	790	130		170	520	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	920	80		410	760	40		190	790	130		170	520	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	920	80		410	760	40		190	790	130		170	520	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.76	0.24		2.00	2.85	0.15		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4416	384		3200	4560	240		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.21		0.13	0.17	0.17		0.12	0.16	0.08		0.05	0.11	0.06	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1	0	0 1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	150	10	190		10	10	20		10	490	120		210	330	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	10	190		10	10	20		10	490	120		210	330	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	10	0		10	10	20		10	490	120		210	330	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	10	0		10	10	20		10	490	120		210	330	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	10	0		10	10	20		10	490	120		210	330	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.61	0.39		1.00	1.94	0.06	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2570	630		1600	3106	94	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.01	0.00		0.01	0.01	0.01		0.01	0.19	0.19		0.13	0.11	0.11	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0	3	0 1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	210	950	180		20	1060	220		230	500	160		140	370	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	950	180		20	1060	220		230	500	160		140	370	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	950	180		20	1060	220		230	500	160		140	370	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	950	180		20	1060	220		230	500	160		140	370	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	950	180		20	1060	220		230	500	160		140	370	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.27	0.73		2.00	1.80	0.20	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3636	1164		3200	2888	312	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.11		0.01	0.22	0.14		0.14	0.14	0.14		0.04	0.13	0.13	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	0	1 1	0	1
Volume Module:																
Base Vol:	30	930	60		190	1080	10		30	60	80		30	10	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	930	60		190	1080	10		30	60	80		30	10	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	930	60		190	1080	10		30	60	80		30	10	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	930	60		190	1080	10		30	60	80		30	10	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	930	60		190	1080	10		30	60	80		30	10	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	2.97	0.03		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4509	291		1600	4756	44		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.21		0.12	0.23	0.23		0.02	0.04	0.05		0.02	0.01	0.07	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	100	120	90		80	180	70		110	920	60		50	790	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	120	90		80	180	70		110	920	60		50	790	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	120	90		80	180	70		110	920	60		50	790	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	120	90		80	180	70		110	920	60		50	790	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	120	90		80	180	70		110	920	60		50	790	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.57	0.43		1.00	1.44	0.56		1.00	1.88	0.12		1.00	1.98	0.02	
Final Sat.:	1600	914	686		1600	2304	896		1600	3004	196		1600	3160	40	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.13	0.13		0.05	0.08	0.08		0.07	0.31	0.31		0.03	0.25	0.25	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	300	620	280		120	680	60		80	990	130		290	530	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	620	280		120	680	60		80	990	130		290	530	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	620	280		120	680	60		80	990	130		290	530	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	620	280		120	680	60		80	990	130		290	530	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	620	280		120	680	60		80	990	130		290	530	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.07	0.93		1.00	2.76	0.24		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3307	1493		1600	4411	389		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.08	0.15	0.15		0.05	0.31	0.08		0.18	0.17	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	40	860	100		180	1030	10		30	470	10		40	200	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	860	100		180	1030	10		30	470	10		40	200	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	860	100		180	1030	10		30	470	10		40	200	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	860	100		180	1030	10		30	470	10		40	200	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	860	100		180	1030	10		30	470	10		40	200	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.79	0.21		1.00	1.98	0.02		1.00	1.96	0.04		1.00	1.00	1.00	
Final Sat.:	1600	2867	333		1600	3169	31		1600	3133	67		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.30	0.30		0.11	0.32	0.33		0.02	0.15	0.15		0.03	0.13	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	80	390	40		10	360	60		10	450	20		10	190	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	390	40		10	360	60		10	450	20		10	190	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	390	40		10	360	60		10	450	20		10	190	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	390	40		10	360	60		10	450	20		10	190	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	390	40		10	360	60		10	450	20		10	190	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.96	0.04		1.00	0.95	0.05	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1532	68		1600	1520	80	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.03		0.01	0.23	0.04		0.01	0.29	0.29		0.01	0.13	0.13	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		1	0 3	0 1		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	1160	260		70	1640	240		670	600	260		340	540	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	1160	260		70	1640	240		670	600	260		340	540	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.16		0.04	0.34	0.15		0.21	0.19	0.16		0.11	0.17	0.02	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	330	1520	50		30	1520	10		0	190	390		0	140	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330	1520	50		30	1520	10		0	190	390		0	140	50	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	1520	0		30	1520	0		0	190	0		0	140	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.32	0.00		0.01	0.32	0.00		0.00	0.06	0.00		0.00	0.04	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	30	920	0		0	920	430		860	0	90		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	920	0		0	920	430		860	0	90		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	920	0		0	920	430		860	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	920	0		0	920	430		860	0	90		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	920	0		0	920	430		860	0	90		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19	0.00		0.00	0.19	0.27		0.27	0.00	0.06		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	50	1340	390		0	1250	300		450	720	50		150	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1340	390		0	1250	300		450	720	50		150	120	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	1340	390		0	1250	300		450	720	50		150	120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1340	390		0	1250	300		450	720	50		150	120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	1340	390		0	1250	300		450	720	50		150	120	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.24		0.00	0.26	0.19		0.14	0.15	0.03		0.05	0.03	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	110	1130	10		70	1180	160		200	20	40		70	50	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1130	10		70	1180	160		200	20	40		70	50	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1130	10		70	1180	160		200	20	40		70	50	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1130	10		70	1180	160		200	20	40		70	50	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1130	10		70	1180	160		200	20	40		70	50	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03		1.00	2.64	0.36		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4758	42		1600	4227	573		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24	0.24		0.04	0.28	0.28		0.13	0.04	0.04		0.04	0.03	0.09	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	20	880	340		20	1710	330		240	1420	60		160	390	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	880	340		20	1710	330		240	1420	60		160	390	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	880	340		20	1710	0		240	1420	60		160	390	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	880	340		20	1710	0		240	1420	60		160	390	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	880	340		20	1710	0		240	1420	60		160	390	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.88	0.12		2.00	2.66	0.34	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	4605	195		3200	4255	545	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18	0.21		0.01	0.36	0.00		0.08	0.31	0.31		0.05	0.09	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.09		0.01	0.35	0.07		0.12	0.33	0.03		0.06	0.11	0.01	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	130	1350	0	0	1590	130	340	0	310	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	130	1350	0	0	1590	130	340	0	310	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	130	1350	0	0	1590	130	340	0	310	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	130	1350	0	0	1590	130	340	0	310	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	130	1350	0	0	1590	130	340	0	310	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	4437	363	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.28	0.00	0.00	0.36	0.36	0.11	0.00	0.19	0.00	0.00	0.00						
Crit Moves:	****				****				****									

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	200	1550	50	290	1380	240	410	350	220	100	80	150						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	200	1550	50	290	1380	240	410	350	220	100	80	150						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	200	1550	0	290	1380	0	410	350	220	100	80	150						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	200	1550	0	290	1380	0	410	350	220	100	80	150						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	200	1550	0	290	1380	0	410	350	220	100	80	150						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.32	0.00	0.09	0.29	0.00	0.13	0.11	0.14	0.03	0.03	0.09						
Crit Moves:		****		****			****					****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	290	60		320	240	20		50	350	20		120	270	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	290	60		320	240	20		50	350	20		120	270	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	290	60		320	240	20		50	350	20		120	270	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	290	60		320	240	20		50	350	20		120	270	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	290	60		320	240	20		50	350	20		120	270	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.83	0.17		1.00	0.92	0.08		1.00	0.95	0.05		1.00	0.84	0.16	
Final Sat.:	1600	1326	274		1600	1477	123		1600	1514	86		1600	1350	250	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.22		0.20	0.16	0.16		0.03	0.23	0.23		0.08	0.20	0.20	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	80	130	230		100	100	100		180	1260	130		70	730	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	130	230		100	100	100		180	1260	130		70	730	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	130	230		100	100	100		180	1260	130		70	730	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	130	230		100	100	100		180	1260	130		70	730	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	130	230		100	100	100		180	1260	130		70	730	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.72	0.28		1.00	2.61	0.39	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4351	449		1600	4171	629	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.14		0.06	0.06	0.06		0.11	0.29	0.29		0.04	0.18	0.17	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1110	200		380	1040	50		360	900	100		330	750	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1110	200		380	1040	50		360	900	100		330	750	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.13		0.12	0.22	0.03		0.11	0.19	0.06		0.10	0.16	0.16	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1080	100		20	1590	0		0	0	0		60	0	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1080	100		20	1590	0		0	0	0		60	0	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1080	100		20	1590	0		0	0	0		60	0	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1080	100		20	1590	0		0	0	0		60	0	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1080	100		20	1590	0		0	0	0		60	0	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.75	0.25		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4393	407		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.01	0.33	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	9	1	0 2	0	0	0	0 0	0	0	1	0 0	0	9
Volume Module:																
Base Vol:	0	1400	170		80	580	0		0	0	0		40	0	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1400	170		80	580	0		0	0	0		40	0	170	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1400	0		80	580	0		0	0	0		40	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1400	0		80	580	0		0	0	0		40	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	1400	0		80	580	0		0	0	0		40	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	9.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	9.00	
Final Sat.:	0	3200	14400		1600	3200	0		0	0	0		1600	0	14400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.05	0.18	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	70	1010	0		0	1280	130		110	0	60		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1010	0		0	1280	130		110	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1010	0		0	1280	130		110	0	60		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1010	0		0	1280	130		110	0	60		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1010	0		0	1280	130		110	0	60		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.82	0.18		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	2905	295		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	0.00		0.00	0.44	0.44		0.07	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	10	10	20	190	10	40	30	940	10	30	920	570				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	20	190	10	40	30	940	10	30	920	570				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	20	190	10	40	30	940	10	30	920	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	20	190	10	40	30	940	10	30	920	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	20	190	10	40	30	940	10	30	920	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.12	0.01	0.03	0.02	0.29	0.01	0.02	0.29	0.00				
Crit Moves:			****	****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	80	1070	30	100	1600	130	490	140	270	280	130	160				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	80	1070	30	100	1600	130	490	140	270	280	130	160				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	80	1070	30	100	1600	130	490	140	270	280	130	160				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	80	1070	30	100	1600	130	490	140	270	280	130	160				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	80	1070	30	100	1600	130	490	140	270	280	130	160				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.92	0.08	1.00	2.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1600	4669	131	1600	4439	361	1600	1600	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.23	0.06	0.36	0.36	0.31	0.09	0.17	0.17	0.08	0.10				
Crit Moves:	****				****		****					****				

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	120	940	170		190	1840	240		220	810	370		330	660	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	940	170		190	1840	240		220	810	370		330	660	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	940	170		190	1840	240		220	810	370		330	660	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	940	170		190	1840	240		220	810	370		330	660	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	940	170		190	1840	240		220	810	370		330	660	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.54	0.46		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4065	735		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.23		0.12	0.57	0.15		0.14	0.25	0.23		0.21	0.21	0.04	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	60	10		90	60	190		160	770	10		10	820	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	60	10		90	60	190		160	770	10		10	820	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	60	10		90	60	190		160	770	10		10	820	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	60	10		90	60	190		160	770	10		10	820	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	60	10		90	60	190		160	770	10		10	820	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.86	0.14		1.00	0.24	0.76		1.00	1.97	0.03		1.00	1.71	0.29	
Final Sat.:	1600	1371	229		1600	384	1216		1600	3159	41		1600	2733	467	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.04		0.06	0.16	0.16		0.10	0.24	0.24		0.01	0.30	0.30	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	80	290	80	340	600	220	270	620	50	110	750	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	290	80	340	600	220	270	620	50	110	750	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	290	80	340	600	220	270	620	50	110	750	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	290	80	340	600	220	270	620	50	110	750	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	290	80	340	600	220	270	620	50	110	750	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.11	0.13	0.14	0.08	0.19	0.03	0.03	0.23	0.09
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	50	60	30	20	10	40	310	10	10	630	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	50	60	30	20	10	40	310	10	10	630	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	50	60	30	20	10	40	310	10	10	630	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	50	60	30	20	10	40	310	10	10	630	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	50	60	30	20	10	40	310	10	10	630	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.94	0.06
Final Sat.:	686	914	1600	1600	1600	1600	1600	3100	100	1600	3102	98
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.04	0.02	0.01	0.01	0.03	0.10	0.10	0.01	0.20	0.20
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	110	630	200	420	1000	90	150	90	40	100	250	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	200	420	1000	90	150	90	40	100	250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	630	200	420	1000	90	150	90	40	100	250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	630	200	420	1000	90	150	90	40	100	250	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	630	200	420	1000	90	150	90	40	100	250	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.28	0.72	2.00	2.75	0.25	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1600	3643	1157	3200	4404	396	1600	2215	985	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.13	0.23	0.23	0.09	0.04	0.04	0.06	0.08	0.24
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	20	200	40	850	130	190	140	230	20	110	170	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	200	40	850	130	190	140	230	20	110	170	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	200	40	850	130	190	140	230	20	110	170	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	200	40	850	130	190	140	230	20	110	170	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	200	40	850	130	190	140	230	20	110	170	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.50	0.50	2.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1600	4000	800	3200	1600	1600	1600	2944	256	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.27	0.08	0.12	0.09	0.08	0.08	0.07	0.05	0.23
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0		20	0	50		30	760	0		0	600	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		20	0	50		30	760	0		0	600	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		20	0	50		30	760	0		0	600	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		20	0	50		30	760	0		0	600	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		20	0	50		30	760	0		0	600	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	1.97	0.03	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3148	52	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.03		0.02	0.24	0.00		0.00	0.19	0.19	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0		370	0	180		20	1040	0		0	540	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		370	0	180		20	1040	0		0	540	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		370	0	180		20	1040	0		0	540	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		370	0	180		20	1040	0		0	540	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		370	0	180		20	1040	0		0	540	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3200	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.11		0.01	0.33	0.00		0.00	0.17	0.07	
Crit Moves:					****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	10	660	460		80	190	200		280	730	0		60	330	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	660	460		80	190	200		280	730	0		60	330	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	660	460		80	190	200		280	730	0		60	330	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	660	460		80	190	200		280	730	0		60	330	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	660	460		80	190	200		280	730	0		60	330	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.29		0.03	0.04	0.13		0.17	0.23	0.00		0.04	0.10	0.06	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	0	1	0
Volume Module:																
Base Vol:	110	1060	20		20	570	30		60	10	20		20	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1060	20		20	570	30		60	10	20		20	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1060	20		20	570	30		60	10	20		20	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1060	20		20	570	30		60	10	20		20	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1060	20		20	570	30		60	10	20		20	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06		1.00	2.85	0.15		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4711	89		1600	4560	240		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.22		0.01	0.13	0.13		0.02	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	30	900	40		140	410	80		60	80	30		30	120	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	900	40		140	410	80		60	80	30		30	120	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	900	40		140	410	80		60	80	30		30	120	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	900	40		140	410	80		60	80	30		30	120	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	900	40		140	410	80		60	80	30		30	120	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.87	0.13		1.00	2.51	0.49		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4596	204		1600	4016	784		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.20		0.09	0.10	0.10		0.04	0.03	0.02		0.02	0.04	0.04	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.24	0.27		0.25	0.23	0.13		0.08	0.29	0.26		0.04	0.09	0.14	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	560	1850	920	670	2260	620	50	1070	290	180	660	280				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	560	1850	920	670	2260	620	50	1070	290	180	660	280				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	560	1850	920	670	2260	0	50	1070	290	180	660	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	560	1850	920	670	2260	0	50	1070	290	180	660	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	560	1850	920	670	2260	0	50	1070	290	180	660	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.39	0.57	0.21	0.47	0.00	0.02	0.22	0.18	0.06	0.14	0.00				
Crit Moves:			****	****				****		****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	60	70	110	60	10	20	160	1700	70	180	960	120				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	70	110	60	10	20	160	1700	70	180	960	120				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	70	0	60	10	20	160	1700	70	180	960	120				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	70	0	60	10	20	160	1700	70	180	960	120				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	70	0	60	10	20	160	1700	70	180	960	120				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	3200	4800	1600	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.00	0.04	0.01	0.01	0.05	0.35	0.04	0.06	0.20	0.08				
Crit Moves:		****		****				****		****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 2		2	0 3	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1220	890	40	2270	0	210	0	1150	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1220	890	40	2270	0	210	0	1150	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	0	1220	0	40	2270	0	210	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1220	0	40	2270	0	210	0	0	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	0	1220	0	40	2270	0	210	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	2.00	2.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	4800	3200	3200	4800	0	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.01	0.47	0.00	0.07	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 0		0	0 3	0 1		2	0 0	0 2		1	1 0	1 0	
Volume Module:																
Base Vol:	110	690	0	0	740	120	140	0	350	1310	270	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	110	690	0	0	740	120	140	0	350	1310	270	10				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	110	690	0	0	740	120	140	0	350	1310	270	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	690	0	0	740	120	140	0	350	1310	270	10				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	110	690	0	0	740	120	140	0	350	1310	270	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	2.00	0.96	0.04				
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	3200	3200	1543	57				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.00	0.00	0.15	0.08	0.04	0.00	0.11	0.41	0.18	0.17				
Crit Moves:		****		****					****	****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	2	1	0	0	1
Volume Module:																		
Base Vol:	70	620	470		310	1280		10	10	180	170		160	20		60
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	70	620	470		310	1280		10	10	180	170		160	20		60
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	70	620	0		310	1280		10	10	180	170		160	20		60
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	70	620	0		310	1280		10	10	180	170		160	20		60
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	70	620	0		310	1280		10	10	180	170		160	20		60
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	2.00	1.00		1.00	1.98		0.02	1.00	1.00	1.00		2.67	0.33		1.00
Final Sat.:	1600	3200	1600		1600	3175		25	1600	1600	1600		4267	533		1600
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.19	0.00		0.19	0.40		0.40	0.01	0.11	0.11		0.04	0.04		0.04
Crit Moves:	****					****				****				****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	2	2	0	3	0	1	1	1	2	0	1	3	0	1	1	0
Volume Module:																		
Base Vol:	160	830	990		170	1160		180	160	850	220		790	410		10
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	160	830	990		170	1160		180	160	850	220		790	410		10
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	160	830	990		170	1160		180	160	850	220		790	410		10
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	160	830	990		170	1160		180	160	850	220		790	410		10
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	160	830	990		170	1160		180	160	850	220		790	410		10
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	3.00	2.00		2.00	3.00		1.00	1.00	3.00	1.00		3.00	1.95		0.05
Final Sat.:	3200	4800	3200		3200	4800		1600	1600	4800	1600		4800	3124		76
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.17	0.31		0.05	0.24		0.11	0.10	0.18	0.14		0.16	0.13		0.13
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	40	760	290		120	690	140		70	250	50		180	130	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	760	290		120	690	140		70	250	50		180	130	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	760	290		120	690	0		70	250	50		180	130	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	760	290		120	690	0		70	250	50		180	130	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	760	290		120	690	0		70	250	50		180	130	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2667	533		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.18		0.08	0.22	0.00		0.04	0.09	0.09		0.06	0.04	0.00	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1160	250		0	360	0		0	0	0		50	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1160	250		0	360	0		0	0	0		50	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1160	0		0	360	0		0	0	0		50	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1160	0		0	360	0		0	0	0		50	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1160	0		0	360	0		0	0	0		50	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00		0.00	0.11	0.00		0.00	0.00	0.00		0.02	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	0	1
Volume Module:																
Base Vol:	0	800	360		140	930	0		0	0	0		100	0	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	800	360		140	930	0		0	0	0		100	0	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	800	360		140	930	0		0	0	0		100	0	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	800	360		140	930	0		0	0	0		100	0	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	800	360		140	930	0		0	0	0		100	0	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.23		0.09	0.29	0.00		0.00	0.00	0.00		0.03	0.00	0.01	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	210	430	120		20	450	60		180	990	350		50	650	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	430	120		20	450	60		180	990	350		50	650	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	430	120		20	450	60		180	990	350		50	650	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	430	120		20	450	60		180	990	350		50	650	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	430	120		20	450	60		180	990	350		50	650	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.56	0.44		1.00	1.76	0.24		1.00	2.22	0.78		1.00	2.95	0.05	
Final Sat.:	1600	2502	698		1600	2824	376		1600	3546	1254		1600	4727	73	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.17	0.17		0.01	0.16	0.16		0.11	0.28	0.28		0.03	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	60	1910	90	260	1140	10	100	150	10	80	180	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1910	90	260	1140	10	100	150	10	80	180	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1910	90	260	1140	10	100	150	10	80	180	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1910	90	260	1140	10	100	150	10	80	180	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	1910	90	260	1140	10	100	150	10	80	180	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	3000	200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.06	0.08	0.24	0.01	0.06	0.05	0.05	0.03	0.06	0.26
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	1 1	1
Volume Module:												
Base Vol:	70	1760	880	170	1180	30	20	240	40	380	180	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1760	880	170	1180	30	20	240	40	380	180	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1760	880	170	1180	30	20	240	40	380	180	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1760	880	170	1180	30	20	240	40	380	180	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1760	880	170	1180	30	20	240	40	380	180	480
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.93	0.07	1.00	1.71	0.29	2.00	1.00	2.00
Final Sat.:	1600	4800	1600	3200	4681	119	1600	2743	457	3200	1600	3200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.55	0.05	0.25	0.25	0.01	0.09	0.09	0.12	0.11	0.15
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	10	2500	30		10	1450	10		10	10	10		40	10	80					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	10	2500	30		10	1450	10		10	10	10		40	10	80					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	10	2500	30		10	1450	10		10	10	10		40	10	80					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	10	2500	30		10	1450	10		10	10	10		40	10	80					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	10	2500	30		10	1450	10		10	10	10		40	10	80					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.96	0.04		1.00	2.98	0.02		1.00	0.50	0.50		1.00	0.11	0.89					
Final Sat.:	1600	4743	57		1600	4767	33		1600	800	800		1600	178	1422					
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.53	0.53		0.01	0.30	0.30		0.01	0.01	0.01		0.03	0.06	0.06					
Crit Moves:		****			****				****					****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.144
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	30	10	20		160	20	60		10	50	10		10	30	10					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	30	10	20		160	20	60		10	50	10		10	30	10					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	30	10	20		160	20	60		10	50	10		10	30	10					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	30	10	20		160	20	60		10	50	10		10	30	10					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	30	10	20		160	20	60		10	50	10		10	30	10					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	0.33	0.67		1.00	0.25	0.75		1.00	1.67	0.33		1.00	1.50	0.50					
Final Sat.:	1600	533	1067		1600	400	1200		1600	2667	533		1600	2400	800					
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	0.02		0.10	0.05	0.05		0.01	0.02	0.02		0.01	0.01	0.01					
Crit Moves:		****			****					****			****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	80	10	10		60	20	240		130	970	290		10	800	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	10	10		60	20	240		130	970	290		10	800	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	10	10		60	20	240		130	970	290		10	800	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	10	10		60	20	240		130	970	290		10	800	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	10	10		60	20	240		130	970	290		10	800	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.01		0.04	0.01	0.15		0.08	0.20	0.18		0.01	0.17	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	250	640	230		160	670	220		300	680	170		160	440	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	640	230		160	670	220		300	680	170		160	440	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	640	230		160	670	220		300	680	170		160	440	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	640	230		160	670	220		300	680	170		160	440	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	640	230		160	670	220		300	680	170		160	440	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.54	0.46	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4062	738	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.13	0.14		0.05	0.14	0.14		0.09	0.14	0.11		0.05	0.11	0.11	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	180	1180	170		20	810	70		70	300	230		110	140	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	1180	170		20	810	70		70	300	230		110	140	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	1180	170		20	810	70		70	300	230		110	140	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	1180	170		20	810	70		70	300	230		110	140	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	1180	170		20	810	70		70	300	230		110	140	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.13	0.87		1.00	1.65	0.35	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	1811	1389		1600	2635	565	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.11		0.01	0.17	0.04		0.04	0.17	0.17		0.07	0.05	0.05	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	30	20	10		150	130	10		10	190	50		90	240	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	20	10		150	130	10		10	190	50		90	240	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	20	10		150	130	10		10	190	50		90	240	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	20	10		150	130	10		10	190	50		90	240	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	20	10		150	130	10		10	190	50		90	240	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	0.79	0.21		1.00	1.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	1267	333		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.09	0.08	0.01		0.01	0.15	0.15		0.06	0.15	0.03	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	2480	80	160	1460	10	10	10	10	60	10	210				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	2480	80	160	1460	10	10	10	10	60	10	210				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	2480	80	160	1460	10	10	10	10	60	10	210				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	2480	80	160	1460	10	10	10	10	60	10	210				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	10	2480	80	160	1460	10	10	10	10	60	10	210				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.98	0.02	0.34	0.33	0.33	1.00	0.05	0.95				
Final Sat.:	1600	4800	1600	3200	4767	33	533	533	533	1600	73	1527				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.52	0.05	0.05	0.31	0.31	0.01	0.02	0.02	0.04	0.14	0.14				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	180	80	10	90	70	90	140	1110	70	10	990	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	180	80	10	90	70	90	140	1110	70	10	990	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	180	80	10	90	70	90	140	1110	70	10	990	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	180	80	10	90	70	90	140	1110	70	10	990	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	180	80	10	90	70	90	140	1110	70	10	990	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.94	0.06				
Final Sat.:	1600	1422	178	1600	1600	1600	1600	3010	190	1600	3106	94				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.06	0.06	0.04	0.06	0.09	0.37	0.37	0.01	0.32	0.32				
Crit Moves:	****					****	****				****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	160	40	150	170	20	100	1440	80	100	730	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	160	40	150	170	20	100	1440	80	100	730	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	160	40	150	170	20	100	1440	80	100	730	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	160	40	150	170	20	100	1440	80	100	730	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	160	40	150	170	20	100	1440	80	100	730	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.43	0.57
Final Sat.:	1600	1280	320	1600	1600	1600	1600	4547	253	1600	3893	907
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.09	0.11	0.01	0.06	0.32	0.32	0.06	0.19	0.19
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	180	350	380	220	390	90	110	930	120	170	660	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	350	380	220	390	90	110	930	120	170	660	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	350	380	220	390	90	110	930	120	170	660	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	350	380	220	390	90	110	930	120	170	660	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	350	380	220	390	90	110	930	120	170	660	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.48	0.52
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	4251	549	1600	3960	840
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.24	0.14	0.24	0.06	0.07	0.22	0.22	0.11	0.17	0.17
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	50	100	270		120	60	10		10	420	80		150	270	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	100	270		120	60	10		10	420	80		150	270	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	100	270		120	60	10		10	420	80		150	270	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	100	270		120	60	10		10	420	80		150	270	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	100	270		120	60	10		10	420	80		150	270	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.86	0.14		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1371	229		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.17		0.08	0.04	0.04		0.01	0.13	0.05		0.09	0.08	0.02	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		1	0 2	0 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	330	220		110	1620	0		50	0	150		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	330	220		110	1620	0		50	0	150		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	330	0		110	1620	0		50	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	330	0		110	1620	0		50	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	330	0		110	1620	0		50	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.07	0.51	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	210	150	0	0	450	30	0	0	0	1310	0	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	210	150	0	0	450	30	0	0	0	1310	0	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	210	150	0	0	450	30	0	0	0	1310	0	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	210	150	0	0	450	30	0	0	0	1310	0	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	210	150	0	0	450	30	0	0	0	1310	0	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.96	0.00	0.04				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	3128	0	72				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.05	0.00	0.00	0.14	0.02	0.00	0.00	0.00	0.42	0.00	0.42				
Crit Moves:	****				****							****				

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	70	480	170		140	950	780		40	140	110		50	40	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	480	170		140	950	780		40	140	110		50	40	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	480	170		140	950	0		40	140	110		50	40	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	480	170		140	950	0		40	140	110		50	40	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	480	170		140	950	0		40	140	110		50	40	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.11		0.09	0.20	0.00		0.01	0.09	0.07		0.03	0.01	0.03	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	230	10	90		330	80	40		40	1180	70		20	1110	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	10	90		330	80	40		40	1180	70		20	1110	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	230	10	90		330	80	40		40	1180	70		20	1110	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	10	90		330	80	40		40	1180	70		20	1110	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	230	10	90		330	80	40		40	1180	70		20	1110	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.06		0.21	0.03	0.03		0.03	0.37	0.04		0.01	0.35	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		1	0 2	0 0		0	0 2	0 1	
Volume Module:																
Base Vol:	140	0	20		0	0	0		390	1300	0		0	940	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	0	20		0	0	0		390	1300	0		0	940	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	0	20		0	0	0		390	1300	0		0	940	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	0	20		0	0	0		390	1300	0		0	940	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	0	20		0	0	0		390	1300	0		0	940	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.01		0.00	0.00	0.00		0.24	0.41	0.00		0.00	0.29	0.09	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1000	370		110	290	0		80	0	1530		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1000	370		110	290	0		80	0	1530		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1000	0		110	290	0		80	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1000	0		110	290	0		80	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1000	0		110	290	0		80	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.03	0.09	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	0 0	1	0	0	1 1	1	0	1	0 1
Volume Module:																
Base Vol:	10	280	180		0	690	0		0	70	180		10	30	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	280	180		0	690	0		0	70	180		10	30	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	280	180		0	690	0		0	70	180		10	30	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	280	180		0	690	0		0	70	180		10	30	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	280	180		0	690	0		0	70	180		10	30	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	0.00		1.00	0.56	1.44		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	0		1600	896	2304		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.11		0.00	0.22	0.00		0.00	0.08	0.08		0.01	0.02	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1230	1210		0	1760	580		70	0	240		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1230	1210		0	1760	580		70	0	240		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1230	0		0	1760	0		70	0	240		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1230	0		0	1760	0		70	0	240		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1230	0		0	1760	0		70	0	240		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00		0.00	0.37	0.00		0.02	0.00	0.15		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	790	500		0	1520	260		0	0	0		810	0	210
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	790	500		0	1520	260		0	0	0		810	0	210
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	790	0		0	1520	0		0	0	0		810	0	210
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	790	0		0	1520	0		0	0	0		810	0	210
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Final Vol.:	0	790	0		0	1520	0		0	0	0		810	0	210
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.16	0.00		0.00	0.32	0.00		0.00	0.00	0.00		0.25	0.00	0.13
Crit Moves:	****					****							****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	1 0	0 1		1	1 0	0 2	
Volume Module:																
Base Vol:	40	1830	20	650	1150	110	450	10	120	40	10	160				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	40	1830	20	650	1150	110	450	10	120	40	10	160				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	40	1830	20	650	1150	0	450	10	120	40	10	160				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	40	1830	20	650	1150	0	450	10	120	40	10	160				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	40	1830	20	650	1150	0	450	10	120	40	10	160				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.93	0.07	1.00	1.60	0.40	2.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	4696	104	1600	2560	640	3200				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.38	0.01	0.20	0.24	0.00	0.10	0.10	0.08	0.02	0.02	0.05				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		1	0 2	1 0		0	1 0	0 2		2	0 0	1 0	
Volume Module:																
Base Vol:	30	670	270	40	1440	10	10	50	80	240	10	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	30	670	270	40	1440	10	10	50	80	240	10	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	670	270	40	1440	10	10	50	80	240	10	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	670	270	40	1440	10	10	50	80	240	10	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	30	670	270	40	1440	10	10	50	80	240	10	50				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	2.98	0.02	0.17	0.83	2.00	2.00	0.17	0.83				
Final Sat.:	1600	4800	1600	1600	4767	33	267	1333	3200	3200	267	1333				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14	0.17	0.03	0.30	0.30	0.01	0.04	0.03	0.08	0.04	0.04				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	130	70	70		10	60	40		40	950	160		40	550	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	70	70		10	60	40		40	950	160		40	550	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	70	70		10	60	40		40	950	160		40	550	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	70	70		10	60	40		40	950	160		40	550	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	70	70		10	60	40		40	950	160		40	550	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.57	0.43		1.00	2.58	0.42	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4108	692		1600	4125	675	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.04		0.01	0.04	0.03		0.03	0.23	0.23		0.03	0.13	0.13	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 1!	0 1		1	0 2	0 0		0	0 1	1 0	
Volume Module:																
Base Vol:	0	0	0		80	0	130		420	1430	0		0	880	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		80	0	130		420	1430	0		0	880	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		80	0	130		420	1430	0		0	880	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		80	0	130		420	1430	0		0	880	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		80	0	130		420	1430	0		0	880	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.14	0.00	1.86		1.00	2.00	0.00		0.00	1.87	0.13	
Final Sat.:	0	0	0		1829	0	2971		1600	3200	0		0	2996	204	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04		0.26	0.45	0.00		0.00	0.29	0.29	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	200	380	90		70	440	30		20	170	60		90	340	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	380	90		70	440	30		20	170	60		90	340	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	380	90		70	440	30		20	170	60		90	340	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	380	90		70	440	30		20	170	60		90	340	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	380	90		70	440	30		20	170	60		90	340	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.48	0.52		1.00	1.89	0.11	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2365	835		1600	3022	178	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.12	0.06		0.04	0.14	0.02		0.01	0.07	0.07		0.06	0.11	0.11	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 1		0	0 3	0 1		0	0 0	0 0		1	0 1!	0 0	
Volume Module:																
Base Vol:	0	900	620		0	1380	180		0	0	0		570	0	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	900	620		0	1380	180		0	0	0		570	0	260	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	900	0		0	1380	0		0	0	0		570	0	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	900	0		0	1380	0		0	0	0		570	0	260	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	900	0		0	1380	0		0	0	0		570	0	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.37	0.00	0.63	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2198	0	1002	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.00		0.00	0.29	0.00		0.00	0.00	0.00		0.26	0.00	0.26	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	1250	430		0	1710	200		300	0	800		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1250	430		0	1710	200		300	0	800		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1250	0		0	1710	0		300	0	800		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1250	0		0	1710	0		300	0	800		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1250	0		0	1710	0		300	0	800		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1600	0	3200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.36	0.00		0.19	0.00	0.25		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																
Base Vol:	20	980	260		30	1600	190		330	10	160		50	10	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	980	260		30	1600	190		330	10	160		50	10	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	980	260		30	1600	190		330	10	160		50	10	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	980	260		30	1600	190		330	10	160		50	10	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	980	260		30	1600	190		330	10	160		50	10	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.68	0.32		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	4291	509		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.16		0.02	0.37	0.37		0.10	0.01	0.10		0.02	0.01	0.02	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	410	460	560	0	0	550	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	410	460	560	0	0	550	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	30	0	0	460	560	0	0	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	0	460	560	0	0	550	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	30	0	0	460	560	0	0	550	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.14	0.17	0.00	0.00	0.17	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	80	130	10	20	380	10	10	860	430	30	760	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	130	10	20	380	10	10	860	430	30	760	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	130	10	20	380	10	10	860	430	30	760	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	130	10	20	380	10	10	860	430	30	760	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	130	10	20	380	10	10	860	430	30	760	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.12	0.01	0.01	0.27	0.27	0.02	0.24	0.03
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	850	220	0		0	330	550		0	0	0		70	0	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	850	220	0		0	330	550		0	0	0		70	0	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	850	220	0		0	330	0		0	0	0		70	0	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	850	220	0		0	330	0		0	0	0		70	0	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	850	220	0		0	330	0		0	0	0		70	0	250	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.07	0.00		0.00	0.10	0.00		0.00	0.00	0.00		0.04	0.00	0.08	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		80	0	180		20	860	0		0	660	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		80	0	180		20	860	0		0	660	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		80	0	180		20	860	0		0	660	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		80	0	180		20	860	0		0	660	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		80	0	180		20	860	0		0	660	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.11		0.01	0.27	0.00		0.00	0.21	0.04	
Crit Moves:							****			****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.231
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	90	400	260	10	2220	20	110	600	580	170	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	400	260	10	2220	20	110	600	580	170	750	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	400	260	10	2220	20	110	600	580	170	750	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	400	260	10	2220	20	110	600	580	170	750	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	400	260	10	2220	20	110	600	580	170	750	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.98	0.02	1.00	1.02	0.98	1.00	1.97	0.03
Final Sat.:	1600	1939	1261	1600	3171	29	1600	1627	1573	1600	3158	42
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.01	0.70	0.70	0.07	0.37	0.37	0.11	0.24	0.24
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.158
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	130	0	40	0	0	0	0	370	280	0	20	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	40	0	0	0	0	370	280	0	20	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	130	0	40	0	0	0	0	370	0	0	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	40	0	0	0	0	370	0	0	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	130	0	40	0	0	0	0	370	0	0	20	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Crit Moves:	****							****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	210	0	570	0	440	80	0	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	570	0	440	80	0	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	210	0	570	0	440	0	0	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	570	0	440	0	0	140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	210	0	570	0	440	0	0	140	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.18	0.00	0.09	0.00	0.00	0.03	0.00
Crit Moves:						****		****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	20	1370	180	680	1880	20	130	20	20	70	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1370	180	680	1880	20	130	20	20	70	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1370	180	680	1880	20	130	20	20	70	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1370	180	680	1880	20	130	20	20	70	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1370	180	680	1880	20	130	20	20	70	10	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	4243	557	3200	4800	1600	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.21	0.39	0.01	0.04	0.01	0.01	0.03	0.03	0.19
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	560	100	0	90	50	90	1020	10	70	420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	560	100	0	90	50	90	1020	10	70	420	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	560	100	0	90	50	90	1020	10	70	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	560	100	0	90	50	90	1020	10	70	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	560	100	0	90	50	90	1020	10	70	420	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.06	0.00	0.03	0.03	0.06	0.32	0.01	0.04	0.13	0.00
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1180	700	180	1280	0	0	0	0	210	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	700	180	1280	0	0	0	0	210	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1180	700	180	1280	0	0	0	0	210	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1180	700	180	1280	0	0	0	0	210	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1180	700	180	1280	0	0	0	0	210	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.44	0.06	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:			****	****						****		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	120	829	312	124	8	150	350	22	185	375	45	90
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	120	1265	0	0	0	158	372	0	185	450	0	60
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.95	0.95	0.99	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3431	0	0	0	1805	5130	0	1805	3527	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	8.0	44.2	0.0	0.0	0.0	10.5	8.7	0.0			0.0	4.5
Adj Reference Time (s)	12.0	48.2	0.0	0.0	0.0	14.5	12.7	0.0			0.0	8.5
Permitted Option												
Adj Saturation A (vph)	120	1715			0	120	1710		120	1764		
Reference Time A (s)	119.7	44.2			0.0	157.6	8.7		184.5	15.3		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		119.7					157.6			184.5		
Adj Reference Time (s)		123.7					161.6			188.5		
Split Option												
Ref Time Combined (s)	8.0	44.2			0.0	10.5	8.7		12.3	15.3		
Ref Time Seperate (s)	8.0	29.0			0.5	10.0	8.2		12.3	12.8		
Reference Time (s)	44.2	44.2			10.5	10.5	10.5		15.3	15.3		
Adj Reference Time (s)	48.2	48.2			14.5	14.5	14.5		19.3	19.3		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	62.8	NA	NA	
Permitted Option (s)	161.6	256.6	Err	
Split Option (s)	62.8	38.0	22.2	
Minimum (s)	62.8	38.0	22.2	123.0

