

APPENDIX A

Traffic Impact Analysis

**TRAFFIC IMPACT ANALYSIS FOR
OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT**

Prepared for:

CITY OF OXNARD

Prepared by:

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
(310) 473-6508

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TRAFFIC IMPACT ANALYSIS FOR OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT

Introduction

In 2001, Crain & Associates conducted a traffic analysis included as part of the RiverPark Specific Plan Environmental Impact Report (EIR) prepared by the City of Oxnard. The Final EIR was certified and the Specific Plan was approved by the City of Oxnard in August 2002. The RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (US-101) between Vineyard Avenue (SR 232) and the Santa Clara River.

This traffic study evaluates a proposed amendment to the Land Use Plan (Exhibit 2.B) and Land Use Summary by Planning District (Exhibit 2.J) of the Adopted Specific Plan. The primary land use change proposed involves a decrease in the amount of commercial development allowed in the Specific Plan and an increase in the number of multi-family residential units allowed in Planning Districts A and D as defined in the Specific Plan. The amendment proposes a decrease in commercial with a corresponding increase in residential units.

As shown in Attachment 1, an additional 15,000 square feet of commercial development will be permitted in District A. To permit development on this parcel, 10,000 square feet of commercial development currently allowed in District F and 5,000 square feet of commercial development currently allowed in Planning District G will be transferred to District A to allow development on this parcel. The amount of commercial development in Districts F & G will be reduced by this transfer. In addition, the proposed Specific Plan Amendment would allow an increase of multi-family residential units and a decrease of regional commercial square footage. Figure 1 shows the Specific Plan Land Use Plan with the proposed amendment.

This study evaluates the traffic impacts of the proposed amendment to the Specific Plan. The City of Oxnard has requested analysis and evaluation of the traffic impacts of the proposed Specific Plan Amendment on the study area transportation system using traffic volumes from the City's current Oxnard Traffic Model (OTM). For comparison, traffic impacts of the Adopted Specific Plan, reflecting amendments approved since the Specific Plan was originally adopted in 2002, were also analyzed using the same assumptions as those used for the analysis of the amended Specific Plan. The study methodology and the results are presented in this report.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: February 24, 2011

Legend

- Planning Districts**
- A Mixed Use/Office District
 - B West Peripheral Commercial District
 - C West Corridor Commercial District
 - D Town Square Commercial District
 - E East Peripheral Commercial District
 - F Vineyards Neighborhood District
 - G Village Square Neighborhood District
 - H RiverPark Crescent Neighborhood District
 - J RiverPark Loop Neighborhood District
 - K RiverPark Mews Neighborhood District
 - L Lakeside Neighborhood District
 - M Public Facility District
 - N Water Storage/Recharge Basins & Storm Water Control District

- Land Use**
- Residential: Low Medium (8-12 DU/gross acre)
 - Residential: Medium (12-18 DU/gross acre)
 - Residential: High (18-30 DU/gross acre)
 - Commercial: Regional
 - Commercial: Office
 - Commercial: Convention/ Hotel
 - Commercial: Retail/ Office
 - Mixed Use: Residential: High/ Commercial: Office
 - Open Space: Park Space
 - Open Space: Neighborhood Parks
 - Open Space: Landscaped Buffer
 - Open Space: Miscellaneous: Dry Swales/ Detention Basins
 - Open Space: Miscellaneous: Water Storage/ Recharge Basins
 - Open Space: Miscellaneous: Water Feature
 - Schools/ Community Park
 - Public Facilities
 - Specific Plan Area
 - Planning District Boundary
 - Planning District Designation

Optional Permitted Uses
Open Space:
Park Space
(This parcel only)



FIGURE 1

11/3/2009

FN: OXNARD RIVERPARK SPECIFIC PLAN SUPPLEMENTAL/2009-10/SITEPLAN

**SPECIFIC PLAN LAND USE PLAN
WITH PROPOSED AMENDMENT**



Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles, California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

This traffic study includes the analysis of 30 study intersections as compared to 33 intersections analyzed in the traffic study prepared for the certified RiverPark Project Final EIR. Five of the intersections are no longer applicable and two intersections located south of the Ventura Freeway in the Wagon Wheel and Esplanade areas were added to this analysis either due to changes to the Specific Plan roadway circulation system or because of roadway improvements that have been implemented, or are planned for implementation, in the study area.

In total, this analysis incorporated a detailed evaluation of traffic conditions at 22 project area intersections located either in the City of Oxnard, adjacent unincorporated areas under the jurisdiction of the County of Ventura control, or within both jurisdictions. Eight additional study intersections located in the City of Ventura were also analyzed. Four segments of the Ventura Freeway were also evaluated. These study locations include those roadway facilities that are recognized to be the most affected as a result of the proposed Specific Plan Amendment and are listed below.

Oxnard/County of Ventura Intersections

1. Los Angeles Avenue and Vineyard Avenue
2. Central Avenue and Vineyard Avenue
3. Thames River Drive/Simon Way and Vineyard Avenue
4. Oxnard Boulevard and Forest Park Boulevard
5. Garonne Street/RiverPark Boulevard and Forest Park Boulevard
6. Vineyard Avenue and Forest Park Boulevard
7. Vineyard Avenue and Stroube Street
8. Ventura Road and Town Center Drive
9. Oxnard Boulevard and Town Center Drive
10. Vineyard Avenue and Ventura Boulevard/RiverPark Boulevard
11. Oxnard Boulevard and US-101 Northbound Ramps
12. Oxnard Boulevard and US-101 Southbound Ramps
13. Vineyard Avenue and US-101 Northbound Ramps
14. Vineyard Avenue and US-101 Southbound Ramps
15. Ventura Road and Wagon Wheel Road
16. Ventura Road and US-101 Southbound Off-ramp
17. Oxnard Boulevard and Esplanade Center/Spur Drive
18. Vineyard Avenue and Esplanade Drive
19. Vineyard Avenue and Ventura Road
20. Vineyard Avenue and Oxnard Boulevard
21. Gonzales Road and Ventura Road
22. Gonzales Road and Oxnard Boulevard

City of Ventura Intersections

23. Victoria Avenue and Telephone Road
24. Victoria Avenue and Ralston Street
25. Victoria Avenue and U.S.-101 NB Ramps
26. U.S.-101 Southbound Ramps and Valentine Road
27. Victoria Avenue and Valentine Road
28. Ralston Street and Johnson Drive
29. Johnson Drive and Bristol Road
30. Johnson Drive and North Bank Drive

Freeway Segments

1. US-101 at the Santa Clara River Bridge
2. US-101 between Route 1 and Vineyard Avenue
3. US-101 between Vineyard Avenue and Rose Avenue
4. US-101 South of Central Avenue

Existing Traffic Volumes

Traffic volume data at the 30 study intersections were based on counts conducted in 2008. Traffic counts were provided by the City of Oxnard staff at 17 intersections. At the 13 additional intersection locations where traffic data from the City staff was not available, counts were collected by Crain & Associates. All 2008 counts were increased by a growth factor of 1.7 percent to estimate current 2009 traffic conditions. The growth factor used is approximately 1/22 of the average growth projected at the study intersections from the existing 2008 counts to projected 2030 traffic volumes using the OTM. Traffic counts for all intersections cover at least the typical weekday 2-hour peak periods (7:00 AM - 9:00 AM and 4:00 PM - 6:00PM). Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Attachment 5 presents the existing AM and PM peak-hour traffic volumes at the 30 study intersections. (The traffic count data sheets are included in Attachment 12.)

It should be noted that traffic counts at four study intersections were conducted during the summer. A comparison of summer and fall counts that were conducted in the area was made to determine if any patterns exist. The comparison concluded that due to the locations the summer counts were higher than the fall counts. Based on a discussion with City staff, it was agreed that the summer counts at these four locations were more conservative and should be used as the basis for this analysis. Other information pertaining to intersection lane widths and geometrics, bus stop locations, on-street parking restrictions, and traffic control operations were obtained from aerial photographs, City plans and/or field checks of the study area. The intersection

geometric illustrations for the assumptions in the intersection levels of service calculation runs are provided in Attachment 13.

Project Trip Generation

Trip generation estimates for the Adopted Specific Plan and the Specific Plan with the proposed amendment were developed using the standard rates used for studies within the City of Oxnard. City staff provided the rates that are utilized in the City's current OTM. Based on these rates, the uses allowed by the Adopted Specific Plan would generate approximately 82,615 daily trips, including 4,729 AM peak hour trips and 7,776 PM peak hour trips, as shown in Attachment 2. With the proposed Specific Plan Amendment, the RiverPark community would generate approximately 77,934 daily trips including 4,751 AM peak hour trips and 7,389 PM peak hour trips, as shown in Attachment 3.

A total of 4,681 fewer daily trips would be generated when compared to the Adopted Specific Plan and the number of net PM peak hour trips would decrease by 387 trips. The net number of AM peak hour trips would increase by 22 trips.

Study Methodology

Future year 2030 traffic conditions were analyzed using the OTM which is based on the Ventura Countywide Traffic Model (VCTM). The OTM is the traffic forecasting tool that is used to assess traffic impacts of significant land use and transportation projects in the City of Oxnard. The OTM incorporates the build-out condition of the City's General Plan update that is currently in review. Thus, the analysis of both the future "With Adopted Specific Plan" and "With Amended Specific Plan" traffic conditions is consistent with the City's General Plan update.

Future "With Adopted Specific Plan" and "With Specific Plan Amendment" traffic volumes at the study intersections were determined based on the built-in post-processed procedures of the OTM. For three study intersections that are either internal to the Specific Plan or within the County of Ventura's control where post-processed future traffic volumes were not directly available from the OTM, the traffic volumes at those intersections were calculated using a program called B-Turns. The B-Turns program uses the projected link volumes at an intersection and calculates future turning movements based on existing turning-movement proportions. The intersection link volumes for the future "With Adopted Specific Plan" condition was determined by adding a portion of the incremental growth between the future 2030 "With Adopted Specific Plan" model volumes and the "Existing 2005" model volumes to the existing 2008 traffic counts. (The incremental growth was assumed to be 22/25 of the total model growth based on the relative time period length.) Similarly, the intersection link volumes for the future "With Specific Plan Amendment" condition was determined by adding a portion of the incremental growth between the future 2030 "With Specific Plan Amendment" model volumes and the "Existing 2005" model volumes to the existing 2008 traffic counts. It should be

noted that the OTM projected only minimal or no growth between the future “With Specific Plan” and “Existing 2005” model volumes in the portion of the study intersections located in the City of Ventura. In order to be consistent with the Traffic Analysis for the City of San Buenaventura Adopted General Plan, the future “With Adopted Specific Plan” traffic volumes at the study intersections within the City of Ventura were assumed to be the same as the future traffic volumes analyzed in the Traffic Analysis for the City of San Buenaventura Adopted General Plan. (Scenario 1 traffic volumes from the City of San Buenaventura General Plan EIR, as well as updated traffic volumes for selected intersections from a supplemental EIR that analyzed the impacts of additional development in the Ventura Harbor area which was included in the adopted 2005 General Plan were used.) The future “With Specific Plan Amendment” traffic volumes were determined by adding the growth between the “With Specific Plan Amendment” and “With Adopted Specific Plan” project-only trip volumes to these values. The project trip volumes were assigned to the networks by the OTM for each scenario.

The scenario assessed with the OTM consisted of a slightly different mix of commercial and residential uses than is included in the proposed Specific Plan Amendment. The uses assessed with the OTM would generate a greater number of daily, AM and PM peak hour traffic than the proposed Specific Plan Amendment. Specifically, the scenario assessed with the OTM would generate 296 more daily trips, 119 AM, and 37 more PM peak hour trips than the proposed Specific Plan Amendment. For this reason, the traffic analysis provides a conservative analysis of the proposed Specific Plan Amendment. The proposed Specific Plan Amendment also includes changes in the location of some of the commercial uses currently allowed by the Specific Plan between districts, as further described in Attachment 4. These minor changes in land uses in the Specific Plan Amendment are not substantial enough to affect the OTM results used in this analysis. The future traffic volumes for the “With Adopted Specific Plan” and “With Specific Plan Amendment” scenarios are shown in Attachments 6 and 7, respectively.

Analysis of Existing Traffic Volumes

In order to be consistent with the study methodology used to analyze the traffic impacts for the RiverPark project documented in the RiverPark Project EIR, certified by the City of Oxnard in 2002, this traffic study also utilized the Intersection Capacity Utilization (ICU) methodology that is based on procedures outlined in the Ventura County Congestion Management Program (CMP) to analyze and evaluate the traffic conditions at the 30 study intersections. In discussion of the ICU method for signalized intersections, procedures have been developed for grading the operational quality of an intersection in terms of the "Level of Service" (LOS) which describes different traffic flow characteristics. LOS A to C operate quite well. (The City of Oxnard has adopted LOS C as their standard). LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the street which might result in stoppage of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes: the highest combination of conflicting movements which must be accommodated at that intersection. "Capacity" represents the maximum volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection in one hour, under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E or 1,600 vehicles per hour per lane for signalized intersections. For non-signalized intersections, a capacity of 1,200 vehicles per hour per lane was assumed. In addition, the intersection of Oxnard Boulevard and Forest Park Boulevard operates as a roundabout. For this intersection, the methodology for analyzing roundabouts from the Transportation Research Board Circular E-C018 was used. The ICU values used in this study were calculated by dividing the sum of the critical movement volumes in the ICU calculations by the capacity value. The LOS values are defined as a range of ICU values and are shown in Table 1.

Table 1
Level of Service
As a Function of V/C Values

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of V/C Values</u>
A	Uncongested operations; all vehicles clear in a single cycle.	≤ 0.60
B	Same as above.	$>0.60 \leq 0.70$
C	Light congestion; occasional backups on critical approaches.	$>0.70 \leq 0.80$
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	$>0.80 \leq 0.90$
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	$>0.90 \leq 1.00$
F	Forced flow with stoppages of long duration.	> 1.00

Attachment 8 shows the existing LOS conditions at the 30 study intersections for the AM and PM peak hours. As shown in this attachment, all of the study intersections in the project area including the City of Ventura are currently operating at an acceptable level of service (i.e. LOS C or better for study intersections within the City of Oxnard's and County of Ventura's control, and LOS D or better for study intersections within the City of Ventura's control).

Future With Specific Plan Conditions

As noted previously, traffic conditions in the study area were forecast for future analysis year 2030. For study intersections located in the City of Oxnard or within the County of Ventura's control, existing lane configuration conditions were assumed for the future lane configurations, except at those intersections (i.e. Oxnard Boulevard/Town Center Drive, Vineyard Avenue/RiverPark Boulevard/Ventura Boulevard, Oxnard Boulevard/US101 Northbound Ramps, Vineyard Avenue/US101 Northbound Ramps, Vineyard Avenue/Thames River Drive/Simon Way, Forest Park Boulevard/RiverPark Boulevard/Garonne Street) where project improvements are to be constructed as part of the "With Project" scenario and at the not yet existing Ventura Road/US101 Southbound Ramp intersection. For this later intersection, the existing southbound off-ramp that is currently connected to Wagon Wheel Road is recommended to be reconstructed and to instead be connected to Ventura Road north of Wagon Wheel Road. Within the City of Ventura, citywide circulation and mobility system improvements have been identified in the adopted City of Ventura 2005 General Plan Final EIR. As stated in the Final EIR, funding sources have been identified for these improvements and therefore are programmed for implementation. These transportation improvements, where applicable, were assumed for the future lane configurations at the study intersections located in the City of Ventura. Summaries of the level of service conditions for the "With Adopted Specific Plan" and "With Specific Plan Amendment" conditions at the 30 study intersections are shown in Attachments 8 and 9, respectively. As shown in these attachments, under both future 2030 adopted and amended Specific Plan conditions, all of the study intersections within the City of Oxnard's and County of Ventura's control are expected to operate at LOS C or better, with the exception of four study intersections which are anticipated to operate at LOS D, E or F during one or both peak hours. Within the City of Ventura, all of the study intersections are expected to operate at LOS D or better under both the adopted and amended Specific Plan conditions.

Discussion of Significant Traffic Impact Criteria

The California Environmental Quality Act (CEQA) defines a significant effect as being "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the activity." Guidelines for implementing CEQA provisions have been adopted which allow each jurisdiction to develop thresholds of significance to determine the significance of environmental effects. For intersections within the City of Oxnard's and County of Ventura's control, the standard threshold of acceptable level of service for intersections is LOS C or better. Thus, an intersection is considered to have a significant traffic impact at LOS D, E or F. It should be noted that the City of Oxnard is currently updating their General Plan. As part of the General Plan update, the City proposes to allow as an exception LOS D as an acceptable level of service standard at selected intersections, including at the two study intersections located at Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard, after the

mitigations assumed in the General Plan are constructed and when no additional feasible measures can be identified for the location. In order to be consistent with the General Plan update, LOS D was assumed to be an acceptable level of service with implementation of the General Plan mitigations at the two study intersections. For intersections within the City of Ventura's control, a significant traffic impact is identified as an increase in the ICU value, due to project-related traffic, of more than 0.010 when the final (with project) level of service is LOS E or F, except at freeway ramp intersections when the final level of service is LOS F. (It is important to note that these criteria are more stringent, as the Congestion Management Plan only requires that LOS F intersections be addressed.)

Based on these criteria and as shown in Attachments 8 and 9, both the "Adopted Specific Plan" and "Amended Specific Plan" projects are anticipated to result in a significant traffic impact at four study intersections in the City of Oxnard's or County of Ventura's control, prior to any mitigation measures. The study intersections in the City of Ventura are not anticipated to have a significant traffic impact under either Specific Plan conditions. The recommended improvement measures to address the four significant traffic impacts are described, and their effectiveness analyzed, in the Mitigation Measures section of this report. One of these mitigation measures located at the intersection of Gonzales Road/Ventura Road and illustrated in Attachment 13, is either adopted from or is consistent to the mitigation measure identified in the certified RiverPark Project Final EIR, which are illustrated in Attachment 14. The two mitigation measures located at Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard are mitigations recommended in the General Plan update. The mitigations at these two locations are also either adopted from or are consistent with the mitigation measures identified in the certified RiverPark Project Final EIR. The remaining mitigation measure is located at the Oxnard Boulevard/Spur Drive/Esplanade Center intersection, which is a slightly relocated study intersection from the previously analyzed study intersection located at Oxnard Boulevard/Esplanade Drive. The LOS calculation worksheets are included in Attachment 15.

Analysis of Freeway Conditions

As noted previously, this analysis evaluated traffic conditions at four regional facilities (i.e. freeway segments). Current traffic volumes were used to determine existing traffic flow conditions on the study freeway segments. Traffic volumes were obtained from the most recent Caltrans publication, 2008 Traffic Volumes on California State Highways. Similar to the existing study intersection counts, an ambient growth factor of 1.2 percent per year was applied to the 2008 freeway traffic volumes to establish current 2009 traffic volume conditions. The growth factor used is approximately 1/22 of the average growth projected at the study freeway segments from the existing 2008 traffic volumes to projected 2030 traffic volumes using the OTM.

Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerials and field surveys. The levels of service for

the study freeway segments were calculated using the methodologies in the most current Highway Capacity Manual (i.e. HCM2000). As detailed in the HCM2000, the level of service of a freeway segment is measured in terms of density in passenger cars per mile per lane (pcpmpl), as summarized in Table 2. The Highway Capacity Software Plus (HCS+) program, which uses the methodologies in the HCM2000, was used for the freeway segment analysis. It should be noted that the LOS definitions that were used in the freeway analysis in the certified RiverPark Project Final EIR were based on demand-to-capacity ratios. However, the most current Ventura County Congestion Management Program requires that the LOS be measured using the methodologies described in the HCM. Thus, density was used as a measure of LOS for the freeway segment analysis in this study.

Table 2
Freeway Segment Level of Service Definitions

<u>Density (pc/mi/ln)</u>	<u>LOS</u>
0 - 11	A
>11 - 18	B
>18 - 26	C
>26 - 35	D
>35 - 45	E
>45	F

Source: Highway Capacity Manual 2000, Transportation Research Board, Washington D.C., 2000.

It should be noted that the capacities on the freeway segments for the future conditions were based on the capacities assumed in the RiverPark Specific Plan Final EIR, except on those segments where improvements have already been implemented since the EIR was completed. Using the current HCM methodology as discussed previously, the levels of service at the freeway segments were computed and are shown in Attachment 10 for the future “With Adopted Specific Plan” condition and in Attachment 11 for the future “With Amended Specific Plan” condition. As shown in these attachments, the study freeway segments are projected to operate at LOS D or better under both future Specific Plan conditions. According to the Ventura County CMP, the minimum system-wide LOS traffic standard is LOS E. Thus, no significant traffic impacts are anticipated on any study freeway segments under both the adopted and amended Specific Plan conditions. Therefore, no mitigation measures are necessary for any study freeway segments.

Mitigation Measures

As stated previously, 4 of the 30 study intersections are anticipated to have a significant traffic impact after full build-out of the proposed amended Specific Plan as well as the adopted Specific Plan project alternatives, using the current OTM. The mitigation measures listed below are recommended in order to reduce the traffic impacts to a less than significant level. The measures shown below were taken from the traffic study found in the appendix of the RiverPark Specific Plan Final EIR, with the redline changes to reflect the modified measures that would be needed for the amended and adopted Specific Plan projects. The recommended phasing requirement for these measures is set forth in Attachment 16 along with the calculations to used to develop that recommendation.

City/County Transportation Fees -- Pay all fees due to the City of Oxnard and County of Ventura. It is recognized that these fees will be used, in part, to provide the improvements which follow. These improvements implemented by the project will be subject to reimbursement/credit as applicable. Fees are approximately as follows:

	<u>City of Oxnard</u>	<u>County of Ventura</u>
Daily Trip Ends	94,174	94,174
Percent Using Jurisdiction Roads	100%	10%
Fee/Trip	<u>\$173.90</u>	<u>\$139.00</u>
Total Fee	\$16,376,858	\$1,309,019

The values above are from the RiverPark Specific Plan Final EIR. These fees are approximate and will be set when the actual development is known. However, the end result for the City and County in new trip fees is anticipated to \$15-20 million. These fees would address impacts on roadway/freeway segments as well as at intersections.

City of Oxnard/County of Ventura (equitable participation):

The project would pay appropriate fees and receive credit for any construction, to equitably participate in the buildout of the Master Plan of Streets and Highways of the General Plan. This would include the following improvements which should be added to the City’s and County’s General Plans.

- o Oxnard Boulevard and Town Center Drive -- Construct this intersection to provide the following: one left-turn lane, one through/left shared lane, one through lane and one right-turn lane in the westbound direction, one left-turn lane, one through/left shared lane, one through lane and two right-turn lanes in the eastbound direction, dual left-turn lanes, two through lanes and one right-turn lane in the northbound

direction, and one left-turn lane, one through lane and one through/right shared lane in the southbound direction. In addition, provide opposed signal phasing in the westbound and eastbound directions.

- o Oxnard Boulevard and US-101 Northbound Ramps -- Improve this intersection to provide the following: one left-turn lane, one left/right turn lane and one right-turn lane in the westbound direction, dual left-turn lanes and two through lanes in the northbound direction, and four through lanes and one right-turn lane in the southbound direction. [The northbound and southbound improvements at this intersection has already been constructed as described above.]
- o Ventura Freeway SB On/Off-ramps and Oxnard Boulevard -- [The lanes for this intersection have been modified for the RiverPark project. The intersection currently provides dual left-turn lanes and one ‘free’ right-turn lane in the eastbound direction, four through lanes and a ‘free’ right-turn lane in the northbound direction and dual left-turn lanes and two through lanes in the southbound direction.]
- o Oxnard Boulevard and Esplanade Center/Spur Drive – Restripe Oxnard Boulevard to provide one left-turn lane, two through lanes and one right-turn lane in the southbound direction. In addition, restripe Spur Drive to provide one left-turn lane, one through/right-shared lane and one right-turn lane in the eastbound direction. [Note: The Village at Wagon Wheel Project is required to implement the improvement on Oxnard Boulevard in the southbound direction as noted in the Intersection and Roadway Improvement portion of the City’s Traffic Mitigation Plan.]
- o Vineyard Avenue and Oxnard Boulevard -- Modify the median islands and restripe Oxnard Boulevard to provide dual left-turn lanes, three through lanes, and two right-turn lanes in the northbound direction and two left-turn lanes, three through lanes and one through/right shared lane in the southbound direction. .
- o Gonzales Road and Ventura Road -- Restripe and widen this intersection to provide the following: one left turn lane, two through lanes and one right-turn-only lane in the eastbound direction; dual left-turn lanes, two through lanes, one through/right shared lane and one right-turn-only lane in the northbound direction; and dual left-turn lanes, three through lanes and one through/right-shared lane in the southbound direction.
- o Gonzales Road and Oxnard Boulevard -- Improve Gonzales Road to provide dual left-turn lanes, three through lanes and one right-turn-only lane in the eastbound direction.

In order to determine the effectiveness of these recommended mitigation measures, a supplemental analysis was performed utilizing the same methodologies and procedures as described earlier. The results of the “With Mitigation” analysis for the adopted and amended Specific Plan project alternatives are summarized in Attachments 8 and 9, respectively. As shown in these tables, implementation of the mitigation measures would reduce all of the project traffic impacts for both the adopted and amended Specific Plan alternatives to a less than significant level.

It should be noted that, in addition to the Ventura Freeway, Oxnard Boulevard is currently a State Route and Caltrans must approve and issue permits in order for any roadway improvements to these routes to be constructed. However, Caltrans is currently in the process of relinquishing ownership of Oxnard Boulevard to the City of Oxnard. Once that relinquishment is completed, the City will be in charge of any permits for roadway improvements.

Residential Segments:

Residential streets in the El Rio neighborhood will not be directly connected to any commercial use. Anyone who chooses to use a residential street to access the project will most likely be a resident of that street. Further, speed humps have already been implemented along Stroube Street. Therefore, mitigation of impacts on residential street segments is neither considered warranted or feasible.

Project Roadway Improvements:

It should be noted that the project has constructed an extensive roadway network within the Specific Plan boundaries. These include:

- o Oxnard Boulevard -- This roadway will be extended north of US-101. This roadway will be constructed as a six lane arterial between US-101 and Town Center Drive, a four lane arterial between Town Center Drive and Forest Park Boulevard, a four lane collector street between Forest Park Boulevard and the traffic circle located north of Kiawah River Drive and a two lane collector street north of the traffic circle.
- o Town Center Drive -- This roadway will be improved as a four to five lane arterial between Ventura Road and Oxnard Boulevard.
- o Ventura Road -- This roadway will be extended northerly into the Specific Plan area where it bends easterly and becomes Forest Park Boulevard. Ventura Road will be improved as a four lane arterial throughout the Specific Plan from US-101 to Forest Park Boulevard.
- o Forest Park Boulevard -- This roadway will be constructed as a four lane arterial throughout the Specific Plan from Ventura Road to Vineyard Boulevard. It is

recommended that a traffic circle be constructed at the intersections of Ventura Road, Oxnard Boulevard and RiverPark Avenue east along Forest Park Boulevard. The traffic circle should have a minimum outside diameter of 180 feet in order to provide acceptable operations.

- o Garonne Street/RiverPark Boulevard -- This roadway will serve primarily as a four lane collector street in the Specific Plan area. It will generally extend in the northwest direction from Vineyard Avenue just north of the 101 Freeway to Ventura Road. The name will change to Garonne Street at Forest Park Boulevard where it will bend and extend westerly to Oxnard Boulevard. In addition, a short segment of Garonne Street will be constructed as a two lane collector street west of Oxnard Boulevard.
- o Kiawah River Drive -- This roadway will be constructed as a two lane collector street between Oxnard Boulevard and Thames River Drive. A short segment of this roadway will also be a two lane collector street west of Oxnard Boulevard.
- o Thames River Drive -- This roadway has been constructed as a two lane collector street between Vineyard Avenue and Forest Park Boulevard.

Transit Improvements:

The RiverPark Specific Plan EIR identified the following mitigation measures requiring improvements to facilitate transit service:

- o Oxnard Boulevard should have concrete bus pads and sheltered stops along the curbs, immediately beyond (north of) the Town Center Drive intersection.
- o Additional transit stops should be provided along Oxnard Boulevard between Forest Park Boulevard and the US 101 Freeway and along Forest Park Boulevard between Oxnard Boulevard and Vineyard Avenue where the South Coast Area Transit (SCAT) is willing to commit to providing transit service and the City of Oxnard deems a stop feasible.
- o Up to 5 bays in each direction should be provided to the southeast of the intersection of Oxnard Boulevard and Forest Park Boulevard. This hub may be on parking or other roadways, but should provide layover and turnout space for full size (40 foot length) buses.

These improvements are being incorporated into the street improvement plans for RiverPark.

Conclusions

As indicated in the preceding analyses, traffic generated by RiverPark with the proposed amendment to the Specific Plan would result in significant impacts at 4 intersections in the City of Oxnard of the 30 intersections studied, but not on any study freeway segments. In addition, none of the intersections studied in the City of Ventura will be significantly impacted. Implementation of the recommended traffic mitigation measures will reduce all identified traffic impacts to a less than significant level.

**ATTACHMENT 1
SPECIFIC PLAN LAND USE COMPARISON**

Land Use Type		With Adopted Specific Plan *		With Proposed Specific Plan Amendment	
<u>No.</u>	<u>Description</u>	<u>Size</u>	<u>Units</u>	<u>Size</u>	<u>Units</u>
1	Single Family Residential	823	du	858	du
2	Multi Family Residential	1,102	du	1,103	du
3	Apartment	880	du	1,184	du
	Total Residential	2,805	du	3,145	du
7	Neighborhood Commercial	45	ksf	30	ksf
9	Regional Commercial	1,529	ksf	1,325	ksf
11	Hotel/Motel	320	room	320	room
12	Office	421	ksf	436	ksf
13	Government Office	19	ksf	19	ksf
16	Light/ General Industrial	8	ksf	8	ksf
19	Elementary/Middle School	1,683	student	1,683	student
26	Park	43.5	acre	43.5	acre
36	Open Space	226	acre	226	acre

* Land uses assumed for the future 'With Specific Plan' assignments in the Oxnard Traffic Model.

ATTACHMENT 2

TRIP GENERATION FOR ADOPTED OXNARD RIVERPARK SPECIFIC PLAN*

Planning District	TAZ No.	Land Use Type		Size Units	Daily	AM Peak Hour			PM Peak Hour		
		LUT No.	Description			In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	440 du	2,957	44	180	224	176	97	273
		9	Regional Commercial	360,000 sf	10,800	158	101	259	450	490	940
		11	Hotel	320 room	2,614	109	70	179	99	90	189
		12	Office	421,000 sf	<u>5,684</u>	<u>699</u>	<u>97</u>	<u>796</u>	<u>131</u>	<u>636</u>	<u>767</u>
		Subtotal [A]:				22,055	1,010	448	1,458	856	1,313
F	258	2	Multi-Family Residential	328 du	2,624	56	164	220	148	108	256
		3	Apartment	140 du	941	14	57	71	56	31	87
		7	Neighborhood Commercial	5,000 sf	300	4	3	7	13	14	27
		26	Park	10.1 acre	<u>23</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [B]:				3,888	74	224	298	217	153
D	259	3	Apartment	300 du	2,016	30	123	153	120	66	186
		9	Regional Commercial	1,129,000 sf	33,870	497	316	813	1,411	1,535	2,946
		26	Park	3.5 acre	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [C]:				35,894	527	439	966	1,531	1,601
E	260	9	Regional Commercial	40,000 sf	1,200	18	11	29	50	54	104
		16	Light / General Industrial	8,000 sf	<u>52</u>	<u>5</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>5</u>	<u>7</u>
		Subtotal [D]:				1,252	23	12	35	52	59
G	261	19	Elementary School	538 student	<u>694</u>	<u>124</u>	<u>102</u>	<u>226</u>	<u>38</u>	<u>43</u>	<u>81</u>
Subtotal [E]:				694	124	102	226	38	43	81	
G	262	2	Multi-Family Residential	415 du	3,320	71	208	279	187	137	324
		7	Neighborhood Commercial	15,000 sf	900	13	8	21	38	41	79
		26	Park	2.8 acre	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [F]:				4,226	84	216	300	225	178
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10,000 sf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 student	1,477	263	218	481	80	92	172
		26	Park	10.0 acre	<u>23</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [G]:				3,568	302	311	613	201	176
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	102	59	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	143	105	248
		7	Neighborhood Commercial	10,000 sf	600	9	6	15	25	27	52
		26	Park	13.8 acre	<u>31</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
		Subtotal [H]:				4,697	93	254	347	270	192
H	265	1	Single-Family Residential	460 du	4,402	87	258	345	294	170	464
		26	Park	3.3 acre	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [I]:				4,410	87	258	345	294	170
K, L, M	266	1	Single-Family Residential	74 du	708	14	41	55	47	27	74
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5,000 sf	300	4	3	7	13	14	27
		13	Fire Station	19,000 sf	570	46	5	51	21	48	69
		36	Open Space	226.0 acre	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		Subtotal [J]:				1,682	66	56	122	87	93

* Land uses assumed for the future 'With Adopted Specific Plan' assignment in the Oxnard Traffic Model.

ATTACHMENT 2 (CONTINUED)
TRIP GENERATION FOR ADOPTED OXNARD RIVERPARK SPECIFIC PLAN*

<u>Land Use Type</u>			<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
<u>LUT</u>	<u>Description</u>	<u>Size Units</u>		<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<u>No.</u>				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<u>Total</u>									
1	Single Family Residential	823 du	7,876	156	461	617	526	304	830
2	Multi Family Residential	1,102 du	8,816	188	552	740	497	363	860
3	Apartment	880 du	5,914	88	360	448	352	194	546
7	Neighborhood Commercial	45,000 sf	2,700	39	26	65	114	123	237
9	Regional Commercial	1,529,000 sf	45,870	673	428	1,101	1,911	2,079	3,990
11	Hotel/Motel	320 room	2,614	109	70	179	99	90	189
12	Office	421,000 sf	5,684	699	97	796	131	636	767
13	Government Office	19,000 sf	570	46	5	51	21	48	69
16	Light/ General Industrial	8,000 sf	52	5	1	6	2	5	7
19	Elementary/Middle School	1,683 student	2,171	387	320	707	118	135	253
26	Park	43.5 acre	99	0	0	0	0	1	1
36	Open Space	226 acre	0	0	0	0	0	0	0
Grand Total			82,366	2,390	2,320	4,710	3,771	3,978	7,749

* Land uses assumed for the future 'With Adopted Specific Plan' assignment in the Oxnard Traffic Model.

ATTACHMENT 3

TRIP GENERATION FOR PROPOSED AMENDED OXNARD RIVERPARK SPECIFIC PLAN

Planning District	TAZ No.	Land Use Type		Size Units	Daily	AM Peak Hour			PM Peak Hour		
		LUT No.	Description			In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	532 du	3,575	53	218	271	213	117	330
		9	Regional Commercial	360,000 sf	10,800	158	101	259	450	490	940
		12	Office	436,000 sf	5,886	724	100	824	135	658	793
		Subtotal [A]:				20,261	935	419	1,354	798	1,265
F	258	2	Multi-Family Residential	328 du	2,624	56	164	220	148	108	256
		3	Apartment	140 du	941	14	57	71	56	31	87
		7	Neighborhood Commercial	5,000 sf	300	4	3	7	13	14	27
		26	Park	10.1 acre	23	0	0	0	0	0	0
Subtotal [B]:				3,888	74	224	298	217	153	370	
D	259	3	Apartment	512 du	3,441	51	210	261	205	113	318
		9	Regional Commercial	925,000 sf	27,750	407	259	666	1,156	1,258	2,414
		11	Hotel	320 room	2,614	109	70	179	99	90	189
		26	Park	3.5 acre	8	0	0	0	0	0	0
Subtotal [C]:				33,813	567	539	1,106	1,460	1,461	2,921	
E	260	9	Regional Commercial	40,000 sf	1,200	18	11	29	50	54	104
		16	Light / General Industrial	8,000 sf	52	5	1	6	2	5	7
Subtotal [D]:				1,252	23	12	35	52	59	111	
G	261	19	Elementary School	538 student	694	124	102	226	38	43	81
Subtotal [E]:				694	124	102	226	38	43	81	
G	262	2	Multi-Family Residential	416 du	3,328	71	208	279	187	137	324
		26	Park	2.8 acre	6	0	0	0	0	0	0
Subtotal [F]:				3,334	71	208	279	187	137	324	
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10,000 sf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 student	1,477	263	218	481	80	92	172
		26	Park	10.0 acre	23	0	0	0	0	0	0
Subtotal [G]:				3,568	302	311	613	201	176	377	
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	102	59	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	143	105	248
		7	Neighborhood Commercial	10,000 sf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
Subtotal [H]:				4,697	93	254	347	270	192	462	
H	265	1	Single-Family Residential	495 du	4,737	94	277	371	317	183	500
		26	Park	3.3 acre	8	0	0	0	0	0	0
Subtotal [I]:				4,745	94	277	371	317	183	500	
K, L, M	266	1	Single-Family Residential	74 du	708	14	41	55	47	27	74
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5,000 sf	300	4	3	7	13	14	27
		13	Fire Station	19,000 sf	570	46	5	51	21	48	69
		36	Open Space	226.0 acre	0	0	0	0	0	0	0
Subtotal [J]:				1,682	66	56	122	87	93	180	

ATTACHMENT 3 (CONTINUED)

TRIP GENERATION FOR PROPOSED AMENDED OXNARD RIVERPARK SPECIFIC PLAN

<u>Land Use Type</u>			<u>AM Peak Hour</u>			<u>PM Peak Hour</u>			
<u>LUT</u>	<u>Description</u>	<u>Size Units</u>	<u>Daily</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<u>Total</u>									
1	Single Family Residential	858 du	8,211	163	480	643	549	317	866
2	Multi Family Residential	1,103 du	8,824	188	552	740	497	363	860
3	Apartment	1,184 du	7,957	118	485	603	474	261	735
7	Neighborhood Commercial	30,000 sf	1,800	26	18	44	76	82	158
9	Regional Commercial	1,325,000 sf	39,750	583	371	954	1,656	1,802	3,458
11	Hotel/Motel	320 room	2,614	109	70	179	99	90	189
12	Office	436,000 sf	5,886	724	100	824	135	658	793
13	Government Office	19,000 sf	570	46	5	51	21	48	69
16	Light/ General Industrial	8,000 sf	52	5	1	6	2	5	7
19	Elementary/Middle School	1,683 student	2,171	387	320	707	118	135	253
26	Park	43.5 acre	99	0	0	0	0	1	1
36	Open Space	226 acre	0	0	0	0	0	0	0
Grand Total			77,934	2,349	2,402	4,751	3,627	3,762	7,389

ATTACHMENT 4
EFFECT OF PROJECT DESCRIPTION/ROADWAY NETWORK CHANGES
ON TRAFFIC IMPACT ANALYSIS

Addendum to the
OXNARD RIVERPARK TRAFFIC IMPACT ANALYSIS FOR
OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT

This Addendum addresses a minor change to the future planned lane configuration at one of the intersections studied and a minor change to the location of the planned uses in the Specific Plan Area.

The planned lane configuration at the intersection of Oxnard Boulevard and the Esplanade Center Driveway has been changed from one to two southbound left-turn lanes Oxnard Boulevard. This improvement is a condition of approval on another approved project and will be constructed by others. The peak hours for overall traffic on the roadways, consisting of the highest hours during the 7-9 AM and 4-6 PM peak periods, are addressed in the Oxnard Riverpark Specific Plan Amendment TIA. As attached Critical Movement Analysis worksheets show, this change in lane configuration will not affect conditions during these hours for either Specific Plan scenario. Rather, the added lane will primarily benefit Esplanade Center site access during peak shopping hours on weekend afternoons. This change to the planned configuration of this intersection does not affect the conclusions in the Riverpark Specific Plan Amendment TIA.

There have also been some minor refinements to the planned land uses within the Riverpark Specific Plan Area. With regard to the planned residential uses, these minor changes result in a reduction in the number of allowed dwelling units within some project traffic analysis zones and no increase in the residential uses allowed in any zone. The change to the planned commercial uses consists of a shift of 90,000 square feet of the allowed commercial uses from District D on the east side to Oxnard Boulevard to District C on the west side of Oxnard Boulevard. No change to the amount of allowed commercial uses in the Specific Plan Area, a total of just over 2,000,000 square feet of commercial retail and office uses, would occur.

These relatively small changes in the location of the planned land uses within the Riverpark Specific Plan Area will not result in a substantial change in the distribution of trips that could affect any of the study intersections. There are only two study intersections within the City of Oxnard that, with the identified mitigation, are anticipated to be within 25% of the acceptable intersection volume to capacity (V/C) ratio limit. Both of these intersections are located south of the US-101 freeway, while the Specific Plan Area is to the north of the freeway. The minor change in the location of planned land uses would not result in a change in traffic volumes at these intersections that would be substantial enough to affect the V/C ratio. The minor change to the location of the planned land uses within the Specific Plan Area would not result in any changes to the conclusions in the November 2009 TIA for any of the study intersections.