Right Turns	NBR2	NWR
Adj Reference Time (s)	8.5	17.7
Cross Thru Ref Time (s)	0.0	38.0
Oncoming Left Ref Time (s)	81.4	62.8
Combined (s)	89.9	118.5

Intersection Summary			
Intersection Capacity Utilization	102.5%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Scenario Report

Scenario:	FPM AltB
Command:	AltB PM
Volume:	FPM AltB
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	30	980	20	200	1420	60	10	30	20	70	40	140	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	980	20	200	1420	60	10	30	20	70	40	140	3020
#2 Harbor & Wooley													
Base	70	720	120	390	1000	100	30	50	30	40	40	220	2810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	720	120	390	1000	100	30	50	30	40	40	220	2810
#3 Harbor & Channel Island													
Base	200	0	260	0	0	0	0	600	160	440	650	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	0	260	0	0	0	0	600	160	440	650	0	2310
#4 Victoria & Channel Island													
Base	260	930	190	310	1070	280	440	240	220	260	600	350	5150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	930	190	310	1070	280	440	240	220	260	600	350	5150
#5 Victoria & Hemlock													
Base	20	1590	70	160	1490	40	40	10	20	70	10	80	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1590	70	160	1490	40	40	10	20	70	10	80	3600
#6 Patterson & Hemlock													
Base	10	230	40	80	280	100	70	80	50	50	40	20	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	230	40	80	280	100	70	80	50	50	40	20	1050
#7 Ventura & Hemlock													
Base	10	1380	110	10	1450	40	10	10	40	10	10	40	3120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1380	110	10	1450	40	10	10	40	10	10	40	3120
#8 Patterson & Channel Island													
Base	0	0	0	180	0	140	60	1770	0	0	1950	190	4290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	180	0	140	60	1770	0	0	1950	190	4290
#9 Ventura & Channel Island													
Base	940	1120	300	160	980	240	200	760	680	160	1050	60	6650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	940	1120	300	160	980	240	200	760	680	160	1050	60	6650

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	100	1220	100	140	1590	70	50	120	40	170	90	170	3860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	1220	100	140	1590	70	50	120	40	170	90	170	3860
#11 Patterson & Wooley													
Base	60	260	60	110	310	60	120	970	70	130	1000	100	3250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	260	60	110	310	60	120	970	70	130	1000	100	3250
#12 Ventura & Wooley													
Base	220	1010	120	520	1070	130	240	860	50	420	1160	170	5970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	1010	120	520	1070	130	240	860	50	420	1160	170	5970
#16 Patterson & 5th													
Base	140	10	230	10	10	20	20	540	140	250	360	30	1760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	10	230	10	10	20	20	540	140	250	360	30	1760
#18 Ventura & 5th													
Base	220	1110	150	20	1390	330	370	400	230	250	510	70	5050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	1110	150	20	1390	330	370	400	230	250	510	70	5050
#19 Ventura & 2nd St													
Base	20	1590	50	80	1460	20	20	50	80	110	50	130	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1590	50	80	1460	20	20	50	80	110	50	130	3660
#20 C St & Channel Island													
Base	300	370	80	100	430	130	80	840	120	120	980	70	3620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	370	80	100	430	130	80	840	120	120	980	70	3620
#21 Saviers & Channel Island													
Base	310	1320	350	170	1200	40	140	470	200	280	730	160	5370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	1320	350	170	1200	40	140	470	200	280	730	160	5370
#23 SR-1 (Oxnard) & 5th													
Base	70	1030	70	120	1250	70	70	410	30	80	420	90	3710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1030	70	120	1250	70	70	410	30	80	420	90	3710
#24 SR-1 (Oxnard) & Wooley													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	60	620	40	70	660	160	70	390	20	40	330	50	2510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	620	40	70	660	160	70	390	20	40	330	50	2510
#26 Rose & Channel Island													
Base	520	1600	160	80	1490	330	390	600	120	530	940	40	6800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	1600	160	80	1490	330	390	600	120	530	940	40	6800
#27 Rose & SR-1 (Oxnard)													
Base	550	1500	20	50	1750	40	0	150	270	0	610	90	5030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	550	1500	20	50	1750	40	0	150	270	0	610	90	5030
#29 Rice & Channel Island													
Base	140	1460	0	0	970	1230	370	0	50	0	0	0	4220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1460	0	0	970	1230	370	0	50	0	0	0	4220
#30 Rice & Wooley													
Base	90	1730	70	0	2000	360	540	320	100	300	340	0	5850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1730	70	0	2000	360	540	320	100	300	340	0	5850
#31 Rose & Emerson													
Base	210	1320	30	90	1170	230	250	80	100	50	80	70	3680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	1320	30	90	1170	230	250	80	100	50	80	70	3680
#32 Rose & Wooley													
Base	80	1170	280	30	2040	410	410	940	90	450	990	60	6950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1170	280	30	2040	410	410	940	90	450	990	60	6950
#33 Rose & SR-34													
Base	70	1620	20	10	2170	140	330	810	80	490	1430	170	7340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1620	20	10	2170	140	330	810	80	490	1430	170	7340
#34 Rose & 3rd													
Base	770	2110	0	0	2190	510	240	0	360	0	0	0	6180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	770	2110	0	0	2190	510	240	0	360	0	0	0	6180
#35 Rose & Camino Del Sol													
Base	220	2070	50	160	1810	280	310	220	80	270	700	350	6520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	2070	50	160	1810	280	310	220	80	270	700	350	6520

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#36 C ST & 3rd													
Base	20	600	160	80	560	10	20	190	20	130	450	260	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	600	160	80	560	10	20	190	20	130	450	260	2500
#38 C St & Gonzales													
Base	190	340	220	250	400	350	340	1060	120	250	1760	100	5380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	340	220	250	400	350	340	1060	120	250	1760	100	5380
#39 SR-1 (Oxnard) & Gonzales													
Base	130	1570	140	260	1490	40	200	660	130	310	1270	570	6770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1570	140	260	1490	40	200	660	130	310	1270	570	6770
#40 SR-1 (Oxnard) & Colonia													
Base	0	1800	140	80	1730	0	0	0	0	160	0	130	4040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1800	140	80	1730	0	0	0	0	160	0	130	4040
#46 Harbor & Gonzales													
Base	0	1110	130	60	1350	0	0	0	0	180	0	210	3040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1110	130	60	1350	0	0	0	0	180	0	210	3040
#48 SR-1 (Oxnard) & 2nd													
Base	170	1640	0	0	1430	250	140	0	50	0	0	0	3680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	1640	0	0	1430	250	140	0	50	0	0	0	3680
#59 Pleasant Valley & Bard													
Base	10	10	10	260	10	10	40	1120	10	10	980	410	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	260	10	10	40	1120	10	10	980	410	2880
#67 Rose & Bard													
Base	110	1610	20	110	1250	290	230	190	130	30	230	180	4380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1610	20	110	1250	290	230	190	130	30	230	180	4380
#69 Rose & Pleasant Valley													
Base	470	1370	270	280	1010	390	200	830	140	240	950	100	6250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	1370	270	280	1010	390	200	830	140	240	950	100	6250
#73 C St & Pleasant Valley													
Base	20	70	40	100	60	80	170	850	30	80	770	210	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	70	40	100	60	80	170	850	30	80	770	210	2480

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#74 Saviers & Pleasant Valley													
Base	100	690	110	430	300	260	280	680	50	140	870	200	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	690	110	430	300	260	280	680	50	140	870	200	4110
#75 J St & Pleasant Valley													
Base	30	180	70	50	10	90	50	840	10	10	580	80	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	180	70	50	10	90	50	840	10	10	580	80	2000
#77 Ventura & Pleasant Valley													
Base	20	1250	160	510	690	170	90	230	100	100	160	270	3750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1250	160	510	690	170	90	230	100	100	160	270	3750
#80 Ventura & Hueneme													
Base	20	400	30	540	190	170	170	170	30	210	250	670	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	400	30	540	190	170	170	170	30	210	250	670	2850
#81 J St & Hueneme													
Base	0	0	0	40	0	40	60	660	0	0	950	60	1810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	0	40	60	660	0	0	950	60	1810
#82 Saviers & Hueneme													
Base	0	0	0	80	0	50	80	600	0	0	950	360	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	50	80	600	0	0	950	360	2120
#90 Saviers & SR-1													
Base	30	0	10	70	0	40	130	610	260	10	1330	60	2550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	0	10	70	0	40	130	610	260	10	1330	60	2550
#92 Del Norte & SR-34													
Base	0	120	260	140	530	240	180	660	0	130	1310	80	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	120	260	140	530	240	180	660	0	130	1310	80	3650
#93 Del Norte & Camino Del Sol													
Base	200	430	10	50	1210	390	30	10	10	10	10	10	2370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	430	10	50	1210	390	30	10	10	10	10	10	2370
#97 Del Norte & Sturgis													
Base	10	310	10	170	870	60	130	100	10	30	260	220	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	310	10	170	870	60	130	100	10	30	260	220	2180

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	420	1670	360	330	1900	490	160	820	460	230	1830	580	9250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	1670	360	330	1900	490	160	820	460	230	1830	580	9250
#102 Rice & Gonzales													
Base	580	2240	560	130	2170	580	190	600	430	630	1140	280	9530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	580	2240	560	130	2170	580	190	600	430	630	1140	280	9530
#103 Lombard & Gonzales													
Base	50	60	120	80	100	60	190	870	250	210	1740	70	3800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	60	120	80	100	60	190	870	250	210	1740	70	3800
#106 Rice & US-101 SB													
Base	0	1720	810	250	2080	0	190	0	700	0	0	0	5750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1720	810	250	2080	0	190	0	700	0	0	0	5750
#107 Santa Clara & Auto Center Drive													
Base	220	500	0	0	920	400	370	0	740	1070	500	170	4890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	500	0	0	920	400	370	0	740	1070	500	170	4890
#113 Rose & Auto Center													
Base	250	1040	790	290	760	40	30	230	210	820	360	270	5090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	1040	790	290	760	40	30	230	210	820	360	270	5090
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	470	1340	1430	170	1130	310	220	810	120	800	740	20	7560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	1340	1430	170	1130	310	220	810	120	800	740	20	7560
#123 Ventura & Vineyard													
Base	40	730	390	110	1100	310	100	200	90	250	360	80	3760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	730	390	110	1100	310	100	200	90	250	360	80	3760
#129 Ventura & Town Center													
Base	0	1280	280	0	510	0	0	0	0	90	0	0	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1280	280	0	510	0	0	0	0	90	0	0	2160
#132 Ventura & Wagon Wheel													
Base	0	700	290	320	1520	0	0	0	0	210	0	70	3110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	700	290	320	1520	0	0	0	0	210	0	70	3110

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	230	720	20	30	890	60	240	810	200	240	1230	30	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	720	20	30	890	60	240	810	200	240	1230	30	4700
#135 Victoria & 5th													
Base	20	1510	100	530	1940	60	30	190	20	110	110	170	4790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1510	100	530	1940	60	30	190	20	110	110	170	4790
#136 Victoria & Gonzales													
Base	70	1340	560	520	2220	10	30	210	110	380	300	580	6330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1340	560	520	2220	10	30	210	110	380	300	580	6330
#139 Victoria & Teal Club													
Base	10	1910	10	120	2540	10	20	10	20	20	10	140	4820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1910	10	120	2540	10	20	10	20	20	10	140	4820
#140 Patterson & Teal Club													
Base	10	20	20	70	10	10	10	130	10	30	130	10	460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	20	20	70	10	10	10	130	10	30	130	10	460
#141 Patterson & Gonzales													
Base	90	10	10	10	10	260	160	930	170	10	1130	10	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	10	10	10	10	260	160	930	170	10	1130	10	2800
#142 Ventura & Gonzales													
Base	380	920	280	290	940	60	300	570	100	430	670	80	5020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	380	920	280	290	940	60	300	570	100	430	670	80	5020
#148 Ventura & Doris													
Base	140	1360	120	20	1150	80	40	310	80	250	280	130	3960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1360	120	20	1150	80	40	310	80	250	280	130	3960
#149 Patterson & Doris													
Base	20	10	10	30	40	30	20	340	40	10	110	70	730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	10	10	30	40	30	20	340	40	10	110	70	730
#150 Victoria & Doris													
Base	10	1880	190	210	2450	10	10	30	40	110	10	50	5000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1880	190	210	2450	10	10	30	40	110	10	50	5000

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	140	160	30	100	110	50	90	860	110	100	1370	60	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	160	30	100	110	50	90	860	110	100	1370	60	3180
#153 Hobson/J St & Wooley St													
Base	10	340	50	150	250	20	100	1050	10	290	1320	220	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	340	50	150	250	20	100	1050	10	290	1320	220	3810
#161 H St & Gonzales													
Base	130	450	250	170	540	80	150	1030	240	270	1670	290	5270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	450	250	170	540	80	150	1030	240	270	1670	290	5270
#162 H ST & Vineyard													
Base	70	170	330	80	30	10	10	620	110	230	390	50	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	170	330	80	30	10	10	620	110	230	390	50	2100
#173 Del Norte & US-101 SB													
Base	0	1450	1180	110	950	0	10	0	140	0	0	0	3840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1450	1180	110	950	0	10	0	140	0	0	0	3840
#174 Del Norte & US-101 NB													
Base	560	950	0	0	190	20	0	0	0	900	0	10	2630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	950	0	0	190	20	0	0	0	900	0	10	2630
#181 Del Norte & Gonzales													
Base	40	1720	30	60	690	340	820	50	210	160	90	190	4400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1720	30	60	690	340	820	50	210	160	90	190	4400
#195 SR-1 (Oxnard) & Plesant Valley													
Base	360	10	50	310	50	50	60	1180	30	30	1360	560	4050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	10	50	310	50	50	60	1180	30	30	1360	560	4050
#197 Rice & Pleasant Valley													
Base	270	0	50	0	0	0	190	1370	0	0	1700	270	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	50	0	0	0	190	1370	0	0	1700	270	3850
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	1400	480	100	580	0	200	0	1430	0	0	0	4190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1400	480	100	580	0	200	0	1430	0	0	0	4190

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	30	480	480	0	850	10	10	190	80	40	60	0	2230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	480	480	0	850	10	10	190	80	40	60	0	2230
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	2100	1220	0	1770	620	120	0	90	0	0	0	5920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2100	1220	0	1770	620	120	0	90	0	0	0	5920
#231 Viyenard (SR-232) & US-101 NB													
Base	0	1220	930	0	1440	360	0	0	0	1010	0	140	5100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1220	930	0	1440	360	0	0	0	1010	0	140	5100
#233 Vineyard (SR-232) & Esplanede													
Base	190	2450	50	160	1410	240	350	70	130	390	30	710	6180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	2450	50	160	1410	240	350	70	130	390	30	710	6180
#235 Vineyard (SR-232) & Myrtle													
Base	140	830	350	40	970	10	10	100	180	570	130	80	3410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	830	350	40	970	10	10	100	180	570	130	80	3410
#275 Pacific & Wooley													
Base	220	180	150	10	100	150	50	730	60	80	1330	10	3070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	180	150	10	100	150	50	730	60	80	1330	10	3070
#280 Statham & Channel Island													
Base	0	0	0	100	0	390	240	1020	0	0	1640	70	3460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	390	240	1020	0	0	1640	70	3460
#281 Statham & SR-1 (Oxnard)													
Base	120	370	130	170	660	50	130	400	150	90	240	30	2540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	370	130	170	660	50	130	400	150	90	240	30	2540
#285 Rose & US-101 NB Ramps													
Base	0	1690	590	0	1410	320	0	0	0	960	0	350	5320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1690	590	0	1410	320	0	0	0	960	0	350	5320

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	2020	440	0	2080	200	260	0	550	0	0	0	5550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2020	440	0	2080	200	260	0	550	0	0	0	5550
#297 SR-1 (Oxnard) & Esplanade													
Base	50	1190	520	50	1550	400	260	10	170	240	0	430	4870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1190	520	50	1550	400	260	10	170	240	0	430	4870
#305 Rice & Hueneme													
Base	0	0	0	10	0	290	750	780	0	0	860	40	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	290	750	780	0	0	860	40	2730
#308 Oxnard SB Off Ramp & Channel Island													
Base	340	650	10	60	140	10	10	550	360	10	1110	50	3300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	650	10	60	140	10	10	550	360	10	1110	50	3300
#310 SR-1 (Oxnard) & US-101 NB													
Base	980	620	0	0	490	480	0	0	0	180	0	360	3110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	980	620	0	0	490	480	0	0	0	180	0	360	3110
#314 Dupont & Channel Island													
Base	0	0	0	50	0	150	70	630	0	0	1030	180	2110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	150	70	630	0	0	1030	180	2110
#321 Rose Ave & Hueneme Rd													
Base	190	1610	1090	30	640	260	60	430	220	100	960	10	5600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	1610	1090	30	640	260	60	430	220	100	960	10	5600
#323 Rice NB Ramps & Camino Del Sol													
Base	110	0	120	0	0	0	0	610	300	0	110	110	1360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	0	120	0	0	0	0	610	300	0	110	110	1360
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	520	0	220	0	580	190	0	200	20	1730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	520	0	220	0	580	190	0	200	20	1730
#329 Rose Ave & Lockwood St													
Base	340	1840	110	650	1850	100	310	70	80	420	60	250	6080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	1840	110	650	1850	100	310	70	80	420	60	250	6080

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	10	250	100	0	540	250	90	660	20	120	1420	0	3460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	250	100	0	540	250	90	660	20	120	1420	0	3460
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1670	410	190	1680	0	0	0	0	660	0	330	4940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1670	410	190	1680	0	0	0	0	660	0	330	4940

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 2 Harbor & Wooley	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 4 Victoria & Channel Island	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.247	A	xxxxx	0.247	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 9 Ventura & Channel Island	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 10 Victoria & Wooley	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 11 Patterson & Wooley	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 12 Ventura & Wooley	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 18 Ventura & 5th	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 20 C St & Channel Island	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 21 Saviers & Channel Island	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000 V/C
# 25 C St & 5th	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 26 Rose & Channel Island	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C
# 29 Rice & Channel Island	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 30 Rice & Wooley	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 31 Rose & Emerson	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.024	F	xxxxx	1.024	+ 0.000 V/C
# 34 Rose & 3rd	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 35 Rose & Camino Del Sol	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 36 C ST & 3rd	E	xxxxx	0.981	E	xxxxx	0.981	+ 0.000 V/C
# 38 C St & Gonzales	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 67 Rose & Bard	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.031	F	xxxxx	1.031	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 80 Ventura & Hueneme	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 92 Del Norte & SR-34	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
#101 Rose & Gonzales	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.099	F	xxxxx	1.099	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000 V/C
#113 Rose & Auto Center	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#134 C St & Wooley	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
#135 Victoria & 5th	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#136 Victoria & Gonzales	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#139 Victoria & Teal Club	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.131	A	xxxxx	0.131	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
#148 Ventura & Doris	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
#150 Victoria & Doris	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
#152 J St & Channel Island	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#153 Hobson/J St & Wooley St	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#161 H St & Gonzales	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#162 H ST & Vineyard	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
#181 Del Norte & Gonzales	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
#197 Rice & Pleasant Valley	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#280 Statham & Channel Island	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.203	F	xxxxx	1.203	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.202	A	xxxxx	0.202	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.283	A	xxxxx	0.283	+ 0.000 V/C
#329 Rose Ave & Lockwood St	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
#335 Lombard St & 5th St	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	30	980	20		200	1420		60	10	30	20		70	40	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	980	20		200	1420		60	10	30	20		70	40	140	
User Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	30	980	0		200	1420		0	10	30	20		70	40	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	30	980	0		200	1420		0	10	30	20		70	40	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	30	980	0		200	1420		0	10	30	20		70	40	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00		0.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200		0	1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.31	0.00		0.06	0.44		0.00	0.01	0.02	0.01		0.04	0.03	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																
Base Vol:	70	720	120		390	1000		100	30	50	30		40	40	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	720	120		390	1000		100	30	50	30		40	40	220	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	720	120		390	1000		100	30	50	30		40	40	220	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	70	720	120		390	1000		100	30	50	30		40	40	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	720	120		390	1000		100	30	50	30		40	40	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.82		0.18	0.27	0.46	0.27		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	2909		291	436	727	436		800	800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.08		0.24	0.34		0.34	0.07	0.07	0.07		0.05	0.05	0.14	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	200	0	260		0	0	0		0	600	160		440	650	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	0	260		0	0	0		0	600	160		440	650	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	200	0	0		0	0	0		0	600	0		440	650	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	0	0		0	0	0		0	600	0		440	650	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	200	0	0		0	0	0		0	600	0		440	650	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.00		0.14	0.20	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	260	930	190		310	1070	280		440	240	220		260	600	350	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	930	190		310	1070	280		440	240	220		260	600	350	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	930	190		310	1070	280		440	240	220		260	600	350	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	930	190		310	1070	280		440	240	220		260	600	350	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	260	930	190		310	1070	280		440	240	220		260	600	350	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.66	0.34		2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	2657	543		3200	3200	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.35		0.10	0.33	0.17		0.14	0.08	0.14		0.16	0.13	0.22	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	20	1590	70		160	1490	40		40	10	20		70	10	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1590	70		160	1490	40		40	10	20		70	10	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1590	70		160	1490	40		40	10	20		70	10	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1590	70		160	1490	40		40	10	20		70	10	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1590	70		160	1490	40		40	10	20		70	10	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.92	0.08		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4675	125		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.04		0.10	0.32	0.32		0.03	0.02	0.02		0.04	0.01	0.05	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	
Volume Module:																
Base Vol:	10	230	40		80	280	100		70	80	50		50	40	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	230	40		80	280	100		70	80	50		50	40	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	230	40		80	280	100		70	80	50		50	40	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	230	40		80	280	100		70	80	50		50	40	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	230	40		80	280	100		70	80	50		50	40	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.70	0.30		1.00	1.47	0.53		1.00	0.62	0.38		1.00	0.67	0.33	
Final Sat.:	1600	2726	474		1600	2358	842		1600	985	615		1600	1067	533	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.08		0.05	0.12	0.12		0.04	0.08	0.08		0.03	0.04	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	0	1	0
Volume Module:																		
Base Vol:	10	1380	110		10	1450	40		10	10	40		10	10	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1380	110		10	1450	40		10	10	40		10	10	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1380	110		10	1450	40		10	10	40		10	10	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1380	110		10	1450	40		10	10	40		10	10	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1380	110		10	1450	40		10	10	40		10	10	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22		1.00	2.92	0.08		1.00	1.00	1.00		1.00	0.20	0.80	
Final Sat.:	1600	4446	354		1600	4671	129		1600	1600	1600		1600	320	1280	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.31		0.01	0.31	0.31		0.01	0.01	0.03		0.01	0.03	0.03	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	2	1	0
Volume Module:																		
Base Vol:	0	0	0		180	0	140		60	1770	0		0	1950	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		180	0	140		60	1770	0		0	1950	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		180	0	140		60	1770	0		0	1950	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		180	0	140		60	1770	0		0	1950	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		180	0	140		60	1770	0		0	1950	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.73	0.27	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4374	426	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.09		0.04	0.37	0.00		0.00	0.45	0.45	
Crit Moves:						****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	940	1120	300		160	980		240	200	760	680		160	1050		60
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	940	1120	300		160	980		240	200	760	680		160	1050		60
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00
PHF Volume:	940	1120	300		160	980		240	200	760	0		160	1050		60
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	940	1120	300		160	980		240	200	760	0		160	1050		60
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00
Final Vol.:	940	1120	300		160	980		240	200	760	0		160	1050		60
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00		1.00	2.00	2.00	1.00		1.00	3.00		1.00
Final Sat.:	3200	4800	1600		3200	4800		1600	3200	3200	1600		1600	4800		1600
Capacity Analysis Module:																				
Vol/Sat:	0.29	0.23	0.19		0.05	0.20		0.15	0.06	0.24	0.00		0.10	0.22		0.04
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	1220	100		140	1590		70	50	120	40		170	90		170
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	100	1220	100		140	1590		70	50	120	40		170	90		170
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	100	1220	100		140	1590		70	50	120	40		170	90		170
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	100	1220	100		140	1590		70	50	120	40		170	90		170
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	100	1220	100		140	1590		70	50	120	40		170	90		170
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	2.77	0.23		1.00	3.00		1.00	1.00	2.00	1.00		1.00	2.00		1.00
Final Sat.:	1600	4436	364		1600	4800		1600	1600	3200	1600		1600	3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.27	0.28		0.09	0.33		0.04	0.03	0.04	0.03		0.11	0.03		0.11
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	260	60		110	310	60		120	970	70		130	1000	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	260	60		110	310	60		120	970	70		130	1000	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	260	60		110	310	60		120	970	70		130	1000	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	260	60		110	310	60		120	970	70		130	1000	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	260	60		110	310	60		120	970	70		130	1000	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.68	0.32		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2681	519		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.04		0.07	0.12	0.12		0.08	0.30	0.04		0.08	0.31	0.06	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		2	0 2	1 0		1	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	220	1010	120		520	1070	130		240	860	50		420	1160	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	1010	120		520	1070	130		240	860	50		420	1160	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	1010	120		520	1070	130		240	860	50		420	1160	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	1010	120		520	1070	130		240	860	50		420	1160	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	1010	120		520	1070	130		240	860	50		420	1160	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.68	0.32		2.00	2.68	0.32		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4290	510		3200	4280	520		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.24	0.24		0.16	0.25	0.25		0.15	0.18	0.03		0.13	0.24	0.11	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1	0	0 1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	140	10	230		10	10	20		20	540	140		250	360	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	10	230		10	10	20		20	540	140		250	360	30	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	10	0		10	10	20		20	540	140		250	360	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	10	0		10	10	20		20	540	140		250	360	30	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	10	0		10	10	20		20	540	140		250	360	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.59	0.41		1.00	1.85	0.15	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2541	659		1600	2954	246	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.01	0.00		0.01	0.01	0.01		0.01	0.21	0.21		0.16	0.12	0.12	
Crit Moves:	****				****				****				****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0	3	0 1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	220	1110	150		20	1390	330		370	400	230		250	510	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	1110	150		20	1390	330		370	400	230		250	510	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	1110	150		20	1390	330		370	400	230		250	510	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	1110	150		20	1390	330		370	400	230		250	510	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	1110	150		20	1390	330		370	400	230		250	510	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		2.00	1.76	0.24	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		3200	2814	386	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.09		0.01	0.29	0.21		0.23	0.13	0.14		0.08	0.18	0.18	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	1	1	0	0 1	1	0	1
Volume Module:																
Base Vol:	20	1590	50		80	1460	20		20	50	80		110	50	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1590	50		80	1460	20		20	50	80		110	50	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1590	50		80	1460	20		20	50	80		110	50	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1590	50		80	1460	20		20	50	80		110	50	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1590	50		80	1460	20		20	50	80		110	50	130	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.91	0.09		1.00	2.96	0.04		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4654	146		1600	4735	65		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34		0.05	0.31	0.31		0.01	0.03	0.05		0.07	0.03	0.08	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	0	1	0	1 0	1	1	0	1 0	1	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	300	370	80		100	430	130		80	840	120		120	980	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	370	80		100	430	130		80	840	120		120	980	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	370	80		100	430	130		80	840	120		120	980	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	370	80		100	430	130		80	840	120		120	980	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	370	80		100	430	130		80	840	120		120	980	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	1.54	0.46		1.00	1.75	0.25		1.00	1.87	0.13	
Final Sat.:	1600	1316	284		1600	2457	743		1600	2800	400		1600	2987	213	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.28	0.28		0.06	0.17	0.18		0.05	0.30	0.30		0.08	0.33	0.33	
Crit Moves:	****						****			****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	1320	350		170	1200	40		140	470	200		280	730	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	1320	350		170	1200	40		140	470	200		280	730	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.37	0.63		1.00	2.90	0.10		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3794	1006		1600	4645	155		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.35	0.35		0.11	0.26	0.26		0.09	0.15	0.13		0.17	0.23	0.10	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	70	1030	70		120	1250	70		70	410	30		80	420	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1030	70		120	1250	70		70	410	30		80	420	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1030	70		120	1250	70		70	410	30		80	420	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1030	70		120	1250	70		70	410	30		80	420	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1030	70		120	1250	70		70	410	30		80	420	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.89	0.11		1.00	1.86	0.14		1.00	1.00	1.00	
Final Sat.:	1600	2996	204		1600	3030	170		1600	2982	218		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.34		0.08	0.41	0.41		0.04	0.14	0.14		0.05	0.26	0.06	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	60	620	40	70	660	160	70	390	20	40	330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	620	40	70	660	160	70	390	20	40	330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	620	40	70	660	160	70	390	20	40	330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	620	40	70	660	160	70	390	20	40	330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	620	40	70	660	160	70	390	20	40	330	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1522	78	1600	1389	211
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.03	0.04	0.41	0.10	0.04	0.26	0.26	0.03	0.24	0.24
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	520	1600	160	80	1490	330	390	600	120	530	940	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1600	160	80	1490	330	390	600	120	530	940	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	1600	160	80	1490	330	390	600	120	530	940	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	1600	160	80	1490	330	390	600	120	530	940	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	520	1600	160	80	1490	330	390	600	120	530	940	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.10	0.05	0.31	0.21	0.12	0.19	0.08	0.17	0.29	0.03
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	3 0	1		2 0	3 0	1		0 0	2 0	1		0 0	2 0	1	
Volume Module:																
Base Vol:	550	1500	20		50	1750	40		0	150	270		0	610	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	550	1500	20		50	1750	40		0	150	270		0	610	90	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	550	1500	0		50	1750	0		0	150	0		0	610	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	550	1500	0		50	1750	0		0	150	0		0	610	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	550	1500	0		50	1750	0		0	150	0		0	610	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.31	0.00		0.02	0.36	0.00		0.00	0.05	0.00		0.00	0.19	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	3 0	0		0 0	3 0	1		2 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	140	1460	0		0	970	1230		370	0	50		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1460	0		0	970	1230		370	0	50		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1460	0		0	970	1230		370	0	50		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1460	0		0	970	1230		370	0	50		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1460	0		0	970	1230		370	0	50		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.30	0.00		0.00	0.20	0.77		0.12	0.00	0.03		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	90	1730	70		0	2000	360		540	320	100		300	340	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	1730	70		0	2000	360		540	320	100		300	340	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	1730	70		0	2000	360		540	320	100		300	340	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	1730	70		0	2000	360		540	320	100		300	340	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	1730	70		0	2000	360		540	320	100		300	340	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.36	0.04		0.00	0.42	0.23		0.17	0.07	0.06		0.09	0.07	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	210	1320	30		90	1170	230		250	80	100		50	80	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	1320	30		90	1170	230		250	80	100		50	80	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	1320	30		90	1170	230		250	80	100		50	80	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1320	30		90	1170	230		250	80	100		50	80	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	1320	30		90	1170	230		250	80	100		50	80	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.93	0.07		1.00	2.51	0.49		1.00	0.44	0.56		1.00	1.07	0.93	
Final Sat.:	1600	4693	107		1600	4011	789		1600	711	889		1600	1707	1493	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.28	0.28		0.06	0.29	0.29		0.16	0.11	0.11		0.03	0.05	0.05	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	80	1170	280		30	2040	410		410	940	90		450	990	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	1170	280		30	2040	410		410	940	90		450	990	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	1170	280		30	2040	0		410	940	90		450	990	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	1170	280		30	2040	0		410	940	90		450	990	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	1170	280		30	2040	0		410	940	90		450	990	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.74	0.26		2.00	2.83	0.17	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	4381	419		3200	4526	274	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.17		0.02	0.43	0.00		0.13	0.21	0.21		0.14	0.22	0.22	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.01		0.00	0.45	0.09		0.10	0.25	0.05		0.15	0.45	0.11	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	770	2110	0	0	2190	510	240	0	360	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	770	2110	0	0	2190	510	240	0	360	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	770	2110	0	0	2190	510	240	0	360	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	770	2110	0	0	2190	510	240	0	360	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	770	2110	0	0	2190	510	240	0	360	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.43	0.57	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	3893	907	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.24	0.44	0.00	0.00	0.56	0.56	0.08	0.00	0.23	0.00	0.00	0.00						
Crit Moves:	****				****		****											

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	220	2070	50	160	1810	280	310	220	80	270	700	350						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	220	2070	50	160	1810	280	310	220	80	270	700	350						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	220	2070	0	160	1810	0	310	220	80	270	700	350						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	220	2070	0	160	1810	0	310	220	80	270	700	350						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	220	2070	0	160	1810	0	310	220	80	270	700	350						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.20	0.80	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3520	1280	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.43	0.00	0.05	0.38	0.00	0.10	0.06	0.06	0.08	0.22	0.22						
Crit Moves:		****		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	600	160		80	560	10		20	190	20		130	450	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	600	160		80	560	10		20	190	20		130	450	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	600	160		80	560	10		20	190	20		130	450	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	600	160		80	560	10		20	190	20		130	450	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	600	160		80	560	10		20	190	20		130	450	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.79	0.21		1.00	0.98	0.02		1.00	0.90	0.10		1.00	0.63	0.37	
Final Sat.:	1600	1263	337		1600	1572	28		1600	1448	152		1600	1014	586	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.48	0.47		0.05	0.36	0.36		0.01	0.13	0.13		0.08	0.44	0.44	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.969
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	340	220		250	400	350		340	1060	120		250	1760	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	340	220		250	400	350		340	1060	120		250	1760	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.69	0.31		1.00	2.84	0.16	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4312	488		1600	4542	258	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21	0.14		0.16	0.25	0.22		0.21	0.25	0.25		0.16	0.39	0.39	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.09		0.08	0.31	0.03		0.06	0.14	0.08		0.10	0.26	0.36	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1800	140		80	1730	0		0	0	0		160	0	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1800	140		80	1730	0		0	0	0		160	0	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1800	140		80	1730	0		0	0	0		160	0	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1800	140		80	1730	0		0	0	0		160	0	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1800	140		80	1730	0		0	0	0		160	0	130	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.78	0.22		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4454	346		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.05	0.36	0.00		0.00	0.00	0.00		0.10	0.00	0.08	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	0	9
Volume Module:																
Base Vol:	0	1110	130	60	1350	0	0	0	0	180	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	130	60	1350	0	0	0	0	180	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1110	0	60	1350	0	0	0	0	180	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	0	60	1350	0	0	0	0	180	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1110	0	60	1350	0	0	0	0	180	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	9.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	9.00
Final Sat.:	0	3200	14400	1600	3200	0	0	0	0	1600	0	14400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.04	0.42	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:	****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	170	1640	0	0	1430	250	140	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1640	0	0	1430	250	140	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1640	0	0	1430	250	140	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1640	0	0	1430	250	140	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	1640	0	0	1430	250	140	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2724	476	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.00	0.00	0.53	0.52	0.09	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	0 1		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	10	10	10	260	10	10	40	1120	10	10	980	410				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	10	260	10	10	40	1120	10	10	980	410				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	10	260	10	10	40	1120	10	10	980	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	10	260	10	10	40	1120	10	10	980	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	10	260	10	10	40	1120	10	10	980	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.16	0.01	0.01	0.03	0.35	0.01	0.01	0.31	0.00				
Crit Moves:			****	****				****		****						

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	110	1610	20	110	1250	290	230	190	130	30	230	180				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	110	1610	20	110	1250	290	230	190	130	30	230	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	110	1610	20	110	1250	290	230	190	130	30	230	180				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	1610	20	110	1250	290	230	190	130	30	230	180				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	110	1610	20	110	1250	290	230	190	130	30	230	180				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.96	0.04	1.00	2.44	0.56	1.00	1.19	0.81	1.00	1.12	0.88				
Final Sat.:	1600	4741	59	1600	3896	904	1600	1900	1300	1600	1795	1405				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34	0.34	0.07	0.32	0.32	0.14	0.10	0.10	0.02	0.13	0.13				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.031
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	470	1370	270		280	1010	390		200	830	140		240	950	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	470	1370	270		280	1010	390		200	830	140		240	950	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.51	0.49		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4010	790		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.34	0.34		0.17	0.32	0.24		0.13	0.26	0.09		0.15	0.30	0.06	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	70	40		100	60	80		170	850	30		80	770	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	70	40		100	60	80		170	850	30		80	770	210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	70	40		100	60	80		170	850	30		80	770	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	70	40		100	60	80		170	850	30		80	770	210	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	70	40		100	60	80		170	850	30		80	770	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.64	0.36		1.00	0.43	0.57		1.00	1.93	0.07		1.00	1.57	0.43	
Final Sat.:	1600	1018	582		1600	686	914		1600	3091	109		1600	2514	686	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.06	0.09	0.09		0.11	0.28	0.27		0.05	0.31	0.31	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	100	690	110	430	300	260	280	680	50	140	870	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	690	110	430	300	260	280	680	50	140	870	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	690	110	430	300	260	280	680	50	140	870	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	690	110	430	300	260	280	680	50	140	870	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	690	110	430	300	260	280	680	50	140	870	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.07	0.13	0.06	0.16	0.09	0.21	0.03	0.04	0.27	0.13
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	180	70	50	10	90	50	840	10	10	580	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	180	70	50	10	90	50	840	10	10	580	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	180	70	50	10	90	50	840	10	10	580	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	180	70	50	10	90	50	840	10	10	580	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	180	70	50	10	90	50	840	10	10	580	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.76	0.24
Final Sat.:	343	1257	1600	1600	1600	1600	1600	3162	38	1600	2812	388
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.04	0.03	0.01	0.06	0.03	0.27	0.27	0.01	0.21	0.21
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	1250	160		510	690	170		90	230	100		100	160	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1250	160		510	690	170		90	230	100		100	160	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1250	160		510	690	170		90	230	100		100	160	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1250	160		510	690	170		90	230	100		100	160	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1250	160		510	690	170		90	230	100		100	160	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.66	0.34		2.00	2.41	0.59		1.00	1.39	0.61		1.00	2.00	1.00	
Final Sat.:	1600	4255	545		3200	3851	949		1600	2230	970		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.16	0.18	0.18		0.06	0.10	0.10		0.06	0.05	0.17	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	400	30		540	190	170		170	170	30		210	250	670	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	400	30		540	190	170		170	170	30		210	250	670	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	400	30		540	190	170		170	170	30		210	250	670	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	400	30		540	190	170		170	170	30		210	250	670	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	400	30		540	190	170		170	170	30		210	250	670	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.79	0.21		2.00	1.06	0.94		1.00	1.70	0.30		1.00	2.00	1.00	
Final Sat.:	1600	4465	335		3200	1689	1511		1600	2720	480		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.17	0.11	0.11		0.11	0.06	0.06		0.13	0.08	0.42	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0		40	0	40		60	660	0		0	950	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		40	0	40		60	660	0		0	950	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		40	0	40		60	660	0		0	950	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		40	0	40		60	660	0		0	950	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		40	0	40		60	660	0		0	950	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	1.88	0.12	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3010	190	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.04	0.21	0.00		0.00	0.32	0.32	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0		80	0	50		80	600	0		0	950	360	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		80	0	50		80	600	0		0	950	360	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		80	0	50		80	600	0		0	950	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		80	0	50		80	600	0		0	950	360	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		80	0	50		80	600	0		0	950	360	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.84	0.01	1.15		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		2954	0	1846		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.05	0.19	0.00		0.00	0.30	0.23	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	0	120	260		140	530		240	180	660		0	130	1310		80
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	120	260		140	530		240	180	660		0	130	1310		80
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	120	260		140	530		240	180	660		0	130	1310		80
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	120	260		140	530		240	180	660		0	130	1310		80
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	120	260		140	530		240	180	660		0	130	1310		80
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	3200	4800	1600		3200	4800		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.16		0.04	0.11		0.15	0.11	0.21		0.00	0.08	0.41		0.05
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	0	1	0
Volume Module:																
Base Vol:	200	430	10		50	1210		390	30	10		10	10	10		10
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	200	430	10		50	1210		390	30	10		10	10	10		10
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	200	430	10		50	1210		390	30	10		10	10	10		10
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	200	430	10		50	1210		390	30	10		10	10	10		10
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	200	430	10		50	1210		390	30	10		10	10	10		10
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.93	0.07		1.00	2.27		0.73	2.00	1.00		1.00	1.00	0.50		0.50
Final Sat.:	1600	4691	109		1600	3630		1170	3200	1600		1600	1600	800		800
Capacity Analysis Module:																
Vol/Sat:	0.13	0.09	0.09		0.03	0.33		0.33	0.01	0.01		0.01	0.01	0.01		0.01
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	0	2	0	1	
Volume Module:																
Base Vol:	10	310	10		170	870	60		130	100	10		30	260	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	310	10		170	870	60		130	100	10		30	260	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	310	10		170	870	60		130	100	10		30	260	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	310	10		170	870	60		130	100	10		30	260	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	310	10		170	870	60		130	100	10		30	260	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.91	0.09		1.00	2.81	0.19		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4650	150		1600	4490	310		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.11	0.19	0.19		0.08	0.03	0.01		0.02	0.08	0.14	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																
Base Vol:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.35	0.23		0.10	0.40	0.31		0.05	0.17	0.29		0.07	0.38	0.36	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.099
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	580	2240	560		130	2170	580		190	600	430		630	1140	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	580	2240	560		130	2170	580		190	600	430		630	1140	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	580	2240	560		130	2170	0		190	600	430		630	1140	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	580	2240	560		130	2170	0		190	600	430		630	1140	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	580	2240	560		130	2170	0		190	600	430		630	1140	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.47	0.35		0.04	0.45	0.00		0.06	0.13	0.27		0.20	0.24	0.00	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	50	60	120		80	100	60		190	870	250		210	1740	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	60	120		80	100	60		190	870	250		210	1740	70	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	60	0		80	100	60		190	870	250		210	1740	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	60	0		80	100	60		190	870	250		210	1740	70	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	60	0		80	100	60		190	870	250		210	1740	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.00		0.05	0.06	0.04		0.06	0.18	0.16		0.07	0.36	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	2	2	0 3	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1720	810	250	2080	0	190	0	700	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1720	810	250	2080	0	190	0	700	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	0	1720	0	250	2080	0	190	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1720	0	250	2080	0	190	0	0	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	0	1720	0	250	2080	0	190	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	2.00	2.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	4800	3200	3200	4800	0	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00	0.08	0.43	0.00	0.06	0.00	0.00	0.00	0.00	0.00				
Crit Moves:		****		****			****									

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 3	0	1	2	0 0	0	2	1	1 0	1	0
Volume Module:																
Base Vol:	220	500	0	0	920	400	370	0	740	1070	500	170				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	220	500	0	0	920	400	370	0	740	1070	500	170				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	220	500	0	0	920	400	370	0	740	1070	500	170				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	220	500	0	0	920	400	370	0	740	1070	500	170				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	220	500	0	0	920	400	370	0	740	1070	500	170				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	1.85	0.86	0.29				
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	3200	2952	1379	469				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.16	0.00	0.00	0.19	0.25	0.12	0.00	0.23	0.36	0.36	0.36				
Crit Moves:	****					****			****		****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	2	1	0	0	1
Volume Module:																		
Base Vol:	250	1040	790		290	760	40		30	230	210		820	360	270			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	250	1040	790		290	760	40		30	230	210		820	360	270			
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	250	1040	0		290	760	40		30	230	210		820	360	270			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	250	1040	0		290	760	40		30	230	210		820	360	270			
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Final Vol.:	250	1040	0		290	760	40		30	230	210		820	360	270			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00		1.00	1.90	0.10		1.00	1.00	1.00		2.08	0.92	1.00			
Final Sat.:	1600	3200	1600		1600	3040	160		1600	1600	1600		3336	1464	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.16	0.33	0.00		0.18	0.25	0.25		0.02	0.14	0.13		0.25	0.25	0.17			
Crit Moves:		****			****					****			****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	2	2	0	3	0	1	1	1	2	0	1	3	0	1	1	0
Volume Module:																		
Base Vol:	470	1340	1430		170	1130	310		220	810	120		800	740	20			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	470	1340	1430		170	1130	310		220	810	120		800	740	20			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	470	1340	1430		170	1130	310		220	810	120		800	740	20			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	470	1340	1430		170	1130	310		220	810	120		800	740	20			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Final Vol.:	470	1340	1430		170	1130	310		220	810	120		800	740	20			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.95	0.05			
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3116	84			
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.28	0.45		0.05	0.24	0.19		0.14	0.17	0.08		0.17	0.24	0.24			
Crit Moves:	****					****				****				****				

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	40	730	390		110	1100	310		100	200	90		250	360	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	730	390		110	1100	310		100	200	90		250	360	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	730	390		110	1100	0		100	200	90		250	360	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	730	390		110	1100	0		100	200	90		250	360	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	730	390		110	1100	0		100	200	90		250	360	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.38	0.62		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2207	993		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.24		0.07	0.34	0.00		0.06	0.09	0.09		0.08	0.11	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1280	280		0	510	0		0	0	0		90	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1280	280		0	510	0		0	0	0		90	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1280	0		0	510	0		0	0	0		90	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1280	0		0	510	0		0	0	0		90	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1280	0		0	510	0		0	0	0		90	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.16	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	700	290		320	1520		0	0	0		0	210		0	70
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	700	290		320	1520		0	0	0		0	210		0	70
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	700	290		320	1520		0	0	0		0	210		0	70
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	0	700	290		320	1520		0	0	0		0	210		0	70
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0	700	290		320	1520		0	0	0		0	210		0	70
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600		1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00	0.00		2.00	0.00		1.00	1.00
Final Sat.:	0	3200	1600		1600	3200		0	0	0		3200	0		1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.18		0.20	0.48		0.00	0.00	0.00		0.07	0.00		0.04	
Crit Moves:	****					****						****				

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	230	720	20		30	890		60	240	810		200	240	1230		30
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	230	720	20		30	890		60	240	810		200	240	1230		30
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	230	720	20		30	890		60	240	810		200	240	1230		30
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	230	720	20		30	890		60	240	810		200	240	1230		30
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	230	720	20		30	890		60	240	810		200	240	1230		30
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.95	0.05		1.00	1.87		0.13	1.00	2.41		0.59	1.00	2.93		0.07
Final Sat.:	1600	3114	86		1600	2998		202	1600	3850		950	1600	4686		114
Capacity Analysis Module:																
Vol/Sat:	0.14	0.23	0.23		0.02	0.30		0.30	0.15	0.21		0.21	0.15	0.26		0.26
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	20	1510	100		530	1940	60		30	190	20		110	110	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1510	100		530	1940	60		30	190	20		110	110	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1510	100		530	1940	60		30	190	20		110	110	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1510	100		530	1940	60		30	190	20		110	110	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1510	100		530	1940	60		30	190	20		110	110	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	1.81	0.19		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	2895	305		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.31	0.06		0.17	0.40	0.04		0.02	0.07	0.07		0.03	0.03	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1340	560		520	2220	10		30	210	110		380	300	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1340	560		520	2220	10		30	210	110		380	300	580	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		1.00	1.31	0.69		2.00	1.02	1.98	
Final Sat.:	1600	4800	1600		3200	4778	22		1600	2100	1100		3200	1636	3164	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.35		0.16	0.46	0.46		0.02	0.10	0.10		0.12	0.18	0.18	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	10	1910	10		120	2540	10		20	10	20		20	10	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1910	10		120	2540	10		20	10	20		20	10	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1910	10		120	2540	10		20	10	20		20	10	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1910	10		120	2540	10		20	10	20		20	10	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1910	10		120	2540	10		20	10	20		20	10	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02		1.00	2.99	0.01		1.00	0.33	0.67		1.00	0.07	0.93	
Final Sat.:	1600	4775	25		1600	4781	19		1600	533	1067		1600	107	1493	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.40	0.40		0.08	0.53	0.53		0.01	0.02	0.02		0.01	0.09	0.09	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	10	20	20		70	10	10		10	130	10		30	130	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	20	20		70	10	10		10	130	10		30	130	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	20	20		70	10	10		10	130	10		30	130	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	20	20		70	10	10		10	130	10		30	130	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	20	20		70	10	10		10	130	10		30	130	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	0.50	0.50		1.00	1.86	0.14		1.00	1.86	0.14	
Final Sat.:	1600	800	800		1600	800	800		1600	2971	229		1600	2971	229	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.03		0.04	0.01	0.01		0.01	0.04	0.04		0.02	0.04	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	90	10	10		10	10	260		160	930	170		10	1130	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	10	10		10	10	260		160	930	170		10	1130	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	10	10		10	10	260		160	930	170		10	1130	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	10	10		10	10	260		160	930	170		10	1130	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	10	10		10	10	260		160	930	170		10	1130	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.01	0.01		0.01	0.01	0.16		0.10	0.19	0.11		0.01	0.24	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	380	920	280		290	940	60		300	570	100		430	670	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	380	920	280		290	940	60		300	570	100		430	670	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	380	920	280		290	940	60		300	570	100		430	670	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	380	920	280		290	940	60		300	570	100		430	670	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	380	920	280		290	940	60		300	570	100		430	670	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.68	0.32	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4288	512	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.19	0.17		0.09	0.20	0.04		0.09	0.12	0.06		0.13	0.16	0.16	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	140	1360	120		20	1150	80		40	310	80		250	280	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1360	120		20	1150	80		40	310	80		250	280	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1360	120		20	1150	80		40	310	80		250	280	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1360	120		20	1150	80		40	310	80		250	280	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1360	120		20	1150	80		40	310	80		250	280	130	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.59	0.41		1.00	1.37	0.63	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	2544	656		1600	2185	1015	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28	0.08		0.01	0.24	0.05		0.03	0.12	0.12		0.16	0.13	0.13	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	20	10	10		30	40	30		20	340	40		10	110	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	10	10		30	40	30		20	340	40		10	110	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	10	10		30	40	30		20	340	40		10	110	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	10	10		30	40	30		20	340	40		10	110	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	10	10		30	40	30		20	340	40		10	110	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	0.89	0.11		1.00	1.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	1432	168		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.03	0.02		0.01	0.24	0.24		0.01	0.07	0.04	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		0	0 1!	0 0		1	0 0	1 0	
Volume Module:																
Base Vol:	10	1880	190	210	2450	10	10	30	40	110	10	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	1880	190	210	2450	10	10	30	40	110	10	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	1880	190	210	2450	10	10	30	40	110	10	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	1880	190	210	2450	10	10	30	40	110	10	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	10	1880	190	210	2450	10	10	30	40	110	10	50				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	0.12	0.38	0.50	1.00	0.17	0.83				
Final Sat.:	1600	4800	1600	3200	4780	20	200	600	800	1600	267	1333				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.12	0.07	0.51	0.51	0.01	0.05	0.05	0.07	0.04	0.04				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	0 1	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	140	160	30	100	110	50	90	860	110	100	1370	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	160	30	100	110	50	90	860	110	100	1370	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	140	160	30	100	110	50	90	860	110	100	1370	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	140	160	30	100	110	50	90	860	110	100	1370	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	140	160	30	100	110	50	90	860	110	100	1370	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.84	0.16	1.00	1.38	0.62	1.00	1.77	0.23	1.00	1.92	0.08				
Final Sat.:	1600	1347	253	1600	2200	1000	1600	2837	363	1600	3066	134				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.12	0.12	0.06	0.05	0.05	0.06	0.30	0.30	0.06	0.45	0.45				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	10	340	50	150	250	20	100	1050	10	290	1320	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	340	50	150	250	20	100	1050	10	290	1320	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	50	150	250	20	100	1050	10	290	1320	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	50	150	250	20	100	1050	10	290	1320	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	340	50	150	250	20	100	1050	10	290	1320	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.57	0.43
Final Sat.:	1600	1395	205	1600	1600	1600	1600	4755	45	1600	4114	686
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.09	0.16	0.01	0.06	0.22	0.22	0.18	0.32	0.32
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	130	450	250	170	540	80	150	1030	240	270	1670	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	450	250	170	540	80	150	1030	240	270	1670	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	450	250	170	540	80	150	1030	240	270	1670	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	450	250	170	540	80	150	1030	240	270	1670	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	450	250	170	540	80	150	1030	240	270	1670	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.43	0.57	1.00	2.56	0.44
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3893	907	1600	4090	710
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.16	0.11	0.34	0.05	0.09	0.26	0.26	0.17	0.41	0.41
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	70	170	330		80	30	10		10	620	110		230	390	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	170	330		80	30	10		10	620	110		230	390	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	170	330		80	30	10		10	620	110		230	390	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	170	330		80	30	10		10	620	110		230	390	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	170	330		80	30	10		10	620	110		230	390	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1200	400		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.21		0.05	0.03	0.03		0.01	0.19	0.07		0.14	0.12	0.03	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		1	0 2	0 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1450	1180		110	950	0		10	0	140		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1450	1180		110	950	0		10	0	140		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1450	0		110	950	0		10	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1450	0		110	950	0		10	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1450	0		110	950	0		10	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.00		0.07	0.30	0.00		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	560	950	0		0	190	20		0	0	0		900	0	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	560	950	0		0	190	20		0	0	0		900	0	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	560	950	0		0	190	20		0	0	0		900	0	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	560	950	0		0	190	20		0	0	0		900	0	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	560	950	0		0	190	20		0	0	0		900	0	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.98	0.00	0.02	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		3165	0	35	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.30	0.00		0.00	0.06	0.01		0.00	0.00	0.00		0.28	0.00	0.28	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	40	1720	30		60	690	340		820	50	210		160	90	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1720	30		60	690	340		820	50	210		160	90	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1720	30		60	690	0		820	50	210		160	90	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1720	30		60	690	0		820	50	210		160	90	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1720	30		60	690	0		820	50	210		160	90	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.36	0.02		0.04	0.14	0.00		0.26	0.03	0.13		0.10	0.03	0.12	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	360	10	50		310	50	50		60	1180	30		30	1360	560					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	360	10	50		310	50	50		60	1180	30		30	1360	560					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Volume:	360	10	50		310	50	50		60	1180	30		30	1360	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	360	10	50		310	50	50		60	1180	30		30	1360	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
Final Vol.:	360	10	50		310	50	50		60	1180	30		30	1360	0					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.00	0.03		0.19	0.02	0.03		0.04	0.37	0.02		0.02	0.43	0.00					
Crit Moves:	****					****			****					****						

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	270	0	50		0	0	0		190	1370	0		0	1700	270					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	270	0	50		0	0	0		190	1370	0		0	1700	270					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	270	0	50		0	0	0		190	1370	0		0	1700	270					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	270	0	50		0	0	0		190	1370	0		0	1700	270					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	270	0	50		0	0	0		190	1370	0		0	1700	270					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00					
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.00	0.03		0.00	0.00	0.00		0.12	0.43	0.00		0.00	0.53	0.17					
Crit Moves:	****								****					****						

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	2	0 2	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1400	480		100	580		0	200		0	1430	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1400	480		100	580		0	200		0	1430	0		0	0
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1400	0		100	580		0	200		0	0	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1400	0		100	580		0	200		0	0	0		0	0
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1400	0		100	580		0	200		0	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		2.00	2.00		0.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0	3200	1600		3200	3200		0	3200		0	1600	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.03	0.18		0.00	0.06		0.00	0.00	0.00		0.00	0.00
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	1	1	0 1	0	1
Volume Module:																
Base Vol:	30	480	480		0	850		10	10	190		80	40		60	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	30	480	480		0	850		10	10	190		80	40		60	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	30	480	480		0	850		10	10	190		80	40		60	0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	30	480	480		0	850		10	10	190		80	40		60	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	30	480	480		0	850		10	10	190		80	40		60	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600		1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	1.98		0.02	1.00	1.00		1.00	1.00		1.00	1.00
Final Sat.:	1600	3200	1600		1600	3163		37	1600	1600		1600	1600		1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.02	0.15	0.30		0.00	0.27		0.27	0.01	0.12		0.05	0.03		0.04	0.00
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	2100	1220		0	1770	620		120	0	90		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2100	1220		0	1770	620		120	0	90		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2100	0		0	1770	0		120	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2100	0		0	1770	0		120	0	90		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2100	0		0	1770	0		120	0	90		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.44	0.00		0.00	0.37	0.00		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Moves:		****			****						****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1220	930		0	1440	360		0	0	0		1010	0	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1220	930		0	1440	360		0	0	0		1010	0	140	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1220	0		0	1440	0		0	0	0		1010	0	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1220	0		0	1440	0		0	0	0		1010	0	140	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1220	0		0	1440	0		0	0	0		1010	0	140	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.25	0.00		0.00	0.30	0.00		0.00	0.00	0.00		0.32	0.00	0.09	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	1	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	190	2450	50		160	1410	240		350	70	130		390	30	710	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	2450	50		160	1410	240		350	70	130		390	30	710	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	2450	50		160	1410	0		350	70	130		390	30	710	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	2450	50		160	1410	0		350	70	130		390	30	710	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	2450	50		160	1410	0		350	70	130		390	30	710	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.50	0.50	1.00		1.86	0.14	2.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		4000	800	1600		2971	229	3200	
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.51	0.03		0.05	0.29	0.00		0.09	0.09	0.08		0.13	0.13	0.22	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	0	1	0	0	2	2	0	0	1	0
Volume Module:																				
Base Vol:	140	830	350		40	970	10		10	100	180		570	130	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	830	350		40	970	10		10	100	180		570	130	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	830	350		40	970	10		10	100	180		570	130	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	830	350		40	970	10		10	100	180		570	130	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	830	350		40	970	10		10	100	180		570	130	80	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		0.09	0.91	2.00		2.00	0.62	0.38	
Final Sat.:	1600	4800	1600		1600	4751	49		145	1455	3200		3200	990	610	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.17	0.22		0.03	0.20	0.20		0.01	0.07	0.06		0.18	0.13	0.13	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	220	180	150		10	100	150		50	730	60		80	1330	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	180	150		10	100	150		50	730	60		80	1330	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	180	150		10	100	150		50	730	60		80	1330	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	180	150		10	100	150		50	730	60		80	1330	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	180	150		10	100	150		50	730	60		80	1330	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.77	0.23		1.00	2.98	0.02	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4435	365		1600	4764	36	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.11	0.09		0.01	0.06	0.09		0.03	0.16	0.16		0.05	0.28	0.28	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		100	0	390		240	1020	0		0	1640	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		100	0	390		240	1020	0		0	1640	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		100	0	390		240	1020	0		0	1640	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		100	0	390		240	1020	0		0	1640	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		100	0	390		240	1020	0		0	1640	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.92	0.08	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3069	131	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.12		0.15	0.32	0.00		0.00	0.53	0.53	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	120	370	130		170	660	50		130	400	150		90	240	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	370	130		170	660	50		130	400	150		90	240	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	370	130		170	660	50		130	400	150		90	240	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	370	130		170	660	50		130	400	150		90	240	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	370	130		170	660	50		130	400	150		90	240	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.45	0.55		1.00	1.78	0.22	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2327	873		1600	2844	356	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.12	0.08		0.11	0.21	0.03		0.08	0.17	0.17		0.06	0.08	0.08	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 1		0	0 3	0 1		0	0 0	0 0		1	0 1!	0 0	
Volume Module:																
Base Vol:	0	1690	590		0	1410	320		0	0	0		960	0	350	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1690	590		0	1410	320		0	0	0		960	0	350	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1690	0		0	1410	0		0	0	0		960	0	350	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1690	0		0	1410	0		0	0	0		960	0	350	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1690	0		0	1410	0		0	0	0		960	0	350	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.47	0.00	0.53	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2345	0	855	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.00		0.00	0.29	0.00		0.00	0.00	0.00		0.41	0.00	0.41	
Crit Moves:		****			****										****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	2020	440		0	2080	200		260	0	550		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2020	440		0	2080	200		260	0	550		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2020	0		0	2080	0		260	0	550		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2020	0		0	2080	0		260	0	550		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2020	0		0	2080	0		260	0	550		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1600	0	3200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.00		0.00	0.43	0.00		0.16	0.00	0.17		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																				
Base Vol:	50	1190	520		50	1550	400		260	10	170		240	0	430	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1190	520		50	1550	400		260	10	170		240	0	430	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	1190	520		50	1550	400		260	10	170		240	0	430	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1190	520		50	1550	400		260	10	170		240	0	430	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	1190	520		50	1550	400		260	10	170		240	0	430	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.38	0.62		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	3815	985		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.33		0.03	0.41	0.41		0.08	0.01	0.11		0.08	0.00	0.13	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	290	750	780	0	0	860	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	290	750	780	0	0	860	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	10	0	0	750	780	0	0	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	0	750	780	0	0	860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	10	0	0	750	780	0	0	860	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.23	0.24	0.00	0.00	0.27	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	340	650	10	60	140	10	10	550	360	10	1110	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	650	10	60	140	10	10	550	360	10	1110	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	650	10	60	140	10	10	550	360	10	1110	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	650	10	60	140	10	10	550	360	10	1110	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	650	10	60	140	10	10	550	360	10	1110	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.01	0.04	0.04	0.01	0.01	0.17	0.23	0.01	0.35	0.03
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	980	620	0		0	490	480		0	0	0		180	0	360	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	980	620	0		0	490	480		0	0	0		180	0	360	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	980	620	0		0	490	0		0	0	0		180	0	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	980	620	0		0	490	0		0	0	0		180	0	360	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	980	620	0		0	490	0		0	0	0		180	0	360	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.19	0.00		0.00	0.15	0.00		0.00	0.00	0.00		0.11	0.00	0.11	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		50	0	150		70	630	0		0	1030	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		50	0	150		70	630	0		0	1030	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		50	0	150		70	630	0		0	1030	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		50	0	150		70	630	0		0	1030	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		50	0	150		70	630	0		0	1030	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.09		0.04	0.20	0.00		0.00	0.32	0.11	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	190	1610	1090	30	640	260	60	430	220	100	960	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1610	1090	30	640	260	60	430	220	100	960	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1610	1090	30	640	260	60	430	220	100	960	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1610	1090	30	640	260	60	430	220	100	960	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	1610	1090	30	640	260	60	430	220	100	960	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.19	0.81	1.00	1.42	0.58	1.00	1.32	0.68	1.00	1.98	0.02
Final Sat.:	1600	1908	1292	1600	2276	924	1600	2117	1083	1600	3167	33
Capacity Analysis Module:												
Vol/Sat:	0.12	0.84	0.84	0.02	0.28	0.28	0.04	0.20	0.20	0.06	0.30	0.30
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.202
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	110	0	120	0	0	0	0	610	300	0	110	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	120	0	0	0	0	610	300	0	110	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	110	0	120	0	0	0	0	610	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	120	0	0	0	0	610	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	110	0	120	0	0	0	0	610	0	0	110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.02	0.00
Crit Moves:			****					****		****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	520	0	220	0	580	190	0	200	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	520	0	220	0	580	190	0	200	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	520	0	220	0	580	0	0	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	520	0	220	0	580	0	0	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	520	0	220	0	580	0	0	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.14	0.00	0.12	0.00	0.00	0.04	0.00
Crit Moves:				****				****		****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: D

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	340	1840	110	650	1850	100	310	70	80	420	60	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1840	110	650	1850	100	310	70	80	420	60	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1840	110	650	1850	100	310	70	80	420	60	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1840	110	650	1850	100	310	70	80	420	60	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	1840	110	650	1850	100	310	70	80	420	60	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	4529	271	3200	4800	1600	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.41	0.20	0.39	0.06	0.10	0.04	0.05	0.15	0.15	0.16
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	250	100	0	540	250	90	660	20	120	1420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	250	100	0	540	250	90	660	20	120	1420	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	250	100	0	540	250	90	660	20	120	1420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	250	100	0	540	250	90	660	20	120	1420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	250	100	0	540	250	90	660	20	120	1420	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.06	0.00	0.17	0.16	0.06	0.21	0.01	0.08	0.44	0.00
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1670	410	190	1680	0	0	0	0	660	0	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1670	410	190	1680	0	0	0	0	660	0	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1670	410	190	1680	0	0	0	0	660	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1670	410	190	1680	0	0	0	0	660	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1670	410	190	1680	0	0	0	0	660	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.26	0.06	0.53	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Crit Moves:		****		****						****		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	110	435	225	60	10	235	800	165	260	565	50	110
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No	No				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	110	720	0	0	0	245	965	0	260	652	0	73
Lane Utilization Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.85	0.95	0.95	0.97	0.85	0.95	0.98	0.85	0.85
Saturated Flow (vph)	1805	3403	0	0	0	1805	5043	0	1805	3545	0	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00					0.00			0.00		
Protected Option Allowed		Yes					Yes			No		
Reference Time (s)	7.3	25.4	0.0	0.0	0.0	16.3	23.0	0.0			0.0	5.4
Adj Reference Time (s)	11.3	29.4	0.0	0.0	0.0	20.3	27.0	0.0			0.0	9.4
Permitted Option												
Adj Saturation A (vph)	120	1701			0	120	1681		120	1773		
Reference Time A (s)	109.7	25.4			0.0	244.3	23.0		259.3	22.1		
Adj Saturation B (vph	NA	NA			NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA			NA	NA	NA		NA	NA		
Reference Time (s)		109.7					244.3			259.3		
Adj Reference Time (s)		113.7					248.3			263.3		
Split Option												
Ref Time Combined (s)	7.3	25.4			0.0	16.3	23.0		17.3	22.1		
Ref Time Seperate (s)	7.3	15.3			0.7	15.6	19.0		17.3	19.1		
Reference Time (s)	25.4	25.4			23.0	23.0	23.0		22.1	22.1		
Adj Reference Time (s)	29.4	29.4			27.0	27.0	27.0		26.1	26.1		

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	49.7	NA	NA	
Permitted Option (s)	248.3	329.7	Err	
Split Option (s)	56.4	49.8	27.6	
Minimum (s)	49.7	49.8	27.6	127.1

Right Turns	NBR2	NWR
Adj Reference Time (s)	9.4	24.8
Cross Thru Ref Time (s)	0.0	49.8
Oncoming Left Ref Time (s)	73.4	49.7
Combined (s)	82.9	124.3

Intersection Summary			
Intersection Capacity Utilization	105.9%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations								
Volume (vph)	100	305	635	65	60	630	435	60
Pedestrians								
Ped Button								
Pedestrian Timing (s)								
Free Right				No			No	No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)								
Volume Combined (vph)	0	0	1105	0	0	690	495	0
Lane Utilization Factor	1.00	1.00	0.91	1.00	1.00	0.97	0.89	1.00
Turning Factor (vph)	0.95	0.95	0.97	0.85	0.95	0.95	0.85	0.85
Saturated Flow (vph)	0	0	6715	0	0	3505	2859	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)			0.00			0.00		
Protected Option Allowed			No			No		
Reference Time (s)				0.0			20.8	0.0
Adj Reference Time (s)				0.0			24.8	0.0
Permitted Option								
Adj Saturation A (vph)	0	0	149		0	117		
Reference Time A (s)	0.0	0.0	325.7		0.0	354.3		
Adj Saturation B (vph	NA	NA	NA		NA	NA		
Reference Time B (s)	NA	NA	NA		NA	NA		
Reference Time (s)			325.7					
Adj Reference Time (s)			329.7					
Split Option								
Ref Time Combined (s)	0.0	0.0	19.7		0.0	23.6		
Ref Time Seperate (s)	6.6	10.1	14.9		4.0	21.6		
Reference Time (s)	19.7	19.7	19.7		23.6	23.6		
Adj Reference Time (s)	23.7	23.7	23.7		27.6	27.6		

Summary

APPENDIX E
PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
2020 GENERAL PLAN UPDATE ALTERNATIVE C CONDITIONS

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Scenario Report

Scenario:	FAM AltC
Command:	AltC AM
Volume:	FAM AltC
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	20	1520	40	120	1040	40	140	120	20	40	20	250	3370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1520	40	120	1040	40	140	120	20	40	20	250	3370
#2 Harbor & Wooley													
Base	30	1040	40	210	920	60	170	20	20	30	70	270	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1040	40	210	920	60	170	20	20	30	70	270	2880
#3 Harbor & Channel Island													
Base	340	0	300	0	0	0	0	510	110	170	580	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	0	300	0	0	0	0	510	110	170	580	0	2010
#4 Victoria & Channel Island													
Base	210	630	320	180	570	340	120	620	190	170	210	100	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	630	320	180	570	340	120	620	190	170	210	100	3660
#5 Victoria & Hemlock													
Base	40	840	50	200	1070	70	70	10	20	70	10	90	2540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	840	50	200	1070	70	70	10	20	70	10	90	2540
#6 Patterson & Hemlock													
Base	20	240	30	20	250	20	130	100	80	40	70	140	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	240	30	20	250	20	130	100	80	40	70	140	1140
#7 Ventura & Hemlock													
Base	20	1130	50	10	1110	50	20	10	100	10	10	40	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1130	50	10	1110	50	20	10	100	10	10	40	2560
#8 Patterson & Channel Island													
Base	0	0	0	260	0	40	30	1690	0	0	1200	110	3330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	260	0	40	30	1690	0	0	1200	110	3330
#9 Ventura & Channel Island													
Base	360	1010	120	60	1050	70	150	920	930	190	840	80	5780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	1010	120	60	1050	70	150	920	930	190	840	80	5780