**Critical Movement Analysis Worksheets
Oxnard Boulevard and Esplanade Center/Spur Drive
With Amended Specific Plan and Mitigation**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 8/25/2010 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	60
EASTBOUND	300	0	0	120
NORTHBOUND	0	1070	285	15
SOUTHBOUND	20	1720	105	75

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R	
						SHARED	SHARED
WESTBOUND	30	30	N/A	N/A	0	N/A	N/A
EASTBOUND	150	150	N/A	N/A	0	N/A	N/A
NORTHBOUND	0	N/A	357	N/A	285	N/A	N/A
SOUTHBOUND	11	N/A	860	N/A	105	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 180
NORTH-SOUTH CRITICAL VOLUMES ..... 860
-----
THE SUM OF CRITICAL VOLUMES ..... 1040

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

CMA VALUE ..... 0.650

LEVEL OF SERVICE ..... B
  
```

 Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 8/25/2010 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	172	218
EASTBOUND	270	10	0	170
NORTHBOUND	40	1390	418	62
SOUTHBOUND	50	1720	360	70

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R	
						SHARED	SHARED
WESTBOUND	125	125	N/A	N/A	86	N/A	N/A
EASTBOUND	140	140	N/A	N/A	0	N/A	N/A
NORTHBOUND	40	N/A	463	N/A	418	N/A	N/A
SOUTHBOUND	28	N/A	860	N/A	360	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 265
NORTH-SOUTH CRITICAL VOLUMES ..... 900
-----
THE SUM OF CRITICAL VOLUMES ..... 1165

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

CMA VALUE ..... 0.728

LEVEL OF SERVICE ..... C
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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**Critical Movement Analysis Worksheets
Oxnard Boulevard and Esplanade Center/Spur Drive
With Adopted Specific Plan and Mitigation**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 8/25/2010 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	50
EASTBOUND	300	10	0	130
NORTHBOUND	10	1040	265	15
SOUTHBOUND	10	1720	102	78

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R	
						SHARED	SHARED
WESTBOUND	30	30	N/A	N/A	0	N/A	N/A
EASTBOUND	155	155	N/A	N/A	0	N/A	N/A
NORTHBOUND	10	N/A	347	N/A	265	N/A	N/A
SOUTHBOUND	6	N/A	860	N/A	102	N/A	N/A

EAST-WEST CRITICAL VOLUMES 185
 NORTH-SOUTH CRITICAL VOLUMES 870

 THE SUM OF CRITICAL VOLUMES 1055
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 CMA VALUE 0.659
 LEVEL OF SERVICE B

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 8/25/2010 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	199	221
EASTBOUND	260	10	0	170
NORTHBOUND	40	1350	458	62
SOUTHBOUND	40	1720	402	68

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R	
						SHARED	SHARED
WESTBOUND	125	125	N/A	N/A	100	N/A	N/A
EASTBOUND	135	135	N/A	N/A	0	N/A	N/A
NORTHBOUND	40	N/A	450	N/A	458	N/A	N/A
SOUTHBOUND	22	N/A	860	N/A	402	N/A	N/A

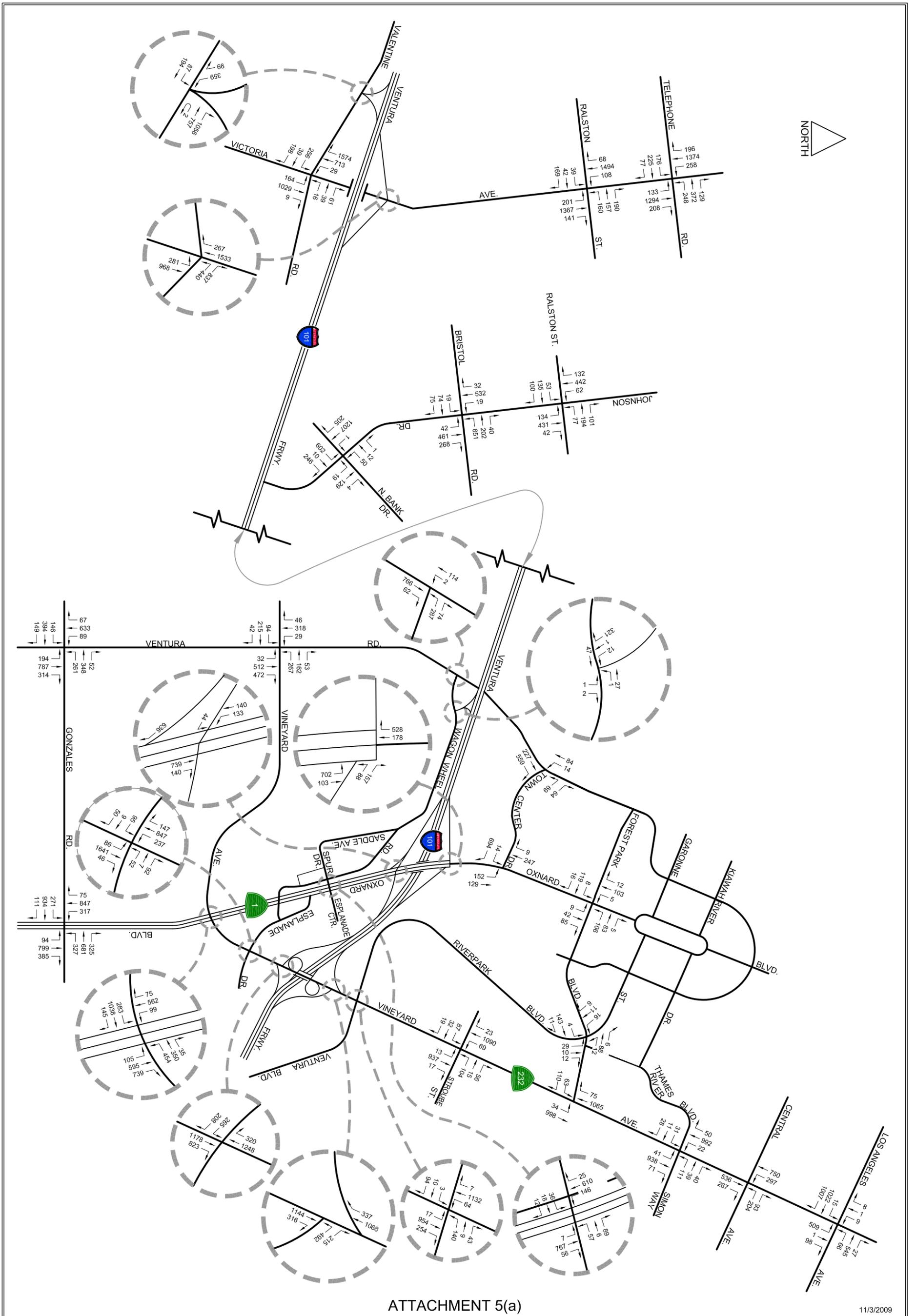
EAST-WEST CRITICAL VOLUMES 260
 NORTH-SOUTH CRITICAL VOLUMES 900

 THE SUM OF CRITICAL VOLUMES 1160
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 CMA VALUE 0.725
 LEVEL OF SERVICE C

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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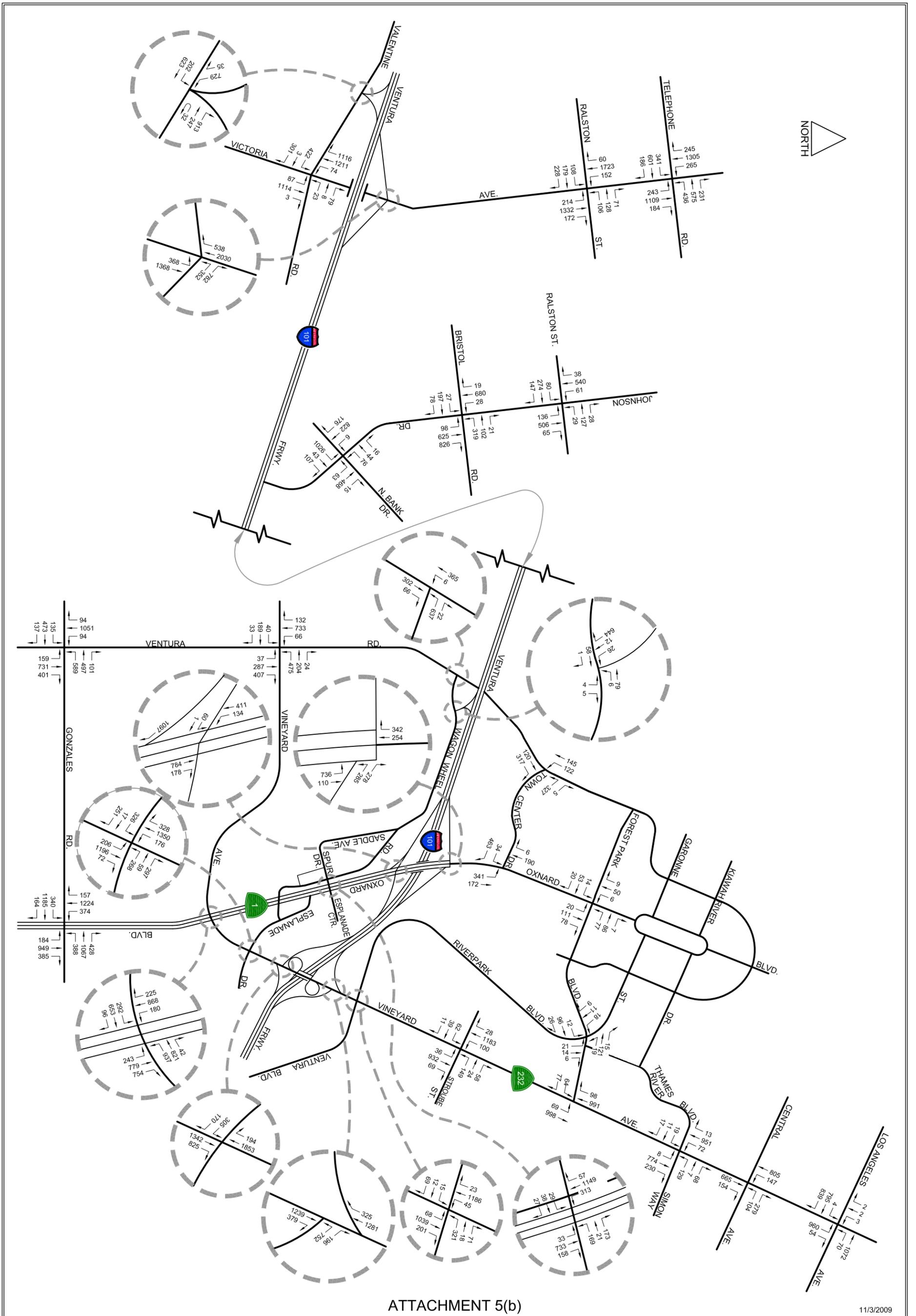
ATTACHMENT 5(a)

11/3/2009

EXISTING (2009) TRAFFIC VOLUMES
AM PEAK HOUR



EXSTICK
 Transportation Planning
 Traffic Engineering
 2007 Sawtelle Boulevard
 Los Angeles, California 90025
 PH (310) 473 6508 F (310) 444 9771
 www.crainandassociates.com



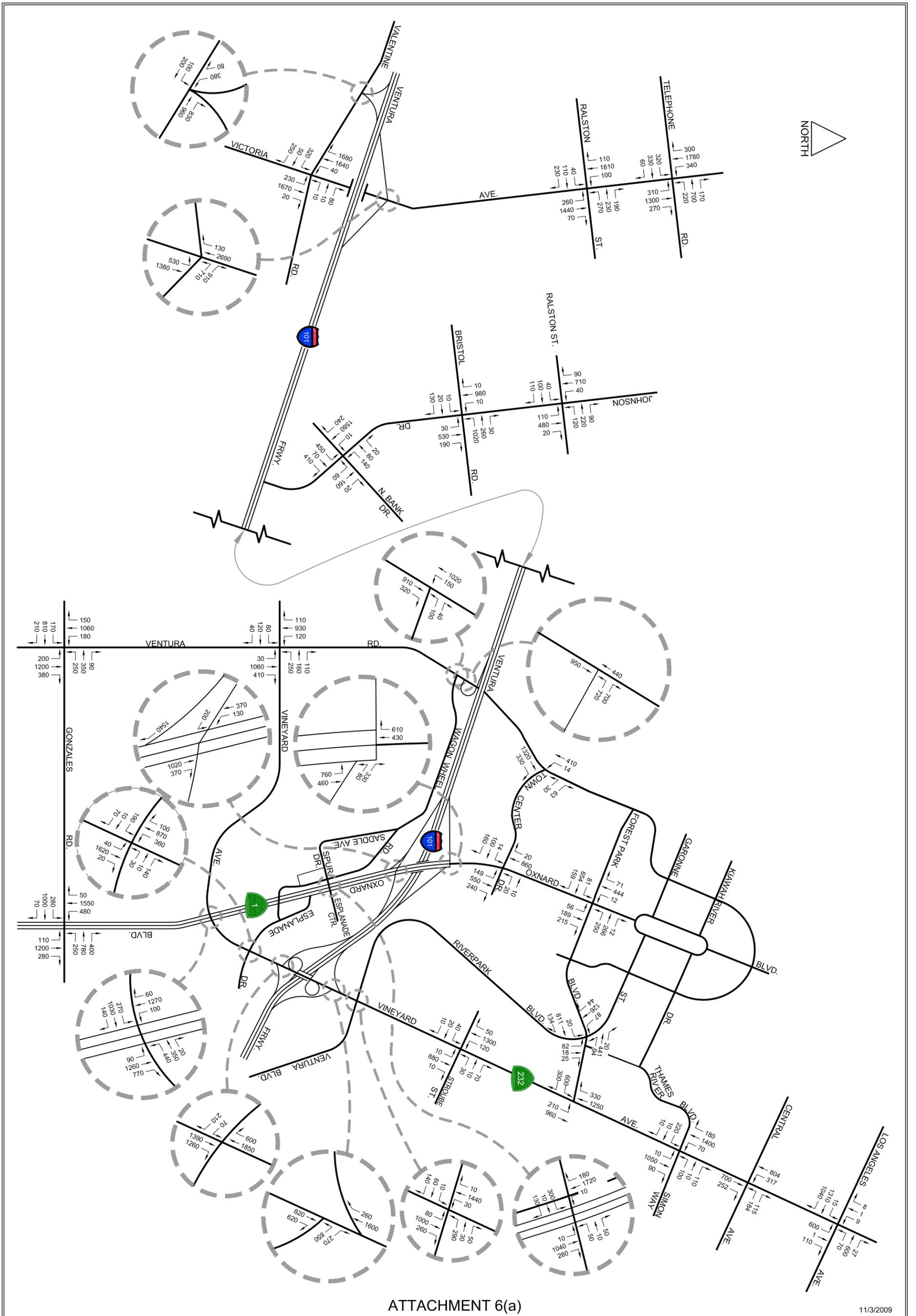
ATTACHMENT 5(b)

11/3/2009

EXISTING (2009) TRAFFIC VOLUMES
PM PEAK HOUR



EXSTICK
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com



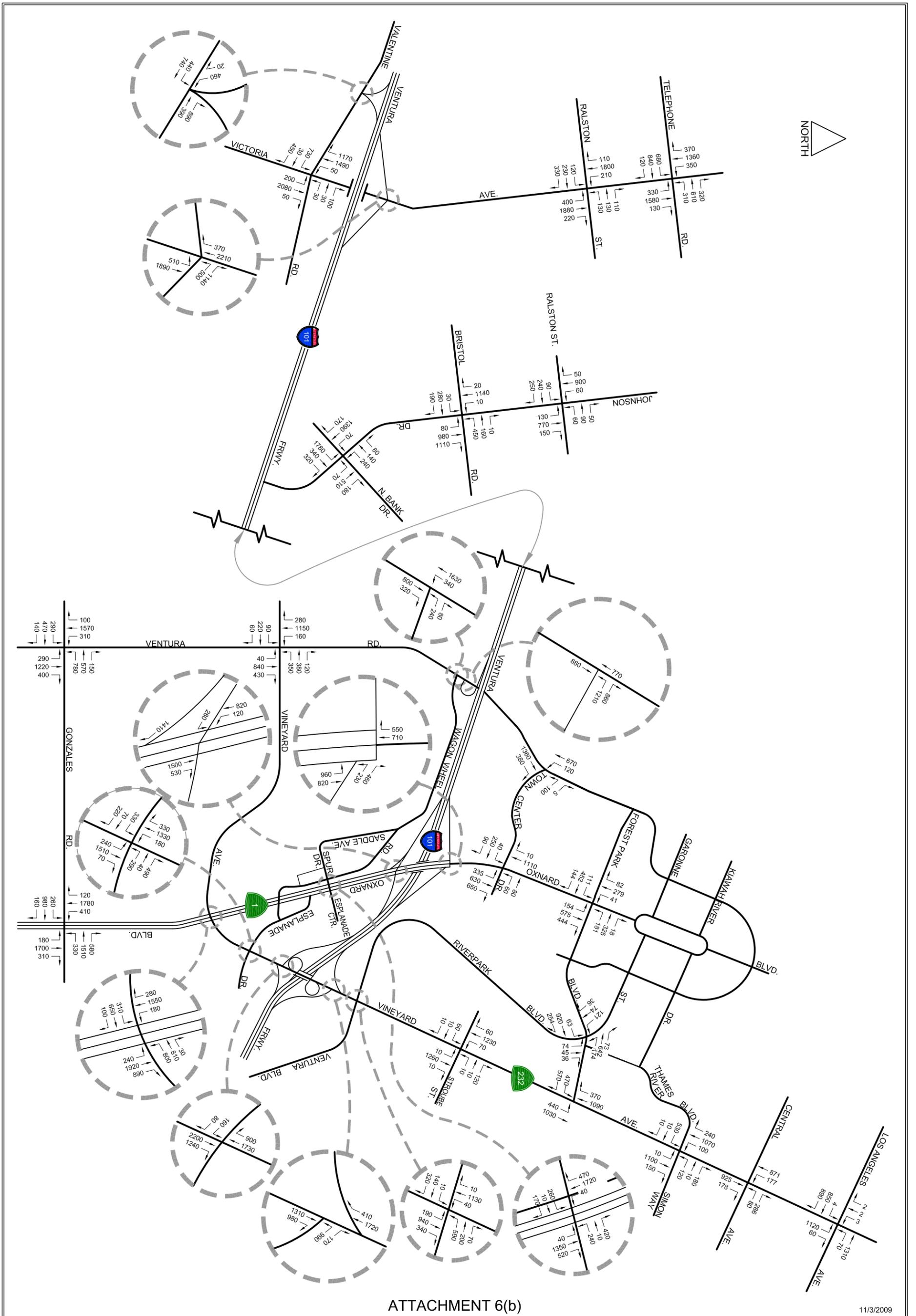
ATTACHMENT 6(a)

11/3/2009

FUTURE (2030) TRAFFIC VOLUMES
WITH ADOPTED SPECIFIC PLAN
AM PEAK HOUR



FUTSTICK
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles, California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com



ATTACHMENT 6(b)

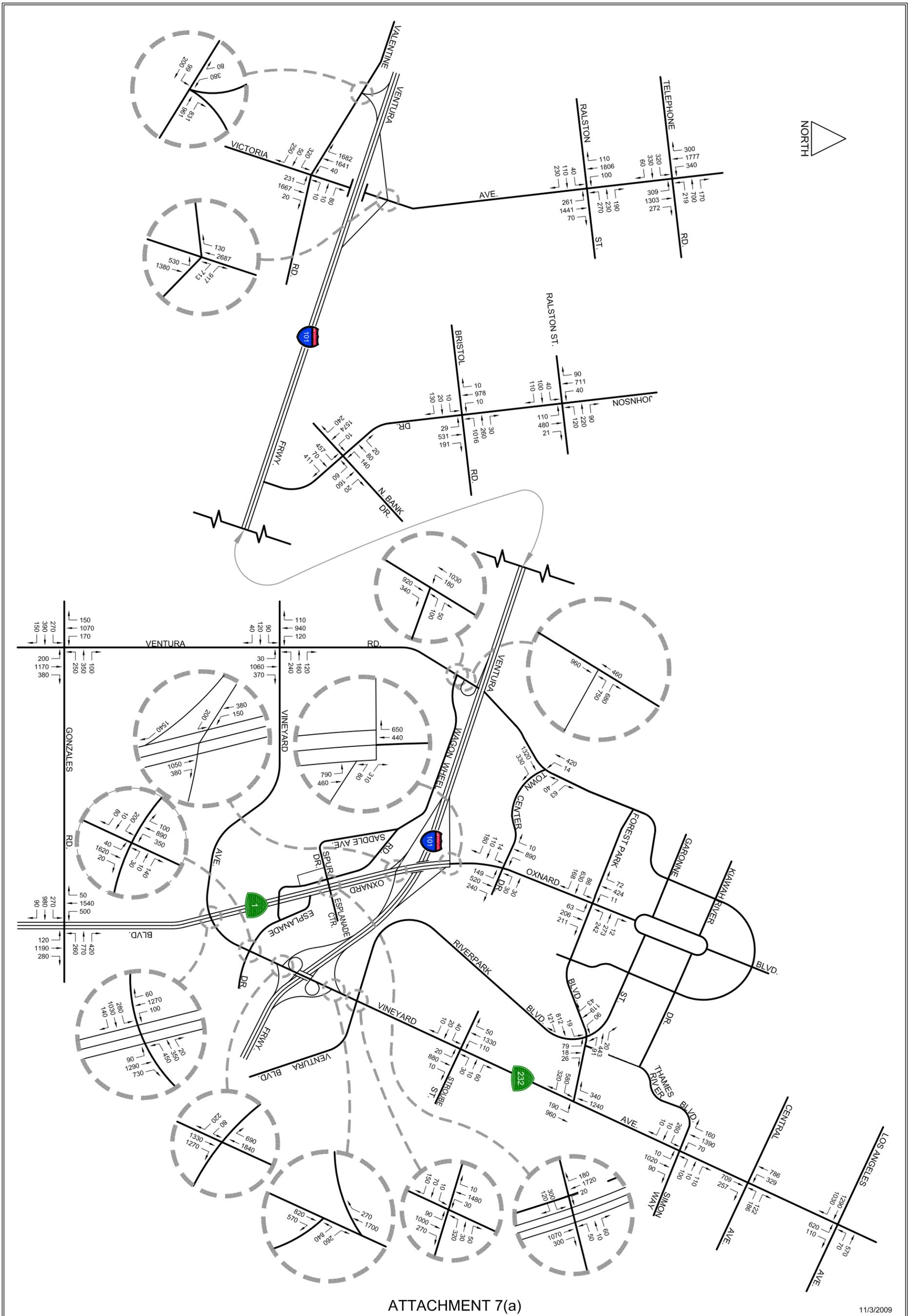
11/3/2009

FUTURE (2030) TRAFFIC VOLUMES
WITH ADOPTED SPECIFIC PLAN
PM PEAK HOUR



FUTSTICK
Transportation Planning
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Los Angeles, California 90025
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Oxnard Riverpark Specific Plan Supplemental 2009-10/PM2030WASP



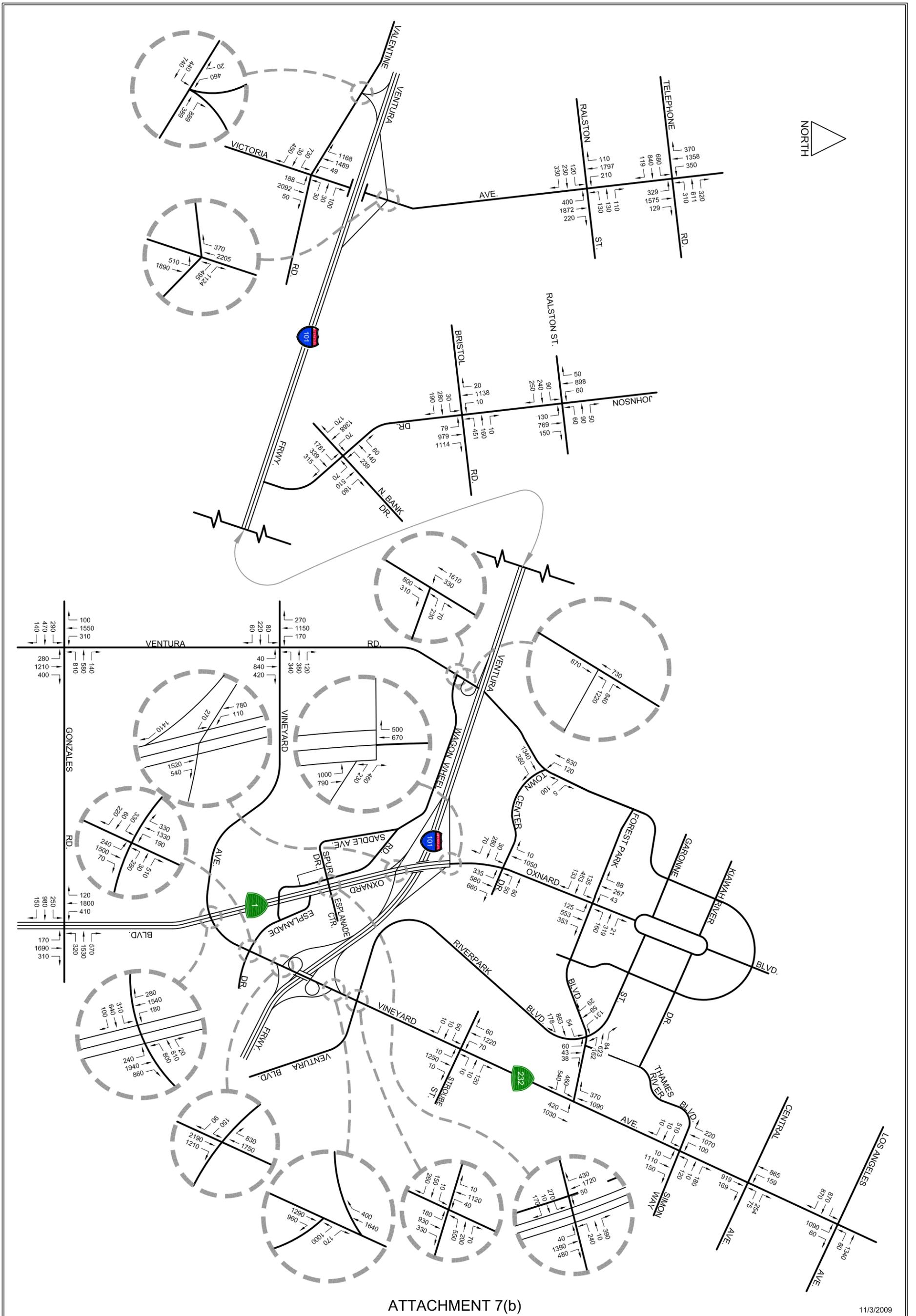
ATTACHMENT 7(a)

11/3/2009

FUTURE (2030) TRAFFIC VOLUMES
WITH SPECIFIC PLAN AMENDMENT
AM PEAK HOUR



FUTSTICK
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
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www.crainandassociates.com



ATTACHMENT 7(b)

11/3/2009

FUTURE (2030) TRAFFIC VOLUMES
WITH SPECIFIC PLAN AMENDMENT
PM PEAK HOUR



FUTSTICK
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles, California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

Oxnard Riverpark Specific Plan Supplemental 2009-10/PM2030WSPA

ATTACHMENT 8
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH ADOPTED OXNARD RIVERPARK SPECIFIC PLAN
PROJECT AREA INTERSECTIONS

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Adopted Specific Plan Project</u>		<u>With Adopted Specific Plan Project + Mitigation</u>	
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
1	Los Angeles Ave. and Vineyard Ave.	AM	0.682	B	0.705	C		
		PM	0.642	B	0.766	C		
2	Central Ave. and Vineyard Ave.	AM	0.501	A	0.553	A		
		PM	0.412	A	0.517	A		
3	Thames River Blvd./Simon Way and Vineyard Ave.	AM	0.412	A	0.578	A		
		PM	0.446	A	0.703	C		
4	Oxnard Blvd. and Forest Park Blvd.	AM	0.081	A	0.466	A		
		PM	0.088	A	0.589	A		
5	Garonne St./Riverpark Blvd. and Forest Park Blvd.	AM	0.108	A	0.484	A		
		PM	0.098	A	0.602	B		
6	Vineyard Ave. and Forest Park Blvd.	AM	0.386	A	0.709	C		
		PM	0.376	A	0.786	C		
7	Vineyard Ave. and Stroube St.	AM	0.454	A	0.503	A		
		PM	0.526	A	0.559	A		
8	Ventura Rd. and Town Center Dr.	AM	0.116	A	0.456	A		
		PM	0.226	A	0.534	A		
9	Oxnard Blvd. and Town Center Dr.	AM	0.491	A	0.370	A		
		PM	0.488	A	0.572	A		
10	Vineyard Ave. and Ventura Blvd./Myrtle Ave.	AM	0.477	A	0.473	A		
		PM	0.579	A	0.611	B		
11	Oxnard Blvd. and US-101 Northbound Ramps	AM	0.324	A	0.386	A		
		PM	0.471	A	0.554	A		
12	Oxnard Blvd. and US-101 Southbound Ramps	AM	0.176	A	0.273	A		
		PM	0.206	A	0.372	A		
13	Vineyard Ave. and US-101 Northbound Ramps	AM	0.527	A	0.626	B		
		PM	0.659	B	0.749	C		
14	Vineyard Ave. and US-101 Southbound Ramps	AM	0.516	A	0.541	A		
		PM	0.568	A	0.762	C		
15	Ventura Rd. and Wagon Wheel Rd.	AM	0.339	A	0.412	A		
		PM	0.333	A	0.592	A		
16	Ventura Rd. and US-101 Southbound Off-ramp [1]	AM	0.039	A	0.592	A		
		PM	0.066	A	0.706	C		

[1] The US-101 southbound off-ramp is currently connected to Wagon Wheel Road (east of Ventura Road). The off-ramp will be reconstructed to instead connect to Ventura Road north of Wagon Wheel Road. The existing traffic conditions are representative of conditions at the US-101 Southbound off-ramp/Wagon Wheel Road intersection, whereas future traffic conditions are representative of conditions at the US-101 Southbound off-ramp/Ventura Road intersection.

ATTACHMENT 8 (CONTINUED)
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH ADOPTED OXNARD RIVERPARK SPECIFIC PLAN
PROJECT AREA INTERSECTIONS

No.	Intersection	Peak Hour	Existing		With Adopted Specific Plan Project		With Adopted Specific Plan Project + Mitigation		
			V/C	LOS	V/C	LOS	V/C	LOS	
17	Oxnard Blvd. and Esplanade Ctr/Spur Dr. [2]	AM	0.294	A	0.806	D	*	0.659	B
		PM	0.481	A	0.950	E	*	0.725	C
18	Vineyard Ave. and Esplanade Dr.	AM	0.484	A	0.554	A			
		PM	0.616	B	0.791	C			
19	Vineyard Ave. and Ventura Rd.	AM	0.439	A	0.543	A			
		PM	0.526	A	0.679	B			
20	Vineyard Ave. and Oxnard Blvd. [3]	AM	0.601	B	0.758	C		0.627	B
		PM	0.729	C	1.074	F	*	0.874	D
21	Gonzales Rd. and Ventura Rd.	AM	0.545	A	0.847	D	*	0.651	B
		PM	0.731	C	0.990	E	*	0.776	C
22	Gonzales Rd. and Oxnard Blvd. [3]	AM	0.623	B	0.724	C		0.709	C
		PM	0.741	C	0.899	D	*	0.899	D

[2] Due to the reconstruction of Oxnard Boulevard, intersection #17 has been slightly relocated from the Oxnard Boulevard/ Esplanade Drive intersection that was found to have a significant traffic impact in the 2001 traffic study which was prepared for the Adopted RiverPark EIR further to the north to the intersection of Oxnard Boulevard/Spur Drive/Esplanade Center. Thus, the impact at this location is considered a slightly relocated significant traffic impact.

[3] The City of Oxnard proposes to adopt, as an exception, LOS D as an acceptable level of service after the mitigations assumed in the General Plan analysis are constructed at this intersection.

* Denotes a significant traffic impact prior to mitigation.

ATTACHMENT 8 (CONTINUED)
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH ADOPTED OXNARD RIVERPARK SPECIFIC PLAN
CITY OF VENTURA INTERSECTIONS

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Adopted Specific Plan Project</u>		<u>With Adopted Specific Plan Project + Mitigation</u>	
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
23	Victoria Ave. and Telephone Rd.	AM	0.472	A	0.640	B		
		PM	0.607	B	0.761	C		
24	Victoria Ave. and Ralston St.	AM	0.512	A	0.700	B		
		PM	0.591	A	0.774	C		
25	Victoria Ave. and U.S.-101 NB Ramps	AM	0.519	A	0.846	D		
		PM	0.618	B	0.736	C		
26	U.S.-101 SB Ramps and Valentine Rd.	AM	0.403	A	0.481	A		
		PM	0.442	A	0.541	A		
27	Victoria Ave. and Valentine Rd.	AM	0.409	A	0.721	C		
		PM	0.601	B	0.819	D		
28	Ralston St. and Johnson Dr.	AM	0.514	A	0.453	A		
		PM	0.612	B	0.550	A		
29	Johnson Dr. and Bristol Rd.	AM	0.717	C	0.751	C		
		PM	0.731	C	0.743	C		
30	Johnson Dr. and North Bank Dr.	AM	0.553	A	0.700	B		
		PM	0.556	A	0.856	D		

ATTACHMENT 9
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH AMENDED OXNARD RIVERPARK SPECIFIC PLAN
PROJECT AREA INTERSECTIONS

No.	Intersection	Peak Hour	Existing		With Amended Specific Plan Project		With Amended Specific Plan Project + Mitigation	
			V/C	LOS	V/C	LOS	V/C	LOS
1	Los Angeles Ave. and Vineyard Ave.	AM	0.682	B	0.688	B		
		PM	0.642	B	0.759	C		
2	Central Ave. and Vineyard Ave.	AM	0.501	A	0.566	A		
		PM	0.412	A	0.494	A		
3	Thames River Blvd./Simon Way and Vineyard Ave.	AM	0.412	A	0.587	A		
		PM	0.446	A	0.700	B		
4	Oxnard Blvd. and Forest Park Blvd.	AM	0.081	A	0.456	A		
		PM	0.088	A	0.523	A		
5	Garonne St./Riverpark Blvd. and Forest Park Blvd.	AM	0.108	A	0.629	B		
		PM	0.098	A	0.753	C		
6	Vineyard Ave. and Forest Park Blvd.	AM	0.386	A	0.688	B		
		PM	0.376	A	0.767	C		
7	Vineyard Ave. and Stroube St.	AM	0.454	A	0.512	A		
		PM	0.526	A	0.556	A		
8	Ventura Rd. and Town Center Dr.	AM	0.116	A	0.456	A		
		PM	0.226	A	0.528	A		
9	Oxnard Blvd. and Town Center Dr.	AM	0.491	A	0.389	A		
		PM	0.488	A	0.561	A		
10	Vineyard Ave. and Ventura Blvd./Riverpark Blvd.	AM	0.477	A	0.501	A		
		PM	0.579	A	0.604	B		
11	Oxnard Blvd. and US-101 Northbound Ramps	AM	0.324	A	0.389	A		
		PM	0.471	A	0.559	A		
12	Oxnard Blvd. and US-101 Southbound Ramps	AM	0.176	A	0.284	A		
		PM	0.206	A	0.368	A		
13	Vineyard Ave. and US-101 Northbound Ramps	AM	0.527	A	0.643	B		
		PM	0.659	B	0.747	C		
14	Vineyard Ave. and US-101 Southbound Ramps	AM	0.516	A	0.537	A		
		PM	0.568	A	0.759	C		
15	Ventura Rd. and Wagon Wheel Rd.	AM	0.339	A	0.434	A		
		PM	0.333	A	0.582	A		
16	Ventura Road and US-101 Southbound Off-ramp [1]	AM	0.039	A	0.598	A		
		PM	0.066	A	0.701	C		

[1] The US-101 southbound off-ramp is currently connected to Wagon Wheel Road (east of Ventura Road). The off-ramp will be reconstructed to instead connect to Ventura Road north of Wagon Wheel Road. The existing traffic conditions are representative of conditions at the US-101 Southbound off-ramp/Wagon Wheel Road intersection, whereas future traffic conditions are representative of conditions at the US-101 Southbound off-ramp/Ventura Road intersection.

ATTACHMENT 9 (CONTINUED)
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH AMENDED OXNARD RIVERPARK SPECIFIC PLAN
PROJECT AREA INTERSECTIONS

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Amended Specific Plan Project</u>		<u>With Amended Specific Plan Project + Mitigation</u>	
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
17	Oxnard Boulevard and Esplanade Ctr/Spur Drive [2]	AM	0.294	A	0.800	C	0.650	B
		PM	0.481	A	0.944	E	* 0.728	C
18	Vineyard Ave. and Esplanade Dr.	AM	0.484	A	0.555	A		
		PM	0.616	B	0.800	C		
19	Vineyard Ave. and Ventura Rd.	AM	0.439	A	0.539	A		
		PM	0.526	A	0.673	B		
20	Vineyard Ave. and Oxnard Blvd. [3]	AM	0.601	B	0.767	C	0.633	B
		PM	0.729	C	1.076	F	* 0.874	D
21	Gonzales Rd. and Ventura Rd.	AM	0.545	A	0.739	C	0.612	B
		PM	0.731	C	0.998	E	* 0.783	C
22	Gonzales Rd. and Oxnard Blvd. [3]	AM	0.623	B	0.733	C	0.714	C
		PM	0.741	C	0.898	D	* 0.898	D

[2] Due to the reconstruction of Oxnard Boulevard, intersection #17 has been slightly relocated from the Oxnard Boulevard/ Esplanade Drive intersection that was found to have a significant traffic impact in the 2001 traffic study which was prepared for the Adopted RiverPark EIR further to the north to the intersection of Oxnard Boulevard/Spur Drive/Esplanade Center. Thus, the impact at this location is considered a slightly relocated significant traffic impact.

[3] The City of Oxnard proposes to adopt, as an exception, LOS D as an acceptable level of service after the mitigations assumed in the General Plan analysis are constructed at this intersection.

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ATTACHMENT 9 (CONTINUED)
INTERSECTION VOLUME / CAPACITY SUMMARY
WITH AMENDED OXNARD RIVERPARK SPECIFIC PLAN
CITY OF VENTURA INTERSECTIONS

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Amended Specific Plan Project</u>		<u>With Amended Specific Plan Project + Mitigation</u>	
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
23	Victoria Ave. and Telephone Rd.	AM	0.472	A	0.639	B		
		PM	0.607	B	0.760	C		
24	Victoria Ave. and Ralston St.	AM	0.512	A	0.700	B		
		PM	0.591	A	0.773	C		
25	Victoria Ave. and U.S.-101 NB Ramps	AM	0.519	A	0.848	D		
		PM	0.618	B	0.733	C		
26	U.S.-101 SB Ramps and Valentine Rd.	AM	0.403	A	0.481	A		
		PM	0.442	A	0.540	A		
27	Victoria Ave. and Valentine Rd.	AM	0.409	A	0.721	C		
		PM	0.601	B	0.816	D		
28	Ralston St. and Johnson Dr.	AM	0.514	A	0.454	A		
		PM	0.612	B	0.549	A		
29	Johnson Dr. and Bristol Rd.	AM	0.717	C	0.749	C		
		PM	0.731	C	0.741	C		
30	Johnson Dr. and North Bank Dr.	AM	0.553	A	0.699	B		
		PM	0.556	A	0.855	D		

ATTACHMENT 10
EXISTING (2009) AND FUTURE (2030) FREEWAY VOLUMES AND LEVEL OF SERVICE
WITH ADOPTED OXNARD RIVERPARK SPECIFIC PLAN PROJECT

CMP Station	Dir	Peak Hour	Existing (2009) Traffic Conditions					Future (2030) Traffic Conditions With Adopted Specific Plan				
			No. of Lanes	Daily Volume	Peak Hour Volume	Density (pc/mi.ln)	LOS	No. of Lanes	Daily Volume	Peak Hour Volume	Density (pc/mi.ln)	LOS
US-101 at the Santa Clara River Bridge	N/B	AM	6	153,800	5,670	14.2	B	6	207,400	6,690	16.8	B
		PM	6		6,160	15.4	B	6		9,230	23.4	C
	S/B	AM	6		6,650	16.7	B	6		9,920	25.4	C
		PM	6		5,330	13.4	B	6		7,580	19.0	C
US-101 bet. Route 1 and Vineyard Ave	N/B	AM	5	130,500	4,810	14.5	B	5	156,900	4,790	14.4	B
		PM	5		5,230	15.7	B	5		7,340	22.2	C
	S/B	AM	5		5,640	17.0	B	5		7,510	22.7	C
		PM	5		4,520	13.6	B	5		5,070	15.2	B
US-101 bet. Vineyard Ave and Rose Ave	N/B	AM	3	140,700	5,180	26.9	D	5	189,300	5,960	17.9	B
		PM	3		5,640	30.3	D	5		8,040	24.6	C
	S/B	AM	3		6,070	34.4	D	5		8,940	28.2	D
		PM	3		4,880	24.9	C	5		6,750	20.3	C
US-101 south of Central Ave	N/B	AM	3	144,700	5,330	27.9	D	4	200,600	8,140	34.7	D
		PM	3		5,800	31.7	D	4		7,600	30.8	D
	S/B	AM	3		6,250	36.4	E	4		7,860	32.6	D
		PM	3		5,010	25.7	C	4		8,110	34.5	D

ATTACHMENT 11
EXISTING (2009) AND FUTURE (2030) FREEWAY VOLUMES AND LEVEL OF SERVICE
WITH AMENDED OXNARD RIVERPARK SPECIFIC PLAN PROJECT

CMP Station	Dir	Peak Hour	Existing (2009) Traffic Conditions					Future (2030) Traffic Conditions With Amended Specific Plan				
			No. of Lanes	Daily Volume	Peak Hour Volume	Density (pc/mi.ln)	LOS	No. of Lanes	Daily Volume	Peak Hour Volume	Density (pc/mi.ln)	LOS
US-101 at the Santa Clara River Bridge	N/B	AM	6	153,800	5,670	14.2	B	6	207,200	6,710	16.8	B
		PM	6		6,160	15.4	B	6		9,210	23.3	C
	S/B	AM	6		6,650	16.7	B	6		9,900	25.4	C
		PM	6		5,330	13.4	B	6		7,580	19.0	C
US-101 bet. Route 1 and Vineyard Ave	N/B	AM	5	130,500	4,810	14.5	B	5	156,400	4,720	14.2	B
		PM	5		5,230	15.7	B	5		7,320	22.1	C
	S/B	AM	5		5,640	17.0	B	5		7,510	22.7	C
		PM	5		4,520	13.6	B	5		5,100	15.3	B
US-101 bet. Vineyard Ave and Rose Ave	N/B	AM	3	140,700	5,180	26.9	D	5	188,900	5,920	17.8	B
		PM	3		5,640	30.3	D	5		8,080	24.7	C
	S/B	AM	3		6,070	34.4	D	5		9,000	28.4	D
		PM	3		4,880	24.9	C	5		6,690	20.1	C
US-101 south of Central Ave	N/B	AM	3	144,700	5,330	27.9	D	4	200,200	8,060	34.1	D
		PM	3		5,800	31.7	D	4		7,620	31.0	D
	S/B	AM	3		6,250	36.4	E	4		7,900	32.9	D
		PM	3		5,010	25.7	C	4		8,120	34.6	D

ATTACHMENT 12
INTERSECTION TRAFFIC COUNTS

Intersection Turning Movement

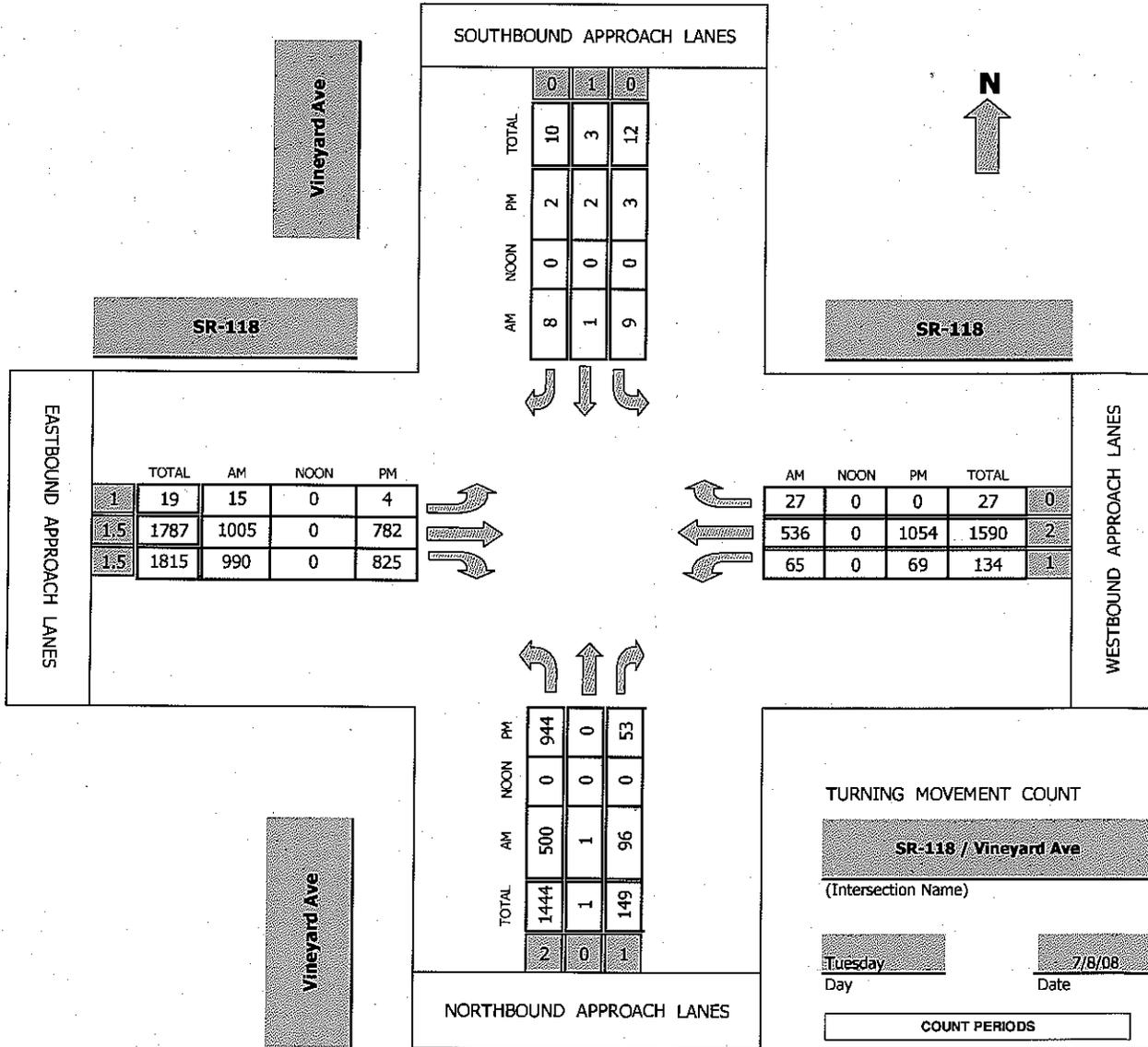
Prepared by:



National Data & Surveying Services

TMC Summary of Vineyard Ave/SR-118

Project #: 08-2319-001



TURNING MOVEMENT COUNT

SR-118 / Vineyard Ave
(Intersection Name)

Tuesday 7/8/08
Day Date

COUNT PERIODS	
am	7:00 AM - 9:00 AM
noon	-
pm	4:00 PM - 6:00 PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

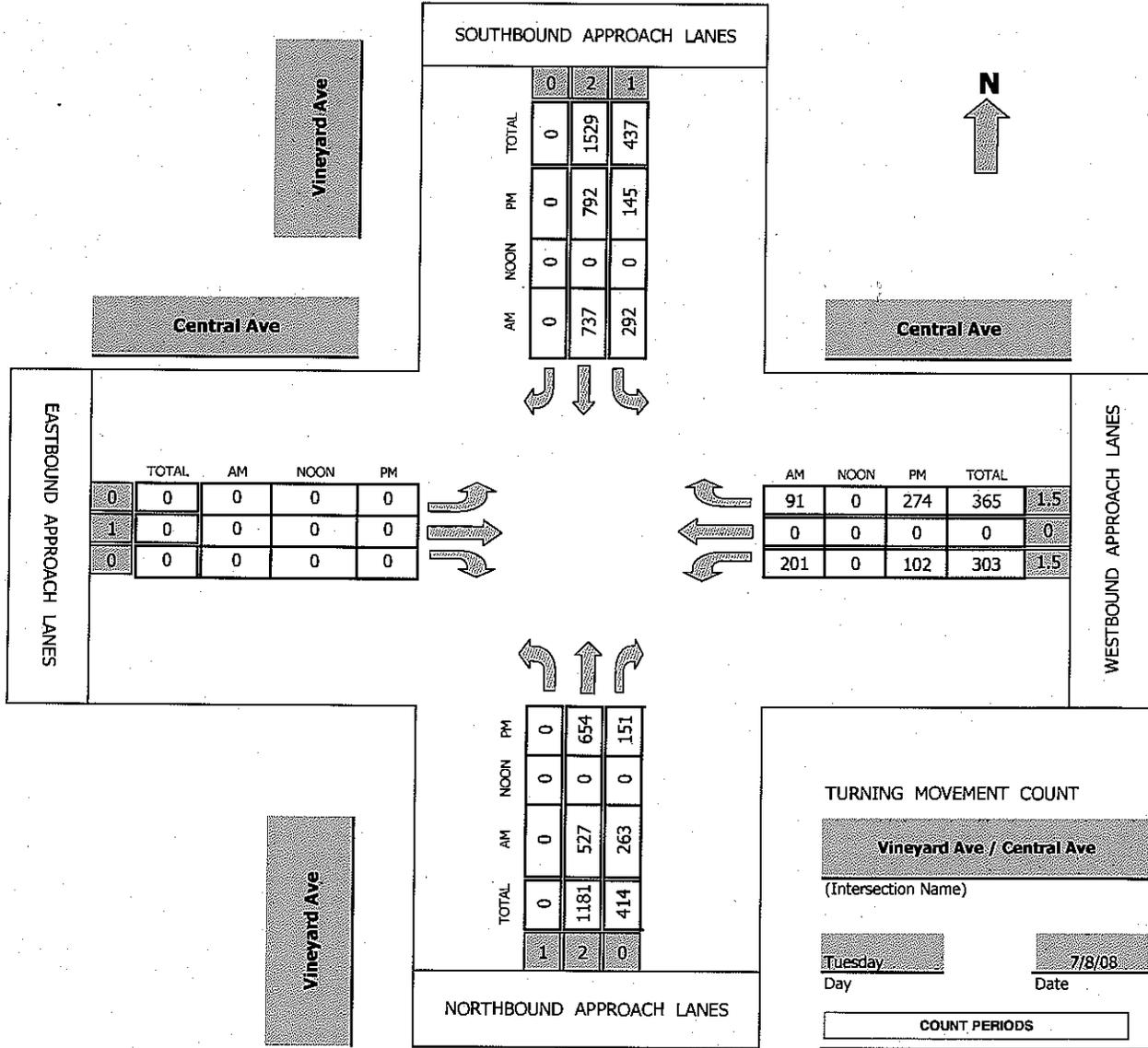
Prepared by:



National Data & Surveying Services

TMC Summary of Vineyard Ave/Central Ave

Project #: 08-2319-002



AM PEAK HOUR	715 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

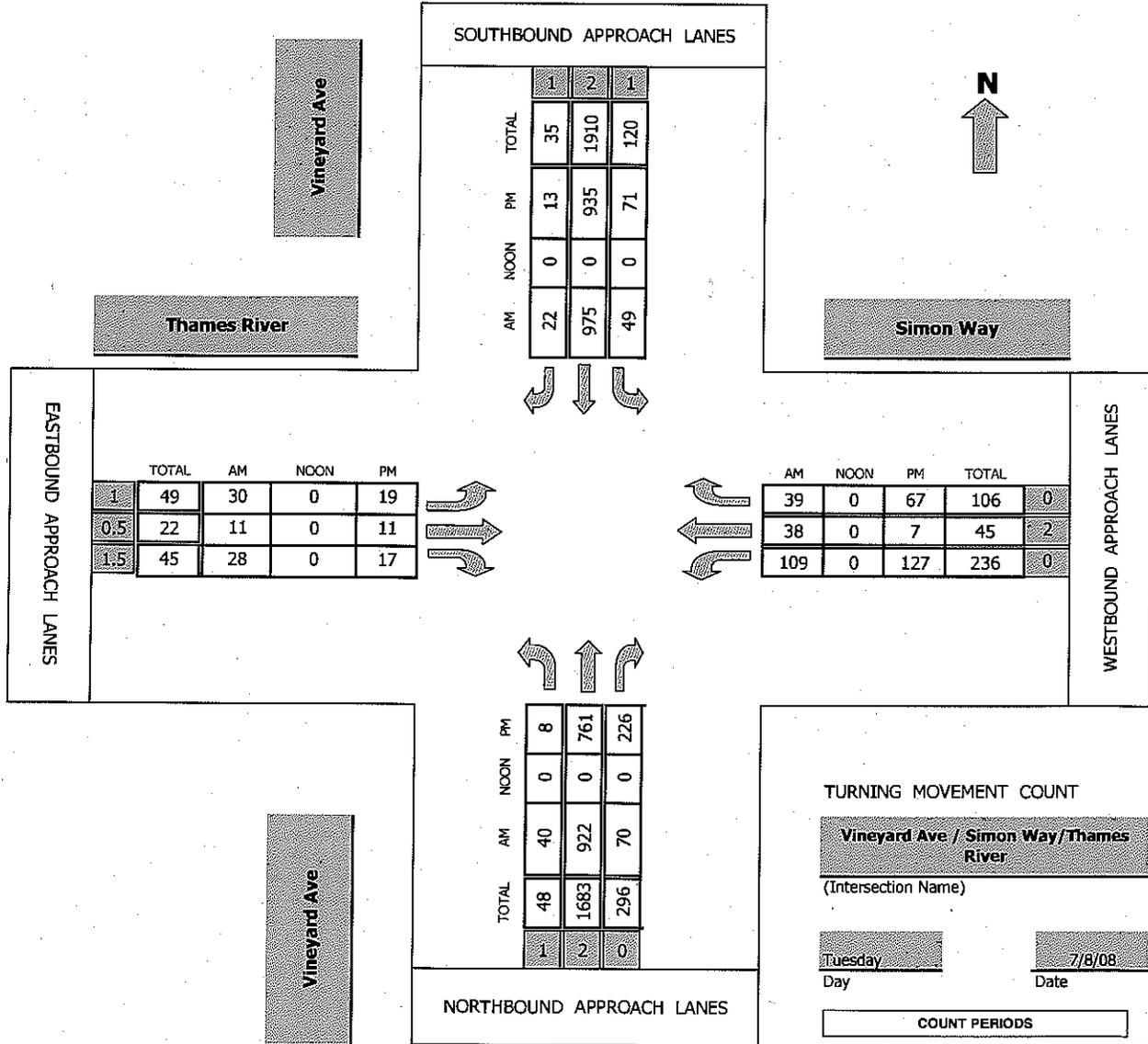
Prepared by:



National Data & Surveying Services

TMC Summary of Vineyard Ave/Thames River

Project #: 08-2319-004



AM PEAK HOUR	700 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OXNARD BLVD

E/W STREET: FOREST PARK BLVD

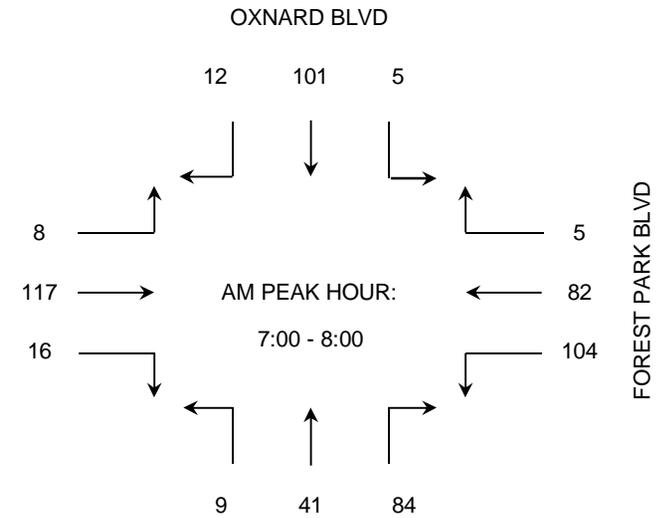
PERIOD: AM PEAK HOUR

DATE: THURSDAY NOVEMBER 20, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	27	17	0	2	17	5	5	16	20	0	22	3	134
7:15 - 7:30	21	15	2	2	30	3	1	9	20	1	20	2	126
7:30 - 7:45	23	25	3	1	39	3	2	6	19	2	18	1	142
7:45 - 8:00	33	25	0	3	31	5	1	10	25	2	41	6	182
8:00 - 8:15	25	20	0	3	17	3	1	10	24	1	27	3	134
8:15 - 8:30	24	17	1	2	15	2	2	11	21	0	23	3	121
8:30 - 8:45	21	17	0	1	13	3	1	8	23	1	21	1	110
8:45 - 9:00	29	25	1	0	16	2	2	10	21	1	15	1	123

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	104	82	5	8	117	16	9	41	84	5	101	12	584 *
7:15 - 8:15	102	85	5	9	117	14	5	35	88	6	106	12	584 *
7:30 - 8:30	105	87	4	9	102	13	6	37	89	5	109	13	579
7:45 - 8:45	103	79	1	9	76	13	5	39	93	4	112	13	547
8:00 - 9:00	99	79	2	6	61	10	6	39	89	3	86	8	488

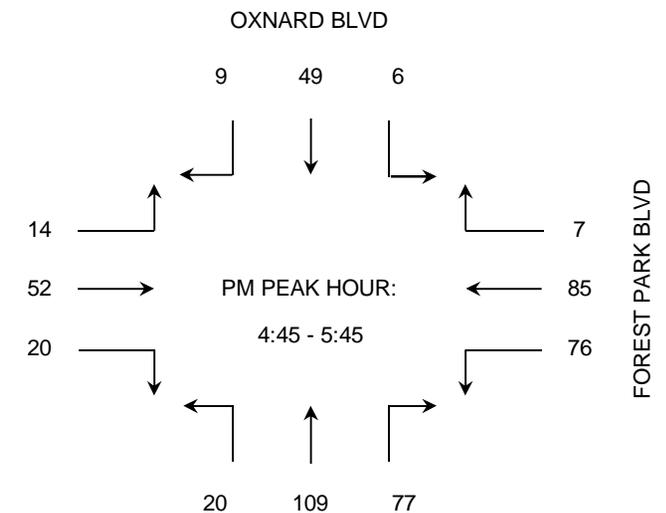


PERIOD: PM PEAK HOUR

DATE: THURSDAY NOVEMBER 20, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	14	15	0	2	9	3	5	14	12	0	14	3	91
4:15 - 4:30	14	21	0	5	13	2	1	17	14	1	5	1	94
4:30 - 4:45	18	19	0	3	10	3	4	11	17	0	10	5	100
4:45 - 5:00	18	20	1	5	11	5	3	20	22	1	12	4	122
5:00 - 5:15	27	25	2	3	13	6	2	24	21	2	12	0	137
5:15 - 5:30	16	23	3	4	17	5	9	35	17	1	13	3	146
5:30 - 5:45	15	17	1	2	11	4	6	30	17	2	12	2	119
5:45 - 6:00	20	11	0	0	15	5	7	21	19	3	15	2	118

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	64	75	1	15	43	13	13	62	65	2	41	13	407
4:15 - 5:15	77	85	3	16	47	16	10	72	74	4	39	10	453
4:30 - 5:30	79	87	6	15	51	19	18	90	77	4	47	12	505
4:45 - 5:45	76	85	7	14	52	20	20	109	77	6	49	9	524 *
5:00 - 6:00	78	76	6	9	56	20	24	110	74	8	52	7	520



Intersection Turning Movement

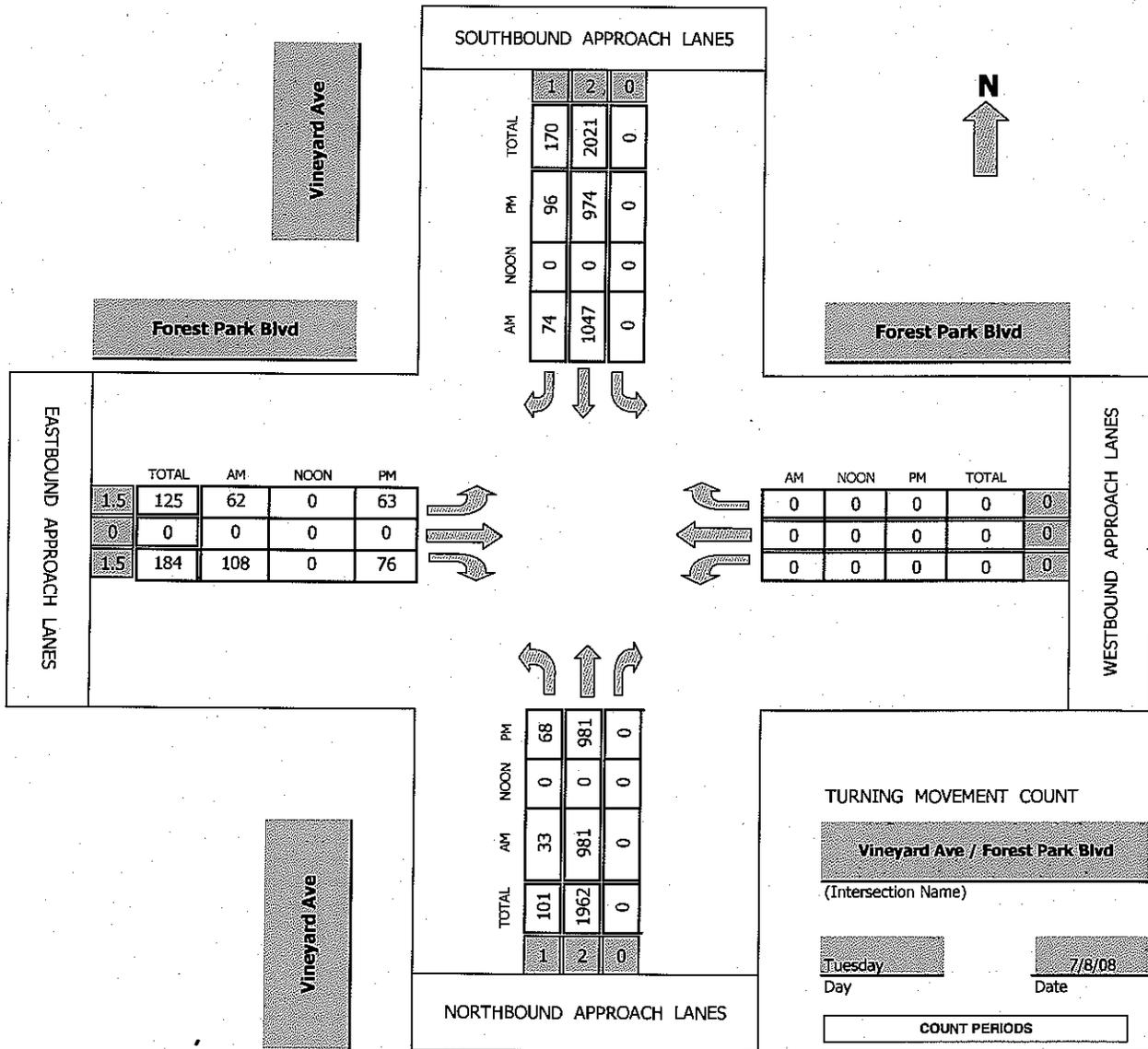
Prepared by:



National Data & Surveying Services

TMC Summary of Vineyard Ave/Forest Park Blvd

Project #: 08-2319-005



TURNING MOVEMENT COUNT

Vineyard Ave / Forest Park Blvd

(Intersection Name)

Tuesday
Day

7/8/08
Date

COUNT PERIODS

am	7:00 AM	-	9:00 AM
noon	-	-	-
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	<u>715 AM</u>
NOON PEAK HOUR	<u>0 AM</u>
PM PEAK HOUR	<u>445 PM</u>

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: GARONNE STT/ RIVERPARK BLVD

E/W STREET: FOREST PARK BLVD

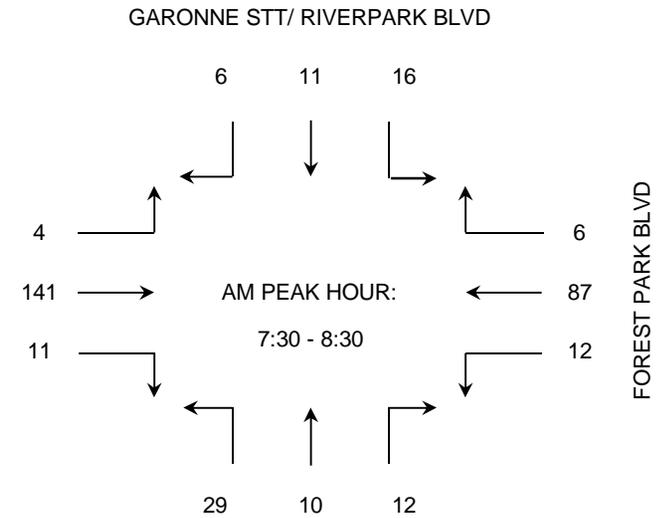
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 19, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	5	10	3	0	23	1	4	2	3	0	2	2	55
7:15 - 7:30	1	8	4	0	38	2	6	2	4	2	5	0	72
7:30 - 7:45	2	21	1	1	35	1	7	2	3	3	2	2	80
7:45 - 8:00	3	30	2	2	36	4	11	4	4	4	5	3	108
8:00 - 8:15	4	16	3	1	39	3	2	1	3	4	1	0	77
8:15 - 8:30	3	20	0	0	31	3	9	3	2	5	3	1	80
8:30 - 8:45	2	24	1	1	20	1	7	1	2	2	1	2	64
8:45 - 9:00	3	27	2	1	19	4	3	2	1	3	2	1	68

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	11	69	10	3	132	8	28	10	14	9	14	7	315
7:15 - 8:15	10	75	10	4	148	10	26	9	14	13	13	5	337
7:30 - 8:30	12	87	6	4	141	11	29	10	12	16	11	6	345 *
7:45 - 8:45	12	90	6	4	126	11	29	9	11	15	10	6	329
8:00 - 9:00	12	87	6	3	109	11	21	7	8	14	7	4	289

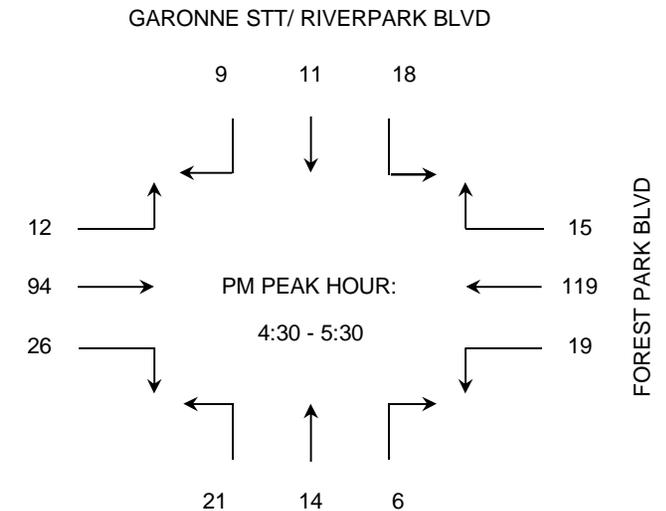


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 19, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	21	3	3	21	4	4	1	3	4	3	1	70
4:15 - 4:30	3	30	4	2	20	3	5	3	1	3	3	3	80
4:30 - 4:45	2	26	5	3	25	3	4	6	2	7	3	2	88
4:45 - 5:00	5	32	4	2	19	8	4	2	0	2	2	2	82
5:00 - 5:15	6	30	3	4	21	7	7	3	3	6	4	3	97
5:15 - 5:30	6	31	3	3	29	8	6	3	1	3	2	2	97
5:30 - 5:45	2	26	1	1	25	9	5	4	2	5	1	1	82
5:45 - 6:00	2	29	6	4	19	4	3	6	0	2	2	1	78

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	12	109	16	10	85	18	17	12	6	16	11	8	320
4:15 - 5:15	16	118	16	11	85	21	20	14	6	18	12	10	347
4:30 - 5:30	19	119	15	12	94	26	21	14	6	18	11	9	364 *
4:45 - 5:45	19	119	11	10	94	32	22	12	6	16	9	8	358
5:00 - 6:00	16	116	13	12	94	28	21	16	6	16	9	7	354



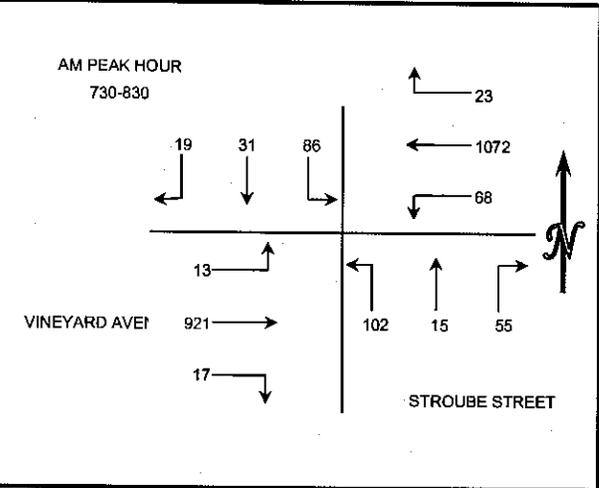
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

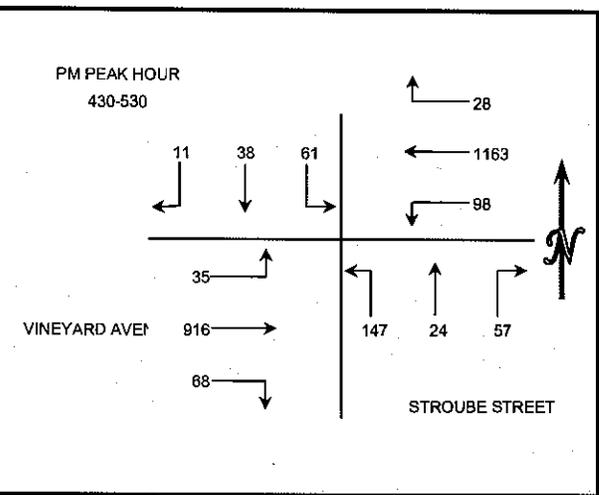
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S STROUBE STREET
 E/W VINEYARD AVENUE
 CITY: OXNARD

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	5	3	24	2	218	8	6	0	12	9	174	6	467
715-730	3	2	22	4	222	8	11	3	37	13	179	4	508
730-745	6	9	28	6	268	14	10	0	25	5	223	2	596
745-800	6	11	24	4	289	22	17	3	28	3	246	3	656
800-815	4	2	13	6	253	16	16	8	20	5	236	1	580
815-830	3	9	21	7	262	16	12	4	29	4	216	7	590
830-845	7	4	19	7	269	18	15	3	23	5	212	1	583
845-900	7	8	11	9	297	14	6	4	12	4	179	4	555
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	20	25	98	16	997	52	44	6	102	30	822	15	2227
715-815	19	24	87	20	1032	60	54	14	110	26	884	10	2340
730-830	19	31	86	23	1072	68	55	15	102	17	921	13	2422
745-845	20	26	77	24	1073	72	60	18	100	17	910	12	2409
800-900	21	23	64	29	1081	64	49	19	84	18	843	13	2308



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	7	9	16	5	307	16	9	4	32	11	211	8	635
415-430	4	13	14	7	299	12	10	3	38	15	227	15	657
430-445	1	11	17	9	298	20	13	7	47	15	238	6	682
445-500	2	11	17	6	297	25	16	5	34	17	210	7	647
500-515	4	9	17	7	290	25	10	5	29	15	237	8	656
515-530	4	7	10	6	278	28	18	7	37	21	231	14	661
530-545	3	15	16	16	245	10	15	9	31	16	257	18	651
545-600	8	11	26	6	241	18	13	7	28	15	247	16	636
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	14	44	64	27	1201	73	48	19	151	58	886	36	2621
415-515	11	44	65	29	1184	82	49	20	148	62	912	36	2642
430-530	11	38	61	28	1163	98	57	24	147	68	916	35	2646
445-545	13	42	60	35	1110	88	59	26	131	69	935	47	2615
500-600	19	42	69	35	1054	81	56	28	125	67	972	56	2604



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VENTURA RD

E/W STREET: TOWN CENTER DR

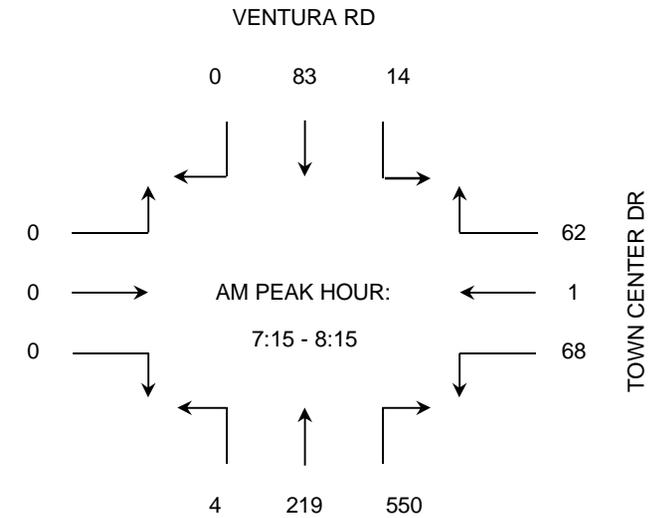
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 19, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	6	2	1	0	0	0	0	33	94	3	14	0	153
7:15 - 7:30	10	0	8	0	0	0	1	48	118	4	17	0	206
7:30 - 7:45	16	0	18	0	0	0	1	68	132	3	15	0	253
7:45 - 8:00	22	0	22	0	0	0	0	56	168	2	29	0	299
8:00 - 8:15	20	1	14	0	0	0	2	47	132	5	22	0	243
8:15 - 8:30	14	0	7	0	0	0	0	39	101	5	19	0	185
8:30 - 8:45	23	1	7	0	0	0	0	46	80	0	12	0	169
8:45 - 9:00	21	0	5	0	0	0	1	42	80	2	16	0	167

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	54	2	49	0	0	0	2	205	512	12	75	0	911
7:15 - 8:15	68	1	62	0	0	0	4	219	550	14	83	0	1,001 *
7:30 - 8:30	72	1	61	0	0	0	3	210	533	15	85	0	980
7:45 - 8:45	79	2	50	0	0	0	2	188	481	12	82	0	896
8:00 - 9:00	78	2	33	0	0	0	3	174	393	12	69	0	764

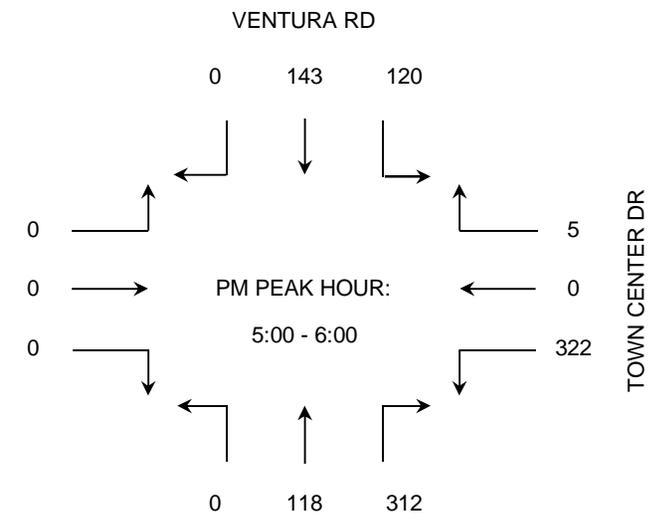


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 19, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	81	0	2	0	0	0	0	27	79	19	19	0	227
4:15 - 4:30	72	0	1	0	0	0	0	25	80	21	19	0	218
4:30 - 4:45	56	0	1	0	0	0	0	21	83	39	45	0	245
4:45 - 5:00	60	0	4	0	0	0	0	24	74	18	29	0	209
5:00 - 5:15	78	0	2	0	0	0	0	29	89	18	33	0	249
5:15 - 5:30	91	0	2	0	0	0	0	33	100	19	36	0	281
5:30 - 5:45	75	0	0	0	0	0	0	27	60	44	42	0	248
5:45 - 6:00	78	0	1	0	0	0	0	29	63	39	32	0	242

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	269	0	8	0	0	0	0	97	316	97	112	0	899
4:15 - 5:15	266	0	8	0	0	0	0	99	326	96	126	0	921
4:30 - 5:30	285	0	9	0	0	0	0	107	346	94	143	0	984
4:45 - 5:45	304	0	8	0	0	0	0	113	323	99	140	0	987
5:00 - 6:00	322	0	5	0	0	0	0	118	312	120	143	0	1,020 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
 2007 Sawtelle Blvd., Suite 4
 Los Angeles, CA 90025
 Tel: (310) 473-6508

N/S STREET: OXNARD BLVD

E/W STREET: TOWN CENTER DR

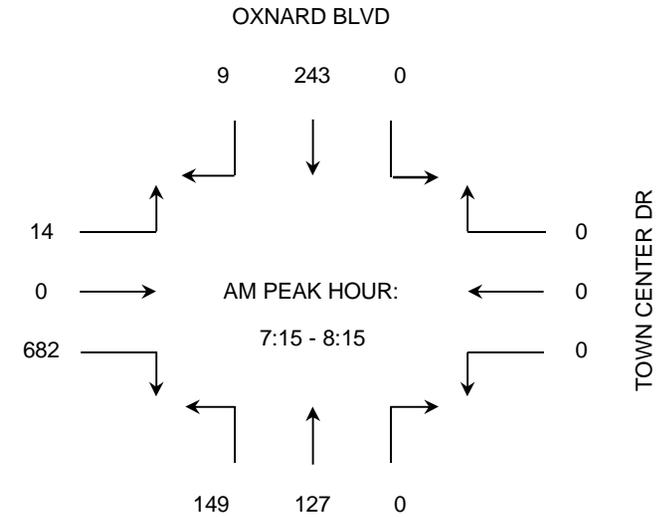
PERIOD: AM PEAK HOUR

DATE: THURSDAY NOVEMBER 20, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	0	0	88	33	44	0	0	39	1	205
7:15 - 7:30	0	0	0	1	0	106	36	27	0	0	42	2	214
7:30 - 7:45	0	0	0	3	0	189	34	33	0	0	69	2	330
7:45 - 8:00	0	0	0	7	0	225	31	37	0	0	78	3	381
8:00 - 8:15	0	0	0	3	0	162	48	30	0	0	54	2	299
8:15 - 8:30	0	0	0	2	0	100	26	27	0	0	55	3	213
8:30 - 8:45	0	0	0	3	0	73	15	22	0	0	60	5	178
8:45 - 9:00	0	0	0	1	0	90	44	36	0	0	57	3	231

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	11	0	608	134	141	0	0	228	8	1,130
7:15 - 8:15	0	0	0	14	0	682	149	127	0	0	243	9	1,224 *
7:30 - 8:30	0	0	0	15	0	676	139	127	0	0	256	10	1,223
7:45 - 8:45	0	0	0	15	0	560	120	116	0	0	247	13	1,071
8:00 - 9:00	0	0	0	9	0	425	133	115	0	0	226	13	921

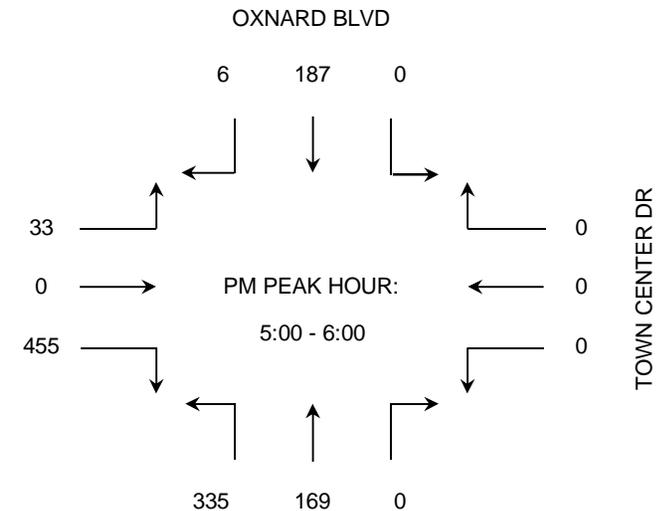


PERIOD: PM PEAK HOUR

DATE: THURSDAY NOVEMBER 20, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	2	0	72	50	33	0	0	33	2	192
4:15 - 4:30	0	0	0	6	0	78	81	33	0	0	24	6	228
4:30 - 4:45	0	0	0	4	0	89	78	38	0	0	29	6	244
4:45 - 5:00	0	0	0	3	0	112	70	42	0	0	33	3	263
5:00 - 5:15	0	0	0	10	0	123	84	37	0	0	46	0	300
5:15 - 5:30	0	0	0	10	0	111	85	41	0	0	48	2	297
5:30 - 5:45	0	0	0	8	0	120	81	45	0	0	48	1	303
5:45 - 6:00	0	0	0	5	0	101	85	46	0	0	45	3	285

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	15	0	351	279	146	0	0	119	17	927
4:15 - 5:15	0	0	0	23	0	402	313	150	0	0	132	15	1,035
4:30 - 5:30	0	0	0	27	0	435	317	158	0	0	156	11	1,104
4:45 - 5:45	0	0	0	31	0	466	320	165	0	0	175	6	1,163
5:00 - 6:00	0	0	0	33	0	455	335	169	0	0	187	6	1,185 *



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineyard Ave (SR-232)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Myrtle St

DAY: THURSDAY

PROJECT# 08-5025-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2.5	0.5	1	2	1	0	1	0	1.5	0.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	166	36	5	226	3	0	4	14	38	1	11	515
7:15 AM	3	202	42	12	254	1	1	2	29	30	3	11	590
7:30 AM	2	256	54	17	295	1	0	1	22	29	3	13	693
7:45 AM	7	262	80	20	275	5	1	3	26	50	2	9	740
8:00 AM	5	218	74	14	289	0	1	4	15	29	1	9	659
8:15 AM	5	185	44	14	233	1	1	1	12	40	2	12	550
8:30 AM	6	212	42	19	235	5	4	1	12	33	0	14	583
8:45 AM	7	158	39	17	267	4	0	1	13	40	3	13	562
9:00 AM	5	150	35	8	183	5	0	1	13	35	0	13	448
9:15 AM	5	138	38	13	189	4	2	4	14	30	0	4	441
9:30 AM	3	146	44	10	195	6	0	1	12	42	0	8	467
9:45 AM	7	169	38	8	171	3	0	0	19	41	2	9	467
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	66	2262	566	157	2812	38	10	23	201	437	17	126	6715

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	17	938	250	63	1113	7	3	10	92	138	9	42	2682
PEAK HR. FACTOR:		0.863		0.945				0.820			0.775		0.906

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineyard Ave (SR-232)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Myrtle St

DAY: THURSDAY

PROJECT# 08-5025-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2.5	0.5	1	2	1	0	1	0	1.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	14	218	45	12	275	4	2	0	15	50	1	15	651
3:15 PM	11	213	57	19	280	5	2	3	24	71	1	10	696
3:30 PM	20	219	52	15	296	5	4	4	45	52	4	15	731
3:45 PM	14	229	49	12	287	8	4	4	32	72	6	15	732
4:00 PM	15	269	63	7	285	3	5	0	16	64	1	15	743
4:15 PM	18	237	72	9	286	6	3	4	17	64	5	13	734
4:30 PM	17	247	42	11	309	7	4	3	11	77	2	14	744
4:45 PM	17	250	46	13	262	4	4	5	11	65	5	18	700
5:00 PM	15	288	38	11	309	6	4	0	29	110	6	25	841
5:15 PM	22	255	41	5	240	6	3	8	11	59	6	17	673
5:30 PM	18	271	45	8	283	3	3	0	20	63	5	16	735
5:45 PM	26	224	31	12	247	5	2	2	26	40	2	9	626
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	207	2920	581	134	3359	62	40	33	257	787	44	182	8606

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	67	1022	198	44	1166	23	15	12	68	316	18	70	3019
PEAK HR. FACTOR:		0.944			0.943			0.720			0.716		0.897

CONTROL: Signalized

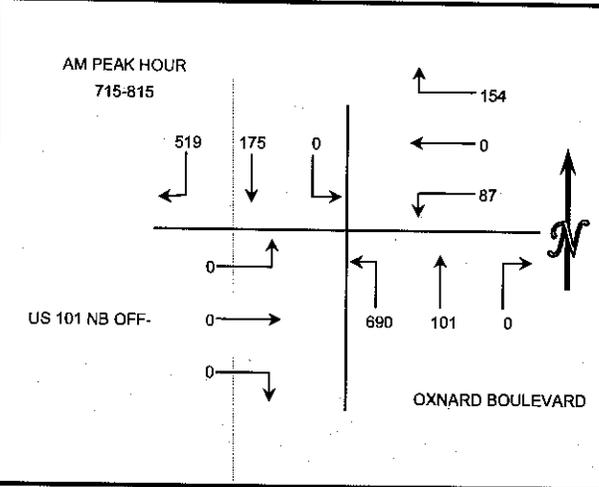
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

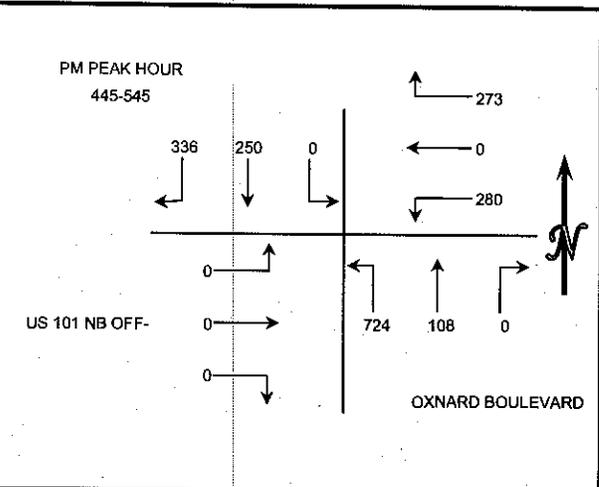
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD AND E/W US 101 NB OFF-RAMPS
 CITY: OXNARD

15 MIN COUNTS													7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	59	24	0	27	0	19	0	19	111	0	0	0	259
715-730	84	53	0	31	0	11	0	24	153	0	0	0	356
730-745	167	55	0	44	0	19	0	26	176	0	0	0	487
745-800	169	34	0	39	0	25	0	32	211	0	0	0	510
800-815	99	33	0	40	0	32	0	19	150	0	0	0	373
815-830	72	30	0	32	0	45	0	29	137	0	0	0	345
830-845	82	31	0	40	0	25	0	42	132	0	0	0	352
845-900	91	30	0	35	0	34	0	34	132	0	0	0	356
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	479	166	0	141	0	74	0	101	651	0	0	0	1612
715-815	519	175	0	154	0	87	0	101	690	0	0	0	1726
730-830	507	152	0	155	0	121	0	106	674	0	0	0	1715
745-845	422	128	0	151	0	127	0	122	630	0	0	0	1580
800-900	344	124	0	147	0	136	0	124	551	0	0	0	1426



15 MIN COUNTS													4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	50	23	0	53	1	66	0	21	160	0	0	0	374
415-430	62	25	0	53	0	67	0	23	136	0	0	0	366
430-445	70	57	0	53	0	64	0	25	171	0	0	0	440
445-500	83	50	0	65	0	74	0	26	175	0	0	0	473
500-515	101	70	0	76	0	75	0	26	205	0	0	0	553
515-530	77	61	0	72	0	69	0	28	186	0	0	0	493
530-545	75	69	0	60	0	62	0	28	158	0	0	0	452
545-600	79	46	0	69	0	76	0	38	154	0	0	0	462
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	265	155	0	224	1	271	0	95	642	0	0	0	1653
415-515	316	202	0	247	0	280	0	100	687	0	0	0	1832
430-530	331	238	0	266	0	282	0	105	737	0	0	0	1959
445-545	336	250	0	273	0	280	0	108	724	0	0	0	1971
500-600	332	246	0	277	0	282	0	120	703	0	0	0	1960



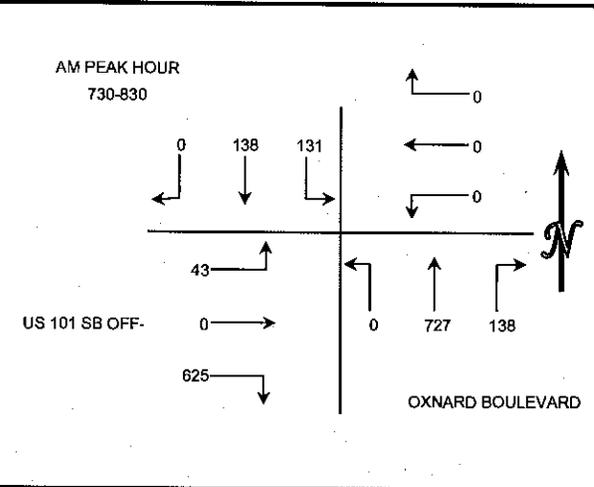
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

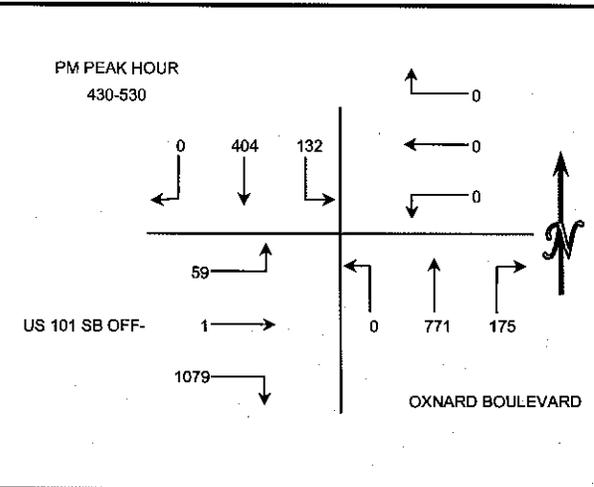
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB OFF-RAMPS
 CITY: OXNARD

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	25	25	0	0	0	27	140	0	83	0	14	314
715-730	0	23	32	0	0	0	32	161	0	130	0	17	395
730-745	0	27	56	0	0	0	42	184	0	140	0	8	457
745-800	0	20	30	0	0	0	41	235	0	178	0	11	515
800-815	0	42	26	0	0	0	24	151	0	161	0	6	410
815-830	0	49	19	0	0	0	31	157	0	146	0	18	420
830-845	0	45	21	0	0	0	37	152	0	132	0	15	402
845-900	0	42	15	0	0	0	27	146	0	125	0	12	367
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	95	143	0	0	0	142	720	0	531	0	50	1681
715-815	0	112	144	0	0	0	139	731	0	609	0	42	1777
730-830	0	138	131	0	0	0	138	727	0	625	0	43	1802
745-845	0	156	96	0	0	0	133	695	0	617	0	50	1747
800-900	0	178	81	0	0	0	119	606	0	564	0	51	1599



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	67	16	0	0	0	40	157	0	242	0	14	536
415-430	0	68	15	0	0	0	43	168	0	223	1	11	529
430-445	0	96	37	0	0	0	45	184	0	243	1	17	623
445-500	0	99	24	0	0	0	40	175	0	274	0	16	628
500-515	0	105	42	0	0	0	37	205	0	272	0	15	676
515-530	0	104	29	0	0	0	53	207	0	290	0	11	694
530-545	0	90	43	0	0	0	43	166	0	239	0	17	598
545-600	0	98	28	0	0	0	41	168	0	212	0	16	563
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	330	92	0	0	0	168	684	0	982	2	58	2316
415-515	0	368	118	0	0	0	165	732	0	1012	2	59	2456
430-530	0	404	132	0	0	0	175	771	0	1079	1	59	2621
445-545	0	398	138	0	0	0	173	753	0	1075	0	59	2596
500-600	0	397	142	0	0	0	174	746	0	1013	0	59	2531



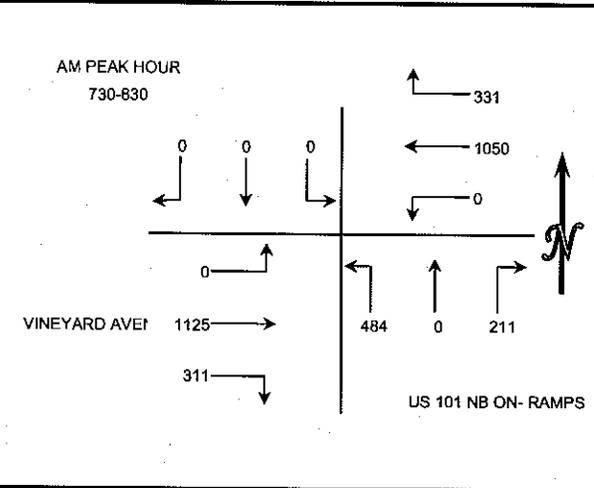
WILTEC

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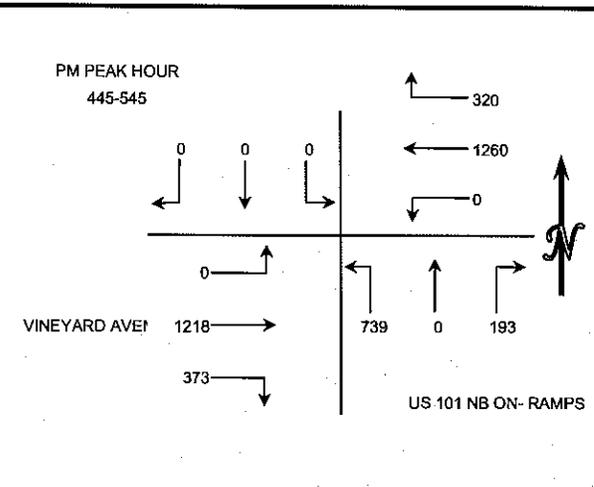
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S US 101 NB ON- RAMP
 E/W VINEYARD AVENUE
 CITY: OXNARD

15 MIN COUNTS													7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	62	216	0	40	0	81	39	200	0	638
715-730	0	0	0	79	244	0	34	0	106	59	208	0	730
730-745	0	0	0	72	261	0	44	0	108	83	277	0	845
745-800	0	0	0	104	275	0	57	0	136	98	298	0	968
800-815	0	0	0	84	255	0	54	0	106	54	310	0	863
815-830	0	0	0	71	259	0	56	0	134	76	240	0	836
830-845	0	0	0	76	246	0	36	0	123	55	239	0	775
845-900	0	0	0	81	265	0	47	0	126	52	219	0	790
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	317	996	0	175	0	431	279	983	0	3181
715-815	0	0	0	339	1035	0	189	0	456	294	1093	0	3406
730-830	0	0	0	331	1050	0	211	0	484	311	1125	0	3512
745-845	0	0	0	335	1035	0	203	0	499	283	1087	0	3442
800-900	0	0	0	312	1025	0	193	0	489	237	1008	0	3264



15 MIN COUNTS													4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	81	313	0	55	0	202	81	297	0	1029
415-430	0	0	0	85	319	0	53	0	187	82	294	0	1020
430-445	0	0	0	83	313	0	34	0	184	89	251	0	954
445-500	0	0	0	88	320	0	44	0	181	79	283	0	995
500-515	0	0	0	88	328	0	57	0	181	108	301	0	1063
515-530	0	0	0	91	331	0	42	0	192	90	324	0	1070
530-545	0	0	0	53	281	0	50	0	185	96	310	0	975
545-600	0	0	0	58	275	0	42	0	192	70	283	0	920
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	337	1265	0	186	0	754	331	1125	0	3998
415-515	0	0	0	344	1280	0	188	0	733	358	1129	0	4032
430-530	0	0	0	350	1292	0	177	0	738	366	1159	0	4082
445-545	0	0	0	320	1260	0	193	0	739	373	1218	0	4103
500-600	0	0	0	290	1215	0	191	0	750	364	1218	0	4028



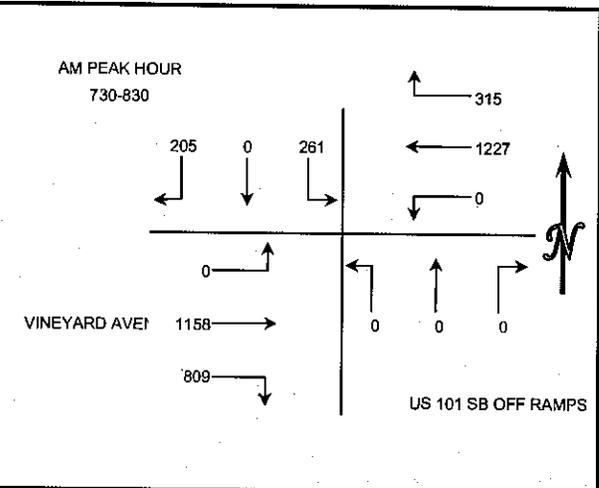
WILTEC

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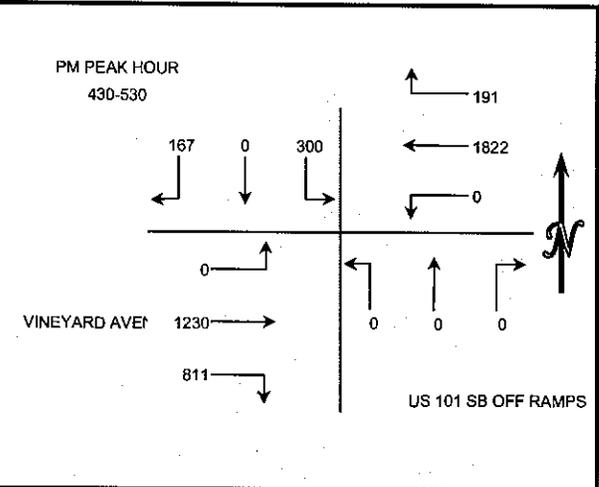
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S US 101 SB OFF RAMP
 E/W VINEYARD AVENUE
 CITY: OXNARD

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	13	0	32	82	216	0	0	0	0	170	195	0	708
715-730	31	0	52	83	248	0	0	0	0	208	242	0	864
730-745	43	0	60	91	299	0	0	0	0	206	268	0	967
745-800	58	0	79	91	312	0	0	0	0	233	328	0	1101
800-815	55	0	74	62	291	0	0	0	0	174	287	0	943
815-830	49	0	48	71	325	0	0	0	0	196	275	0	964
830-845	36	0	43	59	308	0	0	0	0	167	225	0	838