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Victoria & Wooley													
Base	150	1730	130	210	1110	350	180	100	50	160	240	600	5010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1730	130	210	1110	350	180	100	50	160	240	600	5010
#11 Patterson & Wooley													
Base	70	250	170	140	170	50	120	540	40	40	640	30	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	250	170	140	170	50	120	540	40	40	640	30	2260
#12 Ventura & Wooley													
Base	270	970	90	600	920	60	190	820	200	110	590	110	4930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	970	90	600	920	60	190	820	200	110	590	110	4930
#16 Patterson & 5th													
Base	170	10	220	10	10	20	10	570	140	220	310	10	1700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	10	220	10	10	20	10	570	140	220	310	10	1700
#18 Ventura & 5th													
Base	190	1100	140	80	1550	260	250	620	130	120	350	30	4820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	1100	140	80	1550	260	250	620	130	120	350	30	4820
#19 Ventura & 2nd St													
Base	40	990	110	180	1610	10	60	210	120	50	10	100	3490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	990	110	180	1610	10	60	210	120	50	10	100	3490
#20 C St & Channel Island													
Base	100	130	70	70	160	50	110	1130	80	50	900	60	2910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	130	70	70	160	50	110	1130	80	50	900	60	2910
#21 Saviers & Channel Island													
Base	310	830	360	160	860	60	90	1160	140	290	670	150	5080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	830	360	160	860	60	90	1160	140	290	670	150	5080
#23 SR-1 (Oxnard) & 5th													
Base	60	740	160	170	1320	10	30	750	10	40	200	90	3580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	740	160	170	1320	10	30	750	10	40	200	90	3580
#24 SR-1 (Oxnard) & Wooley													
Base	360	590	160	540	650	90	110	1390	140	250	710	140	5130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	590	160	540	650	90	110	1390	140	250	710	140	5130

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#25 C St & 5th													
Base	80	400	30	30	440	70	10	620	30	20	130	10	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	400	30	30	440	70	10	620	30	20	130	10	1870
#26 Rose & Channel Island													
Base	120	1510	300	80	1300	190	1160	440	180	580	610	80	6550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	1510	300	80	1300	190	1160	440	180	580	610	80	6550
#27 Rose & SR-1 (Oxnard)													
Base	210	2520	40	50	1110	10	0	330	400	0	480	360	5510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	2520	40	50	1110	10	0	330	400	0	480	360	5510
#29 Rice & Channel Island													
Base	20	1220	0	0	940	510	1080	0	70	0	0	0	3840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1220	0	0	940	510	1080	0	70	0	0	0	3840
#30 Rice & Wooley													
Base	60	1910	320	0	1430	740	170	450	80	60	780	0	6000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1910	320	0	1430	740	170	450	80	60	780	0	6000
#31 Rose & Emerson													
Base	50	2180	60	60	740	20	300	200	80	80	30	170	3970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	2180	60	60	740	20	300	200	80	80	30	170	3970
#32 Rose & Wooley													
Base	10	1050	360	40	1940	210	140	1900	590	100	590	250	7180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1050	360	40	1940	210	140	1900	590	100	590	250	7180
#33 Rose & SR-34													
Base	30	1070	60	10	3080	240	210	1200	510	70	210	10	6700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1070	60	10	3080	240	210	1200	510	70	210	10	6700
#34 Rose & 3rd													
Base	80	1330	0	0	2810	100	670	0	430	0	0	0	5420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1330	0	0	2810	100	670	0	430	0	0	0	5420
#35 Rose & Camino Del Sol													
Base	220	1700	90	260	2060	280	220	500	600	100	170	170	6370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	1700	90	260	2060	280	220	500	600	100	170	170	6370

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 C ST & 3rd													
Base	20	270	50	470	350	20	50	340	20	140	260	60	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	270	50	470	350	20	50	340	20	140	260	60	2050
#38 C St & Gonzales													
Base	80	130	170	110	110	100	170	1040	460	80	680	110	3240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	170	110	110	100	170	1040	460	80	680	110	3240
#39 SR-1 (Oxnard) & Gonzales													
Base	120	1030	320	630	1460	50	290	710	120	310	720	210	5970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	1030	320	630	1460	50	290	710	120	310	720	210	5970
#40 SR-1 (Oxnard) & Colonia													
Base	0	970	160	110	1760	0	0	0	0	230	0	150	3380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	970	160	110	1760	0	0	0	0	230	0	150	3380
#46 Harbor & Gonzales													
Base	0	1500	210	110	790	0	0	0	0	70	0	210	2890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1500	210	110	790	0	0	0	0	70	0	210	2890
#48 SR-1 (Oxnard) & 2nd													
Base	80	970	0	0	1700	80	140	0	100	0	0	0	3070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	970	0	0	1700	80	140	0	100	0	0	0	3070
#59 Pleasant Valley & Bard													
Base	10	10	20	140	10	50	40	1000	10	30	960	710	2990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	20	140	10	50	40	1000	10	30	960	710	2990
#67 Rose & Bard													
Base	90	1140	10	100	1250	170	570	140	370	360	190	230	4620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1140	10	100	1250	170	570	140	370	360	190	230	4620
#69 Rose & Pleasant Valley													
Base	120	980	190	210	1630	280	280	890	420	370	700	60	6130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	980	190	210	1630	280	280	890	420	370	700	60	6130
#73 C St & Pleasant Valley													
Base	20	30	10	30	30	160	170	930	10	10	940	160	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	30	10	30	30	160	170	930	10	10	940	160	2500

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#74 Saviers & Pleasant Valley													
Base	120	370	70	480	520	270	340	660	50	120	800	160	3960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	370	70	480	520	270	340	660	50	120	800	160	3960
#75 J St & Pleasant Valley													
Base	20	50	70	40	10	10	30	400	10	20	650	30	1340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	50	70	40	10	10	30	400	10	20	650	30	1340
#77 Ventura & Pleasant Valley													
Base	100	630	250	440	1160	90	140	100	40	100	250	390	3690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	630	250	440	1160	90	140	100	40	100	250	390	3690
#80 Ventura & Hueneme													
Base	20	230	30	1030	130	190	140	230	20	110	180	390	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	230	30	1030	130	190	140	230	20	110	180	390	2700
#81 J St & Hueneme													
Base	0	0	0	20	0	50	40	890	0	0	670	20	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	50	40	890	0	0	670	20	1690
#82 Saviers & Hueneme													
Base	0	0	0	340	0	170	30	1200	0	0	610	180	2530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	340	0	170	30	1200	0	0	610	180	2530
#90 Saviers & SR-1													
Base	530	20	50	50	30	10	10	1320	1270	40	550	20	3900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	530	20	50	50	30	10	10	1320	1270	40	550	20	3900
#92 Del Norte & SR-34													
Base	20	540	260	40	430	260	410	690	10	410	720	120	3910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	540	260	40	430	260	410	690	10	410	720	120	3910
#93 Del Norte & Camino Del Sol													
Base	130	1190	20	20	840	100	90	10	10	10	10	10	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1190	20	20	840	100	90	10	10	10	10	10	2440
#97 Del Norte & Sturgis													
Base	40	950	10	110	560	220	60	70	20	90	130	160	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	950	10	110	560	220	60	70	20	90	130	160	2420

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#101 Rose & Gonzales													
Base	240	1310	390	310	1890	360	120	1920	530	70	480	300	7920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	1310	390	310	1890	360	120	1920	530	70	480	300	7920
#102 Rice & Gonzales													
Base	590	2010	1120	400	3140	800	40	1020	380	180	620	280	10580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	590	2010	1120	400	3140	800	40	1020	380	180	620	280	10580
#103 Lombard & Gonzales													
Base	100	80	140	50	20	20	160	1670	200	250	990	110	3790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	80	140	50	20	20	160	1670	200	250	990	110	3790
#106 Rice & US-101 SB													
Base	0	1430	810	10	2940	0	310	0	1250	0	0	0	6750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1430	810	10	2940	0	310	0	1250	0	0	0	6750
#107 Santa Clara & Auto Center Drive													
Base	70	890	0	0	1500	180	150	0	280	1190	270	120	4650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	890	0	0	1500	180	150	0	280	1190	270	120	4650
#113 Rose & Auto Center													
Base	90	830	450	260	1500	40	70	230	240	200	50	60	4020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	830	450	260	1500	40	70	230	240	200	50	60	4020
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	160	690	920	150	1680	200	160	970	240	1120	710	10	7010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	690	920	150	1680	200	160	970	240	1120	710	10	7010
#123 Ventura & Vineyard													
Base	40	860	400	100	1200	170	80	250	100	200	200	110	3710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	860	400	100	1200	170	80	250	100	200	200	110	3710
#129 Ventura & Town Center													
Base	0	1180	370	0	440	0	0	0	0	80	0	0	2070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1180	370	0	440	0	0	0	0	80	0	0	2070
#132 Ventura & Wagon Wheel													
Base	0	910	360	370	1400	0	0	0	0	190	0	100	3330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	910	360	370	1400	0	0	0	0	190	0	100	3330

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#134 C St & Wooley													
Base	180	330	70	20	380	70	200	1240	480	20	710	30	3730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	330	70	20	380	70	200	1240	480	20	710	30	3730
#135 Victoria & 5th													
Base	60	2040	60	360	1560	10	130	190	10	90	190	410	5110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	2040	60	360	1560	10	130	190	10	90	190	410	5110
#136 Victoria & Gonzales													
Base	70	1860	950	270	1690	30	20	330	40	380	250	530	6420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1860	950	270	1690	30	20	330	40	380	250	530	6420
#139 Victoria & Teal Club													
Base	10	2600	50	30	1980	10	10	10	10	50	10	90	4860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2600	50	30	1980	10	10	10	10	50	10	90	4860
#140 Patterson & Teal Club													
Base	30	10	30	330	20	70	10	100	10	10	60	10	690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	10	30	330	20	70	10	100	10	10	60	10	690
#141 Patterson & Gonzales													
Base	90	20	10	60	50	280	160	1390	450	10	820	10	3350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	20	10	60	50	280	160	1390	450	10	820	10	3350
#142 Ventura & Gonzales													
Base	290	700	200	300	1040	240	430	780	230	220	440	90	4960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	700	200	300	1040	240	430	780	230	220	440	90	4960
#148 Ventura & Doris													
Base	210	1180	230	20	1240	130	70	420	260	130	210	30	4130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	1180	230	20	1240	130	70	420	260	130	210	30	4130
#149 Patterson & Doris													
Base	20	20	20	170	290	40	10	290	50	50	390	60	1410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	170	290	40	10	290	50	50	390	60	1410
#150 Victoria & Doris													
Base	10	2540	120	220	1910	10	10	10	10	180	10	260	5290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2540	120	220	1910	10	10	10	10	180	10	260	5290

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	140	90	10	90	80	80	130	1350	60	10	1080	50	3170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	90	10	90	80	80	130	1350	60	10	1080	50	3170
#153 Hobson/J St & Wooley St													
Base	100	200	30	170	240	30	110	1720	70	90	750	180	3690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	200	30	170	240	30	110	1720	70	90	750	180	3690
#161 H St & Gonzales													
Base	170	390	390	210	570	190	130	1040	210	200	660	120	4280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	390	390	210	570	190	130	1040	210	200	660	120	4280
#162 H ST & Vineyard													
Base	50	100	310	120	70	10	10	480	80	410	350	30	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	100	310	120	70	10	10	480	80	410	350	30	2020
#173 Del Norte & US-101 SB													
Base	0	270	210	80	1810	0	40	0	200	0	0	0	2610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	270	210	80	1810	0	40	0	200	0	0	0	2610
#174 Del Norte & US-101 NB													
Base	150	160	0	0	560	80	0	0	0	1380	0	160	2490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	160	0	0	560	80	0	0	0	1380	0	160	2490
#181 Del Norte & Gonzales													
Base	130	430	180	160	1240	720	30	110	120	40	40	30	3230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	430	180	160	1240	720	30	110	120	40	40	30	3230
#195 SR-1 (Oxnard) & Plesant Valley													
Base	300	130	190	290	70	30	40	1090	80	20	1210	440	3890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	130	190	290	70	30	40	1090	80	20	1210	440	3890
#197 Rice & Pleasant Valley													
Base	170	0	20	0	0	0	400	1280	0	0	1410	340	3620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	0	20	0	0	0	400	1280	0	0	1410	340	3620
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	830	330	130	450	0	150	0	1860	0	0	0	3750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	830	330	130	450	0	150	0	1860	0	0	0	3750

City of Oxnard GP & EIR
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	10	310	200	0	860	10	0	90	280	20	70	0	1850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	310	200	0	860	10	0	90	280	20	70	0	1850
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	1280	1300	0	2530	580	70	0	170	0	0	0	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1280	1300	0	2530	580	70	0	170	0	0	0	5930
#231 Viyenard (SR-232) & US-101 NB													
Base	0	900	450	0	1940	220	0	0	0	1240	0	200	4950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	900	450	0	1940	220	0	0	0	1240	0	200	4950
#233 Vineyard (SR-232) & Esplanede													
Base	60	1880	30	640	1910	120	570	20	210	50	10	150	5650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1880	30	640	1910	120	570	20	210	50	10	150	5650
#235 Vineyard (SR-232) & Myrtle													
Base	50	700	340	40	1660	10	10	80	110	340	20	50	3410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	700	340	40	1660	10	10	80	110	340	20	50	3410
#275 Pacific & Wooley													
Base	130	120	70	40	140	110	50	1440	100	50	610	140	3000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	120	70	40	140	110	50	1440	100	50	610	140	3000
#280 Statham & Channel Island													
Base	0	0	0	50	0	130	480	1700	0	0	1020	40	3420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	130	480	1700	0	0	1020	40	3420
#281 Statham & SR-1 (Oxnard)													
Base	250	350	310	130	570	40	10	230	70	90	150	10	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	350	310	130	570	40	10	230	70	90	150	10	2210
#285 Rose & US-101 NB Ramps													
Base	0	1100	550	0	1560	320	0	0	0	880	0	280	4690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	550	0	1560	320	0	0	0	880	0	280	4690

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	1200	460	0	2220	180	470	0	680	0	0	0	5210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1200	460	0	2220	180	470	0	680	0	0	0	5210
#297 SR-1 (Oxnard) & Esplanade													
Base	30	760	310	40	2090	180	290	20	250	90	10	100	4170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	760	310	40	2090	180	290	20	250	90	10	100	4170
#305 Rice & Hueneme													
Base	0	0	0	30	0	440	500	460	0	0	700	10	2140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	30	0	440	500	460	0	0	700	10	2140
#308 Oxnard SB Off Ramp & Channel Island													
Base	330	580	30	140	420	30	10	800	330	40	820	250	3780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	580	30	140	420	30	10	800	330	40	820	250	3780
#310 SR-1 (Oxnard) & US-101 NB													
Base	710	260	0	0	470	690	0	0	0	110	0	260	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	710	260	0	0	470	690	0	0	0	110	0	260	2500
#314 Dupont & Channel Island													
Base	0	0	0	110	0	190	70	870	0	0	920	80	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	190	70	870	0	0	920	80	2240
#321 Rose Ave & Hueneme Rd													
Base	80	440	240	10	2180	30	70	670	690	120	910	10	5450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	440	240	10	2180	30	70	670	690	120	910	10	5450
#323 Rice NB Ramps & Camino Del Sol													
Base	270	0	80	0	0	0	0	510	280	0	90	710	1940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	80	0	0	0	0	510	280	0	90	710	1940
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	270	0	820	0	540	120	0	290	60	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	270	0	820	0	540	120	0	290	60	2100
#329 Rose Ave & Lockwood St													
Base	30	1390	250	630	2340	20	130	20	20	70	10	260	5170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1390	250	630	2340	20	130	20	20	70	10	260	5170

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	0	680	190	0	850	440	130	1050	30	120	1050	0	4540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	680	190	0	850	440	130	1050	30	120	1050	0	4540
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	1200	760	450	1460	0	0	0	0	330	0	180	4380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1200	760	450	1460	0	0	0	0	330	0	180	4380

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 2 Harbor & Wooley	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
# 4 Victoria & Channel Island	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 8 Patterson & Channel Island	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 9 Ventura & Channel Island	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 10 Victoria & Wooley	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
# 11 Patterson & Wooley	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 12 Ventura & Wooley	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 18 Ventura & 5th	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 19 Ventura & 2nd St	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 20 C St & Channel Island	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 21 Saviers & Channel Island	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 25 C St & 5th	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 26 Rose & Channel Island	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 29 Rice & Channel Island	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 30 Rice & Wooley	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 31 Rose & Emerson	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	E	xxxxx	0.960	E	xxxxx	0.960	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.048	F	xxxxx	1.048	+ 0.000 V/C
# 34 Rose & 3rd	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
# 35 Rose & Camino Del Sol	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 36 C ST & 3rd	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 38 C St & Gonzales	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 46 Harbor & Gonzales	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 59 Pleasant Valley & Bard	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 67 Rose & Bard	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.094	F	xxxxx	1.094	+ 0.000 V/C
# 73 C St & Pleasant Valley	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 80 Ventura & Hueneme	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 92 Del Norte & SR-34	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
#101 Rose & Gonzales	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.132	F	xxxxx	1.132	+ 0.000 V/C

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City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
#106 Rice & US-101 SB	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
#113 Rose & Auto Center	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
#123 Ventura & Vineyard	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
#132 Ventura & Wagon Wheel	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#134 C St & Wooley	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#135 Victoria & 5th	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
#136 Victoria & Gonzales	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000 V/C
#139 Victoria & Teal Club	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
#141 Patterson & Gonzales	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#142 Ventura & Gonzales	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#148 Ventura & Doris	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#150 Victoria & Doris	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
#152 J St & Channel Island	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
#153 Hobson/J St & Wooley St	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C
#161 H St & Gonzales	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
#162 H ST & Vineyard	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#174 Del Norte & US-101 NB	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
#181 Del Norte & Gonzales	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
#197 Rice & Pleasant Valley	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#275 Pacific & Wooley	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
#280 Statham & Channel Island	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.247	F	xxxxx	1.247	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
#329 Rose Ave & Lockwood St	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
#335 Lombard St & 5th St	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	20	1520	40		120	1040	40		140	120	20		40	20	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1520	40		120	1040	40		140	120	20		40	20	250	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	20	1520	0		120	1040	0		140	120	20		40	20	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1520	0		120	1040	0		140	120	20		40	20	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	20	1520	0		120	1040	0		140	120	20		40	20	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.48	0.00		0.04	0.33	0.00		0.09	0.08	0.01		0.03	0.01	0.00	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	0 0	1	
Volume Module:																
Base Vol:	30	1040	40		210	920	60		170	20	20		30	70	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1040	40		210	920	60		170	20	20		30	70	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1040	40		210	920	60		170	20	20		30	70	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1040	40		210	920	60		170	20	20		30	70	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1040	40		210	920	60		170	20	20		30	70	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		0.81	0.09	0.10		0.30	0.70	1.00	
Final Sat.:	1600	3200	1600		1600	3004	196		1295	152	152		480	1120	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.33	0.03		0.13	0.31	0.31		0.13	0.13	0.13		0.06	0.06	0.17	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	2	0	2	0 0
Volume Module:																
Base Vol:	340	0	300		0	0	0		0	510	110		170	580	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	340	0	300		0	0	0		0	510	110		170	580	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	340	0	0		0	0	0		0	510	0		170	580	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	340	0	0		0	0	0		0	510	0		170	580	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	340	0	0		0	0	0		0	510	0		170	580	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.00		0.00	0.00	0.00		0.00	0.16	0.00		0.05	0.18	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	210	630	320		180	570	340		120	620	190		170	210	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	630	320		180	570	340		120	620	190		170	210	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	630	320		180	570	340		120	620	190		170	210	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	630	320		180	570	340		120	620	190		170	210	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	630	320		180	570	340		120	620	190		170	210	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.33	0.67		2.00	2.00	1.00		2.00	2.30	0.70		1.00	3.00	1.00	
Final Sat.:	3200	2122	1078		3200	3200	1600		3200	3674	1126		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.30	0.30		0.06	0.18	0.21		0.04	0.17	0.17		0.11	0.04	0.06	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	40	840	50		200	1070	70		70	10	20		70	10	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	840	50		200	1070	70		70	10	20		70	10	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	840	50		200	1070	70		70	10	20		70	10	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	840	50		200	1070	70		70	10	20		70	10	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	840	50		200	1070	70		70	10	20		70	10	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.82	0.18		1.00	0.33	0.67		1.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4505	295		1600	533	1067		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.03		0.13	0.24	0.24		0.04	0.02	0.02		0.04	0.01	0.06	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	20	240	30		20	250	20		130	100	80		40	70	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	240	30		20	250	20		130	100	80		40	70	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	240	30		20	250	20		130	100	80		40	70	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	240	30		20	250	20		130	100	80		40	70	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	240	30		20	250	20		130	100	80		40	70	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.78	0.22		1.00	1.85	0.15		1.00	0.56	0.44		1.00	0.33	0.67	
Final Sat.:	1600	2844	356		1600	2963	237		1600	889	711		1600	533	1067	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.08		0.01	0.08	0.08		0.08	0.11	0.11		0.03	0.13	0.13	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	20	1130	50		10	1110	50		20	10	100		10	10	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1130	50		10	1110	50		20	10	100		10	10	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1130	50		10	1110	50		20	10	100		10	10	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1130	50		10	1110	50		20	10	100		10	10	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1130	50		10	1110	50		20	10	100		10	10	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.87	0.13		1.00	2.87	0.13		1.00	1.00	1.00		1.00	0.20	0.80	
Final Sat.:	1600	4597	203		1600	4593	207		1600	1600	1600		1600	320	1280	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.25		0.01	0.24	0.24		0.01	0.01	0.06		0.01	0.03	0.03	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 3	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	0	0	0		260	0	40		30	1690	0		0	1200	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		260	0	40		30	1690	0		0	1200	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		260	0	40		30	1690	0		0	1200	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		260	0	40		30	1690	0		0	1200	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		260	0	40		30	1690	0		0	1200	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.75	0.25	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4397	403	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.00	0.03		0.02	0.35	0.00		0.00	0.27	0.27	
Crit Moves:					****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	360	1010	120		60	1050	70		150	920	930		190	840	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	360	1010	120		60	1050	70		150	920	930		190	840	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	360	1010	120		60	1050	70		150	920	0		190	840	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	360	1010	120		60	1050	70		150	920	0		190	840	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	360	1010	120		60	1050	70		150	920	0		190	840	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.08		0.02	0.22	0.04		0.05	0.29	0.00		0.12	0.17	0.05	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	150	1730	130		210	1110	350		180	100	50		160	240	600	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1730	130		210	1110	350		180	100	50		160	240	600	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1730	130		210	1110	350		180	100	50		160	240	600	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1730	130		210	1110	350		180	100	50		160	240	600	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	1730	130		210	1110	350		180	100	50		160	240	600	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.79	0.21		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4465	335		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.39	0.39		0.13	0.23	0.22		0.11	0.03	0.03		0.10	0.08	0.38	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	70	250	170		140	170	50		120	540	40		40	640	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	250	170		140	170	50		120	540	40		40	640	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	250	170		140	170	50		120	540	40		40	640	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	250	170		140	170	50		120	540	40		40	640	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	250	170		140	170	50		120	540	40		40	640	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.55	0.45		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2473	727		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.11		0.09	0.07	0.07		0.08	0.17	0.03		0.03	0.20	0.02	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	3	0	1	2	0	3	0	1
Volume Module:																		
Base Vol:	270	970	90		600	920	60		190	820	200		110	590	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	970	90		600	920	60		190	820	200		110	590	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	970	90		600	920	60		190	820	200		110	590	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	970	90		600	920	60		190	820	200		110	590	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	270	970	90		600	920	60		190	820	200		110	590	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.75	0.25		2.00	2.82	0.18		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4392	408		3200	4506	294		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.22	0.22		0.19	0.20	0.20		0.12	0.17	0.13		0.03	0.12	0.07	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1	0	0 1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	170	10	220		10	10	20		10	570	140		220	310	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	10	220		10	10	20		10	570	140		220	310	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	10	0		10	10	20		10	570	140		220	310	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	10	0		10	10	20		10	570	140		220	310	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	10	0		10	10	20		10	570	140		220	310	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.61	0.39		1.00	1.94	0.06	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2569	631		1600	3100	100	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.01	0.00		0.01	0.01	0.01		0.01	0.22	0.22		0.14	0.10	0.10	
Crit Moves:	****				****				****				****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0	3	0 1	1	0 2	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	190	1100	140		80	1550	260		250	620	130		120	350	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	1100	140		80	1550	260		250	620	130		120	350	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	1100	140		80	1550	260		250	620	130		120	350	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	1100	140		80	1550	260		250	620	130		120	350	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	1100	140		80	1550	260		250	620	130		120	350	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.48	0.52		2.00	1.84	0.16	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3968	832		3200	2947	253	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.23	0.09		0.03	0.32	0.16		0.16	0.16	0.16		0.04	0.12	0.12	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	1	1	0	0 1	1	0	1
Volume Module:																
Base Vol:	40	990	110		180	1610	10		60	210	120		50	10	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	990	110		180	1610	10		60	210	120		50	10	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	990	110		180	1610	10		60	210	120		50	10	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	990	110		180	1610	10		60	210	120		50	10	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	990	110		180	1610	10		60	210	120		50	10	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.70	0.30		1.00	2.98	0.02		1.00	1.27	0.73		1.00	1.00	1.00	
Final Sat.:	1600	4320	480		1600	4770	30		1600	2036	1164		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.23		0.11	0.34	0.34		0.04	0.10	0.10		0.03	0.01	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	0	1	0	1 0	1	1	0	1 0	1	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	100	130	70		70	160	50		110	1130	80		50	900	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	130	70		70	160	50		110	1130	80		50	900	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	130	70		70	160	50		110	1130	80		50	900	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	130	70		70	160	50		110	1130	80		50	900	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	130	70		70	160	50		110	1130	80		50	900	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.65	0.35		1.00	1.52	0.48		1.00	1.87	0.13		1.00	1.88	0.12	
Final Sat.:	1600	1040	560		1600	2438	762		1600	2988	212		1600	3000	200	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.13	0.13		0.04	0.07	0.07		0.07	0.38	0.38		0.03	0.30	0.30	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1
Volume Module:																
Base Vol:	310	830	360		160	860	60		90	1160	140		290	670	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	830	360		160	860	60		90	1160	140		290	670	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	830	360		160	860	60		90	1160	140		290	670	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	830	360		160	860	60		90	1160	140		290	670	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	830	360		160	860	60		90	1160	140		290	670	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.09	0.91		1.00	2.80	0.20		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3348	1452		1600	4487	313		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.25	0.25		0.10	0.19	0.19		0.06	0.36	0.09		0.18	0.21	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	60	740	160		170	1320	10		30	750	10		40	200	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	740	160		170	1320	10		30	750	10		40	200	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	740	160		170	1320	10		30	750	10		40	200	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	740	160		170	1320	10		30	750	10		40	200	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	740	160		170	1320	10		30	750	10		40	200	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.98	0.02		1.00	1.97	0.03		1.00	1.00	1.00	
Final Sat.:	1600	2631	569		1600	3176	24		1600	3158	42		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.28		0.11	0.42	0.42		0.02	0.24	0.24		0.03	0.13	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	80	400	30		30	440	70		10	620	30		20	130	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	400	30		30	440	70		10	620	30		20	130	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	400	30		30	440	70		10	620	30		20	130	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	400	30		30	440	70		10	620	30		20	130	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	400	30		30	440	70		10	620	30		20	130	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.05		1.00	0.93	0.07	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1526	74		1600	1486	114	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.25	0.02		0.02	0.28	0.04		0.01	0.41	0.41		0.01	0.09	0.09	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		1	0 3	0 1		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	120	1510	300		80	1300	190		1160	440	180		580	610	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	1510	300		80	1300	190		1160	440	180		580	610	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1510	300		80	1300	190		1160	440	180		580	610	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1510	300		80	1300	190		1160	440	180		580	610	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	1510	300		80	1300	190		1160	440	180		580	610	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.19		0.05	0.27	0.12		0.36	0.14	0.11		0.18	0.19	0.05	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	210	2520	40		50	1110	10		0	330	400		0	480	360	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	2520	40		50	1110	10		0	330	400		0	480	360	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	210	2520	0		50	1110	0		0	330	0		0	480	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	2520	0		50	1110	0		0	330	0		0	480	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	210	2520	0		50	1110	0		0	330	0		0	480	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.53	0.00		0.02	0.23	0.00		0.00	0.10	0.00		0.00	0.15	0.00	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	20	1220	0		0	940	510		1080	0	70		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1220	0		0	940	510		1080	0	70		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1220	0		0	940	510		1080	0	70		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1220	0		0	940	510		1080	0	70		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1220	0		0	940	510		1080	0	70		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.00		0.00	0.20	0.32		0.34	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****						****		****							

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	60	1910	320		0	1430	740		170	450	80		60	780	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	1910	320		0	1430	740		170	450	80		60	780	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1910	320		0	1430	740		170	450	80		60	780	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1910	320		0	1430	740		170	450	80		60	780	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1910	320		0	1430	740		170	450	80		60	780	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.40	0.20		0.00	0.30	0.46		0.05	0.09	0.05		0.02	0.16	0.00	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	2180	60		60	740	20		300	200	80		80	30	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	2180	60		60	740	20		300	200	80		80	30	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	2180	60		60	740	20		300	200	80		80	30	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	2180	60		60	740	20		300	200	80		80	30	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	2180	60		60	740	20		300	200	80		80	30	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.92	0.08		1.00	2.92	0.08		1.00	0.71	0.29		1.00	1.00	1.00	
Final Sat.:	1600	4671	129		1600	4674	126		1600	1143	457		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.47	0.47		0.04	0.16	0.16		0.19	0.18	0.17		0.05	0.02	0.11	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.960
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	10	1050	360		40	1940	210		140	1900	590		100	590	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1050	360		40	1940	210		140	1900	590		100	590	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1050	360		40	1940	0		140	1900	590		100	590	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1050	360		40	1940	0		140	1900	590		100	590	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1050	360		40	1940	0		140	1900	590		100	590	250	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.29	0.71		2.00	2.11	0.89	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	3663	1137		3200	3371	1429	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.23		0.03	0.40	0.00		0.04	0.52	0.52		0.03	0.18	0.17	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	30	1070	60		10	3080	240		210	1200	510		70	210	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1070	60		10	3080	240		210	1200	510		70	210	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	1070	60		10	3080	240		210	1200	510		70	210	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1070	60		10	3080	240		210	1200	510		70	210	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	1070	60		10	3080	240		210	1200	510		70	210	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.04		0.00	0.64	0.15		0.07	0.38	0.32		0.02	0.07	0.01	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	80	1330	0	0	2810	100	670	0	430	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	80	1330	0	0	2810	100	670	0	430	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	80	1330	0	0	2810	100	670	0	430	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	80	1330	0	0	2810	100	670	0	430	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	80	1330	0	0	2810	100	670	0	430	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.90	0.10	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	4635	165	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.28	0.00	0.00	0.61	0.61	0.21	0.00	0.27	0.00	0.00	0.00						
Crit Moves:	****				****				****									

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	220	1700	90	260	2060	280	220	500	600	100	170	170						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	220	1700	90	260	2060	280	220	500	600	100	170	170						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	220	1700	0	260	2060	0	220	500	600	100	170	170						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	220	1700	0	260	2060	0	220	500	600	100	170	170						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	220	1700	0	260	2060	0	220	500	600	100	170	170						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.35	0.00	0.08	0.43	0.00	0.07	0.16	0.38	0.03	0.05	0.11						
Crit Moves:	****				****				****	****								

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	270	50		470	350	20		50	340	20		140	260	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	270	50		470	350	20		50	340	20		140	260	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	270	50		470	350	20		50	340	20		140	260	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	270	50		470	350	20		50	340	20		140	260	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	270	50		470	350	20		50	340	20		140	260	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.84	0.16		1.00	0.95	0.05		1.00	0.94	0.06		1.00	0.81	0.19	
Final Sat.:	1600	1350	250		1600	1514	86		1600	1511	89		1600	1300	300	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.20		0.29	0.23	0.23		0.03	0.23	0.22		0.09	0.20	0.20	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	80	130	170		110	110	100		170	1040	460		80	680	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	130	170		110	110	100		170	1040	460		80	680	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	130	170		110	110	100		170	1040	460		80	680	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	130	170		110	110	100		170	1040	460		80	680	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	130	170		110	110	100		170	1040	460		80	680	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.08	0.92		1.00	2.58	0.42	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3328	1472		1600	4132	668	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.11		0.07	0.07	0.06		0.11	0.31	0.31		0.05	0.16	0.16	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	120	1030	320		630	1460	50		290	710	120		310	720	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	1030	320		630	1460	50		290	710	120		310	720	210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1030	320		630	1460	50		290	710	120		310	720	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1030	320		630	1460	50		290	710	120		310	720	210	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	1030	320		630	1460	50		290	710	120		310	720	210	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.20		0.20	0.30	0.03		0.09	0.15	0.08		0.10	0.15	0.13	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1 0		1	0 3	0 0		0	0 0	0 0		1	0 0	0 1	
Volume Module:																
Base Vol:	0	970	160		110	1760	0		0	0	0		230	0	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	970	160		110	1760	0		0	0	0		230	0	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	970	160		110	1760	0		0	0	0		230	0	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	970	160		110	1760	0		0	0	0		230	0	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	970	160		110	1760	0		0	0	0		230	0	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.58	0.42		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4120	680		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.07	0.37	0.00		0.00	0.00	0.00		0.14	0.00	0.09	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	0	9
Volume Module:																
Base Vol:	0	1500	210	110	790	0	0	0	0	70	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1500	210	110	790	0	0	0	0	70	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1500	0	110	790	0	0	0	0	70	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1500	0	110	790	0	0	0	0	70	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1500	0	110	790	0	0	0	0	70	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	9.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	9.00
Final Sat.:	0	3200	14400	1600	3200	0	0	0	0	1600	0	14400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.07	0.25	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:		****		****						****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	80	970	0	0	1700	80	140	0	100	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	970	0	0	1700	80	140	0	100	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	970	0	0	1700	80	140	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	970	0	0	1700	80	140	0	100	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	970	0	0	1700	80	140	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3056	144	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.00	0.56	0.56	0.09	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	10	10	20	140	10	50	40	1000	10	30	960	710				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	10	20	140	10	50	40	1000	10	30	960	710				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	20	140	10	50	40	1000	10	30	960	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	20	140	10	50	40	1000	10	30	960	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	10	10	20	140	10	50	40	1000	10	30	960	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.09	0.01	0.03	0.03	0.31	0.01	0.02	0.30	0.00				
Crit Moves:			****	****				****		****						

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	90	1140	10	100	1250	170	570	140	370	360	190	230				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	90	1140	10	100	1250	170	570	140	370	360	190	230				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	90	1140	10	100	1250	170	570	140	370	360	190	230				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	90	1140	10	100	1250	170	570	140	370	360	190	230				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	90	1140	10	100	1250	170	570	140	370	360	190	230				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.97	0.03	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1600	4758	42	1600	4225	575	1600	1600	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.24	0.24	0.06	0.30	0.30	0.36	0.09	0.23	0.23	0.12	0.14				
Crit Moves:	****				****		****					****				

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.094
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	120	980	190		210	1630	280		280	890	420		370	700	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	980	190		210	1630	280		280	890	420		370	700	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	980	190		210	1630	280		280	890	420		370	700	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	980	190		210	1630	280		280	890	420		370	700	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	980	190		210	1630	280		280	890	420		370	700	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.51	0.49		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4021	779		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.24	0.24		0.13	0.51	0.17		0.17	0.28	0.26		0.23	0.22	0.04	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	30	10		30	30	160		170	930	10		10	940	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	30	10		30	30	160		170	930	10		10	940	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	30	10		30	30	160		170	930	10		10	940	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	30	10		30	30	160		170	930	10		10	940	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	30	10		30	30	160		170	930	10		10	940	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.75	0.25		1.00	0.16	0.84		1.00	1.98	0.02		1.00	1.71	0.29	
Final Sat.:	1600	1200	400		1600	253	1347		1600	3166	34		1600	2735	465	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.03		0.02	0.12	0.12		0.11	0.29	0.29		0.01	0.34	0.34	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	120	370	70	480	520	270	340	660	50	120	800	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	370	70	480	520	270	340	660	50	120	800	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	370	70	480	520	270	340	660	50	120	800	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	370	70	480	520	270	340	660	50	120	800	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	370	70	480	520	270	340	660	50	120	800	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.04	0.15	0.11	0.17	0.11	0.21	0.03	0.04	0.25	0.10
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	50	70	40	10	10	30	400	10	20	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	50	70	40	10	10	30	400	10	20	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	50	70	40	10	10	30	400	10	20	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	50	70	40	10	10	30	400	10	20	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	50	70	40	10	10	30	400	10	20	650	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.91	0.09
Final Sat.:	457	1143	1600	1600	1600	1600	1600	3122	78	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.03	0.01	0.01	0.02	0.13	0.13	0.01	0.21	0.21
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	100	630	250	440	1160	90	140	100	40	100	250	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	630	250	440	1160	90	140	100	40	100	250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	630	250	440	1160	90	140	100	40	100	250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	630	250	440	1160	90	140	100	40	100	250	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	630	250	440	1160	90	140	100	40	100	250	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.15	0.85	2.00	2.78	0.22	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	1600	3436	1364	3200	4454	346	1600	2286	914	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.14	0.26	0.26	0.09	0.04	0.04	0.06	0.08	0.24
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	2	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	20	230	30	1030	130	190	140	230	20	110	180	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	230	30	1030	130	190	140	230	20	110	180	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	230	30	1030	130	190	140	230	20	110	180	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	230	30	1030	130	190	140	230	20	110	180	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	230	30	1030	130	190	140	230	20	110	180	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	2.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1600	4246	554	3200	1600	1600	1600	2944	256	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.32	0.08	0.12	0.09	0.08	0.08	0.07	0.06	0.24
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0	20	0	50	40	890	0	0	670	20				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	20	0	50	40	890	0	0	670	20				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	20	0	50	40	890	0	0	670	20				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	20	0	50	40	890	0	0	670	20				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	20	0	50	40	890	0	0	670	20				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06				
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3107	93				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.28	0.00	0.00	0.22	0.22				
Crit Moves:						****		****		****						