845-900	43	0	57	54	320	0	0	0	0	143	219	0	836
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	145	0	223	347	1075	0	0	0	0	817	1033	0	3640
715-815	187	0	265	327	1150	0	0	0	0	821	1125	0	3875
730-830	205	0	261	315	1227	0	0	0	0	809	1158	0	3975
745-845	198	0	244	283	1236	0	0	0	0	770	1115	0	3846
800-900	183	0	222	246	1244	0	0	0	0	680	1006	0	3581



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	41	0	86	41	472	0	0	0	0	176	297	0	1113
415-430	47	0	83	58	447	0	0	0	0	164	272	0	1071
430-445	45	0	69	41	457	0	0	0	0	204	278	0	1094
445-500	40	0	73	41	443	0	0	0	0	193	278	0	1068
500-515	45	0	69	55	465	0	0	0	0	218	350	0	1202
515-530	37	0	89	54	457	0	0	0	0	196	324	0	1157
530-545	44	0	56	53	411	0	0	0	0	191	297	0	1052
545-600	34	0	67	28	411	0	0	0	0	185	286	0	1011
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	173	0	311	181	1819	0	0	0	0	737	1125	0	4346
415-515	177	0	294	195	1812	0	0	0	0	779	1178	0	4435
430-530	167	0	300	191	1822	0	0	0	0	811	1230	0	4521
445-545	166	0	287	203	1776	0	0	0	0	798	1249	0	4479
500-600	160	0	281	190	1744	0	0	0	0	790	1257	0	4422



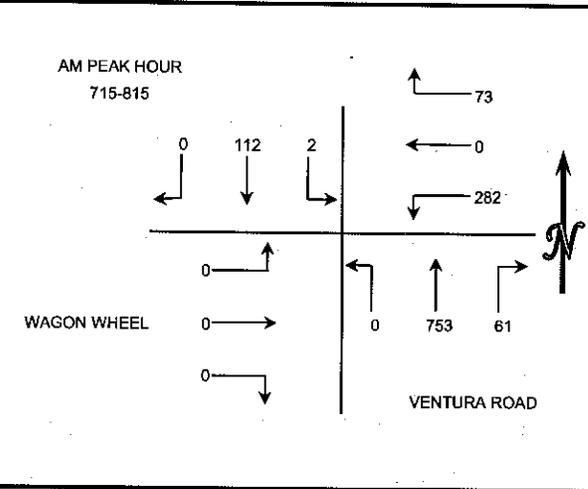
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

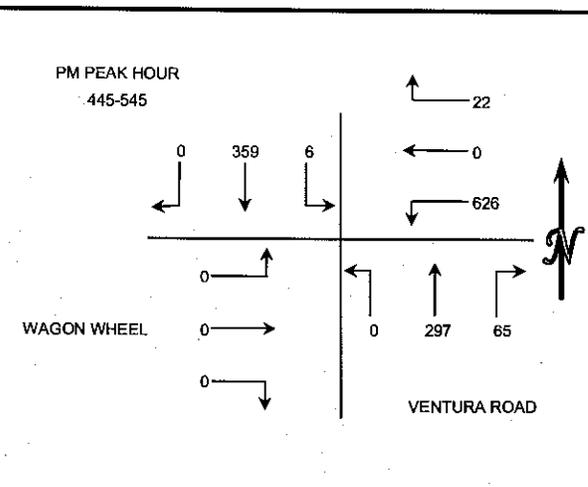
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VENTURA ROAD AND E/W WAGON WHEEL ROAD
 CITY: OXNARD

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	17	1	8	0	61	5	93	0	0	0	0	185
715-730	0	24	0	19	0	95	11	185	0	0	0	0	334
730-745	0	39	1	15	0	66	17	235	0	0	0	0	373
745-800	0	21	1	22	0	65	17	208	0	0	0	0	334
800-815	0	28	0	17	0	56	16	125	0	0	0	0	242
815-830	0	20	1	8	0	65	10	107	0	0	0	0	211
830-845	0	26	1	14	0	43	10	109	0	0	0	0	203
845-900	0	29	2	9	0	59	9	84	0	0	0	0	192
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	101	3	64	0	287	50	721	0	0	0	0	1226
715-815	0	112	2	73	0	282	61	753	0	0	0	0	1283
730-830	0	108	3	62	0	252	60	675	0	0	0	0	1160
745-845	0	95	3	61	0	229	53	549	0	0	0	0	990
800-900	0	103	4	48	0	223	45	425	0	0	0	0	848



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	64	1	5	0	158	14	53	0	0	0	0	295
415-430	0	65	1	4	0	151	11	55	0	0	0	0	287
430-445	0	63	0	7	0	162	9	58	0	0	0	0	299
445-500	0	84	1	3	0	136	18	77	0	0	0	0	319
500-515	0	110	1	11	0	166	19	78	0	0	0	0	385
515-530	0	79	2	2	0	165	14	72	0	0	0	0	334
530-545	0	86	2	6	0	159	14	70	0	0	0	0	337
545-600	0	72	3	1	0	142	14	77	0	0	0	0	309
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	276	3	19	0	607	52	243	0	0	0	0	1200
415-515	0	322	3	25	0	615	57	288	0	0	0	0	1290
430-530	0	336	4	23	0	629	60	285	0	0	0	0	1337
445-545	0	359	6	22	0	626	65	297	0	0	0	0	1375
500-600	0	347	8	20	0	632	61	297	0	0	0	0	1365



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
 2007 Sawtelle Blvd., Suite 4
 Los Angeles, CA 90025
 Tel: (310) 473-6508

N/S STREET: 101 SB OFF RAMP

E/W STREET: WAGON WHEEL RD

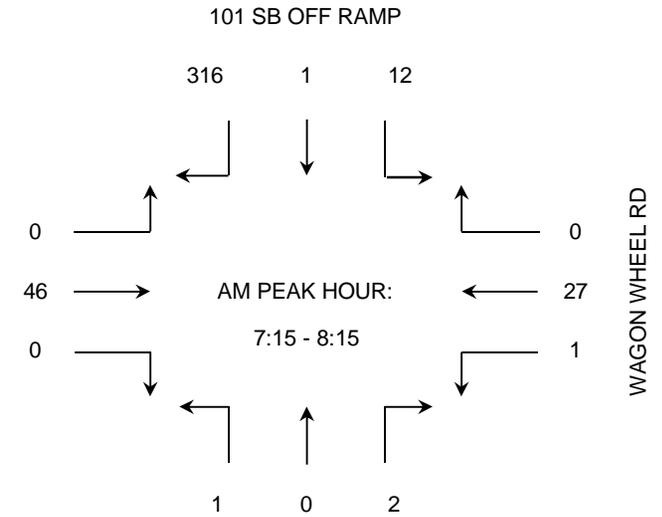
PERIOD: AM PEAK HOUR

DATE: TUESDAY NOVEMBER 25, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	5	0	0	5	0	0	0	0	2	0	49	61
7:15 - 7:30	1	6	0	0	9	0	0	0	0	2	0	65	83
7:30 - 7:45	0	9	0	0	7	0	0	0	1	5	0	80	102
7:45 - 8:00	0	6	0	0	16	0	0	0	0	1	0	91	114
8:00 - 8:15	0	6	0	0	14	0	1	0	1	4	1	80	107
8:15 - 8:30	1	7	0	0	4	1	1	0	0	1	1	50	66
8:30 - 8:45	0	2	0	0	5	0	0	0	0	2	2	64	75
8:45 - 9:00	0	4	0	0	11	0	1	0	0	7	0	49	72

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	1	26	0	0	37	0	0	0	1	10	0	285	360
7:15 - 8:15	1	27	0	0	46	0	1	0	2	12	1	316	406 *
7:30 - 8:30	1	28	0	0	41	1	2	0	2	11	2	301	389
7:45 - 8:45	1	21	0	0	39	1	2	0	1	8	4	285	362
8:00 - 9:00	1	19	0	0	34	1	3	0	1	14	4	243	320

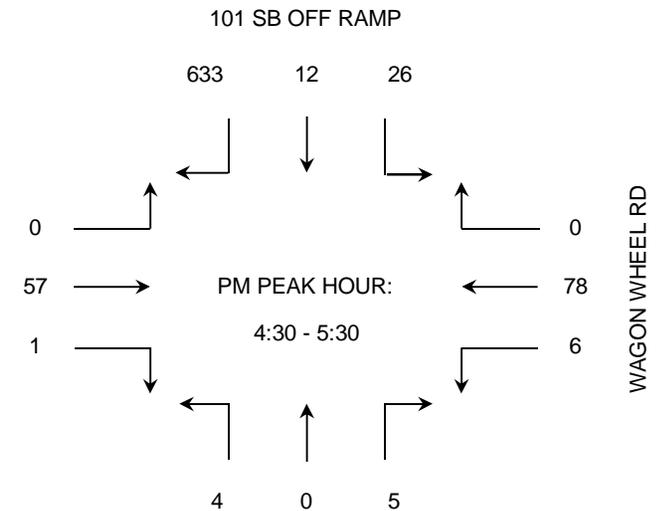


PERIOD: PM PEAK HOUR

DATE: TUESDAY NOVEMBER 25, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	18	0	0	12	0	0	0	1	6	2	114	153
4:15 - 4:30	0	17	0	0	9	0	0	0	0	5	1	140	172
4:30 - 4:45	1	27	0	0	16	0	0	0	1	7	4	125	181
4:45 - 5:00	2	20	0	0	13	0	2	0	3	10	2	172	224
5:00 - 5:15	1	16	0	0	16	1	2	0	1	2	2	154	195
5:15 - 5:30	2	15	0	0	12	0	0	0	0	7	4	182	222
5:30 - 5:45	3	15	0	0	18	0	0	0	2	6	1	124	169
5:45 - 6:00	4	13	0	0	15	0	1	0	4	11	4	160	212

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	3	82	0	0	50	0	2	0	5	28	9	551	730
4:15 - 5:15	4	80	0	0	54	1	4	0	5	24	9	591	772
4:30 - 5:30	6	78	0	0	57	1	4	0	5	26	12	633	822 *
4:45 - 5:45	8	66	0	0	59	1	4	0	6	25	9	632	810
5:00 - 6:00	10	59	0	0	61	1	3	0	7	26	11	620	798



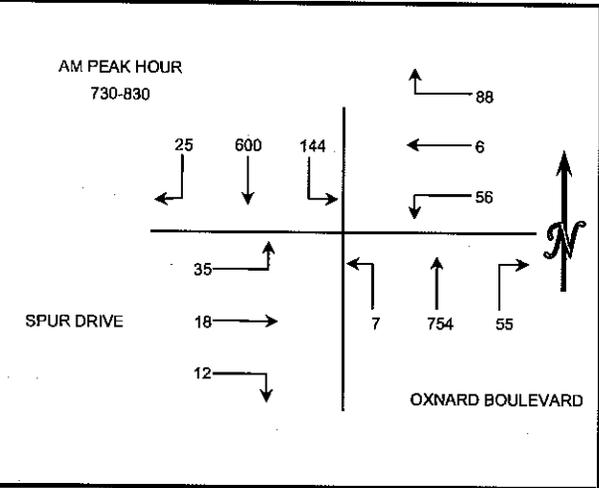
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

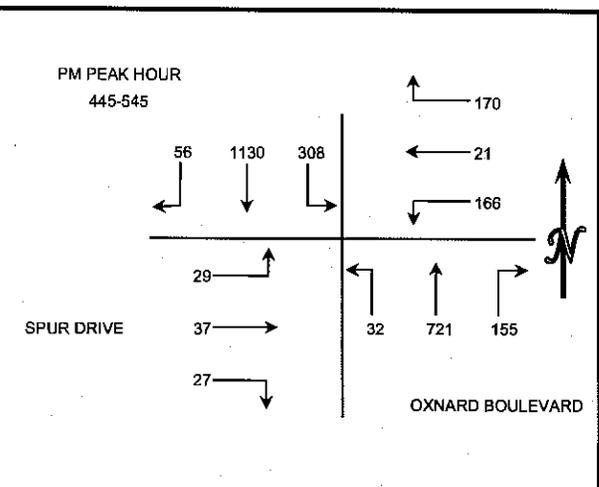
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W SPUR DRIVE / *ESPLANADE*
 CITY: OXNARD

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	7	91	8	14	2	4	7	141	0	2	3	4	283	
715-730	1	116	20	13	0	12	7	171	2	5	4	7	358	
730-745	4	143	22	18	0	9	8	204	0	5	5	9	427	
745-800	6	177	33	24	1	10	8	238	3	3	5	13	521	
800-815	8	155	49	20	2	14	21	151	3	2	5	9	439	
815-830	7	125	40	26	3	23	18	161	1	2	3	4	413	
830-845	7	140	36	21	0	16	19	145	1	5	3	7	400	
845-900	4	149	36	27	2	15	13	134	5	3	5	8	401	
HOURLY TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	18	527	83	69	3	35	30	754	5	15	17	33	1589	
715-815	19	591	124	75	3	45	44	764	8	15	19	38	1745	
730-830	25	600	144	88	6	56	55	754	7	12	18	35	1800	
745-845	28	597	158	91	6	63	66	695	8	12	16	33	1773	
800-900	26	569	161	94	7	68	71	591	10	12	16	28	1653	



15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	14	225	73	45	6	44	33	152	8	19	9	16	644	
415-430	11	204	81	51	6	31	28	136	7	8	10	8	581	
430-445	12	257	61	48	9	43	25	175	8	12	10	12	672	
445-500	20	289	81	37	4	37	27	158	8	9	11	10	691	
500-515	9	305	69	44	4	49	41	207	8	3	7	6	752	
515-530	18	281	83	47	9	34	34	194	9	11	8	5	733	
530-545	9	255	75	42	4	46	53	162	7	4	11	8	676	
545-600	12	233	83	50	5	42	43	161	10	7	6	9	661	
HOURLY TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	57	975	296	181	25	155	113	621	31	48	40	46	2588	
415-515	52	1055	292	180	23	160	121	676	31	32	38	36	2696	
430-530	59	1132	294	176	26	163	127	734	33	35	36	33	2848	
445-545	56	1130	308	170	21	166	155	721	32	27	37	29	2852	
500-600	48	1074	310	183	22	171	171	724	34	25	32	28	2822	



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineyard Ave (SR-232)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Esplanade Dr

DAY: THURSDAY

PROJECT# 08-5025-033

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	2	3	0	1.5	.5	1	1.5	.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	354	5	28	174	35	14	5	9	5	0	8	656
7:15 AM	23	390	11	22	191	40	19	1	12	4	2	21	736
7:30 AM	17	420	6	52	192	34	23	1	12	15	4	24	800
7:45 AM	26	475	14	88	241	28	29	1	11	14	1	25	953
8:00 AM	19	329	14	71	209	43	22	6	14	18	0	20	765
8:15 AM	25	310	15	70	193	32	21	3	14	13	2	29	727
8:30 AM	17	273	19	79	207	34	34	3	10	19	4	19	718
8:45 AM	23	257	32	68	208	53	25	4	18	15	4	27	734
9:00 AM	14	179	22	65	163	42	33	6	26	33	9	44	636
9:15 AM	24	257	23	41	177	36	25	2	20	20	13	31	669
9:30 AM	33	204	23	39	158	41	40	7	19	30	4	33	631
9:45 AM	30	209	26	58	141	60	29	5	30	28	11	40	667
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	270	3657	210	681	2254	478	314	44	195	214	54	321	8692

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	85	1614	45	233	833	145	93	9	49	51	7	90	3254
PEAK HR. FACTOR:		0.847		0.848			0.899			0.860			0.854

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vineyard Ave (SR-232)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Esplanade Dr

DAY: THURSDAY

PROJECT# 08-5025-033

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	2	3	0	1.5	.5	1	1.5	.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	31	247	19	49	236	65	64	15	39	46	15	53	879
3:15 PM	38	270	18	56	298	59	71	5	48	44	8	35	950
3:30 PM	36	247	16	57	289	62	56	4	23	49	5	55	899
3:45 PM	52	312	23	43	336	89	68	5	54	53	6	51	1092
4:00 PM	35	295	23	42	300	79	66	6	66	44	8	75	1039
4:15 PM	42	322	28	49	345	59	48	5	52	54	10	61	1075
4:30 PM	40	287	23	50	312	71	74	3	45	66	10	79	1060
4:45 PM	45	293	26	50	338	62	89	3	50	57	11	56	1080
5:00 PM	60	288	16	42	353	93	86	7	66	89	25	99	1224
5:15 PM	58	295	19	43	313	87	62	2	71	53	15	67	1085
5:30 PM	40	300	10	38	323	81	84	5	60	65	7	70	1083
5:45 PM	59	256	18	29	310	91	57	3	60	49	14	48	994
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	536	3412	239	548	3753	898	825	63	634	669	134	749	12460

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	203	1176	71	173	1327	323	321	17	247	264	58	292	4472
PEAK HR. FACTOR:		0.974			0.934			0.920			0.721		0.913

CONTROL: Signalized

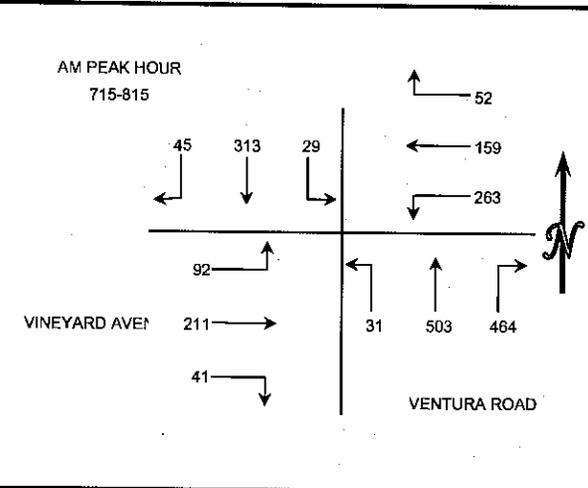
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

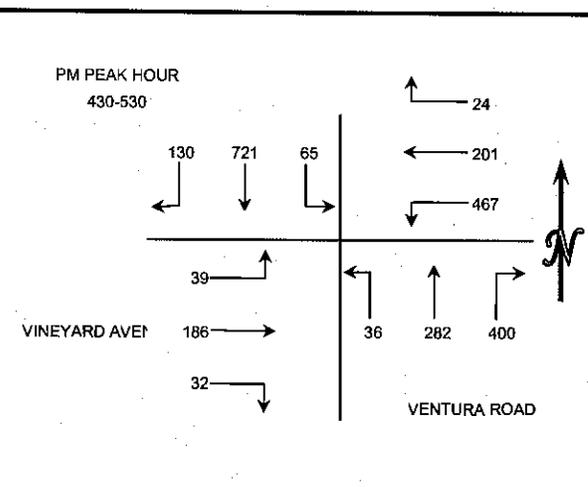
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 17TH, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VENTURA ROAD AND E/W VINEYARD AVENUE
 CITY: OXNARD

15 MIN COUNTS													7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	5	61	4	9	30	55	95	87	4	4	42	18	414
715-730	8	85	8	14	40	64	105	98	6	11	43	20	502
730-745	16	75	12	18	54	82	131	141	4	11	62	23	629
745-800	10	77	4	12	37	61	109	155	9	10	51	25	560
800-815	11	76	5	8	28	56	119	109	12	9	55	24	512
815-830	9	64	7	7	30	53	80	89	12	8	35	16	410
830-845	5	59	3	10	25	34	84	74	4	1	30	14	343
845-900	10	56	2	9	28	63	83	61	5	7	29	8	361
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	39	298	28	53	161	262	440	481	23	36	198	86	2105
715-815	45	313	29	52	159	263	464	503	31	41	211	92	2203
730-830	46	292	28	45	149	252	439	494	37	38	203	88	2111
745-845	35	276	19	37	120	204	392	427	37	28	171	79	1825
800-900	35	255	17	34	111	206	366	333	33	25	149	62	1626



15 MIN COUNTS													4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	18	149	11	5	48	118	104	61	7	5	35	9	570
415-430	21	157	16	5	36	122	94	56	9	2	53	10	581
430-445	25	153	13	6	48	114	109	79	15	7	52	10	631
445-500	35	180	10	6	51	140	91	61	10	5	40	8	637
500-515	39	212	20	9	59	106	111	69	5	10	43	11	694
515-530	31	176	22	3	43	107	89	73	6	10	51	10	621
530-545	25	160	11	9	45	112	95	64	14	8	43	13	599
545-600	21	125	17	6	37	131	91	50	5	11	30	8	532
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	99	639	50	22	183	494	398	257	41	19	180	37	2419
415-515	120	702	59	26	194	482	405	265	39	24	188	39	2543
430-530	130	721	65	24	201	467	400	282	36	32	186	39	2583
445-545	130	728	63	27	198	465	386	267	35	33	177	42	2551
500-600	116	673	70	27	184	456	386	256	30	39	167	42	2446



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Oxnard Blvd (SR-1)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Vineyard Ave (SR-232)

DAY: THURSDAY

PROJECT# 08-5025-026

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	2.5	0.5	1.5	2.5	1	3	1.5	.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	131	131	11	87	15	41	178	25	57	79	11	785
7:15 AM	25	131	169	15	118	16	63	236	33	76	92	6	980
7:30 AM	33	174	199	24	158	18	75	258	33	95	88	13	1168
7:45 AM	23	149	194	30	129	23	81	308	52	119	89	9	1206
8:00 AM	22	131	165	28	148	17	59	219	25	156	75	6	1051
8:15 AM	12	117	145	16	125	12	75	168	20	128	78	11	907
8:30 AM	20	158	138	15	124	33	55	190	26	115	87	10	971
8:45 AM	24	109	111	29	113	24	74	168	28	126	87	14	907
9:00 AM	16	112	105	18	120	17	42	120	27	132	92	4	805
9:15 AM	23	104	141	15	113	20	39	127	23	142	71	14	832
9:30 AM	31	115	131	22	125	10	32	128	19	125	78	14	830
9:45 AM	30	121	136	25	144	18	38	116	29	110	73	4	844
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	278	1552	1765	248	1504	223	674	2216	340	1381	989	116	11286

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	103	585	727	97	553	74	278	1021	143	446	344	34	4405
PEAK HR. FACTOR:		0.871			0.905			0.817			0.869		0.913

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Oxnard Blvd (SR-1)

DATE: 09/18/2008

LOCATION: City of Oxnard

E-W STREET: Vineyard Ave (SR-232)

DAY: THURSDAY

PROJECT# 08-5025-026

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	2.5	0.5	1.5	2.5	1	3	1.5	.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	43	167	189	38	207	43	46	121	28	167	137	10	1196
3:15 PM	49	138	150	23	177	38	39	153	18	210	174	11	1180
3:30 PM	44	187	192	37	211	41	39	153	24	222	153	6	1309
3:45 PM	43	144	174	27	170	46	42	182	21	205	211	8	1273
4:00 PM	43	181	213	36	215	36	44	127	30	209	173	7	1314
4:15 PM	51	154	160	43	186	54	49	185	24	216	216	9	1347
4:30 PM	56	196	204	55	228	56	67	186	29	226	212	7	1522
4:45 PM	62	171	189	37	182	53	57	154	16	210	195	13	1339
5:00 PM	50	208	196	42	228	68	66	145	27	265	202	14	1511
5:15 PM	71	191	152	43	215	44	97	157	22	220	198	7	1417
5:30 PM	47	193	203	58	241	50	57	157	33	226	219	5	1489
5:45 PM	57	162	145	46	192	53	62	153	36	192	192	8	1298
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	616	2092	2167	485	2452	582	665	1873	308	2568	2282	105	16195

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	239	766	741	177	853	221	287	642	94	921	807	41	5789
PEAK HR. FACTOR:		0.957			0.923			0.907			0.919		0.951

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ventura Rd

DATE: 09/30/2008

LOCATION: City of Oxnard

E-W STREET: Gonzales Rd

DAY: TUESDAY

PROJECT# 08-5025-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2.5	0.5	1	2	1	2	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	149	58	7	123	10	26	76	11	55	59	11	603
7:15 AM	39	165	66	8	133	21	36	81	14	55	75	6	699
7:30 AM	42	227	84	21	180	24	51	108	31	69	104	11	952
7:45 AM	27	207	74	29	138	14	51	113	29	67	73	17	839
8:00 AM	60	178	79	21	177	14	21	69	37	62	72	12	802
8:15 AM	62	162	72	17	127	14	21	97	50	59	93	11	785
8:30 AM	86	133	62	25	120	24	27	102	73	54	151	12	869
8:45 AM	47	113	85	17	119	10	35	141	105	46	67	11	796
9:00 AM	33	74	62	13	98	6	22	89	29	60	52	16	554
9:15 AM	28	80	66	14	90	10	19	67	16	61	53	8	512
9:30 AM	22	89	81	14	93	6	15	64	16	59	57	12	528
9:45 AM	33	88	65	9	92	8	27	70	21	68	74	9	564
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	497	1665	854	195	1490	161	351	1077	432	715	930	136	8503

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	191	774	309	88	622	66	144	387	147	257	342	51	3378
PEAK HR. FACTOR:		0.902			0.862			0.878			0.883		0.887

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ventura Rd

DATE: 09/30/2008

LOCATION: City of Oxnard

E-W STREET: Gonzales Rd

DAY: TUESDAY

PROJECT# 08-5025-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2.5	SR 0.5	EL 1	ET 2	ER 1	WL 2	WT 2	WR 0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	64	153	89	30	173	16	23	83	48	85	104	22	890
3:15 PM	57	142	103	19	174	21	36	145	105	91	94	18	1005
3:30 PM	45	176	103	18	201	20	28	134	54	124	127	14	1044
3:45 PM	32	154	82	17	182	22	39	153	52	99	114	20	966
4:00 PM	44	170	96	21	221	23	23	87	34	100	81	14	914
4:15 PM	38	151	103	24	232	19	31	141	40	155	103	14	1051
4:30 PM	37	173	110	21	254	21	28	112	34	122	103	23	1038
4:45 PM	31	164	103	20	224	11	20	123	54	131	106	19	1006
5:00 PM	52	182	111	17	272	29	33	116	31	136	117	18	1114
5:15 PM	42	179	100	27	242	17	38	145	35	177	129	28	1159
5:30 PM	31	188	86	27	293	27	30	106	32	132	111	35	1098
5:45 PM	31	170	97	21	226	19	32	98	37	134	132	18	1015
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 504	NT 2002	NR 1183	SL 262	ST 2694	SR 245	EL 361	ET 1443	ER 556	WL 1486	WT 1321	WR 243	TOTAL 12300
-----------------	-----------	------------	------------	-----------	------------	-----------	-----------	------------	-----------	------------	------------	-----------	----------------

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	156	719	394	92	1033	92	133	465	135	579	489	99	4386
PEAK HR. FACTOR:		0.920			0.877			0.841			0.874		0.946

CONTROL: Signalized

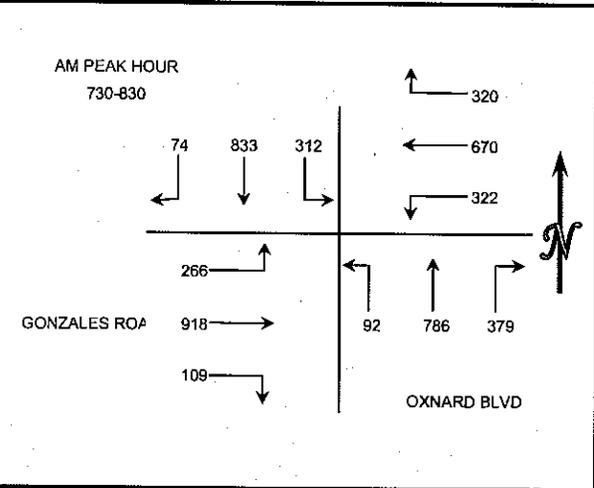
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

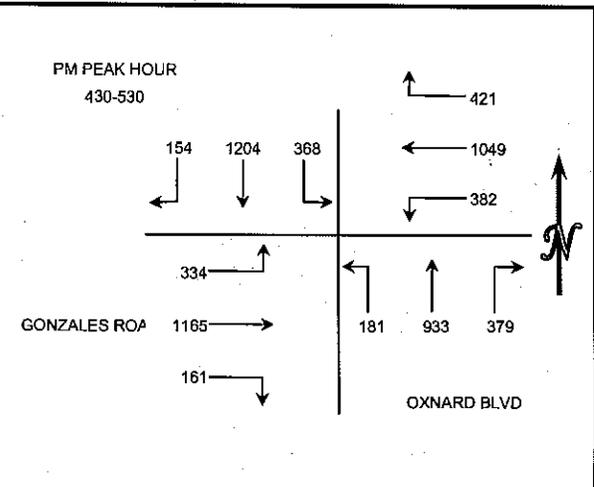
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: THURSDAY JANUARY 10, 2008
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BLVD
 E/W GONZALES ROAD
 CITY: OXNARD

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	14	158	32	40	87	41	68	135	16	23	186	49	849
715-730	11	187	20	80	145	50	66	167	14	22	215	52	1029
730-745	21	204	76	90	127	50	79	180	27	39	254	81	1228
745-800	17	229	98	89	162	85	125	246	16	24	223	82	1396
800-815	15	195	98	67	195	97	121	175	28	19	251	52	1313
815-830	21	205	40	74	186	90	54	185	21	27	190	51	1144
830-845	23	230	57	52	125	46	52	126	21	26	165	42	967
845-900	30	207	38	48	128	44	43	158	31	31	184	31	973
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	63	778	226	299	521	226	338	728	73	108	878	264	4502
715-815	64	815	292	326	629	282	391	768	85	104	943	267	4966
730-830	74	833	312	320	670	322	379	786	92	109	918	266	5081
745-845	76	859	293	282	668	320	352	732	86	96	829	227	4820
800-900	89	837	233	241	634	279	270	644	101	103	790	176	4397



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	28	295	84	79	248	81	95	219	37	30	237	43	1476
415-430	32	251	66	100	235	80	69	226	30	25	208	71	1393
430-445	31	344	107	98	288	102	76	192	47	28	266	73	1652
445-500	48	328	62	128	251	100	78	232	52	28	282	76	1665
500-515	30	245	101	106	241	84	118	242	45	83	330	128	1753
515-530	45	287	98	89	269	96	107	267	37	22	287	57	1661
530-545	35	273	97	115	293	89	93	213	48	21	222	56	1555
545-600	46	341	65	122	302	94	107	236	28	24	223	62	1650
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	139	1218	319	405	1022	363	318	869	166	111	993	263	6186
415-515	141	1168	336	432	1015	366	341	892	174	164	1086	348	6463
430-530	154	1204	368	421	1049	382	379	933	181	161	1165	334	6731
445-545	158	1133	358	438	1054	369	396	954	182	154	1121	317	6634