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0	340	0	170	30	1200	0	0	610	180				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	340	0	170	30	1200	0	0	610	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	340	0	170	30	1200	0	0	610	180				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	340	0	170	30	1200	0	0	610	180				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	340	0	170	30	1200	0	0	610	180				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.02	0.38	0.00	0.00	0.19	0.11				
Crit Moves:				****				****		****						

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	20	540	260		40	430	260		410	690	10		410	720	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	540	260		40	430	260		410	690	10		410	720	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	540	260		40	430	260		410	690	10		410	720	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	540	260		40	430	260		410	690	10		410	720	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	540	260		40	430	260		410	690	10		410	720	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.16		0.01	0.09	0.16		0.26	0.22	0.01		0.26	0.23	0.08	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	0	1	0
Volume Module:																
Base Vol:	130	1190	20		20	840	100		90	10	10		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1190	20		20	840	100		90	10	10		10	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1190	20		20	840	100		90	10	10		10	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1190	20		20	840	100		90	10	10		10	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1190	20		20	840	100		90	10	10		10	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.95	0.05		1.00	2.68	0.32		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4721	79		1600	4289	511		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.25	0.25		0.01	0.20	0.20		0.03	0.01	0.01		0.01	0.01	0.01	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	40	950	10		110	560	220		60	70	20		90	130	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	950	10		110	560	220		60	70	20		90	130	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	950	10		110	560	220		60	70	20		90	130	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	950	10		110	560	220		60	70	20		90	130	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	950	10		110	560	220		60	70	20		90	130	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03		1.00	2.15	0.85		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4750	50		1600	3446	1354		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.20		0.07	0.16	0.16		0.04	0.02	0.01		0.06	0.04	0.10	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	240	1310	390		310	1890	360		120	1920	530		70	480	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	1310	390		310	1890	360		120	1920	530		70	480	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	240	1310	390		310	1890	360		120	1920	530		70	480	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	1310	390		310	1890	360		120	1920	530		70	480	300	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	240	1310	390		310	1890	360		120	1920	530		70	480	300	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.24		0.10	0.39	0.23		0.04	0.40	0.33		0.02	0.10	0.19	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																
Base Vol:	590	2010	1120		400	3140	800		40	1020	380		180	620	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	590	2010	1120		400	3140	800		40	1020	380		180	620	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	590	2010	1120		400	3140	0		40	1020	380		180	620	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	590	2010	1120		400	3140	0		40	1020	380		180	620	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	590	2010	1120		400	3140	0		40	1020	380		180	620	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.42	0.70		0.13	0.65	0.00		0.01	0.21	0.24		0.06	0.13	0.00	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																
Base Vol:	100	80	140		50	20	20		160	1670	200		250	990	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	80	140		50	20	20		160	1670	200		250	990	110	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	80	0		50	20	20		160	1670	200		250	990	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	80	0		50	20	20		160	1670	200		250	990	110	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	100	80	0		50	20	20		160	1670	200		250	990	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.03	0.00		0.03	0.01	0.01		0.05	0.35	0.13		0.08	0.21	0.07	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 2		2	0 3	0 0		1	0 1!	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1430	810		10	2940	0		310	0	1250		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1430	810		10	2940	0		310	0	1250		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1430	0		10	2940	0		310	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1430	0		10	2940	0		310	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1430	0		10	2940	0		310	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	2.00		2.00	3.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	3200		3200	4800	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.61	0.00		0.10	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 0		0	0 3	0 1		2	0 0	0 2		1	1 0	1 0	
Volume Module:																
Base Vol:	70	890	0		0	1500	180		150	0	280		1190	270	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	890	0		0	1500	180		150	0	280		1190	270	120	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	890	0		0	1500	180		150	0	280		1190	270	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	890	0		0	1500	180		150	0	280		1190	270	120	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	890	0		0	1500	180		150	0	280		1190	270	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		2.00	0.69	0.31	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		3200	1108	492	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.00		0.00	0.31	0.11		0.05	0.00	0.09		0.37	0.24	0.24	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	0	1	2	1 0	0	1
Volume Module:																
Base Vol:	90	830	450	260	1500	40	70	230	240	200	50	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	90	830	450	260	1500	40	70	230	240	200	50	60				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	90	830	0	260	1500	40	70	230	240	200	50	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	90	830	0	260	1500	40	70	230	240	200	50	60				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	90	830	0	260	1500	40	70	230	240	200	50	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.00	1.00	2.40	0.60	1.00				
Final Sat.:	1600	3200	1600	1600	3117	83	1600	1600	1600	3840	960	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.00	0.16	0.48	0.48	0.04	0.14	0.15	0.05	0.05	0.04				
Crit Moves:	****				****				****		****					

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	2	2	0 3	0	1	1	1 2	0	1	3	0 1	1	0
Volume Module:																
Base Vol:	160	690	920	150	1680	200	160	970	240	1120	710	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	160	690	920	150	1680	200	160	970	240	1120	710	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	160	690	920	150	1680	200	160	970	240	1120	710	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	160	690	920	150	1680	200	160	970	240	1120	710	10				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	160	690	920	150	1680	200	160	970	240	1120	710	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00	3.00	1.97	0.03				
Final Sat.:	3200	4800	3200	3200	4800	1600	1600	4800	1600	4800	3156	44				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.14	0.29	0.05	0.35	0.13	0.10	0.20	0.15	0.23	0.22	0.23				
Crit Moves:	****				****			****		****						

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	860	400		100	1200	170		80	250	100		200	200	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	860	400		100	1200	170		80	250	100		200	200	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	40	860	400		100	1200	0		80	250	100		200	200	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	860	400		100	1200	0		80	250	100		200	200	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	40	860	400		100	1200	0		80	250	100		200	200	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.43	0.57		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2286	914		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.25		0.06	0.38	0.00		0.05	0.11	0.11		0.06	0.06	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1180	370		0	440	0		0	0	0		80	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1180	370		0	440	0		0	0	0		80	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1180	0		0	440	0		0	0	0		80	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1180	0		0	440	0		0	0	0		80	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1180	0		0	440	0		0	0	0		80	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.00		0.00	0.14	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	910	360		370	1400		0	0		0		190		0	100
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Initial Bse:	0	910	360		370	1400		0	0		0		190		0	100
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
PHF Volume:	0	910	360		370	1400		0	0		0		190		0	100
Reduct Vol:	0	0	0		0	0		0	0		0		0		0	0
Reduced Vol:	0	910	360		370	1400		0	0		0		190		0	100
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Final Vol.:	0	910	360		370	1400		0	0		0		190		0	100
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600		1600		1600		1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00		0.00		2.00		0.00	1.00
Final Sat.:	0	3200	1600		1600	3200		0	0		0		3200		0	1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.23		0.23	0.44		0.00	0.00		0.00		0.06		0.00	0.06
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	180	330	70		20	380		70	200	1240		480	20	710		30
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	180	330	70		20	380		70	200	1240		480	20	710		30
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	180	330	70		20	380		70	200	1240		480	20	710		30
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	180	330	70		20	380		70	200	1240		480	20	710		30
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	180	330	70		20	380		70	200	1240		480	20	710		30
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.65	0.35		1.00	1.69		0.31	1.00	2.16		0.84	1.00	2.88		0.12
Final Sat.:	1600	2640	560		1600	2702		498	1600	3460		1340	1600	4605		195
Capacity Analysis Module:																
Vol/Sat:	0.11	0.13	0.13		0.01	0.14		0.14	0.13	0.36		0.36	0.01	0.15		0.15
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	60	2040	60	360	1560	10	130	190	10	90	190	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2040	60	360	1560	10	130	190	10	90	190	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2040	60	360	1560	10	130	190	10	90	190	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2040	60	360	1560	10	130	190	10	90	190	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	2040	60	360	1560	10	130	190	10	90	190	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	3040	160	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.04	0.11	0.33	0.01	0.08	0.06	0.06	0.03	0.06	0.26
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	1 1	1
Volume Module:												
Base Vol:	70	1860	950	270	1690	30	20	330	40	380	250	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1860	950	270	1690	30	20	330	40	380	250	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1860	950	270	1690	30	20	330	40	380	250	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1860	950	270	1690	30	20	330	40	380	250	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1860	950	270	1690	30	20	330	40	380	250	530
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.95	0.05	1.00	1.78	0.22	2.00	1.00	2.00
Final Sat.:	1600	4800	1600	3200	4716	84	1600	2854	346	3200	1600	3200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.59	0.08	0.36	0.36	0.01	0.12	0.12	0.12	0.16	0.17
Crit Moves:			****	****				****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																
Base Vol:	10	2600	50		30	1980	10		10	10	10		50	10	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	2600	50		30	1980	10		10	10	10		50	10	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	2600	50		30	1980	10		10	10	10		50	10	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	2600	50		30	1980	10		10	10	10		50	10	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	2600	50		30	1980	10		10	10	10		50	10	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06		1.00	2.98	0.02		1.00	0.50	0.50		1.00	0.10	0.90	
Final Sat.:	1600	4709	91		1600	4776	24		1600	800	800		1600	160	1440	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55		0.02	0.41	0.41		0.01	0.01	0.01		0.03	0.06	0.06	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	30	10	30		330	20	70		10	100	10		10	60	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	10	30		330	20	70		10	100	10		10	60	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	10	30		330	20	70		10	100	10		10	60	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	10	30		330	20	70		10	100	10		10	60	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	10	30		330	20	70		10	100	10		10	60	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.25	0.75		1.00	0.22	0.78		1.00	1.82	0.18		1.00	1.71	0.29	
Final Sat.:	1600	400	1200		1600	356	1244		1600	2909	291		1600	2743	457	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.21	0.06	0.06		0.01	0.03	0.03		0.01	0.02	0.02	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	90	20	10		60	50	280		160	1390	450		10	820	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	20	10		60	50	280		160	1390	450		10	820	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	20	10		60	50	280		160	1390	450		10	820	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	20	10		60	50	280		160	1390	450		10	820	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	20	10		60	50	280		160	1390	450		10	820	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.02	0.02		0.04	0.03	0.17		0.10	0.29	0.28		0.01	0.17	0.01	
Crit Moves:	****						****			****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	290	700	200		300	1040	240		430	780	230		220	440	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	290	700	200		300	1040	240		430	780	230		220	440	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	700	200		300	1040	240		430	780	230		220	440	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	700	200		300	1040	240		430	780	230		220	440	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	290	700	200		300	1040	240		430	780	230		220	440	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.49	0.51	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	3985	815	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15	0.13		0.09	0.22	0.15		0.13	0.16	0.14		0.07	0.11	0.11	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	0
Volume Module:																
Base Vol:	210	1180	230		20	1240	130		70	420	260		130	210	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	1180	230		20	1240	130		70	420	260		130	210	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	1180	230		20	1240	130		70	420	260		130	210	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1180	230		20	1240	130		70	420	260		130	210	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	1180	230		20	1240	130		70	420	260		130	210	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.24	0.76		1.00	1.75	0.25	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	1976	1224		1600	2800	400	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.25	0.14		0.01	0.26	0.08		0.04	0.21	0.21		0.08	0.08	0.08	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	1
Volume Module:																
Base Vol:	20	20	20		170	290	40		10	290	50		50	390	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	20	20		170	290	40		10	290	50		50	390	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	20	20		170	290	40		10	290	50		50	390	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	20	20		170	290	40		10	290	50		50	390	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	20	20		170	290	40		10	290	50		50	390	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	0.85	0.15		1.00	1.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	1365	235		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.03		0.11	0.18	0.03		0.01	0.21	0.21		0.03	0.24	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		0	0 1!	0 0		1	0 0	1 0	
Volume Module:																
Base Vol:	10	2540	120		220	1910	10		10	10	10		180	10	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	2540	120		220	1910	10		10	10	10		180	10	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	2540	120		220	1910	10		10	10	10		180	10	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	2540	120		220	1910	10		10	10	10		180	10	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	2540	120		220	1910	10		10	10	10		180	10	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.98	0.02		0.34	0.33	0.33		1.00	0.04	0.96	
Final Sat.:	1600	4800	1600		3200	4775	25		533	533	533		1600	59	1541	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.53	0.08		0.07	0.40	0.40		0.01	0.02	0.02		0.11	0.17	0.17	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	0 1	1 0		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	140	90	10		90	80	80		130	1350	60		10	1080	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	90	10		90	80	80		130	1350	60		10	1080	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	90	10		90	80	80		130	1350	60		10	1080	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	90	10		90	80	80		130	1350	60		10	1080	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	90	10		90	80	80		130	1350	60		10	1080	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.90	0.10		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.91	0.09	
Final Sat.:	1600	1440	160		1600	1600	1600		1600	3064	136		1600	3058	142	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.06	0.06		0.06	0.05	0.05		0.08	0.44	0.44		0.01	0.35	0.35	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	100	200	30	170	240	30	110	1720	70	90	750	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	200	30	170	240	30	110	1720	70	90	750	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	200	30	170	240	30	110	1720	70	90	750	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	200	30	170	240	30	110	1720	70	90	750	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	200	30	170	240	30	110	1720	70	90	750	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.42	0.58
Final Sat.:	1600	1391	209	1600	1600	1600	1600	4612	188	1600	3871	929
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.11	0.15	0.02	0.07	0.37	0.37	0.06	0.19	0.19
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	170	390	390	210	570	190	130	1040	210	200	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	390	390	210	570	190	130	1040	210	200	660	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	390	390	210	570	190	130	1040	210	200	660	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	390	390	210	570	190	130	1040	210	200	660	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	390	390	210	570	190	130	1040	210	200	660	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.50	0.50	1.00	2.54	0.46
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3994	806	1600	4062	738
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.13	0.36	0.12	0.08	0.26	0.26	0.13	0.16	0.16
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	50	100	310		120	70	10		10	480	80		410	350	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	100	310		120	70	10		10	480	80		410	350	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	100	310		120	70	10		10	480	80		410	350	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	100	310		120	70	10		10	480	80		410	350	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	100	310		120	70	10		10	480	80		410	350	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.88	0.12		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1400	200		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.19		0.08	0.05	0.05		0.01	0.15	0.05		0.26	0.11	0.02	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	270	210		80	1810	0		40	0	200		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	270	210		80	1810	0		40	0	200		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	270	0		80	1810	0		40	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	270	0		80	1810	0		40	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	270	0		80	1810	0		40	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.00		0.05	0.57	0.00		0.03	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	150	160	0	0	560	80	0	0	0	1380	0	160				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	150	160	0	0	560	80	0	0	0	1380	0	160				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	150	160	0	0	560	80	0	0	0	1380	0	160				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	150	160	0	0	560	80	0	0	0	1380	0	160				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	150	160	0	0	560	80	0	0	0	1380	0	160				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.79	0.00	0.21				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	2868	0	332				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.05	0.00	0.00	0.17	0.05	0.00	0.00	0.00	0.48	0.00	0.48				
Crit Moves:	****				****							****				

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	130	430	180	160	1240	720	30	110	120	40	40	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	430	180	160	1240	720	30	110	120	40	40	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	130	430	180	160	1240	0	30	110	120	40	40	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	430	180	160	1240	0	30	110	120	40	40	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	130	430	180	160	1240	0	30	110	120	40	40	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.11	0.10	0.26	0.00	0.01	0.07	0.08	0.03	0.01	0.02				
Crit Moves:	****				****				****	****						

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	300	130	190		290	70	30		40	1090	80		20	1210	440	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	130	190		290	70	30		40	1090	80		20	1210	440	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	300	130	190		290	70	30		40	1090	80		20	1210	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	130	190		290	70	30		40	1090	80		20	1210	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	300	130	190		290	70	30		40	1090	80		20	1210	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.04	0.12		0.18	0.02	0.02		0.03	0.34	0.05		0.01	0.38	0.00	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	170	0	20		0	0	0		400	1280	0		0	1410	340	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	0	20		0	0	0		400	1280	0		0	1410	340	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	0	20		0	0	0		400	1280	0		0	1410	340	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	0	20		0	0	0		400	1280	0		0	1410	340	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	0	20		0	0	0		400	1280	0		0	1410	340	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.01		0.00	0.00	0.00		0.25	0.40	0.00		0.00	0.44	0.21	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	2	0 2	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	830	330		130	450	0		150	0	1860		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	830	330		130	450	0		150	0	1860		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	830	0		130	450	0		150	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	830	0		130	450	0		150	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	830	0		130	450	0		150	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.04	0.14	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	1	1	0 1	0	1
Volume Module:																
Base Vol:	10	310	200		0	860	10		0	90	280		20	70	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	310	200		0	860	10		0	90	280		20	70	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	310	200		0	860	10		0	90	280		20	70	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	310	200		0	860	10		0	90	280		20	70	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	310	200		0	860	10		0	90	280		20	70	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.98	0.02		1.00	0.49	1.51		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3163	37		1600	778	2422		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.13		0.00	0.27	0.27		0.00	0.12	0.12		0.01	0.04	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1280	1300		0	2530	580		70	0	170		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1280	1300		0	2530	580		70	0	170		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1280	0		0	2530	0		70	0	170		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1280	0		0	2530	0		70	0	170		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1280	0		0	2530	0		70	0	170		0	0	0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.27	0.00		0.00	0.53	0.00		0.02	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****					****					

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	900	450		0	1940	220		0	0	0		1240	0	200	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	900	450		0	1940	220		0	0	0		1240	0	200	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	900	0		0	1940	0		0	0	0		1240	0	200	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	900	0		0	1940	0		0	0	0		1240	0	200	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	900	0		0	1940	0		0	0	0		1240	0	200	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.19	0.00		0.00	0.40	0.00		0.00	0.00	0.00		0.39	0.00	0.13	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 1	0 0	1	1 1	0 0	2
Volume Module:												
Base Vol:	60	1880	30	640	1910	120	570	20	210	50	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1880	30	640	1910	120	570	20	210	50	10	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1880	30	640	1910	0	570	20	210	50	10	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1880	30	640	1910	0	570	20	210	50	10	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	1880	30	640	1910	0	570	20	210	50	10	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.90	0.10	1.00	1.67	0.33	2.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4637	163	1600	2667	533	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.02	0.20	0.40	0.00	0.12	0.12	0.13	0.02	0.02	0.05
Crit Moves:		****		****					****			****

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 1	0 0	2	2 0	0 1	0
Volume Module:												
Base Vol:	50	700	340	40	1660	10	10	80	110	340	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	700	340	40	1660	10	10	80	110	340	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	700	340	40	1660	10	10	80	110	340	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	700	340	40	1660	10	10	80	110	340	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	700	340	40	1660	10	10	80	110	340	20	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.98	0.02	0.11	0.89	2.00	2.00	0.29	0.71
Final Sat.:	1600	4800	1600	1600	4771	29	178	1422	3200	3200	457	1143
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.21	0.03	0.35	0.35	0.01	0.06	0.03	0.11	0.04	0.04
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	130	120	70		40	140	110		50	1440	100		50	610	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	120	70		40	140	110		50	1440	100		50	610	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	120	70		40	140	110		50	1440	100		50	610	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	120	70		40	140	110		50	1440	100		50	610	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	120	70		40	140	110		50	1440	100		50	610	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.81	0.19		1.00	2.44	0.56	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4488	312		1600	3904	896	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.04		0.03	0.09	0.07		0.03	0.32	0.32		0.03	0.16	0.16	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		1	0 1!	0 1		1	0 2	0 0		0	0 1	1 0	
Volume Module:																
Base Vol:	0	0	0		50	0	130		480	1700	0		0	1020	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		50	0	130		480	1700	0		0	1020	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		50	0	130		480	1700	0		0	1020	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		50	0	130		480	1700	0		0	1020	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		50	0	130		480	1700	0		0	1020	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.92	0.08	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3079	121	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.04		0.30	0.53	0.00		0.00	0.33	0.33	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	250	350	310		130	570	40		10	230	70		90	150	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	350	310		130	570	40		10	230	70		90	150	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	350	310		130	570	40		10	230	70		90	150	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	350	310		130	570	40		10	230	70		90	150	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	350	310		130	570	40		10	230	70		90	150	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.53	0.47		1.00	1.88	0.12	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2453	747		1600	3000	200	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.19		0.08	0.18	0.03		0.01	0.09	0.09		0.06	0.05	0.05	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	0
Volume Module:																
Base Vol:	0	1100	550		0	1560	320		0	0	0		880	0	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1100	550		0	1560	320		0	0	0		880	0	280	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1100	0		0	1560	0		0	0	0		880	0	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1100	0		0	1560	0		0	0	0		880	0	280	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1100	0		0	1560	0		0	0	0		880	0	280	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.52	0.00	0.48	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2428	0	772	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00		0.00	0.33	0.00		0.00	0.00	0.00		0.36	0.00	0.36	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1200	460		0	2220	180		470	0	680		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1200	460		0	2220	180		470	0	680		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1200	0		0	2220	0		470	0	680		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1200	0		0	2220	0		470	0	680		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1200	0		0	2220	0		470	0	680		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.23	xxxx	1.77		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		1962	0	2838		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00		0.00	0.46	0.00		0.24	0.00	0.24		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																				
Base Vol:	30	760	310		40	2090	180		290	20	250		90	10	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	760	310		40	2090	180		290	20	250		90	10	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	760	310		40	2090	180		290	20	250		90	10	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	760	310		40	2090	180		290	20	250		90	10	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	760	310		40	2090	180		290	20	250		90	10	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.76	0.24		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	4419	381		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.19		0.03	0.47	0.47		0.09	0.01	0.16		0.03	0.01	0.03	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	440	500	460	0	0	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	440	500	460	0	0	700	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	30	0	0	500	460	0	0	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	0	500	460	0	0	700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	30	0	0	500	460	0	0	700	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.16	0.14	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Oxnard SB Off Ramp						Channel Island					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	330	580	30	140	420	30	10	800	330	40	820	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	580	30	140	420	30	10	800	330	40	820	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	580	30	140	420	30	10	800	330	40	820	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	580	30	140	420	30	10	800	330	40	820	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	330	580	30	140	420	30	10	800	330	40	820	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.02	0.09	0.13	0.02	0.01	0.25	0.21	0.03	0.26	0.16
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	0	2	0	1	0	0	0	0	0	1
Volume Module:																
Base Vol:	710	260	0		0	470	690		0	0	0		110	0	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	710	260	0		0	470	690		0	0	0		110	0	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	710	260	0		0	470	0		0	0	0		110	0	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	710	260	0		0	470	0		0	0	0		110	0	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	710	260	0		0	470	0		0	0	0		110	0	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.08	0.00		0.00	0.15	0.00		0.00	0.00	0.00		0.07	0.00	0.08	
Crit Moves:	****					****									****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0		110	0	190		70	870	0		0	920	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		110	0	190		70	870	0		0	920	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		110	0	190		70	870	0		0	920	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		110	0	190		70	870	0		0	920	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		110	0	190		70	870	0		0	920	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.12		0.04	0.27	0.00		0.00	0.29	0.05	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.247
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	80	440	240	10	2180	30	70	670	690	120	910	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	440	240	10	2180	30	70	670	690	120	910	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	440	240	10	2180	30	70	670	690	120	910	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	440	240	10	2180	30	70	670	690	120	910	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	440	240	10	2180	30	70	670	690	120	910	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	1600	2071	1129	1600	3157	43	1600	1600	1600	1600	3165	35
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.69	0.69	0.04	0.42	0.43	0.08	0.29	0.29
Crit Moves:	****				****				****	****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	270	0	80	0	0	0	0	510	280	0	90	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	0	80	0	0	0	0	510	280	0	90	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	270	0	80	0	0	0	0	510	0	0	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	0	80	0	0	0	0	510	0	0	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	270	0	80	0	0	0	0	510	0	0	90	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.05	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.02	0.00
Crit Moves:	****							****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	270	0	820	0	540	120	0	290	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	820	0	540	120	0	290	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	270	0	820	0	540	0	0	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	0	820	0	540	0	0	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	270	0	820	0	540	0	0	290	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.26	0.00	0.11	0.00	0.00	0.06	0.00
Crit Moves:						****		****		****		

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	1390	250	630	2340	20	130	20	20	70	10	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1390	250	630	2340	20	130	20	20	70	10	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1390	250	630	2340	20	130	20	20	70	10	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1390	250	630	2340	20	130	20	20	70	10	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	1390	250	630	2340	20	130	20	20	70	10	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.54	0.46	2.00	3.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	4068	732	3200	4800	1600	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.20	0.49	0.01	0.04	0.01	0.01	0.03	0.03	0.16
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	Lombard									5th		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	680	190	0	850	440	130	1050	30	120	1050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	190	0	850	440	130	1050	30	120	1050	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	680	190	0	850	440	130	1050	30	120	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	190	0	850	440	130	1050	30	120	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	680	190	0	850	440	130	1050	30	120	1050	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.12	0.00	0.27	0.28	0.08	0.33	0.02	0.08	0.33	0.00
Crit Moves:	****					****	****				****	

City of Oxnard GP & EIR
Future (2030) AltC AM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1200	760	450	1460	0	0	0	0	330	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1200	760	450	1460	0	0	0	0	330	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1200	760	450	1460	0	0	0	0	330	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1200	760	450	1460	0	0	0	0	330	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1200	760	450	1460	0	0	0	0	330	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.48	0.14	0.46	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:			****	****						****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	1390	140	250	710	140	360	590	160	540	650	90
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	110	1530	0	250	850	0	360	590	160	540	740	0
Lane Utilization Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	3505	5105	0	3505	5048	0	3505	3618	1615	3505	5081	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.8	36.0	0.0	8.6	20.2	0.0	12.3	19.6	11.9	18.5	17.5	0.0
Adj Reference Time (s)	8.0	40.0	0.0	12.6	24.2	0.0	16.3	23.6	15.9	22.5	21.5	0.0
Permitted Option												
Adj Saturation A (vph)	117	1702		117	1683		117	1809		117	1694	
Reference Time A (s)	56.5	36.0		128.4	20.2		184.9	19.6		277.3	17.5	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		56.5			128.4			184.9			277.3	
Adj Reference Time (s)		60.5			132.4			188.9			281.3	
Split Option												
Ref Time Combined (s)	3.8	36.0		8.6	20.2		12.3	19.6		18.5	17.5	
Ref Time Seperate (s)	3.8	32.7		8.6	16.9		12.3	19.6		18.5	15.4	
Reference Time (s)	36.0	36.0		20.2	20.2		19.6	19.6		18.5	18.5	
Adj Reference Time (s)	40.0	40.0		24.2	24.2		23.6	23.6		22.5	22.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	52.5	46.1	
Permitted Option (s)	132.4	281.3	
Split Option (s)	64.2	46.1	
Minimum (s)	52.5	46.1	98.6

Right Turns	NBR
Adj Reference Time (s)	15.9
Cross Thru Ref Time (s)	40.0
Oncoming Left Ref Time (s)	22.5
Combined (s)	78.3

Intersection Summary			
Intersection Capacity Utilization	82.2%	ICU Level of Service	E

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	1320	1270	40	550	20	530	20	50	50	30	10
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	0	1753	847	40	570	0	530	70	0	0	90	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.89	0.85	0.95	0.96	0.85
Saturated Flow (vph)	0	1831	1615	1805	5148	0	3505	1696	0	0	1816	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			62.9			0.0			0.0			0.0
Adj Reference Time (s)			66.9			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1695		120	1716		1091	1696		0	190	
Reference Time A (s)	0.0	124.1		39.9	13.3		29.2	5.0		0.0	56.9	
Adj Saturation B (vph	NA	NA		NA	NA		0	1696		0	0	
Reference Time B (s)	NA	NA		NA	NA		26.1	5.0		11.3	13.9	
Reference Time (s)		124.1			39.9			26.1			13.9	
Adj Reference Time (s)		128.1			43.9			30.1			17.9	
Split Option												
Ref Time Combined (s)	0.0	114.9		2.7	13.3		18.1	5.0		0.0	5.9	
Ref Time Seperate (s)	0.7	86.5		2.7	12.8		18.1	1.4		3.3	2.0	
Reference Time (s)	114.9	114.9		13.3	13.3		18.1	18.1		5.9	5.9	
Adj Reference Time (s)	118.9	118.9		17.3	17.3		22.1	22.1		9.9	9.9	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	128.1	30.1	
Split Option (s)	136.2	32.1	
Minimum (s)	128.1	30.1	158.3

Right Turns	EBR
Adj Reference Time (s)	66.9
Cross Thru Ref Time (s)	9.9
Oncoming Left Ref Time (s)	17.3
Combined (s)	94.1

Intersection Summary			
Intersection Capacity Utilization	131.9%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Scenario Report

Scenario:	FPM AltC
Command:	AltC PM
Volume:	FPM AltC
Geometry:	2030 Geo
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Harbor & 5th													
Base	30	1100	50	230	1580	40	30	50	20	120	70	310	3630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	1100	50	230	1580	40	30	50	20	120	70	310	3630
#2 Harbor & Wooley													
Base	60	840	90	490	1030	130	50	40	40	30	30	220	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	840	90	490	1030	130	50	40	40	30	30	220	3050
#3 Harbor & Channel Island													
Base	210	0	260	0	0	0	0	670	180	430	810	0	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	260	0	0	0	0	670	180	430	810	0	2560
#4 Victoria & Channel Island													
Base	250	940	180	320	1110	280	460	260	210	250	700	380	5340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	940	180	320	1110	280	460	260	210	250	700	380	5340
#5 Victoria & Hemlock													
Base	20	1690	80	160	1500	50	40	10	20	100	10	100	3780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1690	80	160	1500	50	40	10	20	100	10	100	3780
#6 Patterson & Hemlock													
Base	20	190	50	80	260	140	90	80	60	60	80	30	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	190	50	80	260	140	90	80	60	60	80	30	1140
#7 Ventura & Hemlock													
Base	20	1540	120	10	1490	40	10	10	60	10	10	40	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1540	120	10	1490	40	10	10	60	10	10	40	3360
#8 Patterson & Channel Island													
Base	0	0	0	170	0	160	60	1810	0	0	2100	180	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	170	0	160	60	1810	0	0	2100	180	4480
#9 Ventura & Channel Island													
Base	840	1400	310	150	1010	320	180	790	710	160	1220	60	7150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	840	1400	310	150	1010	320	180	790	710	160	1220	60	7150

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Victoria & Wooley													
Base	110	1420	130	120	1720	150	160	150	50	260	110	190	4570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1420	130	120	1720	150	160	150	50	260	110	190	4570
#11 Patterson & Wooley													
Base	70	280	40	110	320	50	130	1040	80	110	1240	100	3570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	280	40	110	320	50	130	1040	80	110	1240	100	3570
#12 Ventura & Wooley													
Base	180	1330	70	420	1190	180	230	890	40	380	1410	230	6550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	1330	70	420	1190	180	230	890	40	380	1410	230	6550
#16 Patterson & 5th													
Base	160	10	260	10	10	20	20	580	140	270	460	30	1970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	10	260	10	10	20	20	580	140	270	460	30	1970
#18 Ventura & 5th													
Base	270	1490	130	30	1420	400	440	420	240	370	530	120	5860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	1490	130	30	1420	400	440	420	240	370	530	120	5860
#19 Ventura & 2nd St													
Base	60	2030	60	70	1490	20	20	70	100	170	50	120	4260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	2030	60	70	1490	20	20	70	100	170	50	120	4260
#20 C St & Channel Island													
Base	390	330	80	150	420	90	70	890	130	120	1150	70	3890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	330	80	150	420	90	70	890	130	120	1150	70	3890
#21 Saviers & Channel Island													
Base	310	1470	290	180	1340	70	150	540	210	270	870	270	5970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	1470	290	180	1340	70	150	540	210	270	870	270	5970
#23 SR-1 (Oxnard) & 5th													
Base	50	1030	20	110	1130	90	120	300	180	50	670	260	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1030	20	110	1130	90	120	300	180	50	670	260	4010
#24 SR-1 (Oxnard) & Wooley													
Base	320	770	180	540	660	120	90	530	30	500	1830	520	6090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	770	180	540	660	120	90	530	30	500	1830	520	6090

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#25 C St & 5th													
Base	80	780	60	80	680	160	70	340	50	60	440	70	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	780	60	80	680	160	70	340	50	60	440	70	2870
#26 Rose & Channel Island													
Base	350	1520	240	80	1820	400	420	710	90	500	990	40	7160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	1520	240	80	1820	400	420	710	90	500	990	40	7160
#27 Rose & SR-1 (Oxnard)													
Base	560	1440	20	270	2250	80	0	310	180	0	670	150	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	1440	20	270	2250	80	0	310	180	0	670	150	5930
#29 Rice & Channel Island													
Base	90	1370	0	0	1250	1300	490	0	170	0	0	0	4670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1370	0	0	1250	1300	490	0	170	0	0	0	4670
#30 Rice & Wooley													
Base	110	1720	90	0	2050	310	1160	1020	320	470	380	0	7630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1720	90	0	2050	310	1160	1020	320	470	380	0	7630
#31 Rose & Emerson													
Base	260	1220	30	100	1720	430	270	170	130	60	160	60	4610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	1220	30	100	1720	430	270	170	130	60	160	60	4610
#32 Rose & Wooley													
Base	40	1720	290	40	2600	610	160	1080	250	180	1860	60	8890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1720	290	40	2600	610	160	1080	250	180	1860	60	8890
#33 Rose & SR-34													
Base	140	3220	10	10	2120	350	280	490	170	350	1330	160	8630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	3220	10	10	2120	350	280	490	170	350	1330	160	8630
#34 Rose & 3rd													
Base	1280	3130	0	0	2310	490	250	0	340	0	0	0	7800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1280	3130	0	0	2310	490	250	0	340	0	0	0	7800
#35 Rose & Camino Del Sol													
Base	250	2920	70	190	1770	340	240	360	190	280	870	350	7830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	2920	70	190	1770	340	240	360	190	280	870	350	7830

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#36 C ST & 3rd													
Base	20	750	170	90	670	10	20	170	20	120	440	310	2790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	750	170	90	670	10	20	170	20	120	440	310	2790
#38 C St & Gonzales													
Base	240	400	330	260	410	350	340	1070	80	340	1800	100	5720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	400	330	260	410	350	340	1070	80	340	1800	100	5720
#39 SR-1 (Oxnard) & Gonzales													
Base	130	2020	110	270	1500	40	200	770	140	300	1350	640	7470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	2020	110	270	1500	40	200	770	140	300	1350	640	7470
#40 SR-1 (Oxnard) & Colonia													
Base	0	2390	210	100	1750	0	0	0	0	280	0	220	4950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2390	210	100	1750	0	0	0	0	280	0	220	4950
#46 Harbor & Gonzales													
Base	0	1400	150	80	1470	0	0	0	0	220	0	210	3530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1400	150	80	1470	0	0	0	0	220	0	210	3530
#48 SR-1 (Oxnard) & 2nd													
Base	180	2290	0	0	1390	400	150	0	50	0	0	0	4460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	2290	0	0	1390	400	150	0	50	0	0	0	4460
#59 Pleasant Valley & Bard													
Base	10	10	10	370	10	50	50	1180	10	10	980	390	3080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	370	10	50	50	1180	10	10	980	390	3080
#67 Rose & Bard													
Base	180	1350	20	170	1320	420	310	260	130	30	220	190	4600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	1350	20	170	1320	420	310	260	130	30	220	190	4600
#69 Rose & Pleasant Valley													
Base	570	1230	260	320	1010	410	170	880	230	230	1000	90	6400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	1230	260	320	1010	410	170	880	230	230	1000	90	6400
#73 C St & Pleasant Valley													
Base	20	70	40	100	60	80	180	930	30	90	910	260	2770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	70	40	100	60	80	180	930	30	90	910	260	2770