500-600	156	1146	361	432	1105	363	425	958	158	150	1062	303	6619



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VICTORIA AVE

E/W STREET: TELEPHONE RD

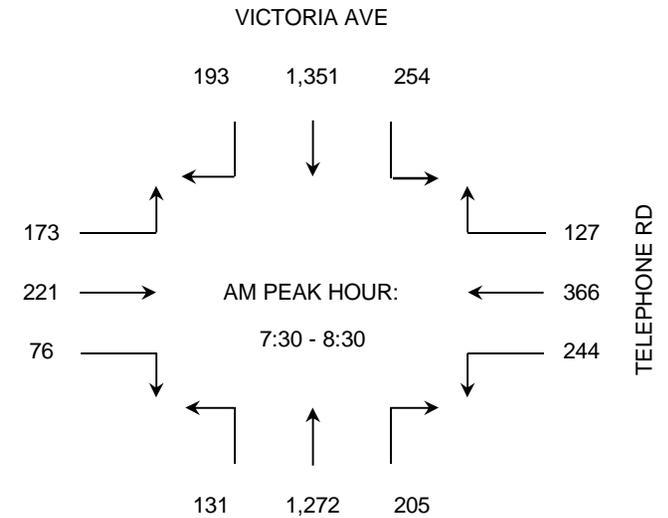
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY DECEMBER 3, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	62	68	13	25	37	11	20	182	42	29	240	30	759
7:15 - 7:30	63	79	30	51	45	14	23	227	43	33	277	33	918
7:30 - 7:45	66	83	33	46	49	17	34	309	57	51	343	47	1,135
7:45 - 8:00	61	101	37	49	59	20	37	341	60	77	369	55	1,266
8:00 - 8:15	55	94	35	41	60	19	31	321	47	66	346	50	1,165
8:15 - 8:30	62	88	22	37	53	20	29	301	41	60	293	41	1,047
8:30 - 8:45	64	83	21	35	60	31	42	339	37	50	242	51	1,055
8:45 - 9:00	49	86	16	31	47	24	31	276	33	42	238	39	912

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	252	331	113	171	190	62	114	1,059	202	190	1,229	165	4,078
7:15 - 8:15	245	357	135	187	213	70	125	1,198	207	227	1,335	185	4,484
7:30 - 8:30	244	366	127	173	221	76	131	1,272	205	254	1,351	193	4,613 *
7:45 - 8:45	242	366	115	162	232	90	139	1,302	185	253	1,250	197	4,533
8:00 - 9:00	230	351	94	144	220	94	133	1,237	158	218	1,119	181	4,179

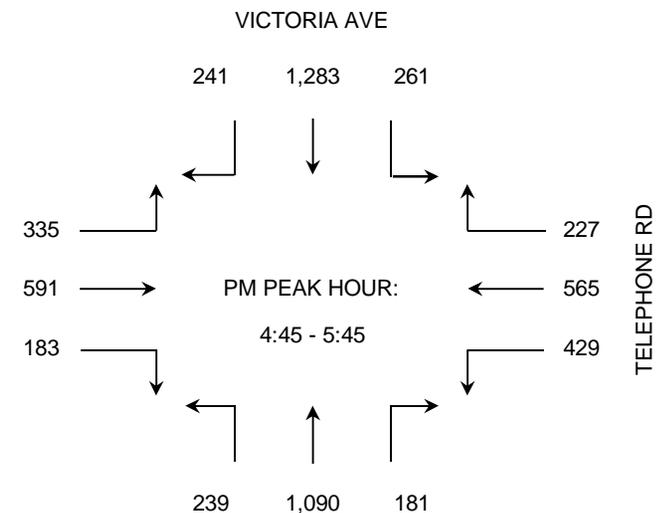


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY DECEMBER 3, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	87	140	39	66	127	45	43	250	47	60	251	54	1,209
4:15 - 4:30	91	134	44	64	131	49	52	247	53	62	255	60	1,242
4:30 - 4:45	90	157	42	71	143	45	41	241	44	63	268	56	1,261
4:45 - 5:00	88	155	57	74	150	44	55	274	50	69	328	60	1,404
5:00 - 5:15	121	160	59	91	149	50	60	261	52	70	330	59	1,462
5:15 - 5:30	111	144	59	81	152	47	63	280	42	59	289	59	1,386
5:30 - 5:45	109	106	52	89	140	42	61	275	37	63	336	63	1,373
5:45 - 6:00	59	111	50	77	101	38	53	252	35	51	267	61	1,155

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	356	586	182	275	551	183	191	1,012	194	254	1,102	230	5,116
4:15 - 5:15	390	606	202	300	573	188	208	1,023	199	264	1,181	235	5,369
4:30 - 5:30	410	616	217	317	594	186	219	1,056	188	261	1,215	234	5,513
4:45 - 5:45	429	565	227	335	591	183	239	1,090	181	261	1,283	241	5,625 *
5:00 - 6:00	400	521	220	338	542	177	237	1,068	166	243	1,222	242	5,376



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VICTORIA AVE

E/W STREET: RALSTON ST

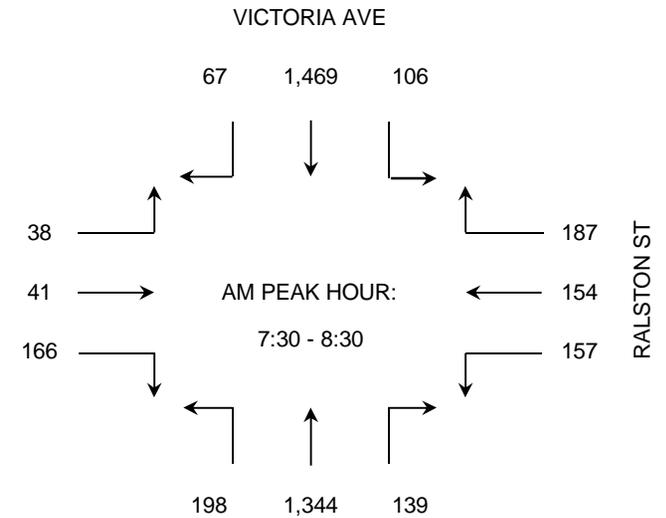
PERIOD: AM PEAK HOUR

DATE: TUESDAY NOVEMBER 25, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	26	11	21	8	11	24	23	201	15	11	277	7	635
7:15 - 7:30	37	30	39	10	9	33	37	274	21	22	303	12	827
7:30 - 7:45	43	33	57	11	13	48	52	358	31	23	379	14	1,062
7:45 - 8:00	47	50	49	7	7	47	56	361	40	30	401	20	1,115
8:00 - 8:15	38	40	40	9	9	39	49	314	38	29	356	17	978
8:15 - 8:30	29	31	41	11	12	32	41	311	30	24	333	16	911
8:30 - 8:45	20	21	29	15	11	27	29	333	20	20	279	15	819
8:45 - 9:00	21	23	17	10	9	31	22	315	16	22	260	17	763

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	153	124	166	36	40	152	168	1,194	107	86	1,360	53	3,639
7:15 - 8:15	165	153	185	37	38	167	194	1,307	130	104	1,439	63	3,982
7:30 - 8:30	157	154	187	38	41	166	198	1,344	139	106	1,469	67	4,066 *
7:45 - 8:45	134	142	159	42	39	145	175	1,319	128	103	1,369	68	3,823
8:00 - 9:00	108	115	127	45	41	129	141	1,273	104	95	1,228	65	3,471

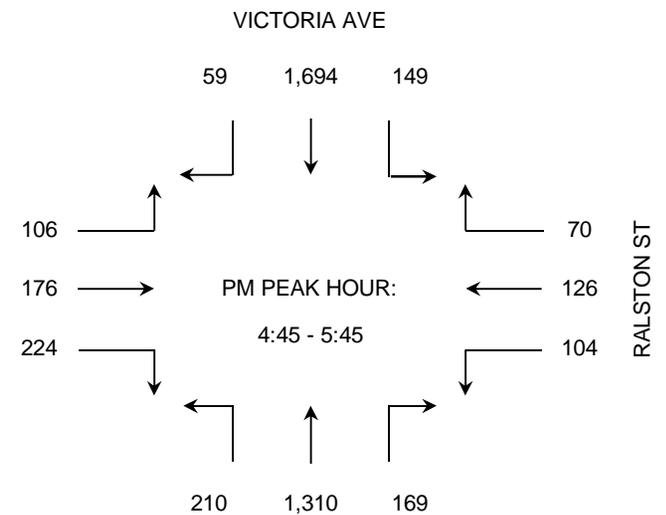


PERIOD: PM PEAK HOUR

DATE: TUESDAY NOVEMBER 25, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	18	17	20	30	28	51	60	347	21	34	346	13	985
4:15 - 4:30	22	19	18	27	27	53	55	346	20	31	342	17	977
4:30 - 4:45	19	22	22	30	33	50	51	333	27	40	369	14	1,010
4:45 - 5:00	24	32	18	21	49	54	52	337	33	41	410	13	1,084
5:00 - 5:15	30	36	16	32	45	68	61	320	51	37	426	15	1,137
5:15 - 5:30	27	31	19	23	39	49	50	342	44	34	411	16	1,085
5:30 - 5:45	23	27	17	30	43	53	47	311	41	37	447	15	1,091
5:45 - 6:00	19	22	15	21	31	41	43	305	30	27	339	13	906

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	83	90	78	108	137	208	218	1,363	101	146	1,467	57	4,056
4:15 - 5:15	95	109	74	110	154	225	219	1,336	131	149	1,547	59	4,208
4:30 - 5:30	100	121	75	106	166	221	214	1,332	155	152	1,616	58	4,316
4:45 - 5:45	104	126	70	106	176	224	210	1,310	169	149	1,694	59	4,397 *
5:00 - 6:00	99	116	67	106	158	211	201	1,278	166	135	1,623	59	4,219



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VICTORIA AVE

E/W STREET: 101 NB RAMPS

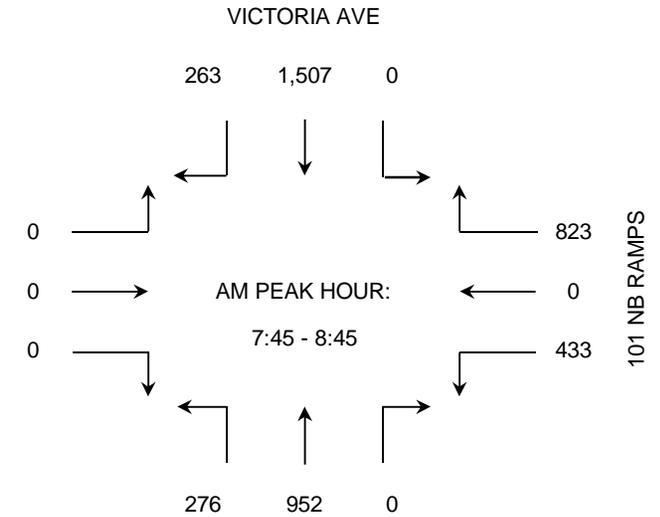
PERIOD: AM PEAK HOUR

DATE: THURSDAY NOVEMBER 13, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	128	0	158	0	0	0	72	147	0	0	351	60	916
7:15 - 7:30	126	0	161	0	0	0	72	152	0	0	374	61	946
7:30 - 7:45	120	0	182	0	0	0	69	189	0	0	381	59	1,000
7:45 - 8:00	111	0	200	0	0	0	53	212	0	0	379	66	1,021
8:00 - 8:15	114	0	198	0	0	0	88	298	0	0	371	68	1,137
8:15 - 8:30	120	0	202	0	0	0	82	210	0	0	365	66	1,045
8:30 - 8:45	88	0	223	0	0	0	53	232	0	0	392	63	1,051
8:45 - 9:00	91	0	219	0	0	0	56	230	0	0	292	71	959

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	485	0	701	0	0	0	266	700	0	0	1,485	246	3,883
7:15 - 8:15	471	0	741	0	0	0	282	851	0	0	1,505	254	4,104
7:30 - 8:30	465	0	782	0	0	0	292	909	0	0	1,496	259	4,203
7:45 - 8:45	433	0	823	0	0	0	276	952	0	0	1,507	263	4,254 *
8:00 - 9:00	413	0	842	0	0	0	279	970	0	0	1,420	268	4,192

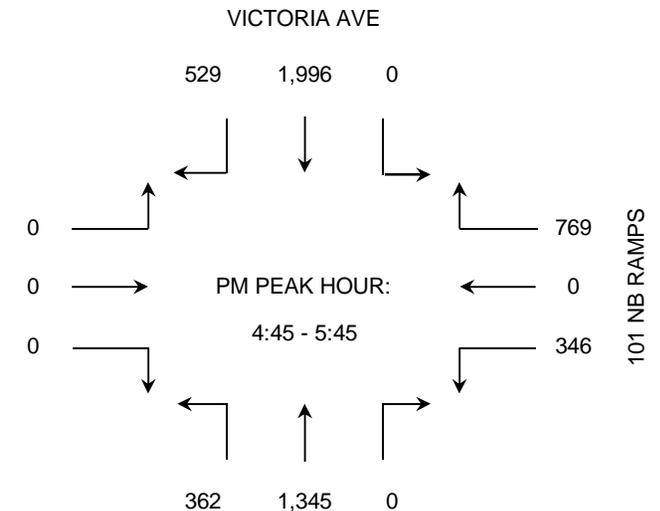


PERIOD: PM PEAK HOUR

DATE: THURSDAY NOVEMBER 13, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	82	0	210	0	0	0	88	365	0	0	391	144	1,280
4:15 - 4:30	89	0	200	0	0	0	82	318	0	0	426	121	1,236
4:30 - 4:45	94	0	172	0	0	0	90	353	0	0	454	111	1,274
4:45 - 5:00	87	0	188	0	0	0	82	332	0	0	596	129	1,414
5:00 - 5:15	82	0	190	0	0	0	90	310	0	0	510	133	1,315
5:15 - 5:30	87	0	217	0	0	0	89	381	0	0	390	136	1,300
5:30 - 5:45	90	0	174	0	0	0	101	322	0	0	500	131	1,318
5:45 - 6:00	100	0	180	0	0	0	77	310	0	0	366	126	1,159

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	352	0	770	0	0	0	342	1,368	0	0	1,867	505	5,204
4:15 - 5:15	352	0	750	0	0	0	344	1,313	0	0	1,986	494	5,239
4:30 - 5:30	350	0	767	0	0	0	351	1,376	0	0	1,950	509	5,303
4:45 - 5:45	346	0	769	0	0	0	362	1,345	0	0	1,996	529	5,347 *
5:00 - 6:00	359	0	761	0	0	0	357	1,323	0	0	1,766	526	5,092



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
 2007 Sawtelle Blvd., Suite 4
 Los Angeles, CA 90025
 Tel: (310) 473-6508

N/S STREET: 101 SB RAMPS

E/W STREET: VALENTINE ROAD

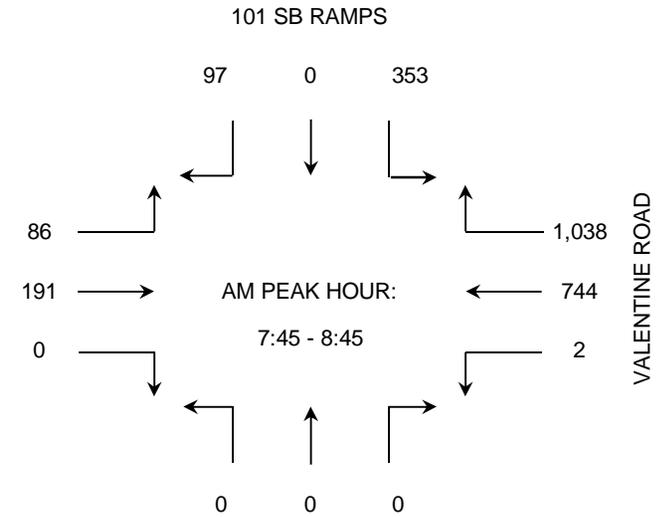
PERIOD: AM PEAK HOUR

DATE: TUESDAY NOVEMBER 18, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	103	156	15	5	0	0	0	0	46	0	7	332
7:15 - 7:30	0	116	210	13	10	0	0	0	0	51	0	11	411
7:30 - 7:45	0	123	252	14	19	0	0	0	0	59	0	15	482
7:45 - 8:00	1	189	250	15	23	0	0	0	0	74	0	29	581
8:00 - 8:15	0	181	280	22	35	0	0	0	0	68	0	31	617
8:15 - 8:30	1	192	252	28	86	0	0	0	0	110	0	16	685
8:30 - 8:45	0	182	256	21	47	0	0	0	0	101	0	21	628
8:45 - 9:00	0	108	210	18	33	0	0	0	0	80	0	30	479

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	1	531	868	57	57	0	0	0	0	230	0	62	1,806
7:15 - 8:15	1	609	992	64	87	0	0	0	0	252	0	86	2,091
7:30 - 8:30	2	685	1,034	79	163	0	0	0	0	311	0	91	2,365
7:45 - 8:45	2	744	1,038	86	191	0	0	0	0	353	0	97	2,511 *
8:00 - 9:00	1	663	998	89	201	0	0	0	0	359	0	98	2,409

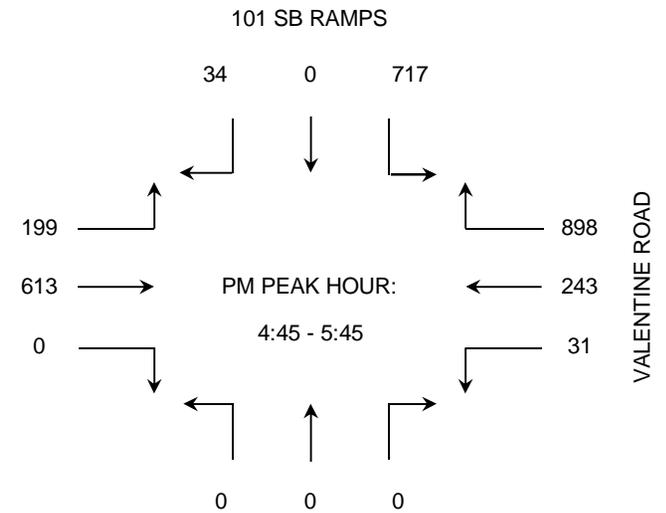


PERIOD: PM PEAK HOUR

DATE: TUESDAY NOVEMBER 18, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	4	43	216	31	105	0	0	0	0	119	0	11	529
4:15 - 4:30	8	40	214	27	111	0	0	0	0	131	0	12	543
4:30 - 4:45	6	57	223	32	122	0	0	0	0	122	0	12	574
4:45 - 5:00	6	63	231	41	138	0	0	0	0	130	0	8	617
5:00 - 5:15	6	60	222	48	176	0	0	0	0	221	0	10	743
5:15 - 5:30	12	58	218	45	168	0	0	0	0	231	0	7	739
5:30 - 5:45	7	62	227	65	131	0	0	0	0	135	0	9	636
5:45 - 6:00	4	65	210	46	132	0	0	0	0	121	0	8	586

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	24	203	884	131	476	0	0	0	0	502	0	43	2,263
4:15 - 5:15	26	220	890	148	547	0	0	0	0	604	0	42	2,477
4:30 - 5:30	30	238	894	166	604	0	0	0	0	704	0	37	2,673
4:45 - 5:45	31	243	898	199	613	0	0	0	0	717	0	34	2,735 *
5:00 - 6:00	29	245	877	204	607	0	0	0	0	708	0	34	2,704



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VICTORIA AVE

E/W STREET: VALENTINE ROAD

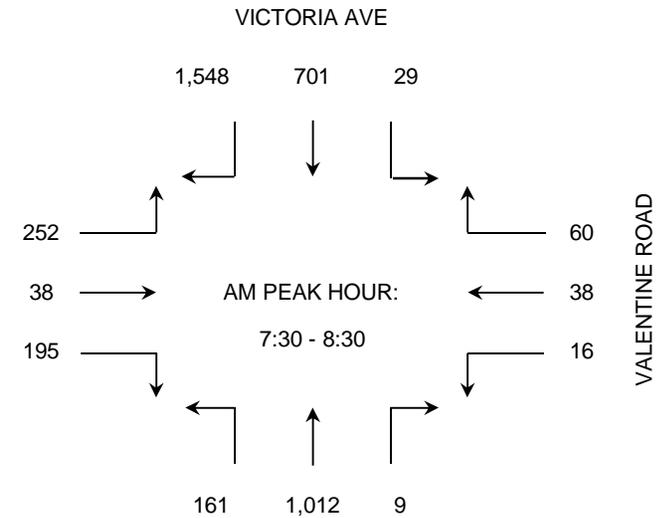
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 12, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	0	10	31	7	50	30	200	2	6	96	360	793
7:15 - 7:30	3	4	12	48	10	53	32	237	0	8	122	379	908
7:30 - 7:45	2	8	13	62	6	48	43	255	3	8	171	360	979
7:45 - 8:00	8	13	17	62	7	43	38	221	1	6	137	380	933
8:00 - 8:15	4	12	16	60	10	45	48	260	4	9	186	385	1,039
8:15 - 8:30	2	5	14	68	15	59	32	276	1	6	207	423	1,108
8:30 - 8:45	2	0	15	83	11	52	30	232	0	7	173	345	950
8:45 - 9:00	10	2	15	66	6	45	39	219	0	7	138	265	812

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	14	25	52	203	30	194	143	913	6	28	526	1,479	3,613
7:15 - 8:15	17	37	58	232	33	189	161	973	8	31	616	1,504	3,859
7:30 - 8:30	16	38	60	252	38	195	161	1,012	9	29	701	1,548	4,059 *
7:45 - 8:45	16	30	62	273	43	199	148	989	6	28	703	1,533	4,030
8:00 - 9:00	18	19	60	277	42	201	149	987	5	29	704	1,418	3,909

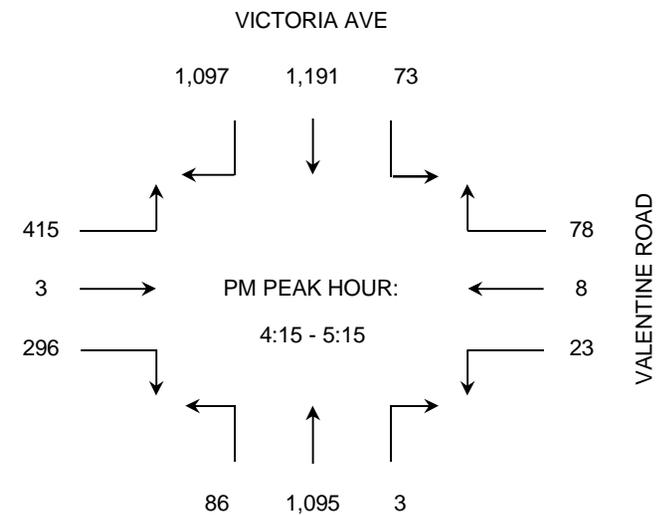


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 12, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	5	33	119	2	75	21	271	1	19	247	216	1,015
4:15 - 4:30	6	0	27	101	0	78	21	284	2	21	281	210	1,031
4:30 - 4:45	8	2	18	107	1	70	20	254	0	23	312	271	1,086
4:45 - 5:00	3	3	18	94	2	62	23	283	0	20	351	300	1,159
5:00 - 5:15	6	3	15	113	0	86	22	274	1	9	247	316	1,092
5:15 - 5:30	1	2	22	124	1	61	9	198	0	12	256	279	965
5:30 - 5:45	1	1	19	110	2	52	13	245	1	10	352	247	1,053
5:45 - 6:00	6	3	14	115	3	58	21	266	2	10	244	240	982

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	23	10	96	421	5	285	85	1,092	3	83	1,191	997	4,291
4:15 - 5:15	23	8	78	415	3	296	86	1,095	3	73	1,191	1,097	4,368 *
4:30 - 5:30	18	10	73	438	4	279	74	1,009	1	64	1,166	1,166	4,302
4:45 - 5:45	11	9	74	441	5	261	67	1,000	2	51	1,206	1,142	4,269
5:00 - 6:00	14	9	70	462	6	257	65	983	4	41	1,099	1,082	4,092



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
 2007 Sawtelle Blvd., Suite 4
 Los Angeles, CA 90025
 Tel: (310) 473-6508

N/S STREET: JOHNSON DR

E/W STREET: RALSTON ST

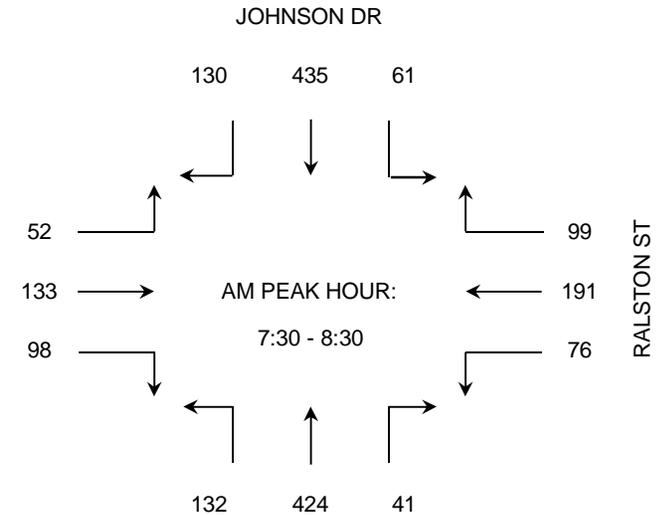
PERIOD: AM PEAK HOUR

DATE: THURSDAY NOVEMBER 13, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	21	38	10	9	12	16	11	47	7	7	55	17	250
7:15 - 7:30	22	49	17	9	27	21	25	60	5	9	81	25	350
7:30 - 7:45	21	52	24	13	33	24	37	109	7	11	110	30	471
7:45 - 8:00	18	60	39	15	37	29	34	129	9	18	124	43	555
8:00 - 8:15	23	41	24	14	39	25	32	117	13	20	120	27	495
8:15 - 8:30	14	38	12	10	24	20	29	69	12	12	81	30	351
8:30 - 8:45	15	27	9	7	22	21	24	71	16	10	85	23	330
8:45 - 9:00	10	27	10	7	20	17	20	62	11	12	97	19	312

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	82	199	90	46	109	90	107	345	28	45	370	115	1,626
7:15 - 8:15	84	202	104	51	136	99	128	415	34	58	435	125	1,871
7:30 - 8:30	76	191	99	52	133	98	132	424	41	61	435	130	1,872 *
7:45 - 8:45	70	166	84	46	122	95	119	386	50	60	410	123	1,731
8:00 - 9:00	62	133	55	38	105	83	105	319	52	54	383	99	1,488

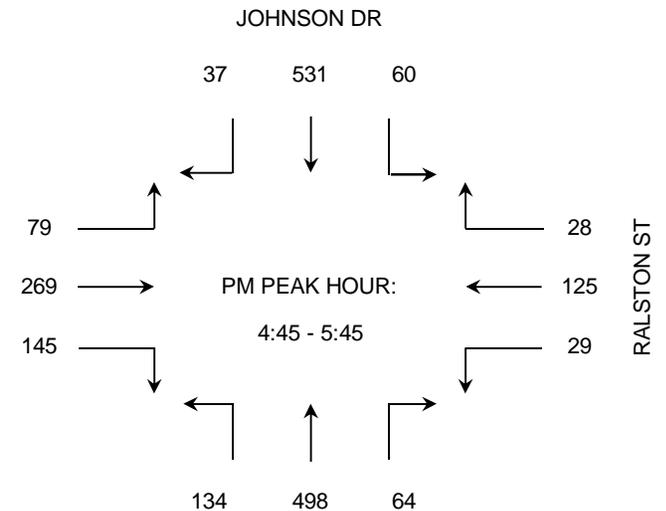


PERIOD: PM PEAK HOUR

DATE: THURSDAY NOVEMBER 13, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	22	6	17	33	35	30	102	9	8	104	9	384
4:15 - 4:30	7	19	5	19	34	28	29	110	11	12	99	11	384
4:30 - 4:45	7	25	7	15	51	30	31	101	11	15	111	9	413
4:45 - 5:00	10	30	9	20	75	39	35	112	15	13	130	10	498
5:00 - 5:15	6	35	9	21	70	40	36	127	17	17	131	12	521
5:15 - 5:30	7	29	6	18	64	36	33	138	15	17	146	9	518
5:30 - 5:45	6	31	4	20	60	30	30	121	17	13	124	6	462
5:45 - 6:00	9	23	4	13	49	22	33	130	17	13	117	7	437

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	33	96	27	71	193	132	125	425	46	48	444	39	1,679
4:15 - 5:15	30	109	30	75	230	137	131	450	54	57	471	42	1,816
4:30 - 5:30	30	119	31	74	260	145	135	478	58	62	518	40	1,950
4:45 - 5:45	29	125	28	79	269	145	134	498	64	60	531	37	1,999 *
5:00 - 6:00	28	118	23	72	243	128	132	516	66	60	518	34	1,938



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: JOHNSON DR

E/W STREET: BRISTOL RD

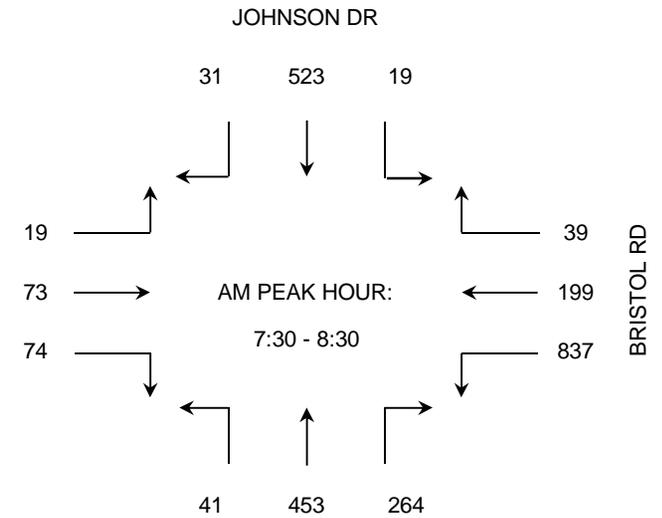
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 12, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	155	30	4	2	7	14	4	70	44	2	89	2	423
7:15 - 7:30	179	32	10	1	7	17	3	62	50	2	110	2	475
7:30 - 7:45	231	53	7	5	17	13	8	115	68	3	129	5	654
7:45 - 8:00	251	55	11	6	20	20	10	149	71	6	144	10	753
8:00 - 8:15	202	50	12	6	21	22	13	101	65	4	123	7	626
8:15 - 8:30	153	41	9	2	15	19	10	88	60	6	127	9	539
8:30 - 8:45	123	36	6	3	13	17	15	87	59	4	108	7	478
8:45 - 9:00	130	33	6	3	8	19	14	77	47	5	113	9	464

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	816	170	32	14	51	64	25	396	233	13	472	19	2,305
7:15 - 8:15	863	190	40	18	65	72	34	427	254	15	506	24	2,508
7:30 - 8:30	837	199	39	19	73	74	41	453	264	19	523	31	2,572 *
7:45 - 8:45	729	182	38	17	69	78	48	425	255	20	502	33	2,396
8:00 - 9:00	608	160	33	14	57	77	52	353	231	19	471	32	2,107

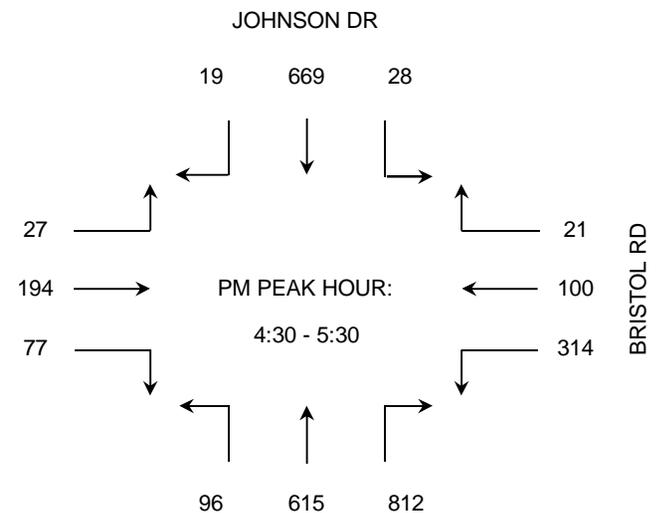


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY NOVEMBER 12, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	74	30	5	3	44	19	17	123	157	6	121	3	602
4:15 - 4:30	77	27	7	5	39	17	20	133	170	2	133	4	634
4:30 - 4:45	73	24	7	5	49	12	22	139	174	6	161	7	679
4:45 - 5:00	84	21	8	6	48	14	28	144	207	7	159	4	730
5:00 - 5:15	87	24	2	7	53	30	21	161	220	7	162	3	777
5:15 - 5:30	70	31	4	9	44	21	25	171	211	8	187	5	786
5:30 - 5:45	78	21	3	5	35	15	17	123	195	4	147	5	648
5:45 - 6:00	64	17	2	6	40	17	14	127	146	6	133	3	575

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	308	102	27	19	180	62	87	539	708	21	574	18	2,645
4:15 - 5:15	321	96	24	23	189	73	91	577	771	22	615	18	2,820
4:30 - 5:30	314	100	21	27	194	77	96	615	812	28	669	19	2,972 *
4:45 - 5:45	319	97	17	27	180	80	91	599	833	26	655	17	2,941
5:00 - 6:00	299	93	11	27	172	83	77	582	772	25	629	16	2,786



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: JOHNSON DR

E/W STREET: NORTH BANK DR

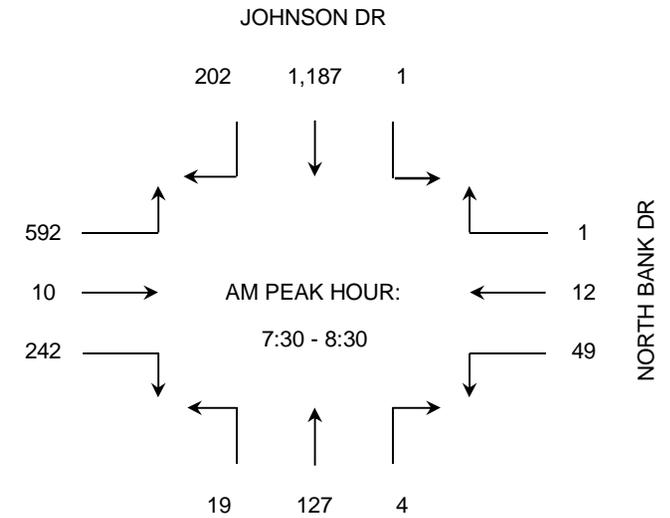
PERIOD: AM PEAK HOUR

DATE: TUESDAY NOVEMBER 18, 2008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	3	0	91	0	57	5	18	0	0	243	29	449
7:15 - 7:30	6	2	0	79	3	44	3	20	0	0	257	37	451
7:30 - 7:45	14	4	0	119	2	65	3	31	1	0	324	44	607
7:45 - 8:00	20	5	0	212	3	81	5	43	2	1	360	48	780
8:00 - 8:15	5	1	0	130	2	39	4	26	0	0	282	55	544
8:15 - 8:30	10	2	1	131	3	57	7	27	1	0	221	55	515
8:30 - 8:45	5	2	2	123	4	70	7	30	2	1	207	41	494
8:45 - 9:00	6	4	0	135	5	66	10	33	3	0	148	50	460

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	43	14	0	501	8	247	16	112	3	1	1,184	158	2,287
7:15 - 8:15	45	12	0	540	10	229	15	120	3	1	1,223	184	2,382
7:30 - 8:30	49	12	1	592	10	242	19	127	4	1	1,187	202	2,446 *
7:45 - 8:45	40	10	3	596	12	247	23	126	5	2	1,070	199	2,333
8:00 - 9:00	26	9	3	519	14	232	28	116	6	1	858	201	2,013

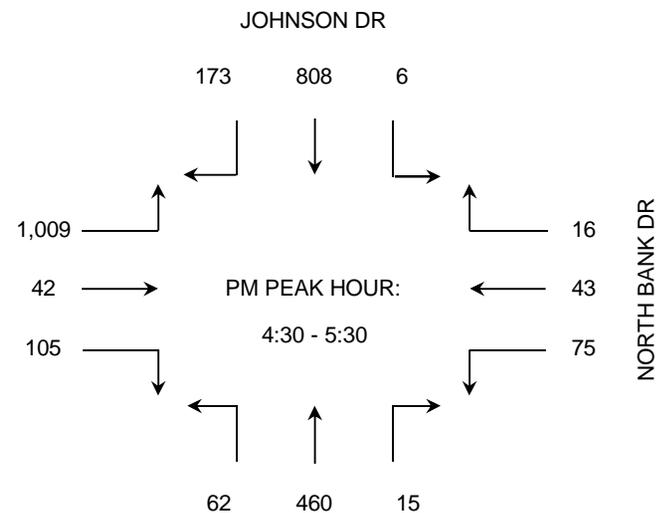


PERIOD: PM PEAK HOUR

DATE: TUESDAY NOVEMBER 18, 2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	10	3	201	4	19	12	79	4	0	181	29	559
4:15 - 4:30	25	14	5	233	6	29	18	84	7	1	205	40	667
4:30 - 4:45	13	14	3	243	10	31	16	103	3	2	183	36	657
4:45 - 5:00	20	9	2	255	12	30	19	111	4	0	207	42	711
5:00 - 5:15	25	11	6	261	11	24	17	122	2	3	211	44	737
5:15 - 5:30	17	9	5	250	9	20	10	124	6	1	207	51	709
5:30 - 5:45	21	8	2	227	4	17	4	61	6	0	187	36	573
5:45 - 6:00	16	5	5	239	7	20	9	70	8	0	153	39	571

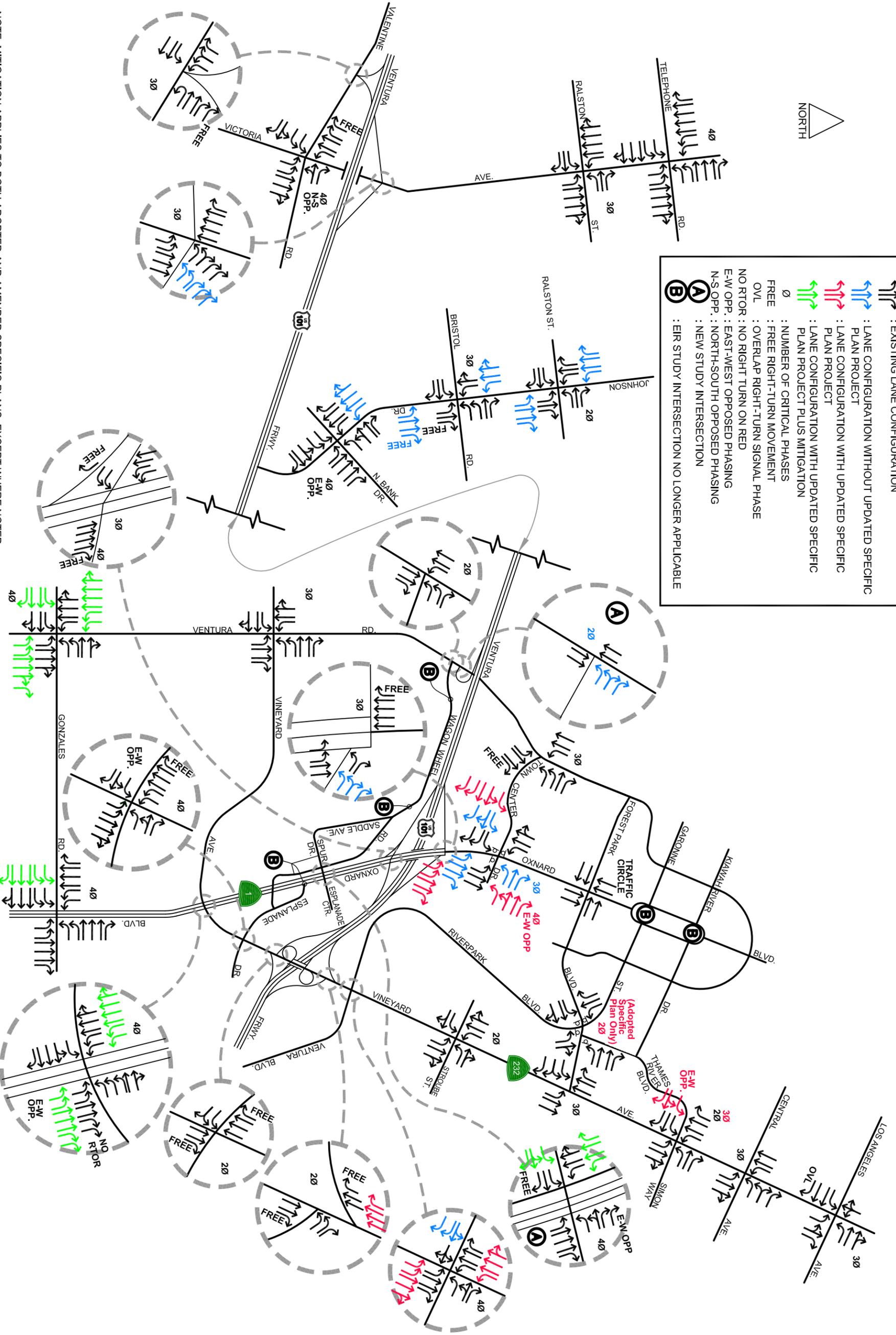
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	75	47	13	932	32	109	65	377	18	3	776	147	2,594
4:15 - 5:15	83	48	16	992	39	114	70	420	16	6	806	162	2,772
4:30 - 5:30	75	43	16	1,009	42	105	62	460	15	6	808	173	2,814 *
4:45 - 5:45	83	37	15	993	36	91	50	418	18	4	812	173	2,730
5:00 - 6:00	79	33	18	977	31	81	40	377	22	4	758	170	2,590



ATTACHMENT 13
STUDY INTERSECTION LANE CONFIGURATIONS
BASED UPON CURRENT ANALYSIS



- : EXISTING LANE CONFIGURATION
- : LANE CONFIGURATION WITHOUT UPDATED SPECIFIC PLAN PROJECT
- : LANE CONFIGURATION WITH UPDATED SPECIFIC PLAN PROJECT
- : LANE CONFIGURATION WITH UPDATED SPECIFIC PLAN PROJECT PLUS MITIGATION
- \emptyset : NUMBER OF CRITICAL PHASES
- FREE : FREE RIGHT-TURN MOVEMENT
- OVL : OVERLAP RIGHT-TURN SIGNAL PHASE
- NO RTOR : NO RIGHT TURN ON RED
- E-W OPP. : EAST-WEST OPPOSED PHASING
- N-S OPP. : NORTH-SOUTH OPPOSED PHASING
- (A) : NEW STUDY INTERSECTION
- (B) : EIR STUDY INTERSECTION NO LONGER APPLICABLE



NOTE: MITIGATION APPLIES TO BOTH ADOPTED AND AMENDED SPECIFIC PLANS, EXCEPT WHERE NOTED.

ATTACHMENT 13

11/3/2009

FN: OXNARD RIVERPARK SPECIFIC PLAN SUPPLEMENTAL/2009-10/LANE-CONFIG

STUDY INTERSECTION LANE CONFIGURATIONS
BASED UPON CURRENT ANALYSIS

CA CRAIN & **ASSOCIATES**
 Transportation Planning
 Traffic Engineering
 2007 Sawtelle Boulevard
 Los Angeles, California 90025
 PH (310) 473 6508 F (310) 444 9771
 www.crainandassociates.com

FUTSTICK

ATTACHMENT 14
STUDY INTERSECTION LANE CONFIGURATIONS
AND ADOPTED SPECIFIC PLAN EIR MITIGATION

ATTACHMENT 15
LEVEL OF SERVICE CALCULATION WORKSHEETS

**LOS CALCULATION WORKSHEETS
FOR STUDY INTERSECTIONS**

EXISTING (2009) TRAFFIC CONDITION

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	66	545	27	0
EASTBOUND	15	1022	752	255
NORTHBOUND	509	1	65	33
SOUTHBOUND	9	1	8	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	15	N/A	511	N/A	752	N/A
NORTHBOUND	255	255	N/A	N/A	65	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	18