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#74 Saviers & Pleasant Valley													
Base	140	680	110	490	370	270	280	750	60	130	1000	260	4540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	680	110	490	370	270	280	750	60	130	1000	260	4540
#75 J St & Pleasant Valley													
Base	30	190	70	50	10	80	50	910	10	10	680	100	2190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	190	70	50	10	80	50	910	10	10	680	100	2190
#77 Ventura & Pleasant Valley													
Base	20	1250	140	540	690	160	110	260	100	110	180	340	3900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1250	140	540	690	160	110	260	100	110	180	340	3900
#80 Ventura & Hueneme													
Base	20	380	40	560	170	160	160	180	30	230	260	690	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	380	40	560	170	160	160	180	30	230	260	690	2880
#81 J St & Hueneme													
Base	0	0	0	40	0	40	70	700	0	0	1000	60	1910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	0	40	70	700	0	0	1000	60	1910
#82 Saviers & Hueneme													
Base	0	0	0	110	0	60	70	640	0	0	1000	410	2290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	60	70	640	0	0	1000	410	2290
#90 Saviers & SR-1													
Base	1150	50	100	50	30	10	10	580	920	30	1690	120	4740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1150	50	100	50	30	10	10	580	920	30	1690	120	4740
#92 Del Norte & SR-34													
Base	10	450	560	50	800	240	190	1070	10	60	1260	60	4760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	450	560	50	800	240	190	1070	10	60	1260	60	4760
#93 Del Norte & Camino Del Sol													
Base	180	840	10	50	1320	330	60	10	10	10	10	10	2840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	840	10	50	1320	330	60	10	10	10	10	10	2840
#97 Del Norte & Sturgis													
Base	10	600	40	240	940	50	230	150	50	120	170	240	2840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	600	40	240	940	50	230	150	50	120	170	240	2840

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#101 Rose & Gonzales													
Base	450	2150	390	310	2010	610	190	960	450	260	1840	580	10200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	2150	390	310	2010	610	190	960	450	260	1840	580	10200
#102 Rice & Gonzales													
Base	640	2670	660	130	2280	610	140	670	450	510	1050	300	10110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	640	2670	660	130	2280	610	140	670	450	510	1050	300	10110
#103 Lombard & Gonzales													
Base	110	90	140	80	90	70	180	860	290	220	1850	60	4040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	90	140	80	90	70	180	860	290	220	1850	60	4040
#106 Rice & US-101 SB													
Base	0	2010	890	250	2330	0	270	0	610	0	0	0	6360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2010	890	250	2330	0	270	0	610	0	0	0	6360
#107 Santa Clara & Auto Center Drive													
Base	220	590	0	0	1060	510	350	0	740	1080	490	290	5330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	590	0	0	1060	510	350	0	740	1080	490	290	5330
#113 Rose & Auto Center													
Base	200	1300	920	200	1110	140	100	240	250	850	400	270	5980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1300	920	200	1110	140	100	240	250	850	400	270	5980
#119 SR-1 (Oxnard) & Vineyard (SR-232)													
Base	490	1820	1480	220	1190	300	250	1050	130	770	830	20	8550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	1820	1480	220	1190	300	250	1050	130	770	830	20	8550
#123 Ventura & Vineyard													
Base	50	1130	460	100	1210	410	130	260	70	300	420	100	4640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1130	460	100	1210	410	130	260	70	300	420	100	4640
#129 Ventura & Town Center													
Base	0	1410	500	0	460	0	0	0	0	140	0	0	2510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1410	500	0	460	0	0	0	0	140	0	0	2510
#132 Ventura & Wagon Wheel													
Base	0	930	500	390	1630	0	0	0	0	290	0	190	3930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	930	500	390	1630	0	0	0	0	290	0	190	3930

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#134 C St & Wooley													
Base	140	770	10	10	760	90	260	670	330	230	1690	40	5000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	770	10	10	760	90	260	670	330	230	1690	40	5000
#135 Victoria & 5th													
Base	60	1810	100	560	2100	80	60	230	30	120	180	200	5530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	1810	100	560	2100	80	60	230	30	120	180	200	5530
#136 Victoria & Gonzales													
Base	50	1720	640	350	2520	10	30	240	110	320	340	670	7000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1720	640	350	2520	10	30	240	110	320	340	670	7000
#139 Victoria & Teal Club													
Base	10	2270	30	160	2760	10	10	10	20	40	10	180	5510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2270	30	160	2760	10	10	10	20	40	10	180	5510
#140 Patterson & Teal Club													
Base	10	20	10	100	20	20	10	150	10	10	160	30	550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	20	10	100	20	20	10	150	10	10	160	30	550
#141 Patterson & Gonzales													
Base	230	20	10	30	80	360	220	890	130	10	1220	10	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	20	10	30	80	360	220	890	130	10	1220	10	3210
#142 Ventura & Gonzales													
Base	420	1170	240	350	1010	70	460	550	80	460	710	140	5660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	1170	240	350	1010	70	460	550	80	460	710	140	5660
#148 Ventura & Doris													
Base	160	1670	140	20	1180	50	40	390	120	300	440	170	4680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1670	140	20	1180	50	40	390	120	300	440	170	4680
#149 Patterson & Doris													
Base	20	20	20	10	70	50	40	400	60	10	140	180	1020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	10	70	50	40	400	60	10	140	180	1020
#150 Victoria & Doris													
Base	10	2330	170	380	2550	10	10	30	40	140	10	80	5760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2330	170	380	2550	10	10	30	40	140	10	80	5760

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#152 J St & Channel Island													
Base	120	200	30	90	130	60	90	910	90	100	1580	70	3470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	200	30	90	130	60	90	910	90	100	1580	70	3470
#153 Hobson/J St & Wooley St													
Base	20	390	50	160	300	30	100	940	10	270	1530	320	4120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	390	50	160	300	30	100	940	10	270	1530	320	4120
#161 H St & Gonzales													
Base	130	640	330	160	560	90	140	980	250	260	1790	310	5640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	640	330	160	560	90	140	980	250	260	1790	310	5640
#162 H ST & Vineyard													
Base	60	180	510	80	30	10	20	740	120	210	420	100	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	180	510	80	30	10	20	740	120	210	420	100	2480
#173 Del Norte & US-101 SB													
Base	0	1720	1310	90	630	0	10	0	160	0	0	0	3920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1720	1310	90	630	0	10	0	160	0	0	0	3920
#174 Del Norte & US-101 NB													
Base	630	1190	0	0	170	30	0	0	0	580	0	10	2610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	630	1190	0	0	170	30	0	0	0	580	0	10	2610
#181 Del Norte & Gonzales													
Base	50	2070	40	50	580	170	910	50	180	160	90	190	4540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	2070	40	50	580	170	910	50	180	160	90	190	4540
#195 SR-1 (Oxnard) & Plesant Valley													
Base	330	10	230	480	120	70	60	1310	40	30	1340	670	4690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	10	230	480	120	70	60	1310	40	30	1340	670	4690
#197 Rice & Pleasant Valley													
Base	250	0	40	0	0	0	140	1900	0	0	1790	350	4470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	0	40	0	0	0	140	1900	0	0	1790	350	4470
#225 SR-1 (Oxnard) & US-101 SB													
Base	0	1690	750	100	700	0	260	0	1330	0	0	0	4830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1690	750	100	700	0	260	0	1330	0	0	0	4830

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#226 Oxnard & Town Center													
Base	10	670	560	0	890	10	20	280	210	40	120	0	2810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	670	560	0	890	10	20	280	210	40	120	0	2810
#227 Esplanade & Wagon Wheel													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 Viyenard (SR-232) & US-101 SB													
Base	0	2350	1400	0	1950	620	110	0	40	0	0	0	6470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2350	1400	0	1950	620	110	0	40	0	0	0	6470
#231 Viyenard (SR-232) & US-101 NB													
Base	0	1430	950	0	1590	380	0	0	0	1120	0	160	5630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1430	950	0	1590	380	0	0	0	1120	0	160	5630
#233 Vineyard (SR-232) & Esplanede													
Base	230	2970	70	130	1510	290	340	90	130	410	30	670	6870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	2970	70	130	1510	290	340	90	130	410	30	670	6870
#235 Vineyard (SR-232) & Myrtle													
Base	150	970	430	60	1080	10	10	130	200	600	190	80	3910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	970	430	60	1080	10	10	130	200	600	190	80	3910
#275 Pacific & Wooley													
Base	170	210	70	20	260	230	70	780	120	80	2070	290	4370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	210	70	20	260	230	70	780	120	80	2070	290	4370
#280 Statham & Channel Island													
Base	0	0	0	130	0	780	250	1090	0	0	1590	50	3890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	130	0	780	250	1090	0	0	1590	50	3890
#281 Statham & SR-1 (Oxnard)													
Base	160	490	120	130	800	50	80	380	150	60	610	40	3070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	490	120	130	800	50	80	380	150	60	610	40	3070
#285 Rose & US-101 NB Ramps													
Base	0	2160	700	0	1620	530	0	0	0	830	0	230	6070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2160	700	0	1620	530	0	0	0	830	0	230	6070

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#286 Rose & US-101 SB Ramps													
Base	0	2420	530	0	2120	210	410	0	370	0	0	0	6060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2420	530	0	2120	210	410	0	370	0	0	0	6060
#297 SR-1 (Oxnard) & Esplanade													
Base	70	1570	660	60	1510	450	510	10	250	290	10	360	5750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1570	660	60	1510	450	510	10	250	290	10	360	5750
#305 Rice & Hueneme													
Base	0	0	0	10	0	360	750	900	0	0	800	40	2860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	360	750	900	0	0	800	40	2860
#308 Oxnard SB Off Ramp & Channel Island													
Base	390	670	60	230	350	10	10	730	420	30	1080	150	4130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	670	60	230	350	10	10	730	420	30	1080	150	4130
#310 SR-1 (Oxnard) & US-101 NB													
Base	990	950	0	0	580	560	0	0	0	210	0	300	3590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	990	950	0	0	580	560	0	0	0	210	0	300	3590
#314 Dupont & Channel Island													
Base	0	0	0	90	0	170	90	1000	0	0	1110	140	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	90	0	170	90	1000	0	0	1110	140	2600
#321 Rose Ave & Hueneme Rd													
Base	160	1570	1150	50	630	370	70	440	240	110	980	10	5780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1570	1150	50	630	370	70	440	240	110	980	10	5780
#323 Rice NB Ramps & Camino Del Sol													
Base	140	0	170	0	0	0	0	690	330	0	110	120	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	0	170	0	0	0	0	690	330	0	110	120	1560
#324 Rice SB Ramps & Camino Del Sol													
Base	0	0	0	540	0	310	0	730	290	0	220	30	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	540	0	310	0	730	290	0	220	30	2120
#329 Rose Ave & Lockwood St													
Base	330	2300	120	310	2050	80	260	60	80	430	50	320	6390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	2300	120	310	2050	80	260	60	80	430	50	320	6390

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#335 Lombard St & 5th St													
Base	10	760	220	0	590	300	300	1530	10	280	1340	0	5340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	760	220	0	590	300	300	1530	10	280	1340	0	5340
#336 SR-1 (Oxnard) & Camino Del Sol													
Base	0	2160	500	180	1710	0	0	0	0	650	0	300	5500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2160	500	180	1710	0	0	0	0	650	0	300	5500

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Harbor & 5th	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 2 Harbor & Wooley	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 3 Harbor & Channel Island	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 4 Victoria & Channel Island	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 5 Victoria & Hemlock	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 6 Patterson & Hemlock	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
# 7 Ventura & Hemlock	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
# 8 Patterson & Channel Island	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 9 Ventura & Channel Island	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 10 Victoria & Wooley	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 11 Patterson & Wooley	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 12 Ventura & Wooley	D	xxxxx	0.860	D	xxxxx	0.860	+ 0.000 V/C
# 16 Patterson & 5th	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 18 Ventura & 5th	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
# 19 Ventura & 2nd St	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 20 C St & Channel Island	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
# 21 Saviers & Channel Island	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
# 23 SR-1 (Oxnard) & 5th	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000 V/C
# 25 C St & 5th	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
# 26 Rose & Channel Island	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	F	xxxxx	1.028	F	xxxxx	1.028	+ 0.000 V/C
# 29 Rice & Channel Island	F	xxxxx	1.022	F	xxxxx	1.022	+ 0.000 V/C
# 30 Rice & Wooley	E	xxxxx	0.938	E	xxxxx	0.938	+ 0.000 V/C
# 31 Rose & Emerson	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Rose & Wooley	F	xxxxx	1.017	F	xxxxx	1.017	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.177	F	xxxxx	1.177	+ 0.000 V/C
# 34 Rose & 3rd	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
# 35 Rose & Camino Del Sol	F	xxxxx	1.015	F	xxxxx	1.015	+ 0.000 V/C
# 36 C ST & 3rd	F	xxxxx	1.113	F	xxxxx	1.113	+ 0.000 V/C
# 38 C St & Gonzales	F	xxxxx	1.021	F	xxxxx	1.021	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
# 40 SR-1 (Oxnard) & Colonia	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 46 Harbor & Gonzales	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 48 SR-1 (Oxnard) & 2nd	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 59 Pleasant Valley & Bard	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 67 Rose & Bard	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 69 Rose & Pleasant Valley	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
# 73 C St & Pleasant Valley	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 74 Saviers & Pleasant Valley	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 75 J St & Pleasant Valley	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 77 Ventura & Pleasant Valley	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 80 Ventura & Hueneme	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 81 J St & Hueneme	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 82 Saviers & Hueneme	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
# 92 Del Norte & SR-34	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 93 Del Norte & Camino Del Sol	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
# 97 Del Norte & Sturgis	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#101 Rose & Gonzales	F	xxxxx	1.002	F	xxxxx	1.002	+ 0.000 V/C
#102 Rice & Gonzales	F	xxxxx	1.116	F	xxxxx	1.116	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#103 Lombard & Gonzales	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#106 Rice & US-101 SB	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	F	xxxxx	1.008	F	xxxxx	1.008	+ 0.000 V/C
#113 Rose & Auto Center	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#119 SR-1 (Oxnard) & Vineyard (SR-2	E	xxxxx	0.932	E	xxxxx	0.932	+ 0.000 V/C
#123 Ventura & Vineyard	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#129 Ventura & Town Center	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
#132 Ventura & Wagon Wheel	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#134 C St & Wooley	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000 V/C
#135 Victoria & 5th	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
#136 Victoria & Gonzales	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
#139 Victoria & Teal Club	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#140 Patterson & Teal Club	A	xxxxx	0.147	A	xxxxx	0.147	+ 0.000 V/C
#141 Patterson & Gonzales	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
#142 Ventura & Gonzales	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
#148 Ventura & Doris	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
#149 Patterson & Doris	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
#150 Victoria & Doris	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
#152 J St & Channel Island	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
#153 Hobson/J St & Wooley St	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
#161 H St & Gonzales	F	xxxxx	1.025	F	xxxxx	1.025	+ 0.000 V/C
#162 H ST & Vineyard	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#173 Del Norte & US-101 SB	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#174 Del Norte & US-101 NB	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#181 Del Norte & Gonzales	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#195 SR-1 (Oxnard) & Plesant Valley	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
#197 Rice & Pleasant Valley	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
#225 SR-1 (Oxnard) & US-101 SB	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#226 Oxnard & Town Center	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
#229 Viyenard (SR-232) & US-101 SB	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
#231 Viyenard (SR-232) & US-101 NB	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
#235 Vineyard (SR-232) & Myrtle	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#275 Pacific & Wooley	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#280 Statham & Channel Island	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000 V/C
#281 Statham & SR-1 (Oxnard)	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#285 Rose & US-101 NB Ramps	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#286 Rose & US-101 SB Ramps	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#297 SR-1 (Oxnard) & Esplanade	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
#305 Rice & Hueneme	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#308 Oxnard SB Off Ramp & Channel I	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#310 SR-1 (Oxnard) & US-101 NB	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
#314 Dupont & Channel Island	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	F	xxxxx	1.234	F	xxxxx	1.234	+ 0.000 V/C
#323 Rice NB Ramps & Camino Del Sol	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
#324 Rice SB Ramps & Camino Del Sol	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#329 Rose Ave & Lockwood St	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#335 Lombard St & 5th St	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
#336 SR-1 (Oxnard) & Camino Del Sol	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Harbor & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	2	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	30	1100	50		230	1580	40		30	50	20		120	70	310	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	1100	50		230	1580	40		30	50	20		120	70	310	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	30	1100	0		230	1580	0		30	50	20		120	70	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	1100	0		230	1580	0		30	50	20		120	70	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	30	1100	0		230	1580	0		30	50	20		120	70	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		3200	3200	0		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.00		0.07	0.49	0.00		0.02	0.03	0.01		0.08	0.04	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	60	840	90		490	1030	130		50	40	40		30	30	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	840	90		490	1030	130		50	40	40		30	30	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	840	90		490	1030	130		50	40	40		30	30	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	840	90		490	1030	130		50	40	40		30	30	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	840	90		490	1030	130		50	40	40		30	30	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.78	0.22		0.38	0.31	0.31		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	2841	359		615	492	492		800	800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.06		0.31	0.36	0.36		0.08	0.08	0.08		0.04	0.04	0.14	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Harbor & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0 1		0	0 0	0 0		0	0 2	0 1		2	0 2	0 0	
Volume Module:																
Base Vol:	210	0	260		0	0	0		0	670	180		430	810	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	0	260		0	0	0		0	670	180		430	810	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	210	0	0		0	0	0		0	670	0		430	810	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	0	0		0	0	0		0	670	0		430	810	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	210	0	0		0	0	0		0	670	0		430	810	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	3200	0	1600		0	0	0		0	3200	1600		3200	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00		0.00	0.00	0.00		0.00	0.21	0.00		0.13	0.25	0.00	
Crit Moves:	****									****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Victoria & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1 0		2	0 2	0 1		2	0 2	1 0		1	0 3	0 1	
Volume Module:																
Base Vol:	250	940	180		320	1110	280		460	260	210		250	700	380	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	940	180		320	1110	280		460	260	210		250	700	380	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	940	180		320	1110	280		460	260	210		250	700	380	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	940	180		320	1110	280		460	260	210		250	700	380	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	940	180		320	1110	280		460	260	210		250	700	380	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.68	0.32		2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	2686	514		3200	3200	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.35		0.10	0.35	0.17		0.14	0.08	0.13		0.16	0.15	0.24	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Victoria & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	20	1690	80	160	1500	50	40	10	20	100	10	100				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	1690	80	160	1500	50	40	10	20	100	10	100				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	1690	80	160	1500	50	40	10	20	100	10	100				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	1690	80	160	1500	50	40	10	20	100	10	100				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	1690	80	160	1500	50	40	10	20	100	10	100				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00				
Final Sat.:	1600	4800	1600	1600	4645	155	1600	533	1067	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.05	0.10	0.32	0.32	0.03	0.02	0.02	0.06	0.01	0.06				
Crit Moves:		****		****				****		****						

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Patterson & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	
Volume Module:																
Base Vol:	20	190	50	80	260	140	90	80	60	60	80	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	190	50	80	260	140	90	80	60	60	80	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	190	50	80	260	140	90	80	60	60	80	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	190	50	80	260	140	90	80	60	60	80	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	190	50	80	260	140	90	80	60	60	80	30				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.58	0.42	1.00	1.30	0.70	1.00	0.57	0.43	1.00	0.73	0.27				
Final Sat.:	1600	2533	667	1600	2080	1120	1600	914	686	1600	1164	436				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.07	0.05	0.13	0.13	0.06	0.09	0.09	0.04	0.07	0.07				
Crit Moves:		****		****				****				****				

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Ventura & Hemlock

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	20	1540	120		10	1490	40		10	10	60		10	10	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1540	120		10	1490	40		10	10	60		10	10	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1540	120		10	1490	40		10	10	60		10	10	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1540	120		10	1490	40		10	10	60		10	10	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1540	120		10	1490	40		10	10	60		10	10	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22		1.00	2.92	0.08		1.00	1.00	1.00		1.00	0.20	0.80	
Final Sat.:	1600	4453	347		1600	4675	125		1600	1600	1600		1600	320	1280	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.35		0.01	0.32	0.32		0.01	0.01	0.04		0.01	0.03	0.03	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Patterson & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 3	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	0	0	0		170	0	160		60	1810	0		0	2100	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		170	0	160		60	1810	0		0	2100	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		170	0	160		60	1810	0		0	2100	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		170	0	160		60	1810	0		0	2100	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		170	0	160		60	1810	0		0	2100	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.76	0.24	
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4421	379	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.10		0.04	0.38	0.00		0.00	0.48	0.47	
Crit Moves:					****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	840	1400	310		150	1010	320		180	790	710		160	1220	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	840	1400	310		150	1010	320		180	790	710		160	1220	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	840	1400	310		150	1010	320		180	790	0		160	1220	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	840	1400	310		150	1010	320		180	790	0		160	1220	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	840	1400	310		150	1010	320		180	790	0		160	1220	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.29	0.19		0.05	0.21	0.20		0.06	0.25	0.00		0.10	0.25	0.04	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Victoria & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	110	1420	130		120	1720	150		160	150	50		260	110	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1420	130		120	1720	150		160	150	50		260	110	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1420	130		120	1720	150		160	150	50		260	110	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1420	130		120	1720	150		160	150	50		260	110	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1420	130		120	1720	150		160	150	50		260	110	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.75	0.25		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4397	403		1600	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.32		0.08	0.36	0.09		0.10	0.05	0.03		0.16	0.03	0.12	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Patterson & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	70	280	40		110	320	50		130	1040	80		110	1240	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	280	40		110	320	50		130	1040	80		110	1240	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	280	40		110	320	50		130	1040	80		110	1240	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	280	40		110	320	50		130	1040	80		110	1240	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	280	40		110	320	50		130	1040	80		110	1240	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.73	0.27		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	2768	432		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.17	0.03		0.07	0.12	0.12		0.08	0.33	0.05		0.07	0.39	0.06	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Ventura & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		2	0 2	1 0		1	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	180	1330	70		420	1190	180		230	890	40		380	1410	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	1330	70		420	1190	180		230	890	40		380	1410	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	1330	70		420	1190	180		230	890	40		380	1410	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	1330	70		420	1190	180		230	890	40		380	1410	230	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	1330	70		420	1190	180		230	890	40		380	1410	230	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.85	0.15		2.00	2.61	0.39		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	4560	240		3200	4169	631		1600	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.29	0.29		0.13	0.29	0.29		0.14	0.19	0.03		0.12	0.29	0.14	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Patterson & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	160	10	260		10	10	20		20	580	140		270	460	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	10	260		10	10	20		20	580	140		270	460	30	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	10	0		10	10	20		20	580	140		270	460	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	10	0		10	10	20		20	580	140		270	460	30	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	10	0		10	10	20		20	580	140		270	460	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.50	0.50	1.00		1.00	1.61	0.39		1.00	1.88	0.12	
Final Sat.:	1600	1600	1600		800	800	1600		1600	2578	622		1600	3004	196	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.01	0.00		0.01	0.01	0.01		0.01	0.22	0.23		0.17	0.15	0.15	
Crit Moves:	****				****						****		****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Ventura & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0	2
Volume Module:																
Base Vol:	270	1490	130		30	1420	400		440	420	240		370	530	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	1490	130		30	1420	400		440	420	240		370	530	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	1490	130		30	1420	400		440	420	240		370	530	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	1490	130		30	1420	400		440	420	240		370	530	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	270	1490	130		30	1420	400		440	420	240		370	530	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		2.00	1.63	0.37	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		3200	2609	591	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.31	0.08		0.01	0.30	0.25		0.28	0.13	0.15		0.12	0.20	0.20	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Ventura & 2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	0	1 1	0	1
Volume Module:																
Base Vol:	60	2030	60		70	1490	20		20	70	100		170	50	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	2030	60		70	1490	20		20	70	100		170	50	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	2030	60		70	1490	20		20	70	100		170	50	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	2030	60		70	1490	20		20	70	100		170	50	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	2030	60		70	1490	20		20	70	100		170	50	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.91	0.09		1.00	2.96	0.04		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4662	138		1600	4736	64		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44	0.44		0.04	0.31	0.31		0.01	0.04	0.06		0.11	0.03	0.08	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 C St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	390	330	80		150	420	90		70	890	130		120	1150	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	390	330	80		150	420	90		70	890	130		120	1150	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	390	330	80		150	420	90		70	890	130		120	1150	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	390	330	80		150	420	90		70	890	130		120	1150	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	390	330	80		150	420	90		70	890	130		120	1150	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.80	0.20		1.00	1.65	0.35		1.00	1.75	0.25		1.00	1.89	0.11	
Final Sat.:	1600	1288	312		1600	2635	565		1600	2792	408		1600	3016	184	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.26	0.26		0.09	0.16	0.16		0.04	0.32	0.32		0.08	0.38	0.38	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	310	1470	290		180	1340	70		150	540	210		270	870	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	1470	290		180	1340	70		150	540	210		270	870	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	1470	290		180	1340	70		150	540	210		270	870	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	1470	290		180	1340	70		150	540	210		270	870	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	1470	290		180	1340	70		150	540	210		270	870	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.51	0.49		1.00	2.85	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4009	791		1600	4562	238		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.37	0.37		0.11	0.29	0.29		0.09	0.17	0.13		0.17	0.27	0.17	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 SR-1 (Oxnard) & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	50	1030	20		110	1130	90		120	300	180		50	670	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1030	20		110	1130	90		120	300	180		50	670	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	1030	20		110	1130	90		120	300	180		50	670	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1030	20		110	1130	90		120	300	180		50	670	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	1030	20		110	1130	90		120	300	180		50	670	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.85	0.15		1.00	1.25	0.75		1.00	1.00	1.00	
Final Sat.:	1600	3139	61		1600	2964	236		1600	2000	1200		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.33	0.33		0.07	0.38	0.38		0.08	0.15	0.15		0.03	0.42	0.16	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 C St & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	80	780	60	80	680	160	70	340	50	60	440	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	780	60	80	680	160	70	340	50	60	440	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	780	60	80	680	160	70	340	50	60	440	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	780	60	80	680	160	70	340	50	60	440	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	780	60	80	680	160	70	340	50	60	440	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	0.86	0.14
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1395	205	1600	1380	220
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.04	0.05	0.43	0.10	0.04	0.24	0.24	0.04	0.32	0.32
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	350	1520	240	80	1820	400	420	710	90	500	990	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1520	240	80	1820	400	420	710	90	500	990	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1520	240	80	1820	400	420	710	90	500	990	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1520	240	80	1820	400	420	710	90	500	990	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	350	1520	240	80	1820	400	420	710	90	500	990	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.15	0.05	0.38	0.25	0.13	0.22	0.06	0.16	0.31	0.03
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																				
Base Vol:	560	1440	20		270	2250	80		0	310	180		0	670	150					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	560	1440	20		270	2250	80		0	310	180		0	670	150					
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00					
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00					
PHF Volume:	560	1440	0		270	2250	0		0	310	0		0	670	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	560	1440	0		270	2250	0		0	310	0		0	670	0					
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00					
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00					
Final Vol.:	560	1440	0		270	2250	0		0	310	0		0	670	0					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00					
Final Sat.:	1600	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.35	0.30	0.00		0.08	0.47	0.00		0.00	0.10	0.00		0.00	0.21	0.00					
Crit Moves:	****					****			****					****						

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	90	1370	0		0	1250	1300		490	0	170		0	0	0					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	90	1370	0		0	1250	1300		490	0	170		0	0	0					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	90	1370	0		0	1250	1300		490	0	170		0	0	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	90	1370	0		0	1250	1300		490	0	170		0	0	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	90	1370	0		0	1250	1300		490	0	170		0	0	0					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00					
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0					
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.29	0.00		0.00	0.26	0.81		0.15	0.00	0.11		0.00	0.00	0.00					
Crit Moves:	****						****		****											

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Rice & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	110	1720	90	0	2050	310	1160	1020	320	470	380	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	110	1720	90	0	2050	310	1160	1020	320	470	380	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	110	1720	90	0	2050	310	1160	1020	320	470	380	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	110	1720	90	0	2050	310	1160	1020	320	470	380	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	110	1720	90	0	2050	310	1160	1020	320	470	380	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.36	0.06	0.00	0.43	0.19	0.36	0.21	0.20	0.15	0.08	0.00								
Crit Moves:	****				****		****				****									

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Rose & Emerson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	260	1220	30	100	1720	430	270	170	130	60	160	60								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	260	1220	30	100	1720	430	270	170	130	60	160	60								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	260	1220	30	100	1720	430	270	170	130	60	160	60								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	260	1220	30	100	1720	430	270	170	130	60	160	60								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	260	1220	30	100	1720	430	270	170	130	60	160	60								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.93	0.07	1.00	2.40	0.60	1.00	0.57	0.43	1.00	1.45	0.55								
Final Sat.:	1600	4685	115	1600	3840	960	1600	907	693	1600	2327	873								
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.26	0.26	0.06	0.45	0.45	0.17	0.19	0.19	0.04	0.07	0.07								
Crit Moves:	****				****		****				****									

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	40	1720	290		40	2600	610		160	1080	250		180	1860	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1720	290		40	2600	610		160	1080	250		180	1860	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1720	290		40	2600	0		160	1080	250		180	1860	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1720	290		40	2600	0		160	1080	250		180	1860	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1720	290		40	2600	0		160	1080	250		180	1860	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.44	0.56		2.00	2.91	0.09	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	3898	902		3200	4650	150	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.36	0.18		0.03	0.54	0.00		0.05	0.28	0.28		0.06	0.40	0.40	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.177
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	140	3220	10		10	2120	350		280	490	170		350	1330	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	3220	10		10	2120	350		280	490	170		350	1330	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	3220	10		10	2120	350		280	490	170		350	1330	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	3220	10		10	2120	350		280	490	170		350	1330	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	3220	10		10	2120	350		280	490	170		350	1330	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.67	0.01		0.00	0.44	0.22		0.09	0.15	0.11		0.11	0.42	0.10	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.061
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0
Volume Module:																		
Base Vol:	1280	3130	0	0	2310	490	250	0	340	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	1280	3130	0	0	2310	490	250	0	340	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	1280	3130	0	0	2310	490	250	0	340	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	1280	3130	0	0	2310	490	250	0	340	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	1280	3130	0	0	2310	490	250	0	340	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	0.00	0.00	2.48	0.52	2.00	0.00	1.00	0.00	0.00	0.00						
Final Sat.:	3200	4800	0	0	3960	840	3200	0	1600	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.40	0.65	0.00	0.00	0.58	0.58	0.08	0.00	0.21	0.00	0.00	0.00						
Crit Moves:	****				****		****											

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 Rose & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																		
Base Vol:	250	2920	70	190	1770	340	240	360	190	280	870	350						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	250	2920	70	190	1770	340	240	360	190	280	870	350						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	250	2920	0	190	1770	0	240	360	190	280	870	350						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	250	2920	0	190	1770	0	240	360	190	280	870	350						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	250	2920	0	190	1770	0	240	360	190	280	870	350						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00						
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.61	0.00	0.06	0.37	0.00	0.08	0.11	0.12	0.09	0.27	0.22						
Crit Moves:		****		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.113
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	20	750	170		90	670	10		20	170	20		120	440	310	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	750	170		90	670	10		20	170	20		120	440	310	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	750	170		90	670	10		20	170	20		120	440	310	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	750	170		90	670	10		20	170	20		120	440	310	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	750	170		90	670	10		20	170	20		120	440	310	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	0.99	0.01		1.00	0.89	0.11		1.00	0.59	0.41	
Final Sat.:	1600	1304	296		1600	1576	24		1600	1432	168		1600	939	661	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.57	0.58		0.06	0.42	0.43		0.01	0.12	0.12		0.08	0.47	0.47	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.021
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	240	400	330		260	410	350		340	1070	80		340	1800	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	400	330		260	410	350		340	1070	80		340	1800	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	240	400	330		260	410	350		340	1070	80		340	1800	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	400	330		260	410	350		340	1070	80		340	1800	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	240	400	330		260	410	350		340	1070	80		340	1800	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.79	0.21		1.00	2.84	0.16	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4466	334		1600	4547	253	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.25	0.21		0.16	0.26	0.22		0.21	0.24	0.24		0.21	0.40	0.40	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	130	2020	110	270	1500	40	200	770	140	300	1350	640				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	2020	110	270	1500	40	200	770	140	300	1350	640				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	130	2020	110	270	1500	40	200	770	140	300	1350	640				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	2020	110	270	1500	40	200	770	140	300	1350	640				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	130	2020	110	270	1500	40	200	770	140	300	1350	640				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.42	0.07	0.08	0.31	0.03	0.06	0.16	0.09	0.09	0.28	0.40				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #40 SR-1 (Oxnard) & Colonia

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1 0		1	0 3	0 0		0	0 0	0 0		1	0 0	0 1	
Volume Module:																
Base Vol:	0	2390	210	100	1750	0	0	0	0	280	0	220				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2390	210	100	1750	0	0	0	0	280	0	220				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2390	210	100	1750	0	0	0	0	280	0	220				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2390	210	100	1750	0	0	0	0	280	0	220				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	2390	210	100	1750	0	0	0	0	280	0	220				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.76	0.24	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	4412	388	1600	4800	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.54	0.54	0.06	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.14				
Crit Moves:		****		****						****						

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #46 Harbor & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	9	1	0	2	0	0	0	0	0	0	1	0	0	0	0	9
Volume Module:																
Base Vol:	0	1400	150		80	1470	0		0	0	0		220	0	210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1400	150		80	1470	0		0	0	0		220	0	210	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1400	0		80	1470	0		0	0	0		220	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1400	0		80	1470	0		0	0	0		220	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	1400	0		80	1470	0		0	0	0		220	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	9.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	9.00	
Final Sat.:	0	3200	14400		1600	3200	0		0	0	0		1600	0	14400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.05	0.46	0.00		0.00	0.00	0.00		0.14	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #48 SR-1 (Oxnard) & 2nd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	180	2290	0		0	1390	400		150	0	50		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	2290	0		0	1390	400		150	0	50		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	2290	0		0	1390	400		150	0	50		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	2290	0		0	1390	400		150	0	50		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	2290	0		0	1390	400		150	0	50		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.55	0.45		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	2485	715		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.72	0.00		0.00	0.56	0.56		0.09	0.00	0.03		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #59 Pleasant Valley & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	10	10	10		370	10	50		50	1180	10		10	980	390					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	10	10	10		370	10	50		50	1180	10		10	980	390					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Volume:	10	10	10		370	10	50		50	1180	10		10	980	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	10	10	10		370	10	50		50	1180	10		10	980	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
Final Vol.:	10	10	10		370	10	50		50	1180	10		10	980	0					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	0.00					
Final Sat.:	1600	3200	1600		1600	1600	1600		1600	3200	1600		1600	3200	0					
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.01		0.23	0.01	0.03		0.03	0.37	0.01		0.01	0.31	0.00					
Crit Moves:			****		****					****			****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	180	1350	20		170	1320	420		310	260	130		30	220	190					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	180	1350	20		170	1320	420		310	260	130		30	220	190					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	180	1350	20		170	1320	420		310	260	130		30	220	190					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	180	1350	20		170	1320	420		310	260	130		30	220	190					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	180	1350	20		170	1320	420		310	260	130		30	220	190					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.96	0.04		1.00	2.28	0.72		1.00	1.33	0.67		1.00	1.07	0.93					
Final Sat.:	1600	4730	70		1600	3641	1159		1600	2133	1067		1600	1717	1483					
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.29	0.29		0.11	0.36	0.36		0.19	0.12	0.12		0.02	0.13	0.13					
Crit Moves:	****					****			****					****						