```

EAST-WEST CRITICAL VOLUMES ..... 818
NORTH-SOUTH CRITICAL VOLUMES ..... 273
-----
THE SUM OF CRITICAL VOLUMES ..... 1091

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.682

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	204	0	0	93
EASTBOUND	0	0	0	0
NORTHBOUND	0	536	267	0
SOUTHBOUND	297	750	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	402	402	N/A	N/A
SOUTHBOUND	297	N/A	375	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 102
NORTH-SOUTH CRITICAL VOLUMES ..... 699
-----
THE SUM OF CRITICAL VOLUMES ..... 801

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.501

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	111	39	24	16
EASTBOUND	31	11	8	20
NORTHBOUND	41	938	71	0
SOUTHBOUND	22	992	8	42

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	31	N/A	11	N/A	8	N/A
NORTHBOUND	41	N/A	504	504	N/A	N/A
SOUTHBOUND	22	N/A	496	N/A	8	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 122
NORTH-SOUTH CRITICAL VOLUMES ..... 537
-----
THE SUM OF CRITICAL VOLUMES ..... 659

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.412

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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Intersection #4
Forest Park Boulevard and Oxnard Boulevard
Traffic Circle Capacity Calculations
Existing (2009) Traffic Conditions

	<u>LEFT</u>	<u>THRU</u>	<u>RITE</u>	<u>Q(e)</u>	<u>Q(c)</u>	<u>Single-Lane Roundabout</u>			<u>Double-Lane Roundabout</u>		
						<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>	<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>
<u>AM PEAK HOUR</u>											
WESTBOUND	106	83	5	194	59	1180	0.164	A	2382	0.081	A
EASTBOUND	8	119	16	143	214	1095	0.131	A	2271	0.063	A
NORTHBOUND	9	42	85	136	132	1140	0.119	A	2330	0.058	A
SOUTHBOUND	5	103	12	120	198	1104	0.109	A	2282	0.053	A
<u>PM PEAK HOUR</u>											
WESTBOUND	77	86	7	170	145	1133	0.150	A	2320	0.073	A
EASTBOUND	14	53	20	87	133	1140	0.076	A	2329	0.037	A
NORTHBOUND	20	111	78	209	73	1172	0.178	A	2372	0.088	A
SOUTHBOUND	6	50	9	65	183	1112	0.058	A	2293	0.028	A

* Q(e)max based on formulas in Transportation Research Circular E-C018.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	12	88	0	6
EASTBOUND	4	143	11	0
NORTHBOUND	29	10	12	0
SOUTHBOUND	16	11	0	6

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	4	N/A	77	77	N/A	N/A
NORTHBOUND	29	N/A	N/A	22	N/A	N/A
SOUTHBOUND	16	N/A	11	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	89
NORTH-SOUTH CRITICAL VOLUMES	40

THE SUM OF CRITICAL VOLUMES	129
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
ICU VALUE	0.108
LEVEL OF SERVICE	A

Capacity used = 1200.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	63	0	93	17
NORTHBOUND	34	998	0	0
SOUTHBOUND	0	1065	49	26

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	52	N/A	N/A	N/A	52	52
NORTHBOUND	34	N/A	499	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	532	N/A	49	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 52
NORTH-SOUTH CRITICAL VOLUMES ..... 566
-----
THE SUM OF CRITICAL VOLUMES ..... 618

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.386

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	104	15	56	0
EASTBOUND	87	32	19	0
NORTHBOUND	13	937	17	0
SOUTHBOUND	69	1090	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	87	N/A	N/A	51	N/A	N/A
NORTHBOUND	13	N/A	477	477	N/A	N/A
SOUTHBOUND	69	N/A	556	556	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 158
NORTH-SOUTH CRITICAL VOLUMES ..... 569
-----
THE SUM OF CRITICAL VOLUMES ..... 727

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.454

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	69	0	57	7
EASTBOUND	0	0	0	0
NORTHBOUND	0	227	0	559
SOUTHBOUND	14	84	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	114	N/A	0	N/A
SOUTHBOUND	14	N/A	42	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 57
NORTH-SOUTH CRITICAL VOLUMES ..... 128
-----
THE SUM OF CRITICAL VOLUMES ..... 185

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.116

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	14	0	618	76
NORTHBOUND	152	129	0	0
SOUTHBOUND	0	247	9	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	2	0	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	14	N/A	N/A	N/A	309	N/A
NORTHBOUND	152	N/A	64	N/A	N/A	N/A
SOUTHBOUND	0	N/A	128	128	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 309
NORTH-SOUTH CRITICAL VOLUMES ..... 280
-----
THE SUM OF CRITICAL VOLUMES ..... 589

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

ICU VALUE ..... 0.491

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1200.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark
Boulevard
DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	140	9	0	43
EASTBOUND	3	10	94	0
NORTHBOUND	17	954	217	37
SOUTHBOUND	64	1132	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	107
NORTHBOUND	17	N/A	477	N/A	217	N/A
SOUTHBOUND	64	N/A	566	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 181
NORTH-SOUTH CRITICAL VOLUMES ..... 583
-----
THE SUM OF CRITICAL VOLUMES ..... 764

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.477

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	88	0	0	157
EASTBOUND	0	0	0	0
NORTHBOUND	702	103	0	0
SOUTHBOUND	0	178	0	528

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
	WESTBOUND	1	0	0	0	1	0
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	88	N/A	N/A	N/A	0
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	386	N/A	52	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	44	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 88
NORTH-SOUTH CRITICAL VOLUMES ..... 430
-----
THE SUM OF CRITICAL VOLUMES ..... 518

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.324

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	44	0	0	636
NORTHBOUND	0	739	0	140
SOUTHBOUND	133	140	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	24	N/A	N/A	N/A	0	N/A
NORTHBOUND	N/A	N/A	185	N/A	0	N/A
SOUTHBOUND	73	N/A	70	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 24
NORTH-SOUTH CRITICAL VOLUMES ..... 258
-----
THE SUM OF CRITICAL VOLUMES ..... 282

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.176

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	492	0	215	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1144	0	316
SOUTHBOUND	0	1068	0	337

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	572	N/A	0	N/A
SOUTHBOUND	N/A	N/A	534	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 271
NORTH-SOUTH CRITICAL VOLUMES ..... 572
-----
THE SUM OF CRITICAL VOLUMES ..... 843

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.527

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	265	0	208	0
NORTHBOUND	0	1178	0	823
SOUTHBOUND	0	1248	0	320

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	236	N/A	N/A	N/A	N/A	236
NORTHBOUND	N/A	N/A	589	N/A	0	N/A
SOUTHBOUND	N/A	N/A	416	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	236
NORTH-SOUTH CRITICAL VOLUMES	589

THE SUM OF CRITICAL VOLUMES	825
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
ICU VALUE	0.516
LEVEL OF SERVICE	A

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	287	0	73	1
EASTBOUND	0	0	0	0
NORTHBOUND	0	766	0	62
SOUTHBOUND	2	114	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	383	N/A	0	N/A
SOUTHBOUND	2	N/A	57	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 158
NORTH-SOUTH CRITICAL VOLUMES ..... 385
-----
THE SUM OF CRITICAL VOLUMES ..... 543

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.339

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Wagon Wheel Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1	27	0	0
EASTBOUND	0	47	0	0
NORTHBOUND	1	0	2	0
SOUTHBOUND	12	1	0	321

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	47	N/A	0	N/A
NORTHBOUND	1	N/A	N/A	N/A	2	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 48
NORTH-SOUTH CRITICAL VOLUMES ..... 14
-----
THE SUM OF CRITICAL VOLUMES ..... 62

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.039

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	57	6	16	73
EASTBOUND	36	18	0	12
NORTHBOUND	7	767	40	16
SOUTHBOUND	146	610	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	36	N/A	18	N/A	0	N/A
NORTHBOUND	7	N/A	256	N/A	40	N/A
SOUTHBOUND	146	N/A	318	318	N/A	N/A

EAST-WEST CRITICAL VOLUMES 68
 NORTH-SOUTH CRITICAL VOLUMES 402

 THE SUM OF CRITICAL VOLUMES 470
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.294
 LEVEL OF SERVICE A

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	52	7	27	65
EASTBOUND	95	9	0	50
NORTHBOUND	86	1641	46	0
SOUTHBOUND	237	847	0	147

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	52	52	N/A	N/A	0	N/A
NORTHBOUND	47	N/A	562	562	N/A	N/A
SOUTHBOUND	130	N/A	282	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 82
NORTH-SOUTH CRITICAL VOLUMES ..... 692
-----
THE SUM OF CRITICAL VOLUMES ..... 774

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.484

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	267	162	39	14
EASTBOUND	94	215	42	0
NORTHBOUND	32	512	398	74
SOUTHBOUND	29	318	46	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	147	N/A	81	N/A	39	N/A
EASTBOUND	94	N/A	128	128	N/A	N/A
NORTHBOUND	32	N/A	256	N/A	398	N/A
SOUTHBOUND	29	N/A	182	182	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 275
NORTH-SOUTH CRITICAL VOLUMES ..... 427
-----
THE SUM OF CRITICAL VOLUMES ..... 702

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.439

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	454	350	35	0
EASTBOUND	283	1038	39	106
NORTHBOUND	105	595	739	0
SOUTHBOUND	99	562	75	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	283	N/A	346	N/A	39	N/A
NORTHBOUND	58	N/A	298	N/A	370	N/A
SOUTHBOUND	54	N/A	212	212	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 538
NORTH-SOUTH CRITICAL VOLUMES ..... 424
-----
THE SUM OF CRITICAL VOLUMES ..... 962

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.601

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	261	348	52	0
EASTBOUND	146	394	149	0
NORTHBOUND	194	787	314	0
SOUTHBOUND	89	633	67	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	144	N/A	200	200	N/A	N/A
EASTBOUND	146	N/A	272	272	N/A	N/A
NORTHBOUND	194	N/A	367	367	N/A	N/A
SOUTHBOUND	89	N/A	233	233	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 416
NORTH-SOUTH CRITICAL VOLUMES ..... 456
-----
THE SUM OF CRITICAL VOLUMES ..... 872

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.545

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	327	681	238	87
EASTBOUND	271	934	111	0
NORTHBOUND	94	799	295	90
SOUTHBOUND	317	847	0	75

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	149	N/A	348	348	N/A	N/A
NORTHBOUND	52	N/A	266	N/A	295	N/A
SOUTHBOUND	174	N/A	282	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 528
 NORTH-SOUTH CRITICAL VOLUMES 469

 THE SUM OF CRITICAL VOLUMES 997
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.623
 LEVEL OF SERVICE B

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	248	372	58	71
EASTBOUND	176	225	77	0
NORTHBOUND	133	1294	208	0
SOUTHBOUND	258	1374	140	56

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	97	N/A	101	101	N/A	N/A
NORTHBOUND	73	N/A	376	376	N/A	N/A
SOUTHBOUND	142	N/A	344	N/A	140	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 237
NORTH-SOUTH CRITICAL VOLUMES ..... 518
-----
THE SUM OF CRITICAL VOLUMES ..... 755

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.472

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	160	157	83	107
EASTBOUND	39	42	69	100
NORTHBOUND	201	1367	141	0
SOUTHBOUND	108	1494	68	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	39	N/A	42	N/A	69	N/A
NORTHBOUND	201	N/A	377	377	N/A	N/A
SOUTHBOUND	108	N/A	390	390	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 229
NORTH-SOUTH CRITICAL VOLUMES ..... 591
-----
THE SUM OF CRITICAL VOLUMES ..... 820

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.512

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	440	0	729	108
EASTBOUND	0	0	0	0
NORTHBOUND	281	968	0	0
SOUTHBOUND	0	1533	267	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	155	N/A	323	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	383	N/A	267	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 292
NORTH-SOUTH CRITICAL VOLUMES ..... 538
-----
THE SUM OF CRITICAL VOLUMES ..... 830

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.519

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	359	0	55	44
EASTBOUND	0	0	0	0
NORTHBOUND	2	757	0	1056
SOUTHBOUND	87	194	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	2	N/A	378	N/A	0	N/A
SOUTHBOUND	87	N/A	97	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 180
NORTH-SOUTH CRITICAL VOLUMES ..... 465
-----
THE SUM OF CRITICAL VOLUMES ..... 645

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.403

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	29	713	0	1574
EASTBOUND	164	1029	9	0
NORTHBOUND	16	39	11	50
SOUTHBOUND	256	39	153	45

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	90	N/A	346	346	N/A	N/A
NORTHBOUND	N/A	55	N/A	N/A	11	N/A
SOUTHBOUND	108	98	N/A	N/A	153	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 446
NORTH-SOUTH CRITICAL VOLUMES ..... 208
-----
THE SUM OF CRITICAL VOLUMES ..... 654

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.409

LEVEL OF SERVICE ..... A
  
```

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	194	29	72
EASTBOUND	53	135	33	67
NORTHBOUND	134	431	0	42
SOUTHBOUND	62	442	106	26

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	53	N/A	135	N/A	33	N/A
NORTHBOUND	134	N/A	431	N/A	0	N/A
SOUTHBOUND	62	N/A	442	N/A	106	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 247
NORTH-SOUTH CRITICAL VOLUMES ..... 576
-----
THE SUM OF CRITICAL VOLUMES ..... 823

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.514

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	851	202	0	40
EASTBOUND	19	74	54	21
NORTHBOUND	42	461	0	268
SOUTHBOUND	19	532	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	19	N/A	74	N/A	54	N/A
NORTHBOUND	42	N/A	461	N/A	0	N/A
SOUTHBOUND	19	N/A	N/A	564	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 542
NORTH-SOUTH CRITICAL VOLUMES ..... 606
-----
THE SUM OF CRITICAL VOLUMES ..... 1148

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.717

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	12	0	1
EASTBOUND	602	10	236	10
NORTHBOUND	19	129	0	4
SOUTHBOUND	1	1207	87	118

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	221	N/A	10	N/A	236	N/A
NORTHBOUND	19	N/A	43	N/A	0	N/A
SOUTHBOUND	1	N/A	604	N/A	87	N/A

EAST-WEST CRITICAL VOLUMES 261
 NORTH-SOUTH CRITICAL VOLUMES 623

 THE SUM OF CRITICAL VOLUMES 884

 NUMBER OF CRITICAL CLEARANCE INTERVALS 4

 ICU VALUE 0.553

 LEVEL OF SERVICE A

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	70	1072	0	0
EASTBOUND	4	795	359	480
NORTHBOUND	960	0	0	54
SOUTHBOUND	3	2	2	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	70	N/A	536	536	N/A	N/A
EASTBOUND	4	N/A	398	N/A	359	N/A
NORTHBOUND	480	480	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	7

EAST-WEST CRITICAL VOLUMES 540
 NORTH-SOUTH CRITICAL VOLUMES 487

 THE SUM OF CRITICAL VOLUMES 1027
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.642
 LEVEL OF SERVICE B

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	104	0	205	74
EASTBOUND	0	0	0	0
NORTHBOUND	0	665	154	0
SOUTHBOUND	147	805	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	410	410	N/A	N/A
SOUTHBOUND	147	N/A	402	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 103
NORTH-SOUTH CRITICAL VOLUMES ..... 557
-----
THE SUM OF CRITICAL VOLUMES ..... 660

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.412

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	129	7	32	36
EASTBOUND	19	11	0	17
NORTHBOUND	8	774	230	0
SOUTHBOUND	72	951	0	13

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	19	N/A	11	N/A	0	N/A
NORTHBOUND	8	N/A	502	502	N/A	N/A
SOUTHBOUND	72	N/A	476	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 140
 NORTH-SOUTH CRITICAL VOLUMES 574

 THE SUM OF CRITICAL VOLUMES 714
 NUMBER OF CRITICAL CLEARANCE INTERVALS 2
 ICU VALUE 0.446
 LEVEL OF SERVICE A

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	19	121	6	9
EASTBOUND	12	96	26	0
NORTHBOUND	21	14	6	0
SOUTHBOUND	18	11	0	9

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	12	N/A	61	61	N/A	N/A
NORTHBOUND	21	N/A	N/A	20	N/A	N/A
SOUTHBOUND	18	N/A	11	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	80
NORTH-SOUTH CRITICAL VOLUMES	38

THE SUM OF CRITICAL VOLUMES	118
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
ICU VALUE	0.098
LEVEL OF SERVICE	A

Capacity used = 1200.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	64	0	43	34
NORTHBOUND	69	998	0	0
SOUTHBOUND	0	991	80	18

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	36	N/A	N/A	N/A	36	36
NORTHBOUND	69	N/A	499	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	496	N/A	80	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 36
NORTH-SOUTH CRITICAL VOLUMES ..... 565
-----
THE SUM OF CRITICAL VOLUMES ..... 601

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.376

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	149	24	58	0
EASTBOUND	62	39	11	0
NORTHBOUND	36	932	69	0
SOUTHBOUND	100	1183	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	62	N/A	N/A	50	N/A	N/A
NORTHBOUND	36	N/A	500	500	N/A	N/A
SOUTHBOUND	100	N/A	606	606	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 199
NORTH-SOUTH CRITICAL VOLUMES ..... 642
-----
THE SUM OF CRITICAL VOLUMES ..... 841

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.526

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	327	0	0	5
EASTBOUND	0	0	0	0
NORTHBOUND	0	120	0	317
SOUTHBOUND	122	145	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	60	N/A	0	N/A
SOUTHBOUND	122	N/A	72	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 180
NORTH-SOUTH CRITICAL VOLUMES ..... 182
-----
THE SUM OF CRITICAL VOLUMES ..... 362

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.226

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	34	0	293	170
NORTHBOUND	341	172	0	0
SOUTHBOUND	0	190	6	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	2	0	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	34	N/A	N/A	N/A	146	N/A
NORTHBOUND	341	N/A	86	N/A	N/A	N/A
SOUTHBOUND	0	N/A	98	98	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 146
NORTH-SOUTH CRITICAL VOLUMES ..... 439
-----
THE SUM OF CRITICAL VOLUMES ..... 585

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

ICU VALUE ..... 0.488

LEVEL OF SERVICE ..... A

```

Capacity used = 1200.

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 10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark
Boulevard
DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	321	18	1	70
EASTBOUND	15	12	69	0
NORTHBOUND	68	1039	116	85
SOUTHBOUND	45	1186	0	23

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	96
NORTHBOUND	68	N/A	520	N/A	116	N/A
SOUTHBOUND	45	N/A	593	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 266
NORTH-SOUTH CRITICAL VOLUMES ..... 661
-----
THE SUM OF CRITICAL VOLUMES ..... 927

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.579

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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10/29/2009 2:53:15 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	285	0	71	207
EASTBOUND	0	0	0	0
NORTHBOUND	736	110	0	0
SOUTHBOUND	0	254	0	342

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	405	N/A	55	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	64	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 285
NORTH-SOUTH CRITICAL VOLUMES ..... 469
-----
THE SUM OF CRITICAL VOLUMES ..... 754

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.471

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	60	1	0	1097
NORTHBOUND	0	784	0	178
SOUTHBOUND	134	411	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	***** INVALID LANE CONFIGURATION ENTERED *****					
NORTHBOUND	N/A	N/A	196	N/A	0	N/A
SOUTHBOUND	74	N/A	206	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 60
NORTH-SOUTH CRITICAL VOLUMES ..... 270
-----
THE SUM OF CRITICAL VOLUMES ..... 330

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.206

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	752	0	186	10
EASTBOUND	0	0	0	0
NORTHBOUND	0	1239	0	379
SOUTHBOUND	0	1281	0	325

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	620	N/A	0	N/A
SOUTHBOUND	N/A	N/A	640	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 414
NORTH-SOUTH CRITICAL VOLUMES ..... 640
-----
THE SUM OF CRITICAL VOLUMES ..... 1054

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.659

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	305	0	170	0
NORTHBOUND	0	1342	0	825
SOUTHBOUND	0	1853	0	194

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	238	N/A	N/A	N/A	N/A	238
NORTHBOUND	N/A	N/A	671	N/A	0	N/A
SOUTHBOUND	N/A	N/A	618	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 238
NORTH-SOUTH CRITICAL VOLUMES ..... 671
-----
THE SUM OF CRITICAL VOLUMES ..... 909

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.568

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	637	0	6	16
EASTBOUND	0	0	0	0
NORTHBOUND	0	302	0	66
SOUTHBOUND	6	365	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	0	0	1	0	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	350	N/A	N/A	N/A	6	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	151	N/A	0	N/A
SOUTHBOUND	6	N/A	182	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 350
NORTH-SOUTH CRITICAL VOLUMES ..... 182
-----
THE SUM OF CRITICAL VOLUMES ..... 532

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.333

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Wagon Wheel Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	6	79	0	0
EASTBOUND	0	58	0	1
NORTHBOUND	4	0	0	5
SOUTHBOUND	26	12	0	644

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	58	N/A	0	N/A
NORTHBOUND	4	N/A	N/A	N/A	0	N/A
SOUTHBOUND	26	N/A	12	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 79
NORTH-SOUTH CRITICAL VOLUMES ..... 26
-----
THE SUM OF CRITICAL VOLUMES ..... 105

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.066

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
 Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-
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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	169	21	0	173
EASTBOUND	29	38	0	27
NORTHBOUND	33	733	110	48
SOUTHBOUND	313	1149	57	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	1	0	0	2	0	4
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	95	95	N/A	N/A	0	N/A
EASTBOUND	29	N/A	38	N/A	0	N/A
NORTHBOUND	33	N/A	244	N/A	110	N/A
SOUTHBOUND	313	N/A	603	603	N/A	N/A

EAST-WEST CRITICAL VOLUMES 133
 NORTH-SOUTH CRITICAL VOLUMES 636

 THE SUM OF CRITICAL VOLUMES 769
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.481
 LEVEL OF SERVICE A

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
 Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-
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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	268	59	227	70
EASTBOUND	326	17	195	56
NORTHBOUND	206	1196	72	0
SOUTHBOUND	176	1350	0	328

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	172	172	N/A	N/A	195	N/A
NORTHBOUND	113	N/A	423	423	N/A	N/A
SOUTHBOUND	97	N/A	450	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 422
NORTH-SOUTH CRITICAL VOLUMES ..... 563
-----
THE SUM OF CRITICAL VOLUMES ..... 985

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.616

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	475	204	0	24
EASTBOUND	40	189	33	0
NORTHBOUND	37	287	277	130
SOUTHBOUND	66	733	132	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	111	111	N/A	N/A
NORTHBOUND	37	N/A	144	N/A	277	N/A
SOUTHBOUND	66	N/A	432	432	N/A	N/A

EAST-WEST CRITICAL VOLUMES 372
 NORTH-SOUTH CRITICAL VOLUMES 469

 THE SUM OF CRITICAL VOLUMES 841
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.526
 LEVEL OF SERVICE A

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	937	821	42	0
EASTBOUND	292	653	29	67
NORTHBOUND	243	779	754	0
SOUTHBOUND	180	868	225	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	3	0	1	1	0	0	5
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	344	N/A	432	432	N/A	N/A
EASTBOUND	236	236	236	N/A	29	N/A
NORTHBOUND	134	N/A	390	N/A	377	N/A
SOUTHBOUND	99	N/A	364	364	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 668
NORTH-SOUTH CRITICAL VOLUMES ..... 498
-----
THE SUM OF CRITICAL VOLUMES ..... 1166

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.729

LEVEL OF SERVICE ..... C

```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	589	497	101	0
EASTBOUND	135	473	137	0
NORTHBOUND	159	731	366	35
SOUTHBOUND	94	1051	94	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	135	N/A	305	305	N/A	N/A
NORTHBOUND	159	N/A	366	N/A	366	N/A
SOUTHBOUND	94	N/A	382	382	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 629
NORTH-SOUTH CRITICAL VOLUMES ..... 541
-----
THE SUM OF CRITICAL VOLUMES ..... 1170

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.731

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	388	1067	325	103
EASTBOUND	340	1185	164	0
NORTHBOUND	184	949	279	106
SOUTHBOUND	374	1224	3	154

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	187	N/A	450	450	N/A	N/A
NORTHBOUND	101	N/A	316	N/A	279	N/A
SOUTHBOUND	206	N/A	408	N/A	3	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 663
NORTH-SOUTH CRITICAL VOLUMES ..... 522
-----
THE SUM OF CRITICAL VOLUMES ..... 1185

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.741

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	436	575	158	73
EASTBOUND	341	601	186	0
NORTHBOUND	243	1109	184	0
SOUTHBOUND	265	1305	90	155

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	188	N/A	262	262	N/A	N/A
NORTHBOUND	134	N/A	323	323	N/A	N/A
SOUTHBOUND	146	N/A	326	N/A	90	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 502
NORTH-SOUTH CRITICAL VOLUMES ..... 469
-----
THE SUM OF CRITICAL VOLUMES ..... 971

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.607

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	106	128	0	71
EASTBOUND	108	179	121	107
NORTHBOUND	214	1332	172	0
SOUTHBOUND	152	1723	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	108	N/A	179	N/A	121	N/A
NORTHBOUND	214	N/A	376	376	N/A	N/A
SOUTHBOUND	152	N/A	446	446	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 285
NORTH-SOUTH CRITICAL VOLUMES ..... 660
-----
THE SUM OF CRITICAL VOLUMES ..... 945

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.591

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	352	0	640	142
EASTBOUND	0	0	0	0
NORTHBOUND	368	1368	0	0
SOUTHBOUND	0	2030	538	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	202	N/A	456	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	508	N/A	538	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 248
NORTH-SOUTH CRITICAL VOLUMES ..... 740
-----
THE SUM OF CRITICAL VOLUMES ..... 988

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.618

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	729	0	0	35
EASTBOUND	0	0	0	0
NORTHBOUND	32	247	0	913
SOUTHBOUND	202	623	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	32	N/A	124	N/A	0	N/A
SOUTHBOUND	202	N/A	312	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 364
NORTH-SOUTH CRITICAL VOLUMES ..... 344
-----
THE SUM OF CRITICAL VOLUMES ..... 708

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.442

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	74	1211	0	1116
EASTBOUND	87	1114	3	0
NORTHBOUND	23	8	0	79
SOUTHBOUND	422	3	277	24

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	48	N/A	372	372	N/A	N/A
NORTHBOUND	N/A	31	N/A	N/A	0	N/A
SOUTHBOUND	156	142	N/A	N/A	277	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 654
NORTH-SOUTH CRITICAL VOLUMES ..... 308
-----
THE SUM OF CRITICAL VOLUMES ..... 962

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.601

LEVEL OF SERVICE ..... B
  
```

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	29	127	0	28
EASTBOUND	80	274	79	68
NORTHBOUND	136	506	51	14
SOUTHBOUND	61	540	0	38

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	29	N/A	127	N/A	0	N/A
EASTBOUND	80	N/A	274	N/A	79	N/A
NORTHBOUND	136	N/A	506	N/A	51	N/A
SOUTHBOUND	61	N/A	540	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 303
NORTH-SOUTH CRITICAL VOLUMES ..... 676
-----
THE SUM OF CRITICAL VOLUMES ..... 979

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.612

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	319	102	0	21
EASTBOUND	27	197	29	49
NORTHBOUND	98	625	0	826
SOUTHBOUND	28	680	19	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	27	N/A	197	N/A	29	N/A
NORTHBOUND	98	N/A	625	N/A	0	N/A
SOUTHBOUND	28	N/A	N/A	699	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 372
NORTH-SOUTH CRITICAL VOLUMES ..... 797
-----
THE SUM OF CRITICAL VOLUMES ..... 1169

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.731

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: EXISTING (2009)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	76	44	0	16
EASTBOUND	1026	43	75	32
NORTHBOUND	63	468	0	15
SOUTHBOUND	6	822	0	176

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	376	N/A	43	N/A	75	N/A
NORTHBOUND	63	N/A	156	N/A	0	N/A
SOUTHBOUND	6	N/A	411	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 416
NORTH-SOUTH CRITICAL VOLUMES ..... 474
-----
THE SUM OF CRITICAL VOLUMES ..... 890

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.556

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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**FUTURE (2030) WITH ADOPTED RIVERPARK
SPECIFIC PLAN TRAFFIC CONDITION**

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	70	600	27	0
EASTBOUND	15	1310	740	300
NORTHBOUND	600	1	75	35
SOUTHBOUND	9	1	8	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	15	N/A	655	N/A	740	N/A
NORTHBOUND	300	300	N/A	N/A	75	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	18

EAST-WEST CRITICAL VOLUMES 810
 NORTH-SOUTH CRITICAL VOLUMES 318

 THE SUM OF CRITICAL VOLUMES 1128

 NUMBER OF CRITICAL CLEARANCE INTERVALS 3

 ICU VALUE 0.705

 LEVEL OF SERVICE C

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	184	0	0	115
EASTBOUND	0	0	0	0
NORTHBOUND	0	700	252	0
SOUTHBOUND	317	804	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
	WESTBOUND	1	0	0	0	1	1
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
	WESTBOUND	92	92	N/A	N/A	0
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	476	476	N/A	N/A
SOUTHBOUND	317	N/A	402	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 92
NORTH-SOUTH CRITICAL VOLUMES ..... 793
-----
THE SUM OF CRITICAL VOLUMES ..... 885

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.553

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	10	40	70
EASTBOUND	220	10	5	5
NORTHBOUND	10	1050	90	0
SOUTHBOUND	70	1400	122	58

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	115	115	N/A	N/A	5	N/A
NORTHBOUND	10	N/A	570	570	N/A	N/A
SOUTHBOUND	70	N/A	700	N/A	122	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 215
NORTH-SOUTH CRITICAL VOLUMES ..... 710
-----
THE SUM OF CRITICAL VOLUMES ..... 925

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.578

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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**Intersection #4
 Forest Park Boulevard and Oxnard Boulevard
 Traffic Circle Capacity Calculations
 Future (2030) With Adopted Specific Plan**

	<u>LEFT</u>	<u>THRU</u>	<u>RITE</u>	<u>Q(e)</u>	<u>Q(c)</u>	<u>Single-Lane Roundabout</u>			<u>Double-Lane Roundabout</u>		
						<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>	<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>
<u>AM PEAK HOUR</u>											
WESTBOUND	250	266	12	528	326	1034	0.511	A	2191	0.241	A
EASTBOUND	81	654	159	894	706	827	1.081	F	1919	0.466	A
NORTHBOUND	56	189	215	460	747	805	0.571	A	1889	0.244	A
SOUTHBOUND	12	444	71	527	572	900	0.586	A	2015	0.262	A
<u>PM PEAK HOUR</u>											
WESTBOUND	181	325	18	524	840	754	0.695	B	1823	0.287	A
EASTBOUND	111	452	144	707	501	939	0.753	C	2065	0.342	A
NORTHBOUND	154	575	444	1173	604	883	1.328	F	1992	0.589	A
SOUTHBOUND	41	279	82	402	660	852	0.472	A	1952	0.206	A

* Q(e)max based on formulas in Transportation Research Circular E-C018.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR

CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	94	441	0	20
EASTBOUND	20	811	134	0
NORTHBOUND	82	18	25	0
SOUTHBOUND	87	126	0	44

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	20	N/A	472	472	N/A	N/A
NORTHBOUND	82	N/A	N/A	43	N/A	N/A
SOUTHBOUND	87	N/A	126	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	566
NORTH-SOUTH CRITICAL VOLUMES	208

THE SUM OF CRITICAL VOLUMES	774
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
ICU VALUE	0.484
LEVEL OF SERVICE	A

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	600	0	195	105
NORTHBOUND	210	960	0	0
SOUTHBOUND	0	1250	180	150

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	300	300	N/A	N/A	195	N/A
NORTHBOUND	210	N/A	480	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	625	N/A	180	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 300
NORTH-SOUTH CRITICAL VOLUMES ..... 835
-----
THE SUM OF CRITICAL VOLUMES ..... 1135

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.709

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	10	70	0
EASTBOUND	40	20	10	0
NORTHBOUND	10	880	10	0
SOUTHBOUND	120	1300	50	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	N/A	30	N/A	N/A
NORTHBOUND	10	N/A	445	445	N/A	N/A
SOUTHBOUND	120	N/A	675	675	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 120
NORTH-SOUTH CRITICAL VOLUMES ..... 685
-----
THE SUM OF CRITICAL VOLUMES ..... 805

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.503

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	0	56	7
EASTBOUND	0	0	0	0
NORTHBOUND	0	1320	0	330
SOUTHBOUND	14	410	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	660	N/A	0	N/A
SOUTHBOUND	14	N/A	205	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 56
NORTH-SOUTH CRITICAL VOLUMES ..... 674
-----
THE SUM OF CRITICAL VOLUMES ..... 730

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.456

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	20	10	0	0
EASTBOUND	14	100	119	41
NORTHBOUND	149	550	235	5
SOUTHBOUND	0	860	20	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	1	0	2	0	5
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	14	N/A	50	N/A	60	N/A
NORTHBOUND	82	N/A	275	N/A	235	N/A
SOUTHBOUND	0	N/A	440	440	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 70
NORTH-SOUTH CRITICAL VOLUMES ..... 522
-----
THE SUM OF CRITICAL VOLUMES ..... 592

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.370

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	290	30	0	50
EASTBOUND	10	60	118	22
NORTHBOUND	80	1000	260	0
SOUTHBOUND	30	1440	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	0	2	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	70	N/A	N/A	59	N/A
NORTHBOUND	44	N/A	420	420	N/A	N/A
SOUTHBOUND	30	N/A	483	483	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 230
NORTH-SOUTH CRITICAL VOLUMES ..... 527
-----
THE SUM OF CRITICAL VOLUMES ..... 757

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.473

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	80	0	182	148
EASTBOUND	0	0	0	0
NORTHBOUND	760	460	0	0
SOUTHBOUND	0	430	0	610

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	418	N/A	230	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	108	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 91
NORTH-SOUTH CRITICAL VOLUMES ..... 526
-----
THE SUM OF CRITICAL VOLUMES ..... 617

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.386

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	200	0	0	1540
NORTHBOUND	0	1020	0	370
SOUTHBOUND	130	370	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	110	N/A	N/A	N/A	0	N/A
NORTHBOUND	N/A	N/A	255	N/A	0	N/A
SOUTHBOUND	72	N/A	185	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 110
 NORTH-SOUTH CRITICAL VOLUMES 327

 THE SUM OF CRITICAL VOLUMES 437
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.273
 LEVEL OF SERVICE A

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	850	0	208	62
EASTBOUND	0	0	0	0
NORTHBOUND	0	820	0	620
SOUTHBOUND	0	1600	0	260

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	410	N/A	0	N/A
SOUTHBOUND	N/A	N/A	533	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 468
NORTH-SOUTH CRITICAL VOLUMES ..... 533
-----
THE SUM OF CRITICAL VOLUMES ..... 1001

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.626

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	70	0	171	39
NORTHBOUND	0	1390	0	1260
SOUTHBOUND	0	1850	0	600

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	70	N/A	N/A	N/A	171	N/A
NORTHBOUND	N/A	N/A	695	N/A	0	N/A
SOUTHBOUND	N/A	N/A	617	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 171
NORTH-SOUTH CRITICAL VOLUMES ..... 695
-----
THE SUM OF CRITICAL VOLUMES ..... 866

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.541

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	0	0	40
EASTBOUND	0	0	0	0
NORTHBOUND	0	910	292	28
SOUTHBOUND	150	1020	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	455	N/A	292	N/A
SOUTHBOUND	150	N/A	510	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 55
NORTH-SOUTH CRITICAL VOLUMES ..... 605
-----
THE SUM OF CRITICAL VOLUMES ..... 660

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.412

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Ventura Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	720	0	700	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	950	0	0
SOUTHBOUND	0	440	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	0	0	2
SOUTHBOUND	0	0	2	0	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	475	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	220	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 473
NORTH-SOUTH CRITICAL VOLUMES ..... 475
-----
THE SUM OF CRITICAL VOLUMES ..... 948

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.592

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	50
EASTBOUND	300	10	0	130
NORTHBOUND	10	1040	265	15
SOUTHBOUND	10	1720	180	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	300	N/A	10	N/A	0	N/A
NORTHBOUND	10	N/A	347	N/A	265	N/A
SOUTHBOUND	10	N/A	950	950	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 330
NORTH-SOUTH CRITICAL VOLUMES ..... 960
-----
THE SUM OF CRITICAL VOLUMES ..... 1290

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.806

LEVEL OF SERVICE ..... D
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	10	41	99
EASTBOUND	190	10	0	70
NORTHBOUND	40	1620	20	0
SOUTHBOUND	360	870	0	100

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	100	100	N/A	N/A	0	N/A
NORTHBOUND	22	N/A	547	547	N/A	N/A
SOUTHBOUND	198	N/A	290	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 141
NORTH-SOUTH CRITICAL VOLUMES ..... 745
-----
THE SUM OF CRITICAL VOLUMES ..... 886

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.554

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	160	50	60
EASTBOUND	80	120	40	0
NORTHBOUND	30	1060	341	69
SOUTHBOUND	120	930	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	80	N/A	80	80	N/A	N/A
NORTHBOUND	30	N/A	530	N/A	341	N/A
SOUTHBOUND	120	N/A	520	520	N/A	N/A

EAST-WEST CRITICAL VOLUMES 218
 NORTH-SOUTH CRITICAL VOLUMES 650

 THE SUM OF CRITICAL VOLUMES 868
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.543
 LEVEL OF SERVICE A

Capacity used = 1600.