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.091
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	570	1230	260		320	1010	410		170	880	230		230	1000	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	570	1230	260		320	1010	410		170	880	230		230	1000	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	570	1230	260		320	1010	410		170	880	230		230	1000	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	570	1230	260		320	1010	410		170	880	230		230	1000	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	570	1230	260		320	1010	410		170	880	230		230	1000	90	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.48	0.52		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3962	838		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.31	0.31		0.20	0.32	0.26		0.11	0.28	0.14		0.14	0.31	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #73 C St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	20	70	40		100	60	80		180	930	30		90	910	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	70	40		100	60	80		180	930	30		90	910	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	70	40		100	60	80		180	930	30		90	910	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	70	40		100	60	80		180	930	30		90	910	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	70	40		100	60	80		180	930	30		90	910	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.64	0.36		1.00	0.43	0.57		1.00	1.94	0.06		1.00	1.56	0.44	
Final Sat.:	1600	1018	582		1600	686	914		1600	3100	100		1600	2489	711	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.06	0.09	0.09		0.11	0.30	0.30		0.06	0.37	0.37	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #74 Saviers & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	140	680	110	490	370	270	280	750	60	130	1000	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	680	110	490	370	270	280	750	60	130	1000	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	680	110	490	370	270	280	750	60	130	1000	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	680	110	490	370	270	280	750	60	130	1000	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	680	110	490	370	270	280	750	60	130	1000	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.07	0.15	0.08	0.17	0.09	0.23	0.04	0.04	0.31	0.16
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #75 J St & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	190	70	50	10	80	50	910	10	10	680	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	190	70	50	10	80	50	910	10	10	680	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	190	70	50	10	80	50	910	10	10	680	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	190	70	50	10	80	50	910	10	10	680	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	190	70	50	10	80	50	910	10	10	680	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.74	0.26
Final Sat.:	331	1269	1600	1600	1600	1600	1600	3165	35	1600	2790	410
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.04	0.03	0.01	0.05	0.03	0.29	0.29	0.01	0.24	0.24
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #77 Ventura & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	1250	140		540	690	160		110	260	100		110	180	340	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1250	140		540	690	160		110	260	100		110	180	340	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1250	140		540	690	160		110	260	100		110	180	340	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	1250	140		540	690	160		110	260	100		110	180	340	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	1250	140		540	690	160		110	260	100		110	180	340	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.70	0.30		2.00	2.44	0.56		1.00	1.44	0.56		1.00	2.00	1.00	
Final Sat.:	1600	4317	483		3200	3896	904		1600	2311	889		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.17	0.18	0.18		0.07	0.11	0.11		0.07	0.06	0.21	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #80 Ventura & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	20	380	40		560	170	160		160	180	30		230	260	690	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	380	40		560	170	160		160	180	30		230	260	690	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	380	40		560	170	160		160	180	30		230	260	690	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	380	40		560	170	160		160	180	30		230	260	690	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	380	40		560	170	160		160	180	30		230	260	690	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.71	0.29		2.00	1.03	0.97		1.00	1.71	0.29		1.00	2.00	1.00	
Final Sat.:	1600	4343	457		3200	1648	1552		1600	2743	457		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.17	0.10	0.10		0.10	0.07	0.07		0.14	0.08	0.43	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #81 J St & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
	0	0	1	1	0											
Volume Module:																
Base Vol:	0	0	0	40	0	40	70	700	0	0	1000	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	40	0	40	70	700	0	0	1000	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	40	0	40	70	700	0	0	1000	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	40	0	40	70	700	0	0	1000	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	40	0	40	70	700	0	0	1000	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.89	0.11				
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3019	181				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.22	0.00	0.00	0.33	0.33				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #82 Saviers & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	
	0	0	2	0	1											
Volume Module:																
Base Vol:	0	0	0	110	0	60	70	640	0	0	1000	410				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	110	0	60	70	640	0	0	1000	410				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	110	0	60	70	640	0	0	1000	410				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	110	0	60	70	640	0	0	1000	410				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	110	0	60	70	640	0	0	1000	410				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.94	xxxx	1.06	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	3106	0	1694	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.04	0.20	0.00	0.00	0.31	0.26				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Del Norte & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	10	450	560		50	800	240		190	1070	10		60	1260	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	450	560		50	800	240		190	1070	10		60	1260	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	450	560		50	800	240		190	1070	10		60	1260	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	450	560		50	800	240		190	1070	10		60	1260	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	450	560		50	800	240		190	1070	10		60	1260	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.35		0.02	0.17	0.15		0.12	0.33	0.01		0.04	0.39	0.04	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Del Norte & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1 0		1	0 2	1 0		2	0 1	0 1		1	0 0	1 0	
Volume Module:																
Base Vol:	180	840	10		50	1320	330		60	10	10		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	840	10		50	1320	330		60	10	10		10	10	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	840	10		50	1320	330		60	10	10		10	10	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	840	10		50	1320	330		60	10	10		10	10	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	840	10		50	1320	330		60	10	10		10	10	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04		1.00	2.40	0.60		2.00	1.00	1.00		1.00	0.50	0.50	
Final Sat.:	1600	4744	56		1600	3840	960		3200	1600	1600		1600	800	800	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.18		0.03	0.34	0.34		0.02	0.01	0.01		0.01	0.01	0.01	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Del Norte & Sturgis

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	10	600	40		240	940	50		230	150	50		120	170	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	600	40		240	940	50		230	150	50		120	170	240	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	600	40		240	940	50		230	150	50		120	170	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	600	40		240	940	50		230	150	50		120	170	240	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	600	40		240	940	50		230	150	50		120	170	240	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.81	0.19		1.00	2.85	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4500	300		1600	4558	242		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.13	0.13		0.15	0.21	0.21		0.14	0.05	0.03		0.08	0.05	0.15	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	450	2150	390		310	2010	610		190	960	450		260	1840	580	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	450	2150	390		310	2010	610		190	960	450		260	1840	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	450	2150	390		310	2010	610		190	960	450		260	1840	580	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	450	2150	390		310	2010	610		190	960	450		260	1840	580	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	450	2150	390		310	2010	610		190	960	450		260	1840	580	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.45	0.24		0.10	0.42	0.38		0.06	0.20	0.28		0.08	0.38	0.36	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.116
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	640	2670	660		130	2280	610		140	670	450		510	1050	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	640	2670	660		130	2280	610		140	670	450		510	1050	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	640	2670	660		130	2280	0		140	670	450		510	1050	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	640	2670	660		130	2280	0		140	670	450		510	1050	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	640	2670	660		130	2280	0		140	670	450		510	1050	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.56	0.41		0.04	0.48	0.00		0.04	0.14	0.28		0.16	0.22	0.00	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Lombard & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	110	90	140		80	90	70		180	860	290		220	1850	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	90	140		80	90	70		180	860	290		220	1850	60	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	90	0		80	90	70		180	860	290		220	1850	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	90	0		80	90	70		180	860	290		220	1850	60	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	90	0		80	90	70		180	860	290		220	1850	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	1600	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.03	0.00		0.05	0.06	0.04		0.06	0.18	0.18		0.07	0.39	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Rice & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	2	2	0 3	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2010	890		250	2330	0		270	0	610		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2010	890		250	2330	0		270	0	610		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	2010	0		250	2330	0		270	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2010	0		250	2330	0		270	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	2010	0		250	2330	0		270	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	2.00		2.00	3.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	3200		3200	4800	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.00		0.08	0.49	0.00		0.08	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 1.008
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 3	0	1	2	0 0	0	2	1	1 0	1	0
Volume Module:																
Base Vol:	220	590	0		0	1060	510		350	0	740		1080	490	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	590	0		0	1060	510		350	0	740		1080	490	290	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	590	0		0	1060	510		350	0	740		1080	490	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	590	0		0	1060	510		350	0	740		1080	490	290	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	590	0		0	1060	510		350	0	740		1080	490	290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		1.75	0.79	0.46	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		2794	1261	745	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.18	0.00		0.00	0.22	0.32		0.11	0.00	0.23		0.39	0.39	0.39	
Crit Moves:	****						****				****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	1 1	0		1 0	1 0	1		2 1	0 0	1	
Volume Module:																
Base Vol:	200	1300	920		200	1110	140		100	240	250		850	400	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	1300	920		200	1110	140		100	240	250		850	400	270	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	200	1300	0		200	1110	140		100	240	250		850	400	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	1300	0		200	1110	140		100	240	250		850	400	270	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	200	1300	0		200	1110	140		100	240	250		850	400	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.78	0.22		1.00	1.00	1.00		2.04	0.96	1.00	
Final Sat.:	1600	3200	1600		1600	2842	358		1600	1600	1600		3264	1536	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.41	0.00		0.13	0.39	0.39		0.06	0.15	0.16		0.26	0.26	0.17	
Crit Moves:		****			****						****			****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 SR-1 (Oxnard) & Vineyard (SR-232)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2 0	3 0	2		2 0	3 0	1		1 1	2 0	1		3 0	1 1	0	
Volume Module:																
Base Vol:	490	1820	1480		220	1190	300		250	1050	130		770	830	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	490	1820	1480		220	1190	300		250	1050	130		770	830	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	490	1820	1480		220	1190	300		250	1050	130		770	830	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	490	1820	1480		220	1190	300		250	1050	130		770	830	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	490	1820	1480		220	1190	300		250	1050	130		770	830	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00		3.00	1.95	0.05	
Final Sat.:	3200	4800	3200		3200	4800	1600		1600	4800	1600		4800	3125	75	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.38	0.46		0.07	0.25	0.19		0.16	0.22	0.08		0.16	0.27	0.27	
Crit Moves:		****			****					****				****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Ventura & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	50	1130	460		100	1210	410		130	260	70		300	420	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	1130	460		100	1210	410		130	260	70		300	420	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	1130	460		100	1210	0		130	260	70		300	420	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1130	460		100	1210	0		130	260	70		300	420	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	50	1130	460		100	1210	0		130	260	70		300	420	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.58	0.42		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2521	679		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.35	0.29		0.06	0.38	0.00		0.08	0.10	0.10		0.09	0.13	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Ventura & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1410	500		0	460	0		0	0	0		140	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1410	500		0	460	0		0	0	0		140	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1410	0		0	460	0		0	0	0		140	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1410	0		0	460	0		0	0	0		140	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1410	0		0	460	0		0	0	0		140	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00		0.00	0.14	0.00		0.00	0.00	0.00		0.04	0.00	0.00	
Crit Moves:		****			****								****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Ventura & Wagon Wheel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	0	1
Volume Module:																
Base Vol:	0	930	500		390	1630	0		0	0	0		290	0	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	930	500		390	1630	0		0	0	0		290	0	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	930	500		390	1630	0		0	0	0		290	0	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	930	500		390	1630	0		0	0	0		290	0	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	930	500		390	1630	0		0	0	0		290	0	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.31		0.24	0.51	0.00		0.00	0.00	0.00		0.09	0.00	0.12	
Crit Moves:			****		****										****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	140	770	10		10	760	90		260	670	330		230	1690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	770	10		10	760	90		260	670	330		230	1690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	770	10		10	760	90		260	670	330		230	1690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	770	10		10	760	90		260	670	330		230	1690	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	770	10		10	760	90		260	670	330		230	1690	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		1.00	1.79	0.21		1.00	2.01	0.99		1.00	2.93	0.07	
Final Sat.:	1600	3159	41		1600	2861	339		1600	3216	1584		1600	4689	111	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.24	0.24		0.01	0.27	0.27		0.16	0.21	0.21		0.14	0.36	0.36	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Victoria & 5th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		1	0 1	1 0		2	0 2	0 1	
Volume Module:																
Base Vol:	60	1810	100	560	2100	80	60	230	30	120	180	200				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	1810	100	560	2100	80	60	230	30	120	180	200				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	1810	100	560	2100	80	60	230	30	120	180	200				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	1810	100	560	2100	80	60	230	30	120	180	200				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	60	1810	100	560	2100	80	60	230	30	120	180	200				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.77	0.23	2.00	2.00	1.00				
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	2831	369	3200	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.38	0.06	0.17	0.44	0.05	0.04	0.08	0.08	0.04	0.06	0.13				
Crit Moves:		****		****			****					****				

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 2	1 0		1	0 1	1 0		2	0 1	1 1	
Volume Module:																
Base Vol:	50	1720	640	350	2520	10	30	240	110	320	340	670				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	50	1720	640	350	2520	10	30	240	110	320	340	670				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	50	1720	640	350	2520	10	30	240	110	320	340	670				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	1720	640	350	2520	10	30	240	110	320	340	670				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	50	1720	640	350	2520	10	30	240	110	320	340	670				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.37	0.63	2.00	1.01	1.99				
Final Sat.:	1600	4800	1600	3200	4781	19	1600	2194	1006	3200	1616	3184				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.36	0.40	0.11	0.53	0.53	0.02	0.11	0.11	0.10	0.21	0.21				
Crit Moves:	****				****		****				****					

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Victoria & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0
Volume Module:																	
Base Vol:	10	2270	30		160	2760	10		10	10	20		40	10	180		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	10	2270	30		160	2760	10		10	10	20		40	10	180		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	10	2270	30		160	2760	10		10	10	20		40	10	180		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	10	2270	30		160	2760	10		10	10	20		40	10	180		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	10	2270	30		160	2760	10		10	10	20		40	10	180		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04		1.00	2.99	0.01		1.00	0.33	0.67		1.00	0.05	0.95		
Final Sat.:	1600	4737	63		1600	4783	17		1600	533	1067		1600	84	1516		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.48	0.48		0.10	0.58	0.58		0.01	0.02	0.02		0.03	0.12	0.12		
Crit Moves:	****					****			****					****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Patterson & Teal Club

Cycle (sec): 100 Critical Vol./Cap. (X): 0.147
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0
Volume Module:																	
Base Vol:	10	20	10		100	20	20		10	150	10		10	160	30		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	10	20	10		100	20	20		10	150	10		10	160	30		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	10	20	10		100	20	20		10	150	10		10	160	30		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	10	20	10		100	20	20		10	150	10		10	160	30		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	10	20	10		100	20	20		10	150	10		10	160	30		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	0.67	0.33		1.00	0.50	0.50		1.00	1.88	0.12		1.00	1.68	0.32		
Final Sat.:	1600	1067	533		1600	800	800		1600	3000	200		1600	2695	505		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.02	0.02		0.06	0.03	0.03		0.01	0.05	0.05		0.01	0.06	0.06		
Crit Moves:		****			****				****					****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Patterson & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	230	20	10		30	80	360		220	890	130		10	1220	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	20	10		30	80	360		220	890	130		10	1220	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	20	10		30	80	360		220	890	130		10	1220	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	20	10		30	80	360		220	890	130		10	1220	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	20	10		30	80	360		220	890	130		10	1220	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.67	0.33		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	1067	533		1600	1600	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.02	0.02		0.02	0.05	0.23		0.14	0.19	0.08		0.01	0.25	0.01	
Crit Moves:	****						****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Ventura & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	420	1170	240		350	1010	70		460	550	80		460	710	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	1170	240		350	1010	70		460	550	80		460	710	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	420	1170	240		350	1010	70		460	550	80		460	710	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	1170	240		350	1010	70		460	550	80		460	710	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	420	1170	240		350	1010	70		460	550	80		460	710	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.51	0.49	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4009	791	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.24	0.15		0.11	0.21	0.04		0.14	0.11	0.05		0.14	0.18	0.18	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Ventura & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	160	1670	140		20	1180	50		40	390	120		300	440	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	1670	140		20	1180	50		40	390	120		300	440	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	1670	140		20	1180	50		40	390	120		300	440	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	1670	140		20	1180	50		40	390	120		300	440	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	1670	140		20	1180	50		40	390	120		300	440	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.53	0.47		1.00	1.44	0.56	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	2447	753		1600	2308	892	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.35	0.09		0.01	0.25	0.03		0.03	0.16	0.16		0.19	0.19	0.19	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Patterson & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1	1	0	1
Volume Module:																
Base Vol:	20	20	20		10	70	50		40	400	60		10	140	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	20	20		10	70	50		40	400	60		10	140	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	20	20		10	70	50		40	400	60		10	140	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	20	20		10	70	50		40	400	60		10	140	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	20	20		10	70	50		40	400	60		10	140	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	1.00	1.00		1.00	0.87	0.13		1.00	1.00	1.00	
Final Sat.:	1600	800	800		1600	1600	1600		1600	1391	209		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.03		0.01	0.04	0.03		0.03	0.29	0.29		0.01	0.09	0.11	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Victoria & Doris

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	10	2330	170		380	2550	10		10	30	40		140	10	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	2330	170		380	2550	10		10	30	40		140	10	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	2330	170		380	2550	10		10	30	40		140	10	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	2330	170		380	2550	10		10	30	40		140	10	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	2330	170		380	2550	10		10	30	40		140	10	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		0.12	0.38	0.50		1.00	0.11	0.89	
Final Sat.:	1600	4800	1600		3200	4781	19		200	600	800		1600	178	1422	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.49	0.11		0.12	0.53	0.53		0.01	0.05	0.05		0.09	0.06	0.06	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 J St & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	120	200	30		90	130	60		90	910	90		100	1580	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	200	30		90	130	60		90	910	90		100	1580	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	200	30		90	130	60		90	910	90		100	1580	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	200	30		90	130	60		90	910	90		100	1580	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	200	30		90	130	60		90	910	90		100	1580	70	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.87	0.13		1.00	1.37	0.63		1.00	1.82	0.18		1.00	1.92	0.08	
Final Sat.:	1600	1391	209		1600	2189	1011		1600	2912	288		1600	3064	136	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.14		0.06	0.06	0.06		0.06	0.31	0.31		0.06	0.52	0.52	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Hobson/J St & Wooley St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	Hobson/J St						Wooley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	20	390	50	160	300	30	100	940	10	270	1530	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	390	50	160	300	30	100	940	10	270	1530	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	390	50	160	300	30	100	940	10	270	1530	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	390	50	160	300	30	100	940	10	270	1530	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	390	50	160	300	30	100	940	10	270	1530	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.48	0.52
Final Sat.:	1600	1418	182	1600	1600	1600	1600	4749	51	1600	3970	830
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.28	0.10	0.19	0.02	0.06	0.20	0.20	0.17	0.39	0.39
Crit Moves:			****	****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	130	640	330	160	560	90	140	980	250	260	1790	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	640	330	160	560	90	140	980	250	260	1790	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	640	330	160	560	90	140	980	250	260	1790	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	640	330	160	560	90	140	980	250	260	1790	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	640	330	160	560	90	140	980	250	260	1790	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.39	0.61	1.00	2.56	0.44
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3824	976	1600	4091	709
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.21	0.10	0.35	0.06	0.09	0.26	0.26	0.16	0.44	0.44
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 H ST & Vineyard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	60	180	510		80	30	10		20	740	120		210	420	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	180	510		80	30	10		20	740	120		210	420	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	180	510		80	30	10		20	740	120		210	420	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	180	510		80	30	10		20	740	120		210	420	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	180	510		80	30	10		20	740	120		210	420	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1200	400		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.32		0.05	0.03	0.03		0.01	0.23	0.08		0.13	0.13	0.06	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #173 Del Norte & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0 1		1	0 2	0 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1720	1310		90	630	0		10	0	160		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1720	1310		90	630	0		10	0	160		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1720	0		90	630	0		10	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1720	0		90	630	0		10	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1720	0		90	630	0		10	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		1600	3200	0		1600	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.54	0.00		0.06	0.20	0.00		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #174 Del Norte & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	0
Volume Module:																
Base Vol:	630	1190	0	0	170	30	0	0	0	580	0	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	630	1190	0	0	170	30	0	0	0	580	0	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	630	1190	0	0	170	30	0	0	0	580	0	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	630	1190	0	0	170	30	0	0	0	580	0	10				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	630	1190	0	0	170	30	0	0	0	580	0	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.00	0.03				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	3146	0	54				
Capacity Analysis Module:																
Vol/Sat:	0.39	0.37	0.00	0.00	0.05	0.02	0.00	0.00	0.00	0.18	0.00	0.18				
Crit Moves:	****				****					****						

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #181 Del Norte & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 Level Of Service: D

Street Name:	Del Norte								Gonzales Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	50	2070	40		50	580	170		910	50	180		160	90	190	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	2070	40		50	580	170		910	50	180		160	90	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	2070	40		50	580	0		910	50	180		160	90	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	2070	40		50	580	0		910	50	180		160	90	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	2070	40		50	580	0		910	50	180		160	90	190	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43	0.03		0.03	0.12	0.00		0.28	0.03	0.11		0.10	0.03	0.12	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #195 SR-1 (Oxnard) & Plesant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	330	10	230		480	120	70		60	1310	40		30	1340	670	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330	10	230		480	120	70		60	1310	40		30	1340	670	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	330	10	230		480	120	70		60	1310	40		30	1340	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	10	230		480	120	70		60	1310	40		30	1340	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	330	10	230		480	120	70		60	1310	40		30	1340	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.14		0.30	0.04	0.04		0.04	0.41	0.03		0.02	0.42	0.00	
Crit Moves:			****		****				****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #197 Rice & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2 0	0 0	1		0 0	0 0	0		1 0	2 0	0		0 0	2 0	1	
Volume Module:																
Base Vol:	250	0	40		0	0	0		140	1900	0		0	1790	350	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	0	40		0	0	0		140	1900	0		0	1790	350	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	0	40		0	0	0		140	1900	0		0	1790	350	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	0	40		0	0	0		140	1900	0		0	1790	350	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	0	40		0	0	0		140	1900	0		0	1790	350	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3200	0	1600		0	0	0		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.03		0.00	0.00	0.00		0.09	0.59	0.00		0.00	0.56	0.22	
Crit Moves:	****								****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #225 SR-1 (Oxnard) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	2	0 2	0	0	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1690	750		100	700	0		260	0	1330		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1690	750		100	700	0		260	0	1330		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	1690	0		100	700	0		260	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1690	0		100	700	0		260	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	1690	0		100	700	0		260	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	3200	0		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.53	0.00		0.03	0.22	0.00		0.08	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #226 Oxnard & Town Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Oxnard								Town Center							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	1	1	0 1	0	1
Volume Module:																
Base Vol:	10	670	560		0	890	10		20	280	210		40	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	670	560		0	890	10		20	280	210		40	120	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	670	560		0	890	10		20	280	210		40	120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	670	560		0	890	10		20	280	210		40	120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	670	560		0	890	10		20	280	210		40	120	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3164	36		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.21	0.35		0.00	0.28	0.28		0.01	0.17	0.13		0.03	0.08	0.00	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #229 Viyenard (SR-232) & US-101 SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	2350	1400		0	1950	620		110	0	40		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2350	1400		0	1950	620		110	0	40		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2350	0		0	1950	0		110	0	40		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2350	0		0	1950	0		110	0	40		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2350	0		0	1950	0		110	0	40		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.00		0.00	0.41	0.00		0.03	0.00	0.03		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #231 Viyenard (SR-232) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1430	950		0	1590	380		0	0	0		1120	0	160
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	1430	950		0	1590	380		0	0	0		1120	0	160
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	1430	0		0	1590	0		0	0	0		1120	0	160
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	1430	0		0	1590	0		0	0	0		1120	0	160
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Final Vol.:	0	1430	0		0	1590	0		0	0	0		1120	0	160
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		3200	0	1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.33	0.00		0.00	0.00	0.00		0.35	0.00	0.10
Crit Moves:	****					****							****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	1	0	0	1	1	1	0	0	2
Volume Module:																				
Base Vol:	230	2970	70		130	1510	290		340	90	130		410	30	670	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	2970	70		130	1510	290		340	90	130		410	30	670	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	2970	70		130	1510	0		340	90	130		410	30	670	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	2970	70		130	1510	0		340	90	130		410	30	670	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	2970	70		130	1510	0		340	90	130		410	30	670	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.37	0.63	1.00		1.86	0.14	2.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3795	1005	1600		2982	218	3200	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.62	0.04		0.04	0.31	0.00		0.09	0.09	0.08		0.14	0.14	0.21	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #235 Vineyard (SR-232) & Myrtle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	0	1	0	0	2	2	0	0	1	0
Volume Module:																				
Base Vol:	150	970	430		60	1080	10		10	130	200		600	190	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	970	430		60	1080	10		10	130	200		600	190	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	970	430		60	1080	10		10	130	200		600	190	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	970	430		60	1080	10		10	130	200		600	190	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	150	970	430		60	1080	10		10	130	200		600	190	80	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.97	0.03		0.07	0.93	2.00		2.00	0.70	0.30	
Final Sat.:	1600	4800	1600		1600	4756	44		114	1486	3200		3200	1126	474	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.20	0.27		0.04	0.23	0.23		0.01	0.09	0.06		0.19	0.17	0.17	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #275 Pacific & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	170	210	70		20	260	230		70	780	120		80	2070	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	210	70		20	260	230		70	780	120		80	2070	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	210	70		20	260	230		70	780	120		80	2070	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	210	70		20	260	230		70	780	120		80	2070	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	210	70		20	260	230		70	780	120		80	2070	290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.60	0.40		1.00	2.63	0.37	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4160	640		1600	4210	590	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.13	0.04		0.01	0.16	0.14		0.04	0.19	0.19		0.05	0.49	0.49	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		130	0	780		250	1090	0		0	1590	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		130	0	780		250	1090	0		0	1590	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		130	0	780		250	1090	0		0	1590	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		130	0	780		250	1090	0		0	1590	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		130	0	780		250	1090	0		0	1590	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	2.00		1.00	2.00	0.00		0.00	1.94	0.06	
Final Sat.:	0	0	0		1600	0	3200		1600	3200	0		0	3102	98	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.24		0.16	0.34	0.00		0.00	0.51	0.51	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #281 Statham & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 1	1 0		1	0 1	1 0	
Volume Module:																
Base Vol:	160	490	120		130	800	50		80	380	150		60	610	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	490	120		130	800	50		80	380	150		60	610	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	490	120		130	800	50		80	380	150		60	610	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	490	120		130	800	50		80	380	150		60	610	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	490	120		130	800	50		80	380	150		60	610	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.43	0.57		1.00	1.88	0.12	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2294	906		1600	3003	197	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.08		0.08	0.25	0.03		0.05	0.17	0.17		0.04	0.20	0.20	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Rose & US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 1		0	0 3	0 1		0	0 0	0 0		1	0 1!	0 0	
Volume Module:																
Base Vol:	0	2160	700		0	1620	530		0	0	0		830	0	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2160	700		0	1620	530		0	0	0		830	0	230	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2160	0		0	1620	0		0	0	0		830	0	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2160	0		0	1620	0		0	0	0		830	0	230	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2160	0		0	1620	0		0	0	0		830	0	230	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.57	0.00	0.43	
Final Sat.:	0	4800	1600		0	4800	1600		0	0	0		2506	0	694	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.00		0.00	0.34	0.00		0.00	0.00	0.00		0.33	0.00	0.33	
Crit Moves:		****			****										****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #286 Rose & US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	2420	530		0	2120	210		410	0	370		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2420	530		0	2120	210		410	0	370		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2420	0		0	2120	0		410	0	370		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2420	0		0	2120	0		410	0	370		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2420	0		0	2120	0		410	0	370		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		1.58	0.00	1.42		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		0	4800	1600		2523	0	2277		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.50	0.00		0.00	0.44	0.00		0.16	0.00	0.16		0.00	0.00	0.00	
Crit Moves:		****				****			****							

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #297 SR-1 (Oxnard) & Esplanade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	0	1	2	0	1	0	2
Volume Module:																
Base Vol:	70	1570	660		60	1510	450		510	10	250		290	10	360	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1570	660		60	1510	450		510	10	250		290	10	360	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1570	660		60	1510	450		510	10	250		290	10	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1570	660		60	1510	450		510	10	250		290	10	360	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1570	660		60	1510	450		510	10	250		290	10	360	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.31	0.69		2.00	1.00	1.00		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		1600	3698	1102		3200	1600	1600		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.41		0.04	0.41	0.41		0.16	0.01	0.16		0.09	0.01	0.11	
Crit Moves:	****					****			****						****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Rice & Hueneme

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	10	0	360	750	900	0	0	800	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	360	750	900	0	0	800	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	10	0	0	750	900	0	0	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	0	750	900	0	0	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	10	0	0	750	900	0	0	800	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	3200	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.23	0.28	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Oxnard SB Off Ramp & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	Oxnard SB Off Ramp								Channel Island							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	390	670	60	230	350	10	10	730	420	30	1080	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	670	60	230	350	10	10	730	420	30	1080	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	670	60	230	350	10	10	730	420	30	1080	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	670	60	230	350	10	10	730	420	30	1080	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	390	670	60	230	350	10	10	730	420	30	1080	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.04	0.14	0.11	0.01	0.01	0.23	0.26	0.02	0.34	0.09
Crit Moves:	****				****		****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 SR-1 (Oxnard) & US-101 NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 1!	0	1
Volume Module:																
Base Vol:	990	950	0		0	580	560		0	0	0		210	0	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	990	950	0		0	580	560		0	0	0		210	0	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	990	950	0		0	580	0		0	0	0		210	0	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	990	950	0		0	580	0		0	0	0		210	0	300	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	990	950	0		0	580	0		0	0	0		210	0	300	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.24	0.00	1.76	
Final Sat.:	3200	3200	0		0	3200	1600		0	0	0		1976	0	2824	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.30	0.00		0.00	0.18	0.00		0.00	0.00	0.00		0.11	0.00	0.11	
Crit Moves:	****					****							****			

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Dupont & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		90	0	170		90	1000	0		0	1110	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		90	0	170		90	1000	0		0	1110	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		90	0	170		90	1000	0		0	1110	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		90	0	170		90	1000	0		0	1110	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		90	0	170		90	1000	0		0	1110	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.11		0.06	0.31	0.00		0.00	0.35	0.09	
Crit Moves:							****		****					****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.234
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Rose Ave						Hueneme Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	160	1570	1150	50	630	370	70	440	240	110	980	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1570	1150	50	630	370	70	440	240	110	980	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1570	1150	50	630	370	70	440	240	110	980	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1570	1150	50	630	370	70	440	240	110	980	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	1570	1150	50	630	370	70	440	240	110	980	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.26	0.74	1.00	1.29	0.71	1.00	1.98	0.02
Final Sat.:	1600	1847	1353	1600	2016	1184	1600	2071	1129	1600	3168	32
Capacity Analysis Module:												
Vol/Sat:	0.10	0.85	0.85	0.03	0.31	0.31	0.04	0.21	0.21	0.07	0.31	0.31
Crit Moves:		****		****			****				****	

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Rice NB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Rice NB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	140	0	170	0	0	0	0	690	330	0	110	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	170	0	0	0	0	690	330	0	110	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	140	0	170	0	0	0	0	690	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	170	0	0	0	0	690	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	140	0	170	0	0	0	0	690	0	0	110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.02	0.00
Crit Moves:			****					****		****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 Rice SB Ramps & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Rice SB Ramps						Camino Del Sol					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	540	0	310	0	730	290	0	220	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	540	0	310	0	730	290	0	220	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	540	0	310	0	730	0	0	220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	540	0	310	0	730	0	0	220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	540	0	310	0	730	0	0	220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.91	xxxx	1.09	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3049	0	1751	0	4800	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.15	0.00	0.00	0.05	0.00
Crit Moves:				****				****		****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	330	2300	120	310	2050	80	260	60	80	430	50	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	2300	120	310	2050	80	260	60	80	430	50	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	2300	120	310	2050	80	260	60	80	430	50	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	2300	120	310	2050	80	260	60	80	430	50	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	330	2300	120	310	2050	80	260	60	80	430	50	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.85	0.15	2.00	3.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00
Final Sat.:	3200	4562	238	3200	4800	1600	3200	1600	1600	2867	333	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.50	0.50	0.10	0.43	0.05	0.08	0.04	0.05	0.15	0.15	0.20
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Lombard St & 5th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Lombard									5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	10	760	220	0	590	300	300	1530	10	280	1340	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	220	0	590	300	300	1530	10	280	1340	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	760	220	0	590	300	300	1530	10	280	1340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	760	220	0	590	300	300	1530	10	280	1340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	760	220	0	590	300	300	1530	10	280	1340	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.14	0.00	0.18	0.19	0.19	0.48	0.01	0.17	0.42	0.00
Crit Moves:		****		****				****		****		

City of Oxnard GP & EIR
Future (2030) AltC PM Peak Hour Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 SR-1 (Oxnard) & Camino Del Sol

Cycle (sec): 100 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	2160	500	180	1710	0	0	0	0	650	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2160	500	180	1710	0	0	0	0	650	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2160	500	180	1710	0	0	0	0	650	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2160	500	180	1710	0	0	0	0	650	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	2160	500	180	1710	0	0	0	0	650	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.31	0.06	0.53	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	530	30	500	1830	520	320	770	180	540	660	120
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	90	560	0	500	2350	0	320	770	180	540	780	0
Lane Utilization Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	3505	5134	0	3505	5004	0	3505	3618	1615	3505	5056	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.1	13.1	0.0	17.1	56.4	0.0	11.0	25.5	13.4	18.5	18.5	0.0
Adj Reference Time (s)	8.0	17.1	0.0	21.1	60.4	0.0	15.0	29.5	17.4	22.5	22.5	0.0
Permitted Option												
Adj Saturation A (vph)	117	1711		117	1668		117	1809		117	1685	
Reference Time A (s)	46.2	13.1		256.8	56.4		164.3	25.5		277.3	18.5	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		46.2			256.8			164.3			277.3	
Adj Reference Time (s)		50.2			260.8			168.3			281.3	
Split Option												
Ref Time Combined (s)	3.1	13.1		17.1	56.4		11.0	25.5		18.5	18.5	
Ref Time Seperate (s)	3.1	12.4		17.1	43.9		11.0	25.5		18.5	15.7	
Reference Time (s)	13.1	13.1		56.4	56.4		25.5	25.5		18.5	18.5	
Adj Reference Time (s)	17.1	17.1		60.4	60.4		29.5	29.5		22.5	22.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	68.4	52.0	
Permitted Option (s)	260.8	281.3	
Split Option (s)	77.4	52.1	
Minimum (s)	68.4	52.0	120.4

Right Turns	NBR
Adj Reference Time (s)	17.4
Cross Thru Ref Time (s)	17.1
Oncoming Left Ref Time (s)	22.5
Combined (s)	57.0

Intersection Summary			
Intersection Capacity Utilization	100.3%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	580	920	30	1690	120	1150	50	100	50	30	10
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	0	897	613	30	1810	0	1150	150	0	0	90	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	0.90	0.85	0.95	0.96	0.85
Saturated Flow (vph)	0	1802	1615	1805	5124	0	3505	1710	0	0	1816	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			45.6			0.0			0.0			0.0
Adj Reference Time (s)			49.6			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1557		120	1708		1091	1710		0	190	
Reference Time A (s)	0.0	69.1		29.9	42.4		63.3	10.5		0.0	56.9	
Adj Saturation B (vph	NA	NA		NA	NA		0	1710		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		47.4	10.5		NA	NA	
Reference Time (s)		69.1			42.4			47.4			56.9	
Adj Reference Time (s)		73.1			46.4			51.4			60.9	
Split Option												
Ref Time Combined (s)	0.0	59.7		2.0	42.4		39.4	10.5		0.0	5.9	
Ref Time Seperate (s)	0.7	38.6		2.0	39.6		39.4	3.5		3.3	2.0	
Reference Time (s)	59.7	59.7		42.4	42.4		39.4	39.4		5.9	5.9	
Adj Reference Time (s)	63.7	63.7		46.4	46.4		43.4	43.4		9.9	9.9	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	73.1	60.9	
Split Option (s)	110.1	53.3	
Minimum (s)	73.1	53.3	126.4

Right Turns	EBR
Adj Reference Time (s)	49.6
Cross Thru Ref Time (s)	9.9
Oncoming Left Ref Time (s)	46.4
Combined (s)	105.9

Intersection Summary			
Intersection Capacity Utilization	105.4%	ICU Level of Service	G

Reference Times and Phasing Options do not represent an optimized timing plan.