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 10/29/2009 2:53:16 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	440	350	20	0
EASTBOUND	270	1030	19	121
NORTHBOUND	90	1260	770	0
SOUTHBOUND	100	1270	60	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	3	0	1	1	0	0	5
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	161	N/A	185	185	N/A	N/A
EASTBOUND	270	N/A	343	N/A	19	N/A
NORTHBOUND	50	N/A	630	N/A	385	N/A
SOUTHBOUND	55	N/A	443	443	N/A	N/A

EAST-WEST CRITICAL VOLUMES 528
 NORTH-SOUTH CRITICAL VOLUMES 685

 THE SUM OF CRITICAL VOLUMES 1213
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.758
 LEVEL OF SERVICE C

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	350	90	0
EASTBOUND	170	810	210	0
NORTHBOUND	200	1200	380	0
SOUTHBOUND	180	1060	150	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	138	N/A	220	220	N/A	N/A
EASTBOUND	170	N/A	510	510	N/A	N/A
NORTHBOUND	200	N/A	527	527	N/A	N/A
SOUTHBOUND	180	N/A	403	403	N/A	N/A

EAST-WEST CRITICAL VOLUMES 648
 NORTH-SOUTH CRITICAL VOLUMES 707

 THE SUM OF CRITICAL VOLUMES 1355

 NUMBER OF CRITICAL CLEARANCE INTERVALS 4

 ICU VALUE 0.847

 LEVEL OF SERVICE D

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	780	268	132
EASTBOUND	280	1000	70	0
NORTHBOUND	110	1200	211	69
SOUTHBOUND	480	1550	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	154	N/A	357	357	N/A	N/A
NORTHBOUND	60	N/A	400	N/A	211	N/A
SOUTHBOUND	264	N/A	517	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 495
NORTH-SOUTH CRITICAL VOLUMES ..... 664
-----
THE SUM OF CRITICAL VOLUMES ..... 1159

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.724

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	220	700	58	112
EASTBOUND	320	330	60	0
NORTHBOUND	310	1300	270	0
SOUTHBOUND	340	1780	212	88

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	176	N/A	130	130	N/A	N/A
NORTHBOUND	170	N/A	392	392	N/A	N/A
SOUTHBOUND	187	N/A	445	N/A	212	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 409
NORTH-SOUTH CRITICAL VOLUMES ..... 615
-----
THE SUM OF CRITICAL VOLUMES ..... 1024

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.640

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	270	230	9	181
EASTBOUND	40	110	100	130
NORTHBOUND	260	1440	70	0
SOUTHBOUND	100	1810	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	110	N/A	100	N/A
NORTHBOUND	260	N/A	378	378	N/A	N/A
SOUTHBOUND	100	N/A	480	480	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 380
NORTH-SOUTH CRITICAL VOLUMES ..... 740
-----
THE SUM OF CRITICAL VOLUMES ..... 1120

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.700

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	710	0	658	252
EASTBOUND	0	0	0	0
NORTHBOUND	530	1380	0	0
SOUTHBOUND	0	2690	44	86

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	292	N/A	460	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	672	N/A	44	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 390
NORTH-SOUTH CRITICAL VOLUMES ..... 964
-----
THE SUM OF CRITICAL VOLUMES ..... 1354

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.846

LEVEL OF SERVICE ..... D
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	380	0	30	50
EASTBOUND	0	0	0	0
NORTHBOUND	0	960	0	830
SOUTHBOUND	100	200	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	0	N/A	480	N/A	0	N/A
SOUTHBOUND	100	N/A	100	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 190
NORTH-SOUTH CRITICAL VOLUMES ..... 580
-----
THE SUM OF CRITICAL VOLUMES ..... 770

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.481

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	40	1640	0	1680
EASTBOUND	230	1670	20	0
NORTHBOUND	10	10	0	80
SOUTHBOUND	320	50	187	63

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	126	N/A	563	563	N/A	N/A
NORTHBOUND	N/A	20	N/A	N/A	0	N/A
SOUTHBOUND	136	123	N/A	N/A	187	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 946
NORTH-SOUTH CRITICAL VOLUMES ..... 207
-----
THE SUM OF CRITICAL VOLUMES ..... 1153

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.721

LEVEL OF SERVICE ..... C
  
```

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	120	220	0	90
EASTBOUND	40	100	55	55
NORTHBOUND	110	480	0	20
SOUTHBOUND	40	710	70	20

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	100	N/A	55	N/A
NORTHBOUND	110	N/A	240	N/A	0	N/A
SOUTHBOUND	40	N/A	355	N/A	70	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 260
NORTH-SOUTH CRITICAL VOLUMES ..... 465
-----
THE SUM OF CRITICAL VOLUMES ..... 725

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.453

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan
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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1020	260	0	30
EASTBOUND	10	20	115	15
NORTHBOUND	30	530	0	190
SOUTHBOUND	10	980	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	10	N/A	20	N/A	115	N/A
NORTHBOUND	30	N/A	265	N/A	0	N/A
SOUTHBOUND	10	N/A	495	495	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 676
NORTH-SOUTH CRITICAL VOLUMES ..... 525
-----
THE SUM OF CRITICAL VOLUMES ..... 1201

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.751

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	140	80	0	20
EASTBOUND	450	70	380	30
NORTHBOUND	60	160	0	20
SOUTHBOUND	10	1580	240	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	165	N/A	70	N/A	380	N/A
NORTHBOUND	60	N/A	53	N/A	0	N/A
SOUTHBOUND	10	N/A	607	607	N/A	N/A

EAST-WEST CRITICAL VOLUMES 453
 NORTH-SOUTH CRITICAL VOLUMES 667

 THE SUM OF CRITICAL VOLUMES 1120
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.700
 LEVEL OF SERVICE B

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	70	1310	0	0
EASTBOUND	4	850	330	560
NORTHBOUND	1120	0	0	60
SOUTHBOUND	3	2	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	4	N/A	425	N/A	330	N/A
NORTHBOUND	560	560	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	7

```

EAST-WEST CRITICAL VOLUMES ..... 659
NORTH-SOUTH CRITICAL VOLUMES ..... 567
-----
THE SUM OF CRITICAL VOLUMES ..... 1226

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.766

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	80	0	198	88
EASTBOUND	0	0	0	0
NORTHBOUND	0	925	178	0
SOUTHBOUND	177	871	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	552	552	N/A	N/A
SOUTHBOUND	177	N/A	436	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 99
NORTH-SOUTH CRITICAL VOLUMES ..... 729
-----
THE SUM OF CRITICAL VOLUMES ..... 828

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.517

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	120	10	130	50
EASTBOUND	530	10	0	10
NORTHBOUND	10	1100	150	0
SOUTHBOUND	100	1070	105	135

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	270	270	N/A	N/A	0	N/A
NORTHBOUND	10	N/A	625	625	N/A	N/A
SOUTHBOUND	100	N/A	535	N/A	105	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 400
NORTH-SOUTH CRITICAL VOLUMES ..... 725
-----
THE SUM OF CRITICAL VOLUMES ..... 1125

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.703

LEVEL OF SERVICE ..... C

```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	174	642	13	60
EASTBOUND	63	920	254	0
NORTHBOUND	74	45	36	0
SOUTHBOUND	121	74	0	36

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	63	N/A	587	587	N/A	N/A
NORTHBOUND	74	N/A	N/A	81	N/A	N/A
SOUTHBOUND	121	N/A	74	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 761
NORTH-SOUTH CRITICAL VOLUMES ..... 202
-----
THE SUM OF CRITICAL VOLUMES ..... 963

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.602

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	470	0	350	220
NORTHBOUND	440	1030	0	0
SOUTHBOUND	0	1090	234	136

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	273	N/A	N/A	N/A	273	273
NORTHBOUND	440	N/A	515	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	545	N/A	234	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 273
NORTH-SOUTH CRITICAL VOLUMES ..... 985
-----
THE SUM OF CRITICAL VOLUMES ..... 1258

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.786

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	10	10	120	0
EASTBOUND	60	10	10	0
NORTHBOUND	10	1260	10	0
SOUTHBOUND	70	1230	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	60	N/A	N/A	20	N/A	N/A
NORTHBOUND	10	N/A	635	635	N/A	N/A
SOUTHBOUND	70	N/A	645	645	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 190
NORTH-SOUTH CRITICAL VOLUMES ..... 705
-----
THE SUM OF CRITICAL VOLUMES ..... 895

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.559

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	0	0	5
EASTBOUND	0	0	0	0
NORTHBOUND	0	1360	0	380
SOUTHBOUND	120	670	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	680	N/A	0	N/A
SOUTHBOUND	120	N/A	335	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 55
NORTH-SOUTH CRITICAL VOLUMES ..... 800
-----
THE SUM OF CRITICAL VOLUMES ..... 855

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.534

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	60	80	0	0
EASTBOUND	40	250	0	90
NORTHBOUND	335	630	626	24
SOUTHBOUND	0	1110	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	1	0	2	0	5
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	125	N/A	0	N/A
NORTHBOUND	184	N/A	315	N/A	626	N/A
SOUTHBOUND	0	N/A	560	560	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 172
NORTH-SOUTH CRITICAL VOLUMES ..... 744
-----
THE SUM OF CRITICAL VOLUMES ..... 916

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.572

LEVEL OF SERVICE ..... A

```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	590	200	42	28
EASTBOUND	10	140	268	52
NORTHBOUND	190	940	340	0
SOUTHBOUND	40	1130	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	0	2	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	150	N/A	N/A	134	N/A
NORTHBOUND	104	N/A	427	427	N/A	N/A
SOUTHBOUND	40	N/A	380	380	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 494
NORTH-SOUTH CRITICAL VOLUMES ..... 484
-----
THE SUM OF CRITICAL VOLUMES ..... 978

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.611

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

File: I:\Crain Projects\Active Projects\Oxnard Riverpark Specific Plan Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-2009).xls, Worksheet: Total(Adopted)10-09, Row: 101
10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	230	0	312	148
EASTBOUND	0	0	0	0
NORTHBOUND	960	820	0	0
SOUTHBOUND	0	710	0	550

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	528	N/A	410	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	178	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 181
NORTH-SOUTH CRITICAL VOLUMES ..... 706
-----
THE SUM OF CRITICAL VOLUMES ..... 887

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.554

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	280	0	0	1410
NORTHBOUND	0	1500	0	530
SOUTHBOUND	120	820	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	154	N/A	N/A	N/A	0	N/A
NORTHBOUND	N/A	N/A	375	N/A	0	N/A
SOUTHBOUND	66	N/A	410	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 154
NORTH-SOUTH CRITICAL VOLUMES ..... 441
-----
THE SUM OF CRITICAL VOLUMES ..... 595

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.372

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	990	0	170	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1310	0	980
SOUTHBOUND	0	1720	0	410

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	655	N/A	0	N/A
SOUTHBOUND	N/A	N/A	573	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 544
 NORTH-SOUTH CRITICAL VOLUMES 655

 THE SUM OF CRITICAL VOLUMES 1199

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2

 ICU VALUE 0.749

 LEVEL OF SERVICE C

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	160	0	80	0
NORTHBOUND	0	2200	0	1240
SOUTHBOUND	0	1730	0	900

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	120	N/A	N/A	N/A	N/A	120
NORTHBOUND	N/A	N/A	1100	N/A	0	N/A
SOUTHBOUND	N/A	N/A	577	N/A	0	N/A

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EAST-WEST CRITICAL VOLUMES ..... 120
NORTH-SOUTH CRITICAL VOLUMES ..... 1100
-----
THE SUM OF CRITICAL VOLUMES ..... 1220

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.762

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	0	0	80
EASTBOUND	0	0	0	0
NORTHBOUND	0	800	254	66
SOUTHBOUND	340	1630	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	400	N/A	254	N/A
SOUTHBOUND	340	N/A	815	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 132
NORTH-SOUTH CRITICAL VOLUMES ..... 815
-----
THE SUM OF CRITICAL VOLUMES ..... 947

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.592

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Ventura Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1210	0	860	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	880	0	0
SOUTHBOUND	0	770	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	0	1	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	0	0	2
SOUTHBOUND	0	0	2	0	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	690	N/A	N/A	N/A	690	690
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	440	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	385	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 690
NORTH-SOUTH CRITICAL VOLUMES ..... 440
-----
THE SUM OF CRITICAL VOLUMES ..... 1130

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.706

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	82	338
EASTBOUND	260	10	0	170
NORTHBOUND	40	1350	458	62
SOUTHBOUND	40	1720	470	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	260	N/A	10	N/A	0	N/A
NORTHBOUND	40	N/A	450	N/A	458	N/A
SOUTHBOUND	40	N/A	1095	1095	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 385
NORTH-SOUTH CRITICAL VOLUMES ..... 1135
-----
THE SUM OF CRITICAL VOLUMES ..... 1520

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.950

LEVEL OF SERVICE ..... E
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	290	40	440	50
EASTBOUND	330	70	128	92
NORTHBOUND	240	1510	70	0
SOUTHBOUND	180	1330	0	330

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	200	200	N/A	N/A	128	N/A
NORTHBOUND	132	N/A	527	527	N/A	N/A
SOUTHBOUND	99	N/A	443	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 640
 NORTH-SOUTH CRITICAL VOLUMES 626

 THE SUM OF CRITICAL VOLUMES 1266
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.791
 LEVEL OF SERVICE C

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	350	380	0	120
EASTBOUND	90	220	60	0
NORTHBOUND	40	840	334	96
SOUTHBOUND	160	1150	280	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	90	N/A	140	140	N/A	N/A
NORTHBOUND	40	N/A	420	N/A	334	N/A
SOUTHBOUND	160	N/A	715	715	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 332
NORTH-SOUTH CRITICAL VOLUMES ..... 755
-----
THE SUM OF CRITICAL VOLUMES ..... 1087

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.679

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	800	810	30	0
EASTBOUND	310	650	0	100
NORTHBOUND	240	1920	890	0
SOUTHBOUND	180	1550	280	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	240	240	240	N/A	0	N/A
NORTHBOUND	132	N/A	960	N/A	445	N/A
SOUTHBOUND	99	N/A	610	610	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 660
NORTH-SOUTH CRITICAL VOLUMES ..... 1059
-----
THE SUM OF CRITICAL VOLUMES ..... 1719

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 1.074

LEVEL OF SERVICE ..... F
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	780	570	150	0
EASTBOUND	290	470	140	0
NORTHBOUND	290	1220	400	0
SOUTHBOUND	310	1570	100	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	290	N/A	305	305	N/A	N/A
NORTHBOUND	290	N/A	540	540	N/A	N/A
SOUTHBOUND	310	N/A	557	557	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 734
NORTH-SOUTH CRITICAL VOLUMES ..... 850
-----
THE SUM OF CRITICAL VOLUMES ..... 1584

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.990

LEVEL OF SERVICE ..... E
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	330	1510	467	113
EASTBOUND	260	980	160	0
NORTHBOUND	180	1700	177	133
SOUTHBOUND	410	1780	48	72

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	143	N/A	380	380	N/A	N/A
NORTHBOUND	99	N/A	567	N/A	177	N/A
SOUTHBOUND	226	N/A	593	N/A	48	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 646
NORTH-SOUTH CRITICAL VOLUMES ..... 793
-----
THE SUM OF CRITICAL VOLUMES ..... 1439

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.899

LEVEL OF SERVICE ..... D
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	310	610	224	96
EASTBOUND	680	840	120	0
NORTHBOUND	330	1580	130	0
SOUTHBOUND	350	1360	183	187

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	374	N/A	320	320	N/A	N/A
NORTHBOUND	182	N/A	428	428	N/A	N/A
SOUTHBOUND	192	N/A	340	N/A	183	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 598
NORTH-SOUTH CRITICAL VOLUMES ..... 620
-----
THE SUM OF CRITICAL VOLUMES ..... 1218

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.761

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	130	130	0	110
EASTBOUND	120	230	130	200
NORTHBOUND	400	1880	220	0
SOUTHBOUND	210	1800	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	120	N/A	230	N/A	130	N/A
NORTHBOUND	400	N/A	525	525	N/A	N/A
SOUTHBOUND	210	N/A	478	478	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 360
NORTH-SOUTH CRITICAL VOLUMES ..... 878
-----
THE SUM OF CRITICAL VOLUMES ..... 1238

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.774

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	500	0	1039	101
EASTBOUND	0	0	0	0
NORTHBOUND	510	1890	0	0
SOUTHBOUND	0	2210	370	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	280	N/A	630	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	552	N/A	370	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 346
NORTH-SOUTH CRITICAL VOLUMES ..... 832
-----
THE SUM OF CRITICAL VOLUMES ..... 1178

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.736

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-
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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	460	0	0	20
EASTBOUND	0	0	0	0
NORTHBOUND	0	390	0	890
SOUTHBOUND	440	740	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	0	N/A	195	N/A	0	N/A
SOUTHBOUND	440	N/A	370	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 230
NORTH-SOUTH CRITICAL VOLUMES ..... 635
-----
THE SUM OF CRITICAL VOLUMES ..... 865

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.541

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-
 2009).xls, Worksheet: Total(Adopted)10-09, Row: 117
 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	1490	0	1170
EASTBOUND	200	2080	50	0
NORTHBOUND	30	30	28	72
SOUTHBOUND	730	30	396	54

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	110	N/A	710	710	N/A	N/A
NORTHBOUND	N/A	60	N/A	N/A	28	N/A
SOUTHBOUND	279	253	N/A	N/A	396	N/A

EAST-WEST CRITICAL VOLUMES 854
 NORTH-SOUTH CRITICAL VOLUMES 456

 THE SUM OF CRITICAL VOLUMES 1310
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.819
 LEVEL OF SERVICE D

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	60	90	0	50
EASTBOUND	90	240	185	65
NORTHBOUND	130	770	120	30
SOUTHBOUND	60	900	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	90	N/A	240	N/A	185	N/A
NORTHBOUND	130	N/A	385	N/A	120	N/A
SOUTHBOUND	60	N/A	450	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 300
NORTH-SOUTH CRITICAL VOLUMES ..... 580
-----
THE SUM OF CRITICAL VOLUMES ..... 880

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.550

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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 Supplemental\Data\ICAP7\2009-10\Total Oxnard Riverpark Update(10-
 2009).xls, Worksheet: Total(Adopted)10-09, Row: 119
 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	450	160	0	10
EASTBOUND	30	280	150	40
NORTHBOUND	80	980	0	1110
SOUTHBOUND	10	1140	20	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	30	N/A	280	N/A	150	N/A
NORTHBOUND	80	N/A	490	N/A	0	N/A
SOUTHBOUND	10	N/A	580	580	N/A	N/A

EAST-WEST CRITICAL VOLUMES 528
 NORTH-SOUTH CRITICAL VOLUMES 660

 THE SUM OF CRITICAL VOLUMES 1188
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.743
 LEVEL OF SERVICE C

Capacity used = 1600.

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 10/29/2009 2:53:17 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	140	0	80
EASTBOUND	1780	340	285	35
NORTHBOUND	70	510	116	64
SOUTHBOUND	70	1390	170	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	653	N/A	340	N/A	285	N/A
NORTHBOUND	70	N/A	170	N/A	116	N/A
SOUTHBOUND	70	N/A	520	520	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 780
NORTH-SOUTH CRITICAL VOLUMES ..... 590
-----
THE SUM OF CRITICAL VOLUMES ..... 1370

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.856

LEVEL OF SERVICE ..... D
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	50
EASTBOUND	300	10	0	130
NORTHBOUND	10	1040	265	15
SOUTHBOUND	10	1720	102	78

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	155	155	N/A	N/A	0	N/A
NORTHBOUND	10	N/A	347	N/A	265	N/A
SOUTHBOUND	10	N/A	860	N/A	102	N/A

EAST-WEST CRITICAL VOLUMES 185
 NORTH-SOUTH CRITICAL VOLUMES 870

 THE SUM OF CRITICAL VOLUMES 1055
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.659
 LEVEL OF SERVICE B

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	440	350	20	0
EASTBOUND	270	1030	68	72
NORTHBOUND	90	1260	770	0
SOUTHBOUND	100	1270	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	3	0	2	0	7
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	270	N/A	343	N/A	68	N/A
NORTHBOUND	50	N/A	420	N/A	385	N/A
SOUTHBOUND	55	N/A	332	332	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 528
NORTH-SOUTH CRITICAL VOLUMES ..... 475
-----
THE SUM OF CRITICAL VOLUMES ..... 1003

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.627

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	350	90	0
EASTBOUND	170	810	112	98
NORTHBOUND	200	1200	312	68
SOUTHBOUND	180	1060	150	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	1	0	6
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	170	N/A	405	N/A	112	N/A
NORTHBOUND	110	N/A	400	N/A	312	N/A
SOUTHBOUND	99	N/A	302	302	N/A	N/A

EAST-WEST CRITICAL VOLUMES 542
 NORTH-SOUTH CRITICAL VOLUMES 499

 THE SUM OF CRITICAL VOLUMES 1041
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.651
 LEVEL OF SERVICE B

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	780	268	132
EASTBOUND	280	1000	0	70
NORTHBOUND	110	1200	211	69
SOUTHBOUND	480	1550	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	154	N/A	333	N/A	0	N/A
NORTHBOUND	60	N/A	400	N/A	211	N/A
SOUTHBOUND	264	N/A	517	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 471
 NORTH-SOUTH CRITICAL VOLUMES 664

 THE SUM OF CRITICAL VOLUMES 1135
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.709
 LEVEL OF SERVICE C

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	199	221
EASTBOUND	260	10	0	170
NORTHBOUND	40	1350	458	62
SOUTHBOUND	40	1720	402	68

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	135	135	N/A	N/A	0	N/A
NORTHBOUND	40	N/A	450	N/A	458	N/A
SOUTHBOUND	40	N/A	860	N/A	402	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 260
NORTH-SOUTH CRITICAL VOLUMES ..... 900
-----
THE SUM OF CRITICAL VOLUMES ..... 1160

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.725

LEVEL OF SERVICE ..... C

```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 2:53:18 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	800	810	30	0
EASTBOUND	310	650	0	100
NORTHBOUND	240	1920	890	0
SOUTHBOUND	180	1550	280	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	3	0	2	0	7
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	240	240	240	N/A	0	N/A
NORTHBOUND	132	N/A	640	N/A	445	N/A
SOUTHBOUND	99	N/A	458	458	N/A	N/A

EAST-WEST CRITICAL VOLUMES 660
 NORTH-SOUTH CRITICAL VOLUMES 739

 THE SUM OF CRITICAL VOLUMES 1399

 NUMBER OF CRITICAL CLEARANCE INTERVALS 4

 ICU VALUE 0.874

 LEVEL OF SERVICE D

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	780	570	150	0
EASTBOUND	290	470	60	80
NORTHBOUND	290	1220	186	214
SOUTHBOUND	310	1570	100	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	1	0	6
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	290	N/A	235	N/A	60	N/A
NORTHBOUND	160	N/A	407	N/A	186	N/A
SOUTHBOUND	170	N/A	418	418	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 664
NORTH-SOUTH CRITICAL VOLUMES ..... 578
-----
THE SUM OF CRITICAL VOLUMES ..... 1242

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.776

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH ADOPTED SPECIFIC PLAN + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	330	1510	467	113
EASTBOUND	260	980	60	100
NORTHBOUND	180	1700	150	160
SOUTHBOUND	410	1780	48	72

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	182	N/A	503	N/A	467	N/A
EASTBOUND	143	N/A	327	N/A	60	N/A
NORTHBOUND	99	N/A	567	N/A	150	N/A
SOUTHBOUND	226	N/A	593	N/A	48	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 646
NORTH-SOUTH CRITICAL VOLUMES ..... 793
-----
THE SUM OF CRITICAL VOLUMES ..... 1439

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.899

LEVEL OF SERVICE ..... D
  
```

Capacity used = 1600.

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**FUTURE (2030) WITH AMENDED RIVERPARK
SPECIFIC PLAN TRAFFIC CONDITION**

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	70	570	0	0
EASTBOUND	0	1290	720	310
NORTHBOUND	620	0	75	35
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	70	N/A	285	285	N/A	N/A
EASTBOUND	0	N/A	645	N/A	720	N/A
NORTHBOUND	310	310	N/A	N/A	75	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	0

```

EAST-WEST CRITICAL VOLUMES ..... 790
NORTH-SOUTH CRITICAL VOLUMES ..... 310
-----
THE SUM OF CRITICAL VOLUMES ..... 1100

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.688

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	186	0	0	122
EASTBOUND	0	0	0	0
NORTHBOUND	0	709	257	0
SOUTHBOUND	329	786	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	483	483	N/A	N/A
SOUTHBOUND	329	N/A	393	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 93
NORTH-SOUTH CRITICAL VOLUMES ..... 812
-----
THE SUM OF CRITICAL VOLUMES ..... 905

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.566

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	10	35	75
EASTBOUND	260	10	5	5
NORTHBOUND	10	1020	90	0
SOUTHBOUND	70	1390	60	100

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	135	135	N/A	N/A	5	N/A
NORTHBOUND	10	N/A	555	555	N/A	N/A
SOUTHBOUND	70	N/A	695	N/A	60	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 235
NORTH-SOUTH CRITICAL VOLUMES ..... 705
-----
THE SUM OF CRITICAL VOLUMES ..... 940

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.587

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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Intersection #4
Forest Park Boulevard and Oxnard Boulevard
Traffic Circle Capacity Calculations
Future (2030) With Amended Specific Plan

	<u>LEFT</u>	<u>THRU</u>	<u>RITE</u>	<u>Q(e)</u>	<u>Q(c)</u>	<u>Single-Lane Roundabout</u>			<u>Double-Lane Roundabout</u>		
						<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>	<u>Q(e)max*</u>	<u>V/C</u>	<u>LOS</u>
<u>AM PEAK HOUR</u>											
WESTBOUND	242	273	12	527	355	1019	0.517	A	2170	0.243	A
EASTBOUND	86	630	168	884	677	843	1.049	F	1939	0.456	A
NORTHBOUND	63	206	211	480	727	816	0.588	A	1904	0.252	A
SOUTHBOUND	11	424	72	507	578	897	0.565	A	2010	0.252	A
<u>PM PEAK HOUR</u>											
WESTBOUND	160	319	21	500	813	769	0.650	B	1842	0.271	A
EASTBOUND	135	453	133	721	470	956	0.754	C	2088	0.345	A
NORTHBOUND	125	553	353	1031	631	868	1.188	F	1972	0.523	A
SOUTHBOUND	43	267	88	398	604	883	0.451	A	1992	0.200	A

* Q(e)max based on formulas in Transportation Research Circular E-C018.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	91	443	0	20
EASTBOUND	19	812	121	0
NORTHBOUND	79	18	26	0
SOUTHBOUND	90	119	0	43

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	91	N/A	222	N/A	0	N/A
EASTBOUND	19	N/A	466	466	N/A	N/A
NORTHBOUND	79	N/A	N/A	44	N/A	N/A
SOUTHBOUND	90	N/A	119	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 557
NORTH-SOUTH CRITICAL VOLUMES ..... 198
-----
THE SUM OF CRITICAL VOLUMES ..... 755

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

ICU VALUE ..... 0.629

LEVEL OF SERVICE ..... B

```

Capacity used = 1200.

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10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	580	0	225	95
NORTHBOUND	190	960	0	0
SOUTHBOUND	0	1240	195	145

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	290	290	N/A	N/A	225	N/A
NORTHBOUND	190	N/A	480	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	620	N/A	195	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 290
NORTH-SOUTH CRITICAL VOLUMES ..... 810
-----
THE SUM OF CRITICAL VOLUMES ..... 1100

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.688

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	10	60	0
EASTBOUND	40	20	10	0
NORTHBOUND	20	880	10	0
SOUTHBOUND	110	1330	50	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	N/A	30	N/A	N/A
NORTHBOUND	20	N/A	445	445	N/A	N/A
SOUTHBOUND	110	N/A	690	690	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 110
NORTH-SOUTH CRITICAL VOLUMES ..... 710
-----
THE SUM OF CRITICAL VOLUMES ..... 820

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.512

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	40	0	56	7
EASTBOUND	0	0	0	0
NORTHBOUND	0	1320	0	330
SOUTHBOUND	14	420	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	660	N/A	0	N/A
SOUTHBOUND	14	N/A	210	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 56
NORTH-SOUTH CRITICAL VOLUMES ..... 674
-----
THE SUM OF CRITICAL VOLUMES ..... 730

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.456

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	30	0	0
EASTBOUND	14	110	139	41
NORTHBOUND	149	520	230	10
SOUTHBOUND	0	890	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	1	0	2	0	5
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	14	N/A	55	N/A	70	N/A
NORTHBOUND	82	N/A	260	N/A	230	N/A
SOUTHBOUND	0	N/A	450	450	N/A	N/A

EAST-WEST CRITICAL VOLUMES 90
 NORTH-SOUTH CRITICAL VOLUMES 532

 THE SUM OF CRITICAL VOLUMES 622
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.389
 LEVEL OF SERVICE A

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	320	30	0	50
EASTBOUND	10	70	125	25
NORTHBOUND	90	1000	270	0
SOUTHBOUND	30	1480	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	0	2	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	80	N/A	N/A	62	N/A
NORTHBOUND	50	N/A	423	423	N/A	N/A
SOUTHBOUND	30	N/A	497	497	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 255
NORTH-SOUTH CRITICAL VOLUMES ..... 547
-----
THE SUM OF CRITICAL VOLUMES ..... 802

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.501

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	80	0	153	157
EASTBOUND	0	0	0	0
NORTHBOUND	790	460	0	0
SOUTHBOUND	0	440	0	650

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	434	N/A	230	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	110	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 78
NORTH-SOUTH CRITICAL VOLUMES ..... 544
-----
THE SUM OF CRITICAL VOLUMES ..... 622

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.389

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	200	0	0	1540
NORTHBOUND	0	1050	0	380
SOUTHBOUND	150	380	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	110	N/A	N/A	N/A	0	N/A
NORTHBOUND	N/A	N/A	262	N/A	0	N/A
SOUTHBOUND	83	N/A	190	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 110
NORTH-SOUTH CRITICAL VOLUMES ..... 345
-----
THE SUM OF CRITICAL VOLUMES ..... 455

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.284

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	840	0	182	78
EASTBOUND	0	0	0	0
NORTHBOUND	0	820	0	570
SOUTHBOUND	0	1700	0	270

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	410	N/A	0	N/A
SOUTHBOUND	N/A	N/A	567	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 462
NORTH-SOUTH CRITICAL VOLUMES ..... 567
-----
THE SUM OF CRITICAL VOLUMES ..... 1029

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.643

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	80	0	194	26
NORTHBOUND	0	1330	0	1270
SOUTHBOUND	0	1840	0	690

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	80	N/A	N/A	N/A	194	N/A
NORTHBOUND	N/A	N/A	665	N/A	0	N/A
SOUTHBOUND	N/A	N/A	613	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 194
NORTH-SOUTH CRITICAL VOLUMES ..... 665
-----
THE SUM OF CRITICAL VOLUMES ..... 859

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.537

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	0	0	50
EASTBOUND	0	0	0	0
NORTHBOUND	0	920	312	28
SOUTHBOUND	180	1030	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	0	0	1	0	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	55	N/A	N/A	N/A	0	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	460	N/A	312	N/A
SOUTHBOUND	180	N/A	515	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 55
NORTH-SOUTH CRITICAL VOLUMES ..... 640
-----
THE SUM OF CRITICAL VOLUMES ..... 695

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.434

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Ventura Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	750	0	680	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	960	0	0
SOUTHBOUND	0	460	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	0	0	2
SOUTHBOUND	0	0	2	0	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	480	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	230	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 477
NORTH-SOUTH CRITICAL VOLUMES ..... 480
-----
THE SUM OF CRITICAL VOLUMES ..... 957

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.598

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	60
EASTBOUND	300	0	0	120
NORTHBOUND	0	1070	285	15
SOUTHBOUND	20	1720	180	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	300	N/A	0	N/A	0	N/A
NORTHBOUND	0	N/A	357	N/A	285	N/A
SOUTHBOUND	20	N/A	950	950	N/A	N/A

EAST-WEST CRITICAL VOLUMES 330
 NORTH-SOUTH CRITICAL VOLUMES 950

 THE SUM OF CRITICAL VOLUMES 1280
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.800
 LEVEL OF SERVICE C

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	30	10	44	96
EASTBOUND	200	10	0	80
NORTHBOUND	40	1620	20	0
SOUTHBOUND	350	890	0	100

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	105	105	N/A	N/A	0	N/A
NORTHBOUND	22	N/A	547	547	N/A	N/A
SOUTHBOUND	192	N/A	297	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 149
NORTH-SOUTH CRITICAL VOLUMES ..... 739
-----
THE SUM OF CRITICAL VOLUMES ..... 888

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.555

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	160	60	60
EASTBOUND	90	120	40	0
NORTHBOUND	30	1060	304	66
SOUTHBOUND	120	940	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	90	N/A	80	80	N/A	N/A
NORTHBOUND	30	N/A	530	N/A	304	N/A
SOUTHBOUND	120	N/A	525	525	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 212
NORTH-SOUTH CRITICAL VOLUMES ..... 650
-----
THE SUM OF CRITICAL VOLUMES ..... 862

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.539

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	450	350	20	0
EASTBOUND	280	1030	12	128
NORTHBOUND	90	1290	730	0
SOUTHBOUND	100	1270	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	280	N/A	343	N/A	12	N/A
NORTHBOUND	50	N/A	645	N/A	365	N/A
SOUTHBOUND	55	N/A	443	443	N/A	N/A

EAST-WEST CRITICAL VOLUMES 528
 NORTH-SOUTH CRITICAL VOLUMES 700

 THE SUM OF CRITICAL VOLUMES 1228
 NUMBER OF CRITICAL CLEARANCE INTERVALS 4
 ICU VALUE 0.767
 LEVEL OF SERVICE C

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	350	100	0
EASTBOUND	270	390	150	0
NORTHBOUND	200	1170	380	0
SOUTHBOUND	170	1070	150	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	138	N/A	225	225	N/A	N/A
EASTBOUND	270	N/A	270	270	N/A	N/A
NORTHBOUND	200	N/A	517	517	N/A	N/A
SOUTHBOUND	170	N/A	407	407	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 495
NORTH-SOUTH CRITICAL VOLUMES ..... 687
-----
THE SUM OF CRITICAL VOLUMES ..... 1182

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.739

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	260	770	282	138
EASTBOUND	270	980	90	0
NORTHBOUND	120	1190	208	72
SOUTHBOUND	500	1540	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	148	N/A	357	357	N/A	N/A
NORTHBOUND	66	N/A	397	N/A	208	N/A
SOUTHBOUND	275	N/A	513	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 500
NORTH-SOUTH CRITICAL VOLUMES ..... 672
-----
THE SUM OF CRITICAL VOLUMES ..... 1172

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.733

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	219	700	60	110
EASTBOUND	320	330	60	0
NORTHBOUND	309	1303	272	0
SOUTHBOUND	340	1777	212	88

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	176	N/A	130	130	N/A	N/A
NORTHBOUND	170	N/A	394	394	N/A	N/A
SOUTHBOUND	187	N/A	444	N/A	212	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 409
NORTH-SOUTH CRITICAL VOLUMES ..... 614
-----
THE SUM OF CRITICAL VOLUMES ..... 1023

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.639

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	270	230	9	181
EASTBOUND	40	110	100	130
NORTHBOUND	261	1441	70	0
SOUTHBOUND	100	1806	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	110	N/A	100	N/A
NORTHBOUND	261	N/A	378	378	N/A	N/A
SOUTHBOUND	100	N/A	479	479	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 380
NORTH-SOUTH CRITICAL VOLUMES ..... 740
-----
THE SUM OF CRITICAL VOLUMES ..... 1120

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.700

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	713	0	665	252
EASTBOUND	0	0	0	0
NORTHBOUND	530	1380	0	0
SOUTHBOUND	0	2687	45	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	292	N/A	460	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	672	N/A	45	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 392
NORTH-SOUTH CRITICAL VOLUMES ..... 964
-----
THE SUM OF CRITICAL VOLUMES ..... 1356

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.848

LEVEL OF SERVICE ..... D
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	380	0	30	50
EASTBOUND	0	0	0	0
NORTHBOUND	0	961	0	831
SOUTHBOUND	99	200	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	0	N/A	480	N/A	0	N/A
SOUTHBOUND	99	N/A	100	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 190
NORTH-SOUTH CRITICAL VOLUMES ..... 579
-----
THE SUM OF CRITICAL VOLUMES ..... 769

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.481

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	40	1641	0	1682
EASTBOUND	231	1667	20	0
NORTHBOUND	10	10	0	80
SOUTHBOUND	320	50	187	63

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	127	N/A	562	562	N/A	N/A
NORTHBOUND	N/A	20	N/A	N/A	0	N/A
SOUTHBOUND	136	123	N/A	N/A	187	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 946
NORTH-SOUTH CRITICAL VOLUMES ..... 207
-----
THE SUM OF CRITICAL VOLUMES ..... 1153

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.721

LEVEL OF SERVICE ..... C

```

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	120	220	0	90
EASTBOUND	40	100	55	55
NORTHBOUND	110	480	0	21
SOUTHBOUND	40	711	70	20

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	40	N/A	100	N/A	55	N/A
NORTHBOUND	110	N/A	240	N/A	0	N/A
SOUTHBOUND	40	N/A	356	N/A	70	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 260
NORTH-SOUTH CRITICAL VOLUMES ..... 466
-----
THE SUM OF CRITICAL VOLUMES ..... 726

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.454

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1016	260	0	30
EASTBOUND	10	20	116	14
NORTHBOUND	29	531	0	191
SOUTHBOUND	10	978	10	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	1	0	1	0	4
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	559	N/A	260	N/A	0	N/A
EASTBOUND	10	N/A	20	N/A	116	N/A
NORTHBOUND	29	N/A	266	N/A	0	N/A
SOUTHBOUND	10	N/A	494	494	N/A	N/A

EAST-WEST CRITICAL VOLUMES 675
 NORTH-SOUTH CRITICAL VOLUMES 523

 THE SUM OF CRITICAL VOLUMES 1198

 NUMBER OF CRITICAL CLEARANCE INTERVALS 3

 ICU VALUE 0.749

 LEVEL OF SERVICE C

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	140	80	0	20
EASTBOUND	457	70	381	30
NORTHBOUND	60	160	0	20
SOUTHBOUND	10	1574	240	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	168	N/A	70	N/A	381	N/A
NORTHBOUND	60	N/A	53	N/A	0	N/A
SOUTHBOUND	10	N/A	605	605	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 454
NORTH-SOUTH CRITICAL VOLUMES ..... 665
-----
THE SUM OF CRITICAL VOLUMES ..... 1119

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.699

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 1, Los Angeles Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	80	1340	0	0
EASTBOUND	0	870	325	545
NORTHBOUND	1090	0	0	60
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	80	N/A	670	670	N/A	N/A
EASTBOUND	0	N/A	435	N/A	325	N/A
NORTHBOUND	545	545	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	0

```

EAST-WEST CRITICAL VOLUMES ..... 670
NORTH-SOUTH CRITICAL VOLUMES ..... 545
-----
THE SUM OF CRITICAL VOLUMES ..... 1215

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.759

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 2, Central Avenue and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	75	0	174	80
EASTBOUND	0	0	0	0
NORTHBOUND	0	919	169	0
SOUTHBOUND	159	865	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	0	0	1	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	1	1	0	0	2
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	75	N/A	N/A	87	87	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	544	544	N/A	N/A
SOUTHBOUND	159	N/A	432	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 87
NORTH-SOUTH CRITICAL VOLUMES ..... 703
-----
THE SUM OF CRITICAL VOLUMES ..... 790

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.494

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 3, Thames River Boulevard/Simon Way and Vineyard Avenue
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	120	10	130	50
EASTBOUND	510	10	0	10
NORTHBOUND	10	1110	150	0
SOUTHBOUND	100	1070	90	130

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	260	260	N/A	N/A	0	N/A
NORTHBOUND	10	N/A	630	630	N/A	N/A
SOUTHBOUND	100	N/A	535	N/A	90	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 390
NORTH-SOUTH CRITICAL VOLUMES ..... 730
-----
THE SUM OF CRITICAL VOLUMES ..... 1120

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.700

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 5, Garonne Street/Riverpark Boulevard and Forest Park Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	162	623	18	66
EASTBOUND	54	883	178	0
NORTHBOUND	60	43	38	0
SOUTHBOUND	131	59	0	29

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	54	N/A	530	530	N/A	N/A
NORTHBOUND	60	N/A	N/A	81	N/A	N/A
SOUTHBOUND	131	N/A	59	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 692
NORTH-SOUTH CRITICAL VOLUMES ..... 212
-----
THE SUM OF CRITICAL VOLUMES ..... 904

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

ICU VALUE ..... 0.753

LEVEL OF SERVICE ..... C

```

Capacity used = 1200.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 6, Vineyard Avenue and Forest Park Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	460	0	330	210
NORTHBOUND	420	1030	0	0
SOUTHBOUND	0	1090	238	132

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	1	1	3
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	263	N/A	N/A	N/A	263	263
NORTHBOUND	420	N/A	515	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	545	N/A	238	N/A

EAST-WEST CRITICAL VOLUMES 263
 NORTH-SOUTH CRITICAL VOLUMES 965

 THE SUM OF CRITICAL VOLUMES 1228
 NUMBER OF CRITICAL CLEARANCE INTERVALS 3
 ICU VALUE 0.767
 LEVEL OF SERVICE C

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 7, Vineyard Avenue and Stroube Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	10	10	120	0
EASTBOUND	60	10	10	0
NORTHBOUND	10	1250	10	0
SOUTHBOUND	70	1220	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	60	N/A	N/A	20	N/A	N/A
NORTHBOUND	10	N/A	630	630	N/A	N/A
SOUTHBOUND	70	N/A	640	640	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 190
NORTH-SOUTH CRITICAL VOLUMES ..... 700
-----
THE SUM OF CRITICAL VOLUMES ..... 890

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.556

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 8, Ventura Road and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	100	0	0	5
EASTBOUND	0	0	0	0
NORTHBOUND	0	1340	0	380
SOUTHBOUND	120	630	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	670	N/A	0	N/A
SOUTHBOUND	120	N/A	315	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 55
NORTH-SOUTH CRITICAL VOLUMES ..... 790
-----
THE SUM OF CRITICAL VOLUMES ..... 845

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.528

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 9, Oxnard Boulevard and Town Center Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	80	0	0
EASTBOUND	30	280	0	70
NORTHBOUND	335	580	638	22
SOUTHBOUND	0	1050	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	1	0	2	0	5
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	30	N/A	140	N/A	0	N/A
NORTHBOUND	184	N/A	290	N/A	638	N/A
SOUTHBOUND	0	N/A	530	530	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 183
NORTH-SOUTH CRITICAL VOLUMES ..... 714
-----
THE SUM OF CRITICAL VOLUMES ..... 897

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.561

LEVEL OF SERVICE ..... A
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 10, Vineyard Avenue and Ventura Boulevard/Riverpark Boulevard

DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	550	200	42	28
EASTBOUND	10	150	210	50
NORTHBOUND	180	930	330	0
SOUTHBOUND	40	1120	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	0	2	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	160	N/A	N/A	105	N/A
NORTHBOUND	99	N/A	420	420	N/A	N/A
SOUTHBOUND	40	N/A	377	377	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 491
NORTH-SOUTH CRITICAL VOLUMES ..... 476
-----
THE SUM OF CRITICAL VOLUMES ..... 967

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.604

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

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10/29/2009 4:56:33 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 11, Oxnard Boulevard and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	230	0	298	162
EASTBOUND	0	0	0	0
NORTHBOUND	1000	790	0	0
SOUTHBOUND	0	670	0	500

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	2	0	0	0	4
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	550	N/A	395	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	168	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 176
NORTH-SOUTH CRITICAL VOLUMES ..... 718
-----
THE SUM OF CRITICAL VOLUMES ..... 894

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.559

LEVEL OF SERVICE ..... A
  
```

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 12, Oxnard Boulevard and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	270	0	0	1410
NORTHBOUND	0	1520	0	540
SOUTHBOUND	110	780	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	0	0	4	0	1	0	5
SOUTHBOUND	2	0	2	0	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	148	N/A	N/A	N/A	0	N/A
NORTHBOUND	N/A	N/A	380	N/A	0	N/A
SOUTHBOUND	60	N/A	390	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 148
NORTH-SOUTH CRITICAL VOLUMES ..... 440
-----
THE SUM OF CRITICAL VOLUMES ..... 588

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.368

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 13, Vineyard Avenue and US-101 Northbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1000	0	170	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1290	0	960
SOUTHBOUND	0	1640	0	400

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	645	N/A	0	N/A
SOUTHBOUND	N/A	N/A	547	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 550
NORTH-SOUTH CRITICAL VOLUMES ..... 645
-----
THE SUM OF CRITICAL VOLUMES ..... 1195

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.747

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 14, Vineyard Avenue and US-101 Southbound Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	150	0	90	0
NORTHBOUND	0	2190	0	1210
SOUTHBOUND	0	1750	0	830

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	0	0	0	1	2
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	0	0	3	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	120	N/A	N/A	N/A	N/A	120
NORTHBOUND	N/A	N/A	1095	N/A	0	N/A
SOUTHBOUND	N/A	N/A	583	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 120
NORTH-SOUTH CRITICAL VOLUMES ..... 1095
-----
THE SUM OF CRITICAL VOLUMES ..... 1215

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.759

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 15, Ventura Road and Wagon Wheel Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	230	0	0	70
EASTBOUND	0	0	0	0
NORTHBOUND	0	800	247	63
SOUTHBOUND	330	1610	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	1	0	3
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	400	N/A	247	N/A
SOUTHBOUND	330	N/A	805	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 126
NORTH-SOUTH CRITICAL VOLUMES ..... 805
-----
THE SUM OF CRITICAL VOLUMES ..... 931

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.582

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 16, Ventura Road and US-101 Southbound Off-ramp
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1220	0	840	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	870	0	0
SOUTHBOUND	0	730	0	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	0	1	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	0	0	0	2
SOUTHBOUND	0	0	2	0	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	687	N/A	N/A	N/A	687	687
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	435	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	365	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 687
NORTH-SOUTH CRITICAL VOLUMES ..... 435
-----
THE SUM OF CRITICAL VOLUMES ..... 1122

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.701

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	64	326
EASTBOUND	270	10	0	170
NORTHBOUND	40	1390	418	62
SOUTHBOUND	50	1720	430	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	270	N/A	10	N/A	0	N/A
NORTHBOUND	40	N/A	463	N/A	418	N/A
SOUTHBOUND	50	N/A	1075	1075	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 395
NORTH-SOUTH CRITICAL VOLUMES ..... 1115
-----
THE SUM OF CRITICAL VOLUMES ..... 1510

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.944

LEVEL OF SERVICE ..... E
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 18, Vineyard Avenue and Esplanade Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	280	30	458	52
EASTBOUND	330	60	128	92
NORTHBOUND	240	1500	70	0
SOUTHBOUND	190	1330	0	330

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	195	195	N/A	N/A	128	N/A
NORTHBOUND	132	N/A	523	523	N/A	N/A
SOUTHBOUND	104	N/A	443	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 653
NORTH-SOUTH CRITICAL VOLUMES ..... 627
-----
THE SUM OF CRITICAL VOLUMES ..... 1280

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.800

LEVEL OF SERVICE ..... C
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 19, Vineyard Avenue and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	340	380	0	120
EASTBOUND	80	220	60	0
NORTHBOUND	40	840	326	94
SOUTHBOUND	170	1150	270	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	80	N/A	140	140	N/A	N/A
NORTHBOUND	40	N/A	420	N/A	326	N/A
SOUTHBOUND	170	N/A	710	710	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 327
NORTH-SOUTH CRITICAL VOLUMES ..... 750
-----
THE SUM OF CRITICAL VOLUMES ..... 1077