APPENDIX F

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
2020 GENERAL PLAN UPDATE ALTERNATIVE B MITIGATED

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Scenario Report

Scenario:	FAM AltB Miti
Command:	AltB M AM
Volume:	FAM AltB Miti
Geometry:	AltB Miti
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Ventura & Channel Island													
Base	420	880	120	60	850	90	140	790	870	190	800	90	5300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	880	120	60	850	90	140	790	870	190	800	90	5300
#21 Saviers & Channel Island													
Base	300	620	280	120	680	60	80	990	130	290	530	100	4180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	620	280	120	680	60	80	990	130	290	530	100	4180
#26 Rose & Channel Island													
Base	160	1160	260	70	1640	240	670	600	260	340	540	30	5970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	1160	260	70	1640	240	670	600	260	340	540	30	5970
#27 Rose & SR-1 (Oxnard)													
Base	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	1520	50	30	1520	10	0	190	390	0	140	50	4230
#29 Rice & Channel Island													
Base	30	920	0	0	920	430	860	0	90	0	0	0	3250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	920	0	0	920	430	860	0	90	0	0	0	3250
#32 Rose & Wooley													
Base	20	880	340	20	1710	330	240	1420	60	160	390	50	5620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	880	340	20	1710	330	240	1420	60	160	390	50	5620
#33 Rose & SR-34													
Base	10	1020	140	30	1680	110	390	1060	40	180	360	20	5040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1020	140	30	1680	110	390	1060	40	180	360	20	5040
#34 Rose & 3rd													
Base	130	1350	0	0	1590	130	340	0	310	0	0	0	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1350	0	0	1590	130	340	0	310	0	0	0	3850
#36 C ST & 3rd													
Base	20	290	60	320	240	20	50	350	20	120	270	50	1810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	290	60	320	240	20	50	350	20	120	270	50	1810

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#38 C St & Gonzales													
Base	80	130	230	100	100	100	180	1260	130	70	730	110	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	130	230	100	100	100	180	1260	130	70	730	110	3220
#39 SR-1 (Oxnard) & Gonzales													
Base	140	1110	200	380	1040	50	360	900	100	330	750	260	5620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1110	200	380	1040	50	360	900	100	330	750	260	5620
#67 Rose & Bard													
Base	80	1070	30	100	1600	130	490	140	270	280	130	160	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1070	30	100	1600	130	490	140	270	280	130	160	4480
#69 Rose & Pleasant Valley													
Base	120	940	170	190	1840	240	220	810	370	330	660	60	5950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	940	170	190	1840	240	220	810	370	330	660	60	5950
#101 Rose & Gonzales													
Base	290	1150	430	810	1080	210	270	1370	410	140	450	220	6830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	1150	430	810	1080	210	270	1370	410	140	450	220	6830
#102 Rice & Gonzales													
Base	560	1850	920	670	2260	620	50	1070	290	180	660	280	9410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	1850	920	670	2260	620	50	1070	290	180	660	280	9410
#107 Santa Clara & Auto Center Drive													
Base	110	690	0	0	740	120	140	0	350	1310	270	10	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	690	0	0	740	120	140	0	350	1310	270	10	3740
#113 Rose & Auto Center													
Base	70	620	470	310	1280	10	10	180	170	160	20	60	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	620	470	310	1280	10	10	180	170	160	20	60	3360
#134 C St & Wooley													
Base	210	430	120	20	450	60	180	990	350	50	650	10	3520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	430	120	20	450	60	180	990	350	50	650	10	3520
#136 Victoria & Gonzales													
Base	70	1760	880	170	1180	30	20	240	40	380	180	480	5430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1760	880	170	1180	30	20	240	40	380	180	480	5430

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#161 H St & Gonzales													
Base	180	350	380	220	390	90	110	930	120	170	660	140	3740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	350	380	220	390	90	110	930	120	170	660	140	3740
#233 Vineyard (SR-232) & Esplanede													
Base	40	1830	20	650	1150	110	450	10	120	40	10	160	4590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1830	20	650	1150	110	450	10	120	40	10	160	4590
#280 Statham & Channel Island													
Base	0	0	0	80	0	130	420	1430	0	0	880	60	3000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	80	0	130	420	1430	0	0	880	60	3000
#321 Rose Ave & Hueneme Rd													
Base	90	400	260	10	2220	20	110	600	580	170	750	10	5220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	400	260	10	2220	20	110	600	580	170	750	10	5220
#329 Rose Ave & Lockwood St													
Base	20	1370	180	680	1880	20	130	20	20	70	10	300	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1370	180	680	1880	20	130	20	20	70	10	300	4700

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 9 Ventura & Channel Island	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000
# 21 Saviers & Channel Island	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 26 Rose & Channel Island	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000
# 27 Rose & SR-1 (Oxnard)	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 29 Rice & Channel Island	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 32 Rose & Wooley	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000
# 33 Rose & SR-34	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000
# 34 Rose & 3rd	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 36 C ST & 3rd	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000
# 38 C St & Gonzales	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 39 SR-1 (Oxnard) & Gonzales	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000
# 67 Rose & Bard	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000
# 69 Rose & Pleasant Valley	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000
#101 Rose & Gonzales	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000
#102 Rice & Gonzales	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
#107 Santa Clara & Auto Center Driv	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000
#113 Rose & Auto Center	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
#134 C St & Wooley	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000
#136 Victoria & Gonzales	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000
#161 H St & Gonzales	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000
#233 Vineyard (SR-232) & Esplanede	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000
#280 Statham & Channel Island	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000
#321 Rose Ave & Hueneme Rd	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
#329 Rose Ave & Lockwood St	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	420	880	120	60	850	90	140	790	870	190	800	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	880	120	60	850	90	140	790	870	190	800	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	420	880	120	60	850	90	140	790	0	190	800	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	880	120	60	850	90	140	790	0	190	800	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	420	880	120	60	850	90	140	790	0	190	800	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.08	0.02	0.18	0.06	0.04	0.16	0.00	0.12	0.17	0.06
Crit Moves:	****				****			****		****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	300	620	280		120	680	60		80	990	130		290	530	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	620	280		120	680	60		80	990	130		290	530	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	620	280		120	680	60		80	990	130		290	530	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	620	280		120	680	60		80	990	130		290	530	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	300	620	280		120	680	60		80	990	130		290	530	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.07	0.93		1.00	2.76	0.24		1.00	2.65	0.35		1.00	2.00	1.00	
Final Sat.:	1600	3307	1493		1600	4411	389		1600	4243	557		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.08	0.15	0.15		0.05	0.23	0.23		0.18	0.17	0.06	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module:																
Base Vol:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	1160	260		70	1640	240		670	600	260		340	540	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	1160	260		70	1640	240		670	600	260		340	540	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	160	1160	260		70	1640	240		670	600	260		340	540	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.09	0.91		2.00	2.84	0.16	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	3349	1451		3200	4547	253	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.16		0.04	0.34	0.15		0.21	0.18	0.18		0.11	0.12	0.12	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		0	0 2	0 1		0	0 2	0 1	
Volume Module:																
Base Vol:	330	1520	50		30	1520	10		0	190	390		0	140	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330	1520	50		30	1520	10		0	190	390		0	140	50	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	1520	0		30	1520	0		0	190	0		0	140	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	330	1520	0		30	1520	0		0	190	0		0	140	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.32	0.00		0.01	0.32	0.00		0.00	0.06	0.00		0.00	0.04	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 0		0	0 3	0 1		2	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	30	920	0		0	920	430		860	0	90		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	920	0		0	920	430		860	0	90		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	920	0		0	920	0		860	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	920	0		0	920	0		860	0	90		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	920	0		0	920	0		860	0	90		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19	0.00		0.00	0.19	0.00		0.27	0.00	0.06		0.00	0.00	0.00	
Crit Moves:	****					****			****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	2	0 3	1	0	2	0 3	1	0
Volume Module:																
Base Vol:	20	880	340		20	1710	330		240	1420	60		160	390	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	880	340		20	1710	330		240	1420	60		160	390	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	880	340		20	1710	330		240	1420	60		160	390	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	880	340		20	1710	330		240	1420	60		160	390	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	20	880	340		20	1710	330		240	1420	60		160	390	50	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	3.84	0.16		2.00	3.55	0.45	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	6141	259		3200	5673	727	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18	0.21		0.01	0.36	0.21		0.08	0.23	0.23		0.05	0.07	0.07	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	10	1020	140		30	1680	110		390	1060	40		180	360	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.09		0.01	0.35	0.07		0.12	0.33	0.03		0.06	0.11	0.01	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	130	1350	0	0	1590	130	340	0	310	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	1350	0	0	1590	130	340	0	310	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	130	1350	0	0	1590	130	340	0	310	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	1350	0	0	1590	130	340	0	310	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	130	1350	0	0	1590	130	340	0	310	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3200	4800	0	0	4437	363	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.00	0.00	0.36	0.36	0.11	0.00	0.19	0.00	0.00	0.00				
Crit Moves:	****				****				****							

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	20	290	60	320	240	20	50	350	20	120	270	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	290	60	320	240	20	50	350	20	120	270	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	290	60	320	240	20	50	350	20	120	270	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	290	60	320	240	20	50	350	20	120	270	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	290	60	320	240	20	50	350	20	120	270	50				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18	0.04	0.20	0.15	0.01	0.03	0.22	0.01	0.08	0.17	0.03				
Crit Moves:		****		****				****		****						

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		2	0 2	1 0		1	0 3	1 0	
Volume Module:																
Base Vol:	80	130	230		100	100	100		180	1260	130		70	730	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	130	230		100	100	100		180	1260	130		70	730	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	130	230		100	100	100		180	1260	130		70	730	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	130	230		100	100	100		180	1260	130		70	730	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	130	230		100	100	100		180	1260	130		70	730	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.72	0.28		1.00	3.48	0.52	
Final Sat.:	1600	1600	1600		1600	1600	1600		3200	4351	449		1600	5562	838	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.14		0.06	0.06	0.06		0.06	0.29	0.29		0.04	0.13	0.13	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1110	200		380	1040	50		360	900	100		330	750	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1110	200		380	1040	50		360	900	100		330	750	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1110	200		380	1040	50		360	900	100		330	750	260	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.13		0.12	0.22	0.03		0.11	0.19	0.06		0.10	0.16	0.16	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	1	1	0	1 0	1	0	1
Volume Module:																
Base Vol:	80	1070	30		100	1600	130		490	140	270		280	130	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	1070	30		100	1600	130		490	140	270		280	130	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	1070	30		100	1600	130		490	140	270		280	130	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	1070	30		100	1600	130		490	140	270		280	130	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	1070	30		100	1600	130		490	140	270		280	130	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.92	0.08		1.00	2.77	0.23		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4669	131		1600	4439	361		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.23		0.06	0.36	0.36		0.31	0.09	0.17		0.17	0.08	0.10	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	3	0	1	1 0	3	0	1	2 0	2	1	0
Volume Module:																
Base Vol:	120	940	170		190	1840	240		220	810	370		330	660	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	940	170		190	1840	240		220	810	370		330	660	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	940	170		190	1840	240		220	810	370		330	660	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	940	170		190	1840	240		220	810	370		330	660	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	940	170		190	1840	240		220	810	370		330	660	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.54	0.46		1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.75	0.25	
Final Sat.:	1600	4065	735		1600	4800	1600		1600	4800	1600		3200	4400	400	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.23		0.12	0.38	0.15		0.14	0.17	0.23		0.10	0.15	0.15	
Crit Moves:	****					****					****		****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 4	0	1	2	0 4	0	1
Volume Module:																
Base Vol:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	290	1150	430		810	1080	210		270	1370	410		140	450	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	6400	1600		3200	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.18	0.27		0.25	0.17	0.13		0.08	0.21	0.26		0.04	0.07	0.14	
Crit Moves:			****		****						****		****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 4	0	1	2	0 4	0	1
Volume Module:																
Base Vol:	560	1850	920		670	2260	620		50	1070	290		180	660	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	560	1850	920		670	2260	620		50	1070	290		180	660	280	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	560	1850	0		670	2260	0		50	1070	0		180	660	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	560	1850	0		670	2260	0		50	1070	0		180	660	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	560	1850	0		670	2260	0		50	1070	0		180	660	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	6400	1600		3200	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.29	0.00		0.21	0.35	0.00		0.02	0.17	0.00		0.06	0.10	0.00	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	3	0	1	2	0	0	0	2	2	1	1	0	1
Volume Module:																			
Base Vol:	110	690	0		0	740	120		140	0	350		1310	270	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	690	0		0	740	120		140	0	350		1310	270	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	690	0		0	740	120		140	0	350		1310	270	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	690	0		0	740	120		140	0	350		1310	270	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	690	0		0	740	120		140	0	350		1310	270	10	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		3.00	1.00	1.00	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		4800	1600	1600	
Capacity Analysis Module:																			
Vol/Sat:	0.03	0.22	0.00		0.00	0.15	0.08		0.04	0.00	0.11		0.27	0.17	0.01	
Crit Moves:		****			****						****		****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	1	0	1	2	1	0	0	1
Volume Module:																			
Base Vol:	70	620	470		310	1280	10		10	180	170		160	20	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	620	470		310	1280	10		10	180	170		160	20	60	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	620	0		310	1280	10		10	180	170		160	20	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	620	0		310	1280	10		10	180	170		160	20	60	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	620	0		310	1280	10		10	180	170		160	20	60	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	1.98	0.02		1.00	1.00	1.00		2.67	0.33	1.00	
Final Sat.:	1600	4800	1600		1600	3175	25		1600	1600	1600		4267	533	1600	
Capacity Analysis Module:																			
Vol/Sat:	0.04	0.13	0.00		0.19	0.40	0.40		0.01	0.11	0.11		0.04	0.04	0.04	
Crit Moves:	****					****				****				****		

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	210	430	120		20	450	60		180	990	350		50	650	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	430	120		20	450	60		180	990	350		50	650	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	430	120		20	450	60		180	990	350		50	650	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	430	120		20	450	60		180	990	350		50	650	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	430	120		20	450	60		180	990	350		50	650	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.56	0.44		1.00	1.76	0.24		1.00	2.22	0.78		1.00	2.95	0.05	
Final Sat.:	1600	2502	698		1600	2824	376		1600	3546	1254		1600	4727	73	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.17	0.17		0.01	0.16	0.16		0.11	0.28	0.28		0.03	0.14	0.14	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	70	1760	880		170	1180	30		20	240	40		380	180	480	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1760	880		170	1180	30		20	240	40		380	180	480	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1760	880		170	1180	30		20	240	40		380	180	480	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1760	880		170	1180	30		20	240	40		380	180	480	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1760	880		170	1180	30		20	240	40		380	180	480	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.93	0.07		1.00	1.71	0.29		2.00	1.00	2.00	
Final Sat.:	1600	4800	1600		3200	4681	119		1600	2743	457		3200	1600	3200	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.37	0.55		0.05	0.25	0.25		0.01	0.09	0.09		0.12	0.11	0.15	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	180	350	380		220	390	90		110	930	120		170	660	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	350	380		220	390	90		110	930	120		170	660	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	350	380		220	390	90		110	930	120		170	660	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	350	380		220	390	90		110	930	120		170	660	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	350	380		220	390	90		110	930	120		170	660	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.62	0.38		1.00	2.66	0.34		1.00	3.00	1.00	
Final Sat.:	1600	1600	1600		1600	2600	600		1600	4251	549		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.22	0.24		0.14	0.15	0.15		0.07	0.22	0.22		0.11	0.14	0.09	
Crit Moves:			****		****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	1	0	2	0 3	0	1	2	1 0	0	1	1	1 0	0	2
Volume Module:																
Base Vol:	40	1830	20		650	1150	110		450	10	120		40	10	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1830	20		650	1150	110		450	10	120		40	10	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1830	20		650	1150	0		450	10	120		40	10	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1830	20		650	1150	0		450	10	120		40	10	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	40	1830	20		650	1150	0		450	10	120		40	10	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.96	0.04		2.00	3.00	1.00		2.93	0.07	1.00		1.60	0.40	2.00	
Final Sat.:	3200	6331	69		3200	4800	1600		4696	104	1600		2560	640	3200	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.20	0.24	0.00		0.10	0.10	0.08		0.02	0.02	0.05	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0
Volume Module:																
Base Vol:	0	0	0	80	0	130	420	1430	0	0	880	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	80	0	130	420	1430	0	0	880	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	80	0	130	420	1430	0	0	880	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	80	0	130	420	1430	0	0	880	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	80	0	130	420	1430	0	0	880	60				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.14	0.00	1.86	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1829	0	2971	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.26	0.45	0.00	0.00	0.28	0.04				
Crit Moves:				****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	Rose Ave								Hueneme Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	90	400	260	10	2220	20	110	600	580	170	750	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	90	400	260	10	2220	20	110	600	580	170	750	10				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	90	400	0	10	2220	20	110	600	0	170	750	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	90	400	0	10	2220	20	110	600	0	170	750	10				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	90	400	0	10	2220	20	110	600	0	170	750	10				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.00	0.01	0.46	0.01	0.07	0.13	0.00	0.11	0.16	0.01				
Crit Moves:	****				****		****				****					

City of Oxnard GP & EIR
Future (2030) AltB AM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	1 0		2 0 3	1 0		2 0 1	0 1		1 1 0	0 1	
Volume Module:												
Base Vol:	20	1370	180	680	1880	20	130	20	20	70	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1370	180	680	1880	20	130	20	20	70	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1370	180	680	1880	20	130	20	20	70	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1370	180	680	1880	20	130	20	20	70	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1370	180	680	1880	20	130	20	20	70	10	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.54	0.46	2.00	3.96	0.04	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	5657	743	3200	6333	67	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.21	0.30	0.30	0.04	0.01	0.01	0.03	0.03	0.19
Crit Moves:		****		****			****					****

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Scenario Report

Scenario:	FPM AltB Miti
Command:	AltB M PM
Volume:	FPM AltB Miti
Geometry:	AltB Miti
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Turning Movement Report
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Ventura & Channel Island													
Base	940	1120	300	160	980	240	200	760	680	160	1050	60	6650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	940	1120	300	160	980	240	200	760	680	160	1050	60	6650
#21 Saviers & Channel Island													
Base	310	1320	350	170	1200	40	140	470	200	280	730	160	5370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	1320	350	170	1200	40	140	470	200	280	730	160	5370
#26 Rose & Channel Island													
Base	520	1600	160	80	1490	330	390	600	120	530	940	40	6800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	1600	160	80	1490	330	390	600	120	530	940	40	6800
#27 Rose & SR-1 (Oxnard)													
Base	550	1500	20	50	1750	40	0	150	270	0	610	90	5030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	550	1500	20	50	1750	40	0	150	270	0	610	90	5030
#29 Rice & Channel Island													
Base	140	1460	0	0	970	1230	370	0	50	0	0	0	4220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1460	0	0	970	1230	370	0	50	0	0	0	4220
#32 Rose & Wooley													
Base	80	1170	280	30	2040	410	410	940	90	450	990	60	6950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	1170	280	30	2040	410	410	940	90	450	990	60	6950
#33 Rose & SR-34													
Base	70	1620	20	10	2170	140	330	810	80	490	1430	170	7340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1620	20	10	2170	140	330	810	80	490	1430	170	7340
#34 Rose & 3rd													
Base	770	2110	0	0	2190	510	240	0	360	0	0	0	6180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	770	2110	0	0	2190	510	240	0	360	0	0	0	6180
#36 C ST & 3rd													
Base	20	600	160	80	560	10	20	190	20	130	450	260	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	600	160	80	560	10	20	190	20	130	450	260	2500

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#38 C St & Gonzales													
Base	190	340	220	250	400	350	340	1060	120	250	1760	100	5380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	340	220	250	400	350	340	1060	120	250	1760	100	5380
#39 SR-1 (Oxnard) & Gonzales													
Base	130	1570	140	260	1490	40	200	660	130	310	1270	570	6770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	1570	140	260	1490	40	200	660	130	310	1270	570	6770
#67 Rose & Bard													
Base	110	1610	20	110	1250	290	230	190	130	30	230	180	4380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	1610	20	110	1250	290	230	190	130	30	230	180	4380
#69 Rose & Pleasant Valley													
Base	470	1370	270	280	1010	390	200	830	140	240	950	100	6250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	1370	270	280	1010	390	200	830	140	240	950	100	6250
#101 Rose & Gonzales													
Base	420	1670	360	330	1900	490	160	820	460	230	1830	580	9250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	1670	360	330	1900	490	160	820	460	230	1830	580	9250
#102 Rice & Gonzales													
Base	580	2240	560	130	2170	580	190	600	430	630	1140	280	9530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	580	2240	560	130	2170	580	190	600	430	630	1140	280	9530
#107 Santa Clara & Auto Center Drive													
Base	220	500	0	0	920	400	370	0	740	1070	500	170	4890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	500	0	0	920	400	370	0	740	1070	500	170	4890
#113 Rose & Auto Center													
Base	250	1040	790	290	760	40	30	230	210	820	360	270	5090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	1040	790	290	760	40	30	230	210	820	360	270	5090
#134 C St & Wooley													
Base	230	720	20	30	890	60	240	810	200	240	1230	30	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	720	20	30	890	60	240	810	200	240	1230	30	4700
#136 Victoria & Gonzales													
Base	70	1340	560	520	2220	10	30	210	110	380	300	580	6330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1340	560	520	2220	10	30	210	110	380	300	580	6330

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#161 H St & Gonzales													
Base	130	450	250	170	540	80	150	1030	240	270	1670	290	5270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	450	250	170	540	80	150	1030	240	270	1670	290	5270
#233 Vineyard (SR-232) & Esplanede													
Base	190	2450	50	160	1410	240	350	70	130	390	30	710	6180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	2450	50	160	1410	240	350	70	130	390	30	710	6180
#280 Statham & Channel Island													
Base	0	0	0	100	0	390	240	1020	0	0	1640	70	3460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	390	240	1020	0	0	1640	70	3460
#281 Statham & SR-1 (Oxnard)													
Base	120	370	130	170	660	50	130	400	150	90	240	30	2540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	370	130	170	660	50	130	400	150	90	240	30	2540
#321 Rose Ave & Hueneme Rd													
Base	190	1610	1090	30	640	260	60	430	220	100	960	10	5600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	1610	1090	30	640	260	60	430	220	100	960	10	5600
#329 Rose Ave & Lockwood St													
Base	340	1840	110	650	1850	100	310	70	80	420	60	250	6080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	1840	110	650	1850	100	310	70	80	420	60	250	6080

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 9 Ventura & Channel Island	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 21 Saviers & Channel Island	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 26 Rose & Channel Island	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 27 Rose & SR-1 (Oxnard)	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 29 Rice & Channel Island	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
# 32 Rose & Wooley	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 33 Rose & SR-34	F	xxxxx	1.024	F	xxxxx	1.024	+ 0.000 V/C
# 34 Rose & 3rd	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 36 C ST & 3rd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 38 C St & Gonzales	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 39 SR-1 (Oxnard) & Gonzales	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 67 Rose & Bard	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 69 Rose & Pleasant Valley	D	xxxxx	0.860	D	xxxxx	0.860	+ 0.000 V/C
#101 Rose & Gonzales	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#102 Rice & Gonzales	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#107 Santa Clara & Auto Center Driv	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
#113 Rose & Auto Center	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
#134 C St & Wooley	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
#136 Victoria & Gonzales	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
#161 H St & Gonzales	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
#233 Vineyard (SR-232) & Esplanede	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
#280 Statham & Channel Island	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
#321 Rose Ave & Hueneme Rd	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#329 Rose Ave & Lockwood St	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Ventura & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	940	1120	300		160	980	240		200	760	680		160	1050	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	940	1120	300		160	980	240		200	760	680		160	1050	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	940	1120	300		160	980	240		200	760	0		160	1050	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	940	1120	300		160	980	240		200	760	0		160	1050	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	940	1120	300		160	980	240		200	760	0		160	1050	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.23	0.19		0.05	0.20	0.15		0.06	0.16	0.00		0.10	0.22	0.04	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Saviers & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 2	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	310	1320	350		170	1200	40		140	470	200		280	730	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	1320	350		170	1200	40		140	470	200		280	730	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	310	1320	350		170	1200	40		140	470	200		280	730	160	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.37	0.63		1.00	2.90	0.10		1.00	2.10	0.90		1.00	2.00	1.00	
Final Sat.:	1600	3794	1006		1600	4645	155		1600	3367	1433		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.35	0.35		0.11	0.26	0.26		0.09	0.14	0.14		0.17	0.23	0.10	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Rose & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	1	0 3	0	1	2	0 2	1	0	2	0 2	1	0
Volume Module:																
Base Vol:	520	1600	160		80	1490	330		390	600	120		530	940	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	520	1600	160		80	1490	330		390	600	120		530	940	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	520	1600	160		80	1490	330		390	600	120		530	940	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	520	1600	160		80	1490	330		390	600	120		530	940	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	520	1600	160		80	1490	330		390	600	120		530	940	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	2.50	0.50		2.00	2.88	0.12	
Final Sat.:	3200	4800	1600		1600	4800	1600		3200	4000	800		3200	4604	196	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.33	0.10		0.05	0.31	0.21		0.12	0.15	0.15		0.17	0.20	0.20	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Rose & SR-1 (Oxnard)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																				
Base Vol:	550	1500	20		50	1750	40		0	150	270		0	610	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	550	1500	20		50	1750	40		0	150	270		0	610	90	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	550	1500	0		50	1750	0		0	150	0		0	610	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	550	1500	0		50	1750	0		0	150	0		0	610	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	550	1500	0		50	1750	0		0	150	0		0	610	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		0	3200	1600		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.31	0.00		0.02	0.36	0.00		0.00	0.05	0.00		0.00	0.19	0.00	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Rice & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	140	1460	0		0	970	1230		370	0	50		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1460	0		0	970	1230		370	0	50		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1460	0		0	970	0		370	0	50		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1460	0		0	970	0		370	0	50		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	140	1460	0		0	970	0		370	0	50		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.30	0.00		0.00	0.20	0.00		0.12	0.00	0.03		0.00	0.00	0.00	
Crit Moves:		****			****				****							

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #32 Rose & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	3	1	0	2	0	3	1	0
Volume Module:																				
Base Vol:	80	1170	280		30	2040	410		410	940	90		450	990	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	1170	280		30	2040	410		410	940	90		450	990	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	1170	280		30	2040	410		410	940	90		450	990	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	1170	280		30	2040	410		410	940	90		450	990	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	80	1170	280		30	2040	410		410	940	90		450	990	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	3.65	0.35		2.00	3.77	0.23	
Final Sat.:	1600	4800	1600		1600	4800	1600		3200	5841	559		3200	6034	366	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.17		0.02	0.43	0.26		0.13	0.16	0.16		0.14	0.16	0.16	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #33 Rose & SR-34

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1620	20		10	2170	140		330	810	80		490	1430	170	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.01		0.00	0.45	0.09		0.10	0.25	0.05		0.15	0.45	0.11	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #34 Rose & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	0	2	1	0	2	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	770	2110	0	0	2190	510	240	0	360	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	770	2110	0	0	2190	510	240	0	360	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	770	2110	0	0	2190	510	240	0	360	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	770	2110	0	0	2190	510	240	0	360	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	770	2110	0	0	2190	510	240	0	360	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	2.43	0.57	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3200	4800	0	0	3893	907	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.44	0.00	0.00	0.56	0.56	0.08	0.00	0.23	0.00	0.00	0.00				
Crit Moves:	****				****		****									

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #36 C ST & 3rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	20	600	160	80	560	10	20	190	20	130	450	260				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	20	600	160	80	560	10	20	190	20	130	450	260				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	20	600	160	80	560	10	20	190	20	130	450	260				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	600	160	80	560	10	20	190	20	130	450	260				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	20	600	160	80	560	10	20	190	20	130	450	260				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.38	0.10	0.05	0.35	0.01	0.01	0.12	0.01	0.08	0.28	0.16				
Crit Moves:		****		****			****				****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 C St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		2	0 2	1 0		1	0 3	1 0	
Volume Module:																
Base Vol:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	340	220		250	400	350		340	1060	120		250	1760	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	340	220		250	400	350		340	1060	120		250	1760	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	340	220		250	400	350		340	1060	120		250	1760	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.69	0.31		1.00	3.78	0.22	
Final Sat.:	1600	1600	1600		1600	1600	1600		3200	4312	488		1600	6056	344	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21	0.14		0.16	0.25	0.22		0.11	0.25	0.25		0.16	0.29	0.29	
Crit Moves:		****			****					****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #39 SR-1 (Oxnard) & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		2	0 3	0 1		2	0 3	0 1	
Volume Module:																
Base Vol:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1570	140		260	1490	40		200	660	130		310	1270	570	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.09		0.08	0.31	0.03		0.06	0.14	0.08		0.10	0.26	0.36	
Crit Moves:		****			****				****						****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #67 Rose & Bard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	110	1610	20		110	1250	290		230	190	130		30	230	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1610	20		110	1250	290		230	190	130		30	230	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1610	20		110	1250	290		230	190	130		30	230	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1610	20		110	1250	290		230	190	130		30	230	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1610	20		110	1250	290		230	190	130		30	230	180	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04		1.00	2.44	0.56		1.00	1.19	0.81		1.00	1.00	1.00	
Final Sat.:	1600	4741	59		1600	3896	904		1600	1900	1300		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34	0.34		0.07	0.32	0.32		0.14	0.10	0.10		0.02	0.14	0.11	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #69 Rose & Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 3	0	1	2	0 2	1	0
Volume Module:																
Base Vol:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	470	1370	270		280	1010	390		200	830	140		240	950	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	470	1370	270		280	1010	390		200	830	140		240	950	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	470	1370	270		280	1010	390		200	830	140		240	950	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.51	0.49		1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.71	0.29	
Final Sat.:	1600	4010	790		1600	4800	1600		1600	4800	1600		3200	4343	457	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.34	0.34		0.17	0.21	0.24		0.13	0.17	0.09		0.08	0.22	0.22	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Rose & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:																				
Base Vol:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	420	1670	360		330	1900	490		160	820	460		230	1830	580	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	6400	1600		3200	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.26	0.23		0.10	0.30	0.31		0.05	0.13	0.29		0.07	0.29	0.36	
Crit Moves:	****						****				****		****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Rice & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:																				
Base Vol:	580	2240	560		130	2170	580		190	600	430		630	1140	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	580	2240	560		130	2170	580		190	600	430		630	1140	280	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	580	2240	0		130	2170	0		190	600	0		630	1140	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	580	2240	0		130	2170	0		190	600	0		630	1140	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	580	2240	0		130	2170	0		190	600	0		630	1140	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	6400	1600		3200	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.35	0.00		0.04	0.34	0.00		0.06	0.09	0.00		0.20	0.18	0.00	
Crit Moves:	****						****				****		****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Santa Clara & Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	0	3	0	1	2	0	0	0	2	2	1	1	0	1
Volume Module:																				
Base Vol:	220	500	0		0	920	400		370	0	740		1070	500	170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	220	500	0		0	920	400		370	0	740		1070	500	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	220	500	0		0	920	400		370	0	740		1070	500	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	500	0		0	920	400		370	0	740		1070	500	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	220	500	0		0	920	400		370	0	740		1070	500	170	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		2.73	1.27	1.00	
Final Sat.:	3200	3200	0		0	4800	1600		3200	0	3200		4362	2038	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.16	0.00		0.00	0.19	0.25		0.12	0.00	0.23		0.25	0.25	0.11	
Crit Moves:	****						****				****			****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Rose & Auto Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	1	0	1	2	1	0	0	1
Volume Module:																				
Base Vol:	250	1040	790		290	760	40		30	230	210		820	360	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	1040	790		290	760	40		30	230	210		820	360	270	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	1040	0		290	760	40		30	230	210		820	360	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	1040	0		290	760	40		30	230	210		820	360	270	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	250	1040	0		290	760	40		30	230	210		820	360	270	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	1.90	0.10		1.00	1.00	1.00		2.08	0.92	1.00	
Final Sat.:	1600	4800	1600		1600	3040	160		1600	1600	1600		3336	1464	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.22	0.00		0.18	0.25	0.25		0.02	0.14	0.13		0.25	0.25	0.17	
Crit Moves:	****						****				****			****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 C St & Wooley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	230	720	20		30	890	60		240	810	200		240	1230	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	720	20		30	890	60		240	810	200		240	1230	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	720	20		30	890	60		240	810	200		240	1230	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	720	20		30	890	60		240	810	200		240	1230	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	230	720	20		30	890	60		240	810	200		240	1230	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05		1.00	1.87	0.13		1.00	2.41	0.59		1.00	2.93	0.07	
Final Sat.:	1600	3114	86		1600	2998	202		1600	3850	950		1600	4686	114	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.23	0.23		0.02	0.30	0.30		0.15	0.21	0.21		0.15	0.26	0.26	
Crit Moves:	****					****			****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Victoria & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 1	1	1
Volume Module:																
Base Vol:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	1340	560		520	2220	10		30	210	110		380	300	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	1340	560		520	2220	10		30	210	110		380	300	580	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	70	1340	560		520	2220	10		30	210	110		380	300	580	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		1.00	1.31	0.69		2.00	1.02	1.98	
Final Sat.:	1600	4800	1600		3200	4778	22		1600	2100	1100		3200	1636	3164	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.35		0.16	0.46	0.46		0.02	0.10	0.10		0.12	0.18	0.18	
Crit Moves:	****					****				****			****			

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 H St & Gonzales

Cycle (sec): 100 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	130	450	250		170	540	80		150	1030	240		270	1670	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	450	250		170	540	80		150	1030	240		270	1670	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	450	250		170	540	80		150	1030	240		270	1670	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	450	250		170	540	80		150	1030	240		270	1670	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	450	250		170	540	80		150	1030	240		270	1670	290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.29	0.71		1.00	1.74	0.26		1.00	2.43	0.57		1.00	3.00	1.00	
Final Sat.:	1600	2057	1143		1600	2787	413		1600	3893	907		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.22		0.11	0.19	0.19		0.09	0.26	0.26		0.17	0.35	0.18	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #233 Vineyard (SR-232) & Esplanede

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	1	0	2	0 3	0	1	2	1 0	0	1	1	1 0	0	2
Volume Module:																
Base Vol:	190	2450	50		160	1410	240		350	70	130		390	30	710	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	2450	50		160	1410	240		350	70	130		390	30	710	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	2450	50		160	1410	0		350	70	130		390	30	710	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	2450	50		160	1410	0		350	70	130		390	30	710	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	2450	50		160	1410	0		350	70	130		390	30	710	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.92	0.08		2.00	3.00	1.00		2.50	0.50	1.00		1.86	0.14	2.00	
Final Sat.:	3200	6272	128		3200	4800	1600		4000	800	1600		2971	229	3200	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.39	0.39		0.05	0.29	0.00		0.09	0.09	0.08		0.13	0.13	0.22	
Crit Moves:		****			****					****					****	

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #280 Statham & Channel Island

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1!	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	100	0	390	240	1020	0	0	1640	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	100	0	390	240	1020	0	0	1640	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	100	0	390	240	1020	0	0	1640	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	100	0	390	240	1020	0	0	1640	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	100	0	390	240	1020	0	0	1640	70				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1600	0	3200	1600	3200	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.12	0.15	0.32	0.00	0.00	0.51	0.04				
Crit Moves:						****	****				****					

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 Rose Ave & Hueneme Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Rose Ave								Hueneme Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	190	1610	1090		30	640	260		60	430	220		100	960	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	1610	1090		30	640	260		60	430	220		100	960	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	190	1610	0		30	640	260		60	430	0		100	960	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	1610	0		30	640	260		60	430	0		100	960	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	190	1610	0		30	640	260		60	430	0		100	960	10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.34	0.00		0.02	0.13	0.16		0.04	0.09	0.00		0.06	0.20	0.01	
Crit Moves:		****			****				****					****		

City of Oxnard GP & EIR
Future (2030) AltB PM Peak Hour Analysis - Mitigated

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Rose Ave & Lockwood St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	Rose Ave						Lockwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 1 0			2 0 3 1 0			2 0 1 0 1			1 1 0 0 1		
Volume Module:												
Base Vol:	340	1840	110	650	1850	100	310	70	80	420	60	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1840	110	650	1850	100	310	70	80	420	60	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1840	110	650	1850	100	310	70	80	420	60	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1840	110	650	1850	100	310	70	80	420	60	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	1840	110	650	1850	100	310	70	80	420	60	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.77	0.23	2.00	3.79	0.21	2.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	3200	6039	361	3200	6072	328	3200	1600	1600	2800	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.20	0.30	0.30	0.10	0.04	0.05	0.15	0.15	0.16
Crit Moves:		****		****			****					****