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.673

LEVEL OF SERVICE ..... B
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	800	810	20	0
EASTBOUND	310	640	0	100
NORTHBOUND	240	1940	860	0
SOUTHBOUND	180	1540	280	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	2	0	2	0	6
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	238	238	238	N/A	0	N/A
NORTHBOUND	132	N/A	970	N/A	430	N/A
SOUTHBOUND	99	N/A	607	607	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 653
NORTH-SOUTH CRITICAL VOLUMES ..... 1069
-----
THE SUM OF CRITICAL VOLUMES ..... 1722

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 1.076

LEVEL OF SERVICE ..... F
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	810	580	140	0
EASTBOUND	290	470	140	0
NORTHBOUND	280	1210	400	0
SOUTHBOUND	310	1550	100	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	290	N/A	305	305	N/A	N/A
NORTHBOUND	280	N/A	537	537	N/A	N/A
SOUTHBOUND	310	N/A	550	550	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 750
NORTH-SOUTH CRITICAL VOLUMES ..... 847
-----
THE SUM OF CRITICAL VOLUMES ..... 1597

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.998

LEVEL OF SERVICE ..... E
  
```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	320	1530	457	113
EASTBOUND	250	980	150	0
NORTHBOUND	170	1690	174	136
SOUTHBOUND	410	1800	51	69

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	176	N/A	510	N/A	457	N/A
EASTBOUND	138	N/A	377	377	N/A	N/A
NORTHBOUND	94	N/A	563	N/A	174	N/A
SOUTHBOUND	226	N/A	600	N/A	51	N/A

EAST-WEST CRITICAL VOLUMES 648
 NORTH-SOUTH CRITICAL VOLUMES 789

 THE SUM OF CRITICAL VOLUMES 1437

 NUMBER OF CRITICAL CLEARANCE INTERVALS 4

 ICU VALUE 0.898

 LEVEL OF SERVICE D

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 23, Victoria Avenue and Telephone Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	310	611	224	96
EASTBOUND	680	840	119	0
NORTHBOUND	329	1575	129	0
SOUTHBOUND	350	1358	183	187

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	3	1	0	0	6
SOUTHBOUND	2	0	4	0	1	0	7

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	374	N/A	320	320	N/A	N/A
NORTHBOUND	181	N/A	426	426	N/A	N/A
SOUTHBOUND	192	N/A	340	N/A	183	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 598
NORTH-SOUTH CRITICAL VOLUMES ..... 618
-----
THE SUM OF CRITICAL VOLUMES ..... 1216

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.760

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 24, Victoria Avenue and Ralston Street
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	130	130	0	110
EASTBOUND	120	230	130	200
NORTHBOUND	400	1872	220	0
SOUTHBOUND	210	1797	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	3	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	120	N/A	230	N/A	130	N/A
NORTHBOUND	400	N/A	523	523	N/A	N/A
SOUTHBOUND	210	N/A	477	477	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 360
NORTH-SOUTH CRITICAL VOLUMES ..... 877
-----
THE SUM OF CRITICAL VOLUMES ..... 1237

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.773

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 25, Victoria Avenue and U.S.-101 NB Ramps
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	495	0	1024	100
EASTBOUND	0	0	0	0
NORTHBOUND	510	1890	0	0
SOUTHBOUND	0	2205	370	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	2	0	3	0	0	0	5
SOUTHBOUND	0	0	4	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	280	N/A	630	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	551	N/A	370	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 341
NORTH-SOUTH CRITICAL VOLUMES ..... 831
-----
THE SUM OF CRITICAL VOLUMES ..... 1172

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.733

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 26, U.S.-101 SB Ramps and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	460	0	0	20
EASTBOUND	0	0	0	0
NORTHBOUND	0	389	0	889
SOUTHBOUND	440	740	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	2	0	5
SOUTHBOUND	1	0	2	0	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	0	N/A	194	N/A	0	N/A
SOUTHBOUND	440	N/A	370	N/A	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 230
NORTH-SOUTH CRITICAL VOLUMES ..... 634
-----
THE SUM OF CRITICAL VOLUMES ..... 864

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.540

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 27, Victoria Avenue and Valentine Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	49	1489	0	1168
EASTBOUND	188	2092	50	0
NORTHBOUND	30	30	34	66
SOUTHBOUND	730	30	399	51

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	2	1	0	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	103	N/A	714	714	N/A	N/A
NORTHBOUND	N/A	60	N/A	N/A	34	N/A
SOUTHBOUND	279	253	N/A	N/A	399	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 846
NORTH-SOUTH CRITICAL VOLUMES ..... 459
-----
THE SUM OF CRITICAL VOLUMES ..... 1305

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.816

LEVEL OF SERVICE ..... D
  
```

Northbound and Southbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 28, Ralston Street and Johnson Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	60	90	0	50
EASTBOUND	90	240	185	65
NORTHBOUND	130	769	120	30
SOUTHBOUND	60	898	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	90	N/A	240	N/A	185	N/A
NORTHBOUND	130	N/A	384	N/A	120	N/A
SOUTHBOUND	60	N/A	449	N/A	0	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 300
NORTH-SOUTH CRITICAL VOLUMES ..... 579
-----
THE SUM OF CRITICAL VOLUMES ..... 879

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2

ICU VALUE ..... 0.549

LEVEL OF SERVICE ..... A

```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 29, Johnson Drive and Bristol Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	451	160	0	10
EASTBOUND	30	280	150	40
NORTHBOUND	79	979	0	1114
SOUTHBOUND	10	1138	20	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	30	N/A	280	N/A	150	N/A
NORTHBOUND	79	N/A	490	N/A	0	N/A
SOUTHBOUND	10	N/A	579	579	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 528
NORTH-SOUTH CRITICAL VOLUMES ..... 658
-----
THE SUM OF CRITICAL VOLUMES ..... 1186

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3

ICU VALUE ..... 0.741

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 30, Johnson Drive and North Bank Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	239	140	0	80
EASTBOUND	1781	339	280	35
NORTHBOUND	70	510	117	63
SOUTHBOUND	70	1388	170	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	1	1	0	1	0	5
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	653	N/A	339	N/A	280	N/A
NORTHBOUND	70	N/A	170	N/A	117	N/A
SOUTHBOUND	70	N/A	519	519	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 779
NORTH-SOUTH CRITICAL VOLUMES ..... 589
-----
THE SUM OF CRITICAL VOLUMES ..... 1368

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.855

LEVEL OF SERVICE ..... D
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	50	10	0	60
EASTBOUND	300	0	0	120
NORTHBOUND	0	1070	285	15
SOUTHBOUND	20	1720	105	75

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	150	150	N/A	N/A	0	N/A
NORTHBOUND	0	N/A	357	N/A	285	N/A
SOUTHBOUND	20	N/A	860	N/A	105	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 180
NORTH-SOUTH CRITICAL VOLUMES ..... 860
-----
THE SUM OF CRITICAL VOLUMES ..... 1040

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.650

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	450	350	20	0
EASTBOUND	280	1030	64	76
NORTHBOUND	90	1290	730	0
SOUTHBOUND	100	1270	60	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	3	0	2	0	7
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	280	N/A	343	N/A	64	N/A
NORTHBOUND	50	N/A	430	N/A	365	N/A
SOUTHBOUND	55	N/A	332	332	N/A	N/A

```

EAST-WEST CRITICAL VOLUMES ..... 528
NORTH-SOUTH CRITICAL VOLUMES ..... 485
-----
THE SUM OF CRITICAL VOLUMES ..... 1013

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.633

LEVEL OF SERVICE ..... B
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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 10/29/2009 4:56:34 PM

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	250	350	100	0
EASTBOUND	270	390	60	90
NORTHBOUND	200	1170	230	150
SOUTHBOUND	170	1070	150	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	1	0	6
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	270	N/A	195	N/A	60	N/A
NORTHBOUND	110	N/A	390	N/A	230	N/A
SOUTHBOUND	94	N/A	305	305	N/A	N/A

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EAST-WEST CRITICAL VOLUMES ..... 495
NORTH-SOUTH CRITICAL VOLUMES ..... 484
-----
THE SUM OF CRITICAL VOLUMES ..... 979

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.612

LEVEL OF SERVICE ..... B

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: AM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	260	770	282	138
EASTBOUND	270	980	10	80
NORTHBOUND	120	1190	208	72
SOUTHBOUND	500	1540	0	50

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	148	N/A	327	N/A	10	N/A
NORTHBOUND	66	N/A	397	N/A	208	N/A
SOUTHBOUND	275	N/A	513	N/A	0	N/A

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EAST-WEST CRITICAL VOLUMES ..... 470
NORTH-SOUTH CRITICAL VOLUMES ..... 672
-----
THE SUM OF CRITICAL VOLUMES ..... 1142

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.714

LEVEL OF SERVICE ..... C
  
```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 17, Oxnard Boulevard and Esplanade Ctr/Spur Drive
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	240	10	172	218
EASTBOUND	270	10	0	170
NORTHBOUND	40	1390	418	62
SOUTHBOUND	50	1720	360	70

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	140	140	N/A	N/A	0	N/A
NORTHBOUND	40	N/A	463	N/A	418	N/A
SOUTHBOUND	50	N/A	860	N/A	360	N/A

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EAST-WEST CRITICAL VOLUMES ..... 265
NORTH-SOUTH CRITICAL VOLUMES ..... 900
-----
THE SUM OF CRITICAL VOLUMES ..... 1165

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.728

LEVEL OF SERVICE ..... C
  
```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 20, Vineyard Avenue and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	800	810	20	0
EASTBOUND	310	640	0	100
NORTHBOUND	240	1940	860	0
SOUTHBOUND	180	1540	280	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	2	0	1	0	5
NORTHBOUND	2	0	3	0	2	0	7
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	238	238	238	N/A	0	N/A
NORTHBOUND	132	N/A	647	N/A	430	N/A
SOUTHBOUND	99	N/A	455	455	N/A	N/A

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EAST-WEST CRITICAL VOLUMES ..... 653
NORTH-SOUTH CRITICAL VOLUMES ..... 746
-----
THE SUM OF CRITICAL VOLUMES ..... 1399

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.874

LEVEL OF SERVICE ..... D

```

Eastbound and Westbound approaches have opposed signal phases.

Capacity used = 1600.

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CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 21, Gonzales Road and Ventura Road
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	810	580	140	0
EASTBOUND	290	470	60	80
NORTHBOUND	280	1210	178	222
SOUTHBOUND	310	1550	100	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	1	0	6
SOUTHBOUND	2	0	3	1	0	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	445	N/A	360	360	N/A	N/A
EASTBOUND	290	N/A	235	N/A	60	N/A
NORTHBOUND	154	N/A	403	N/A	178	N/A
SOUTHBOUND	170	N/A	412	412	N/A	N/A

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EAST-WEST CRITICAL VOLUMES ..... 680
NORTH-SOUTH CRITICAL VOLUMES ..... 573
-----
THE SUM OF CRITICAL VOLUMES ..... 1253

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.783

LEVEL OF SERVICE ..... C

```

Capacity used = 1600.

CRAIN & ASSOCIATES
ICU CALCULATIONS

INTERSECTION: 22, Gonzales Road and Oxnard Boulevard
 DATE: 10/29/2009 INITIALS: JL PERIOD: PM PEAK HOUR
 CASE: FUTURE (2030) WITH SPECIFIC PLAN AMENDMENT + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	320	1530	457	113
EASTBOUND	250	980	56	94
NORTHBOUND	170	1690	150	160
SOUTHBOUND	410	1800	51	69

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	138	N/A	327	N/A	56	N/A
NORTHBOUND	94	N/A	563	N/A	150	N/A
SOUTHBOUND	226	N/A	600	N/A	51	N/A

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EAST-WEST CRITICAL VOLUMES ..... 648
NORTH-SOUTH CRITICAL VOLUMES ..... 789
-----
THE SUM OF CRITICAL VOLUMES ..... 1437

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4

ICU VALUE ..... 0.898

LEVEL OF SERVICE ..... D
  
```

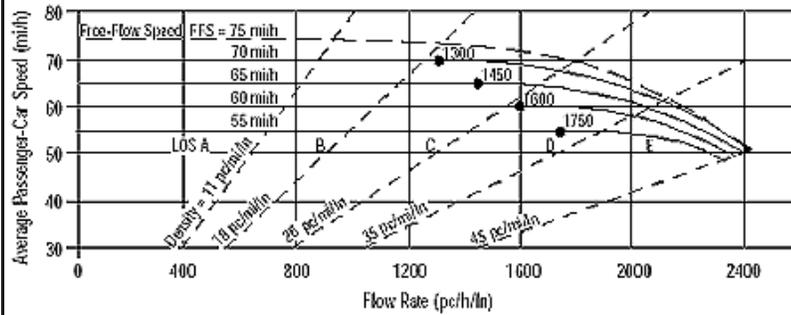
Capacity used = 1600.

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**HCM CALCULATION WORKSHEETS
FOR FREEWAY SEGMENTS**

EXISTING (2009) TRAFFIC CONDITION

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5670	veh/h	Peak-Hour Factor, PHF 0.95
AAADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AAADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AAADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

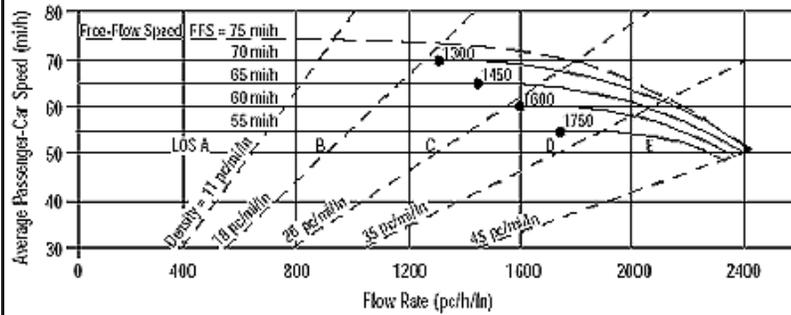
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	995 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	14.2 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS)
 Des.(N)
 Planning Data

Flow Inputs			
Volume, V	6160	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

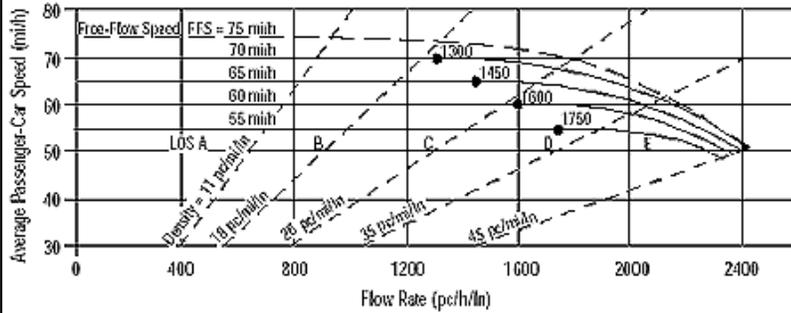
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1081 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	15.4 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6650	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

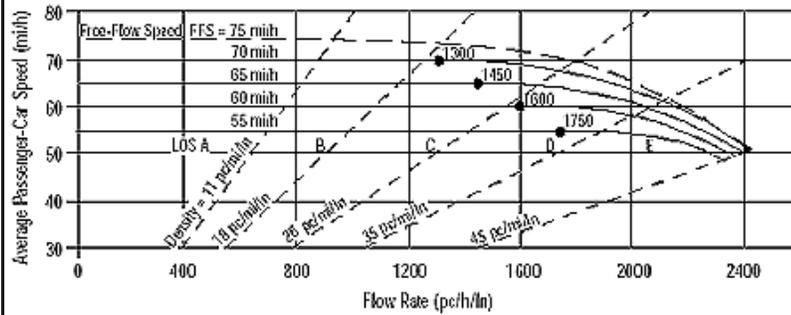
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1167 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	16.7 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5330	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	935 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	13.4 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

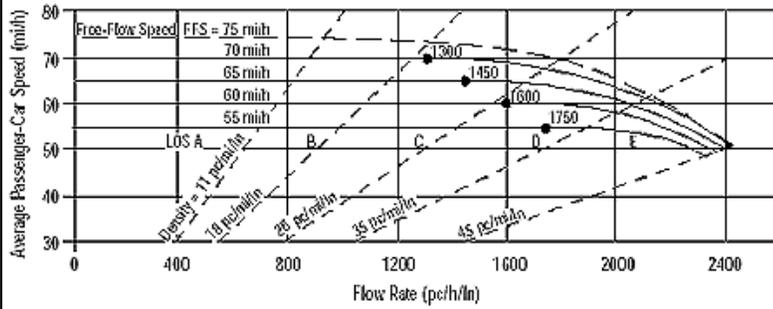
BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows density curves for various speeds: 75, 70, 65, 60, and 55 mi/h. Regions A through F are defined based on these curves and LOS A. Density values are also indicated: 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	AM Peak Hour	Analysis Year	2009																			
Project Description Existing Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des.(N) <input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	4810	veh/h	Peak-Hour Factor, PHF																			
AADT		veh/day	%Trucks and Buses, P_T																			
Peak-Hr Prop. of AADT, K			%RVs, P_R																			
Peak-Hr Direction Prop, D			General Terrain:																			
DDHV = AADT x K x D		veh/h	Grade % Length																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW}																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}																			
Interchange Density	0.50	l/mi	f_{ID}																			
Number of Lanes, N	5		f_N																			
FFS (measured)	70.0	mi/h	FFS																			
Base free-flow Speed, BFFS		mi/h	70.0																			
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1013	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
$D = v_p / S$	14.5	S	mi/h																			
LOS	B	$D = v_p / S$	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A horizontal line for LOS A is shown at approximately 55 mi/h. Density curves are labeled with values like 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	PM Peak Hour	Analysis Year	2009																			
Project Description Existing Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des.(N) <input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	5230	veh/h	Peak-Hour Factor, PHF																			
AADT		veh/day	%Trucks and Buses, P_T																			
Peak-Hr Prop. of AADT, K			%RVs, P_R																			
Peak-Hr Direction Prop, D			General Terrain:																			
DDHV = AADT x K x D		veh/h	Grade % Length																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW}																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}																			
Interchange Density	0.50	l/mi	f_{ID}																			
Number of Lanes, N	5		f_N																			
FFS (measured)	70.0	mi/h	FFS																			
Base free-flow Speed, BFFS		mi/h	70.0																			
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1101	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
$D = v_p / S$	15.7	S	mi/h																			
LOS	B	$D = v_p / S$	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
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Application	Input	Output																				
Operational (LOS)	FFS, N, v _p	LOS, S, D																				
Design (N)	FFS, LOS, v _p	N, S, D																				
Design (v _p)	FFS, LOS, N	v _p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v _p)	FFS, LOS, N	v _p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	AM Peak Hour	Analysis Year	2009																			
Project Description Existing Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des.(N) <input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	5640	veh/h	Peak-Hour Factor, PHF																			
AADT		veh/day	%Trucks and Buses, P _T																			
Peak-Hr Prop. of AADT, K			%RVs, P _R																			
Peak-Hr Direction Prop, D			General Terrain:																			
DDHV = AADT x K x D		veh/h	Grade % Length																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f _p	1.00	E _R	1.2																			
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f _{LW}																			
Rt-Shoulder Lat. Clearance	6.0	ft	f _{LC}																			
Interchange Density	0.50	l/mi	f _{ID}																			
Number of Lanes, N	5		f _N																			
FFS (measured)	70.0	mi/h	FFS																			
Base free-flow Speed, BFFS		mi/h	70.0																			
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1187	pc/h/ln	Design LOS																			
S	70.0	mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)																			
D = v _p / S	17.0	pc/mi/ln	S																			
LOS	B		D = v _p / S																			
			Required Number of Lanes, N																			
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5																			
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A horizontal line for LOS A is drawn at approximately 55 mi/h. Density curves are labeled with values like 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	PM Peak Hour	Analysis Year	2009																			
Project Description Existing Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des.(N) <input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	4520	veh/h	Peak-Hour Factor, PHF																			
AADT		veh/day	%Trucks and Buses, P_T																			
Peak-Hr Prop. of AADT, K			%RVs, P_R																			
Peak-Hr Direction Prop, D			General Terrain:																			
DDHV = AADT x K x D		veh/h	Grade % Length																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW}																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}																			
Interchange Density	0.50	l/mi	f_{ID}																			
Number of Lanes, N	5		f_N																			
FFS (measured)	70.0	mi/h	FFS																			
Base free-flow Speed, BFFS		mi/h	70.0																			
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	952	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
D = v_p / S	13.6	S	mi/h																			
LOS	B	D = v_p / S	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs

Volume, V	5180	veh/h	Peak-Hour Factor, PHF	0.95
AADT		veh/day	%Trucks and Buses, P _T	0
Peak-Hr Prop. of AADT, K			%RVs, P _R	0
Peak-Hr Direction Prop, D			General Terrain:	Level
DDHV = AADT x K x D		veh/h	Grade %	mi
Driver type adjustment	1.00		Up/Down %	

Calculate Flow Adjustments

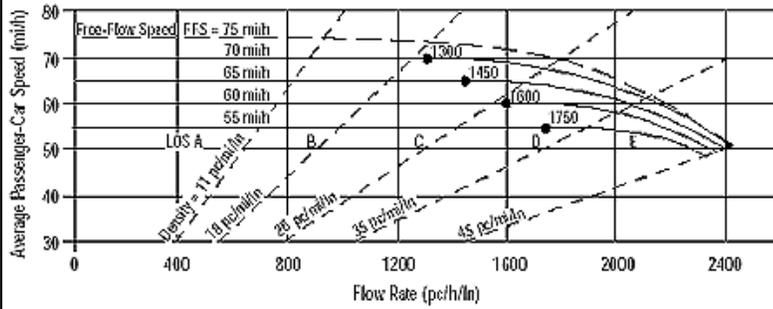
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	3	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures	Design (N)
Operational (LOS)	Design (N)
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	Design LOS
S	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)
D = v _p / S	S
LOS	D = v _p / S
	Required Number of Lanes, N

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs

Volume, V	5640	veh/h	Peak-Hour Factor, PHF	0.95
AADT		veh/day	%Trucks and Buses, P_T	0
Peak-Hr Prop. of AADT, K			%RVs, P_R	0
Peak-Hr Direction Prop, D			General Terrain:	Level
DDHV = AADT x K x D		veh/h	Grade %	mi
Driver type adjustment	1.00		Up/Down %	

Calculate Flow Adjustments

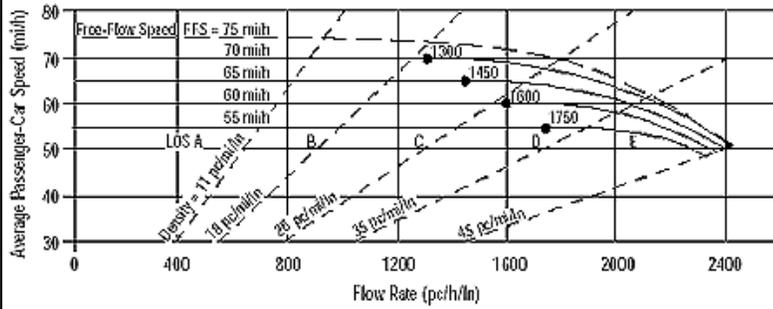
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	3	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures	Design (N)
Operational (LOS)	Design (N)
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	Design LOS
$v_p = 1979$ pc/h/ln	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
S = 65.2 mi/h	S = mi/h
$D = v_p / S$ = 30.3 pc/mi/ln	$D = v_p / S$ pc/mi/ln
LOS = D	Required Number of Lanes, N

Glossary	Factor Location
N - Number of lanes	E_R - Exhibits 23-8, 23-10
S - Speed	f_{LW} - Exhibit 23-4
V - Hourly volume	E_T - Exhibits 23-8, 23-10, 23-11
D - Density	f_{LC} - Exhibit 23-5
v_p - Flow rate	f_N - Exhibit 23-6
FFS - Free-flow speed	f_{ID} - Exhibit 23-7
LOS - Level of service	LOS, S, FFS, v_p - Exhibits 23-2, 23-3
BFFS - Base free-flow speed	
DDHV - Directional design hour volume	

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6070	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P_T
Peak-Hr Prop. of AADT, K			%RVs, P_R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
Driver type adjustment	1.00		Up/Down %

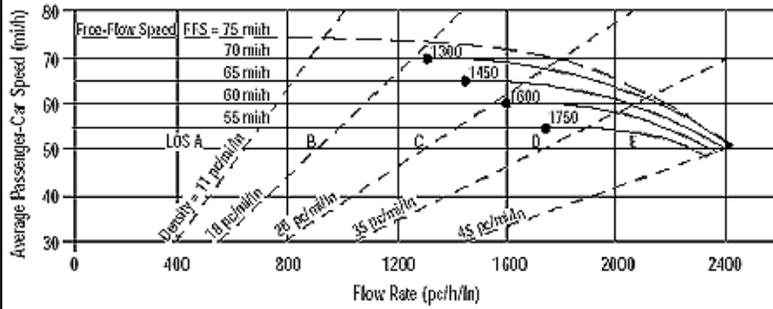
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	3	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	2130 pc/h/ln	Design LOS	
S	62.0 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	34.4 pc/mi/ln	S	mi/h
LOS	D	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	4880	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P_T
Peak-Hr Prop. of AADT, K			%RVs, P_R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
Driver type adjustment	1.00		Up/Down %

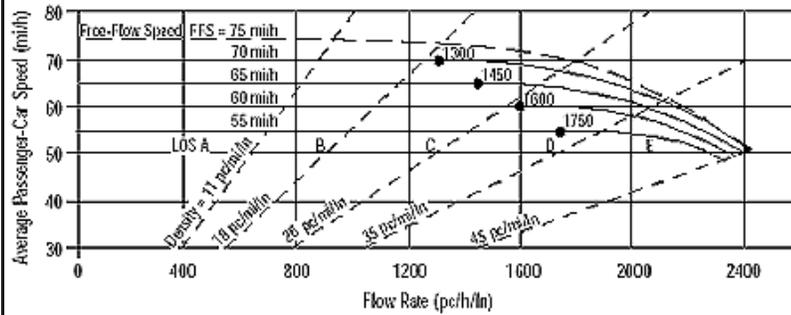
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	3	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1712 pc/h/ln	Design LOS	
S	68.7 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	24.9 pc/mi/ln	S	mi/h
LOS	C	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5330	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

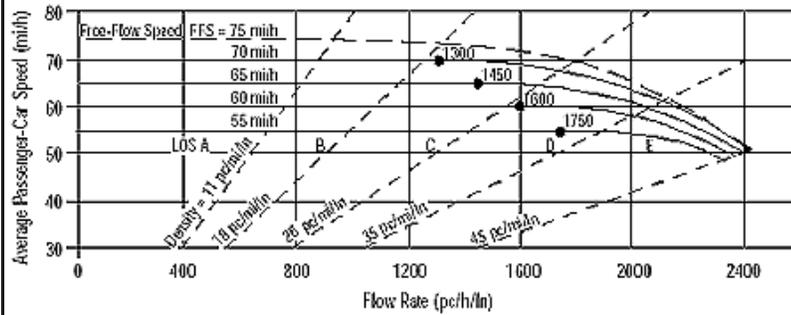
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	3	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1870 pc/h/ln	Design LOS	
S	67.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	27.9 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5800	veh/h	Peak-Hour Factor, PHF 0.95
AAADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AAADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AAADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

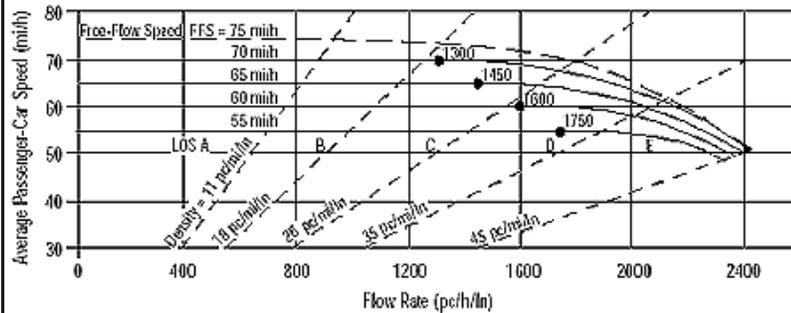
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	3	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2035 pc/h/ln	Design LOS	
S	64.2 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	31.7 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS)
 Des.(N)
 Planning Data

Flow Inputs			
Volume, V	6250	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

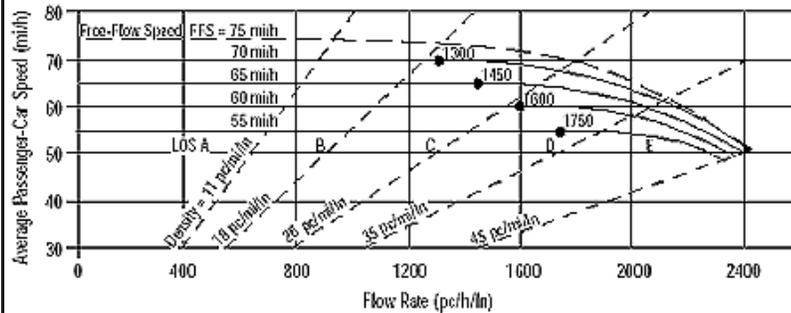
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	3	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2193 pc/h/ln	Design LOS	
S	60.3 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	36.4 pc/mi/ln	S	mi/h
LOS	E	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2009

Project Description Existing Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5010	veh/h	Peak-Hour Factor, PHF 0.95
AAADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AAADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AAADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

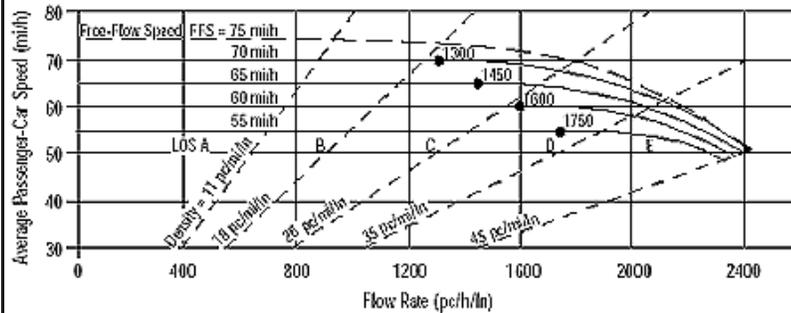
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	3	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1758 pc/h/ln	Design LOS	
S	68.3 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	25.7 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

**FUTURE (2030) WITH ADOPTED RIVERPARK
SPECIFIC PLAN TRAFFIC CONDITION**

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6690	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

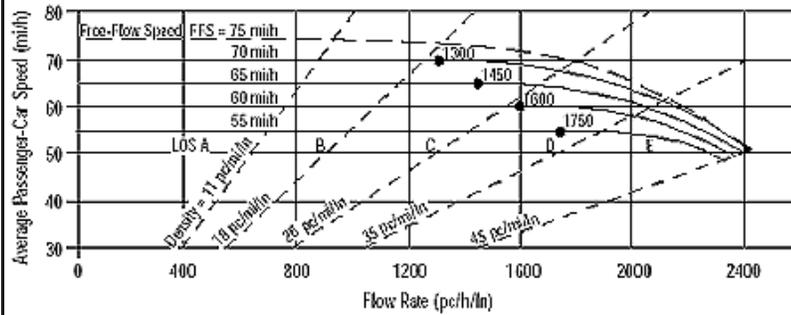
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1174 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	16.8 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	9230	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

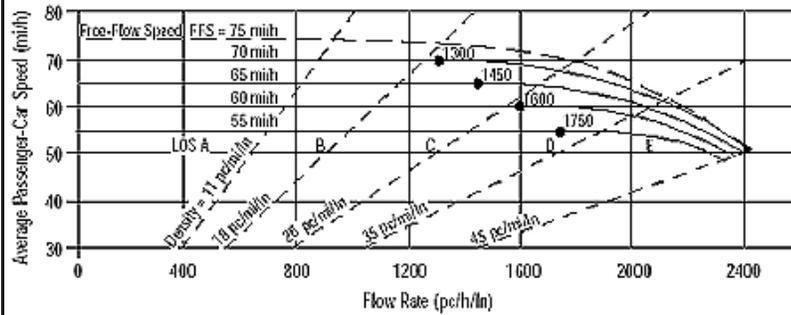
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1619 pc/h/ln	Design LOS	
S	69.3 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	23.4 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	9920	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

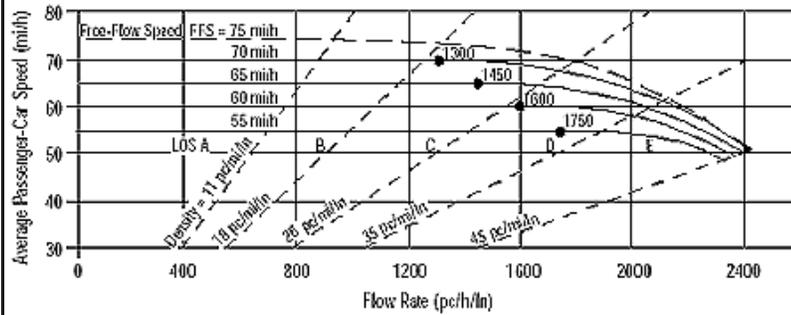
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1740 pc/h/ln	Design LOS	
S	68.5 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	25.4 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7580	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1330 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	19.0 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

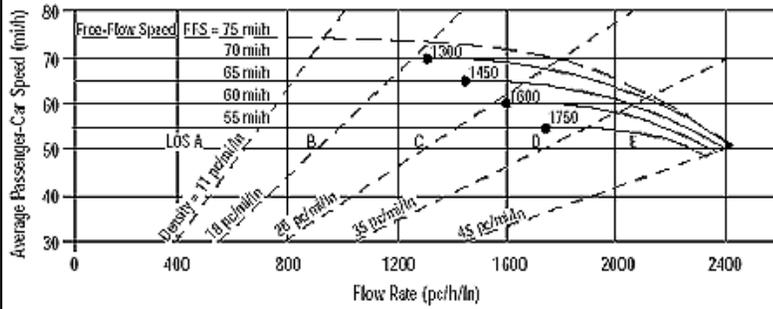
BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows density curves for various speeds: 75, 70, 65, 60, and 55 mi/h. Regions A through F are defined based on these curves and LOS A. Density values are also indicated: 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v _p	LOS, S, D	Design (N)	FFS, LOS, v _p	N, S, D	Design (v _p)	FFS, LOS, N	v _p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v _p)	FFS, LOS, N	v _p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v _p	LOS, S, D																				
Design (N)	FFS, LOS, v _p	N, S, D																				
Design (v _p)	FFS, LOS, N	v _p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v _p)	FFS, LOS, N	v _p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	AM Peak Hour	Analysis Year	2030																			
Project Description Future With Adopted Specific Plan Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
<input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	4790	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P _T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P _R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f _p	1.00	E _R	1.2																			
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f _{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f _{LC} mi/h																			
Interchange Density	0.50	l/mi	f _{ID} mi/h																			
Number of Lanes, N	5		f _N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1008	pc/h/ln	Design LOS																			
S	70.0	mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)																			
D = v _p / S	14.4	pc/mi/ln	S																			
LOS	B		D = v _p / S																			
			Required Number of Lanes, N																			
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5																			
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A horizontal line for LOS A is shown at approximately 55 mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
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Project Description Future With Adopted Specific Plan Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	<input type="checkbox"/> Planning Data																			
Flow Inputs																						
Volume, V	7340	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P_T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P_R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1545	pc/h/ln	Design LOS																			
S	69.7	mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h																			
$D = v_p / S$	22.2	pc/mi/ln	S mi/h																			
LOS	C		$D = v_p / S$ pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows density curves for various speeds: 75, 70, 65, 60, and 55 mi/h. Regions A through F are defined based on these curves and LOS A. Density values are also indicated: 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
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Project Description Future With Adopted Specific Plan Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
<input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	7510	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P _T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P _R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1581	pc/h/ln	Design LOS																			
S	69.5	mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h																			
$D = v_p / S$	22.7	pc/mi/ln	S mi/h																			
LOS	C		$D = v_p / S$ pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Regions A through F are marked on the graph, corresponding to different levels of service (LOS). Density values are also indicated: 11 pc/mi/ln, 18 pc/mi/ln, 28 pc/mi/ln, 35 pc/mi/ln, and 45 pc/mi/ln.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	PM Peak Hour	Analysis Year	2030																			
Project Description Future With Adopted Specific Plan Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
<input type="checkbox"/> Planning Data																						
Flow Inputs																						
Volume, V	5070	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P_T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P_R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1067	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
D = v_p / S	15.2	S	mi/h																			
LOS	B	D = v_p / S	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5960	veh/h	Peak-Hour Factor, PHF 0.95
AA DT		veh/day	%Trucks and Buses, P_T 0
Peak-Hr Prop. of AADT, K			%RVs, P_R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

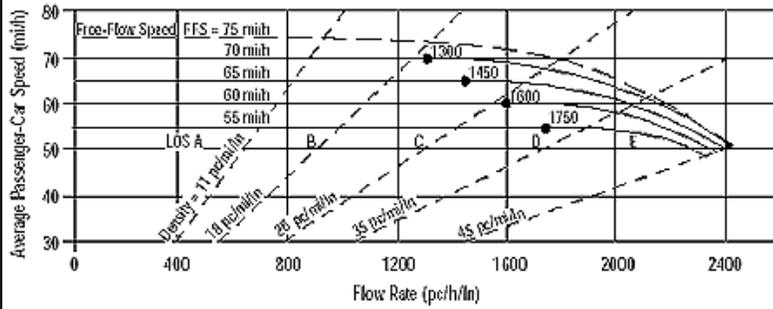
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	5	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1255 pc/h/ln	Design LOS	
S	70.0 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	17.9 pc/mi/ln	S	mi/h
LOS	B	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8040	veh/h	Peak-Hour Factor, PHF 0.95
AAADT		veh/day	%Trucks and Buses, P_T 0
Peak-Hr Prop. of AAADT, K			%RVs, P_R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AAADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

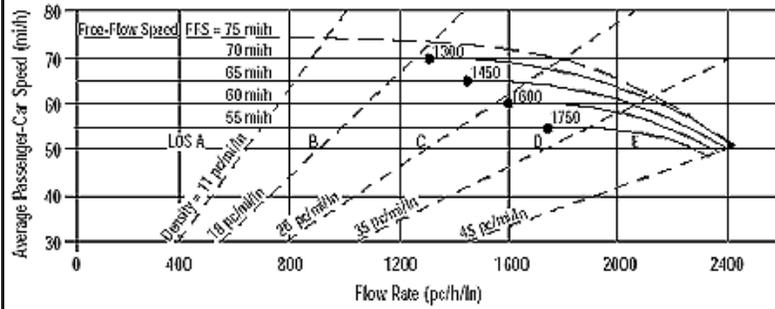
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	5	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1693 pc/h/ln	Design LOS	
S	68.9 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	24.6 pc/mi/ln	S	mi/h
LOS	C	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8940	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

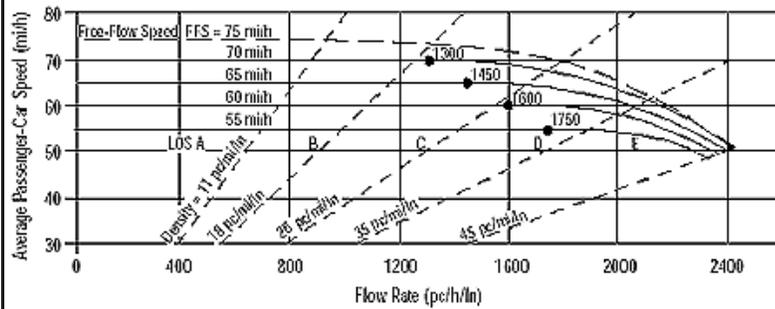
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	5	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS			

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1882 pc/h/ln	Design LOS	
S	66.8 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	28.2 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6750	veh/h	Peak-Hour Factor, PHF 0.95
AAADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AAADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AAADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

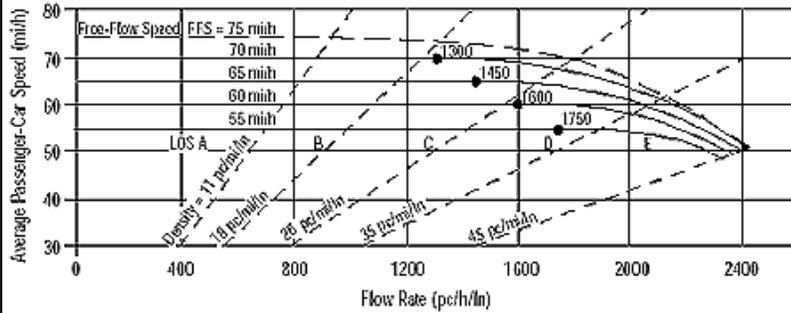
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	5	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS			

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1421 pc/h/ln	Design LOS	
S	69.9 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	20.3 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8140	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

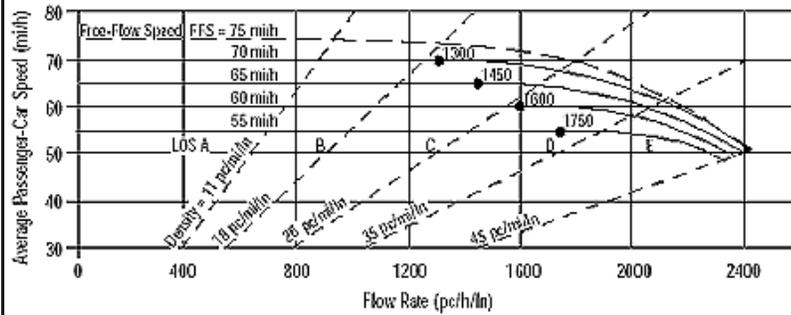
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2142 pc/h/ln	Design LOS	
S	61.7 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	34.7 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7600	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P _T
Peak-Hr Prop. of AADT, K			%RVs, P _R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
Driver type adjustment	1.00		Up/Down %

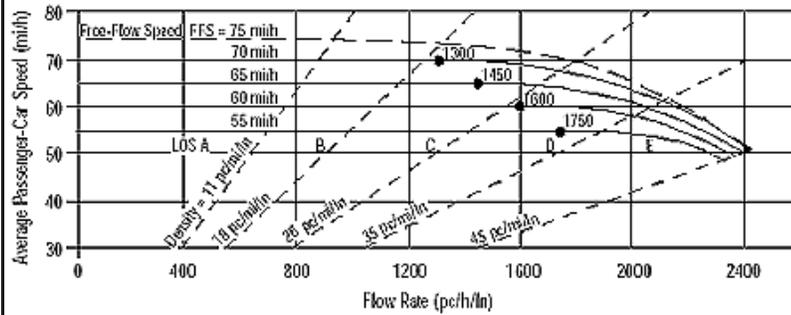
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2000 pc/h/ln	Design LOS	
S	64.9 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	30.8 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7860	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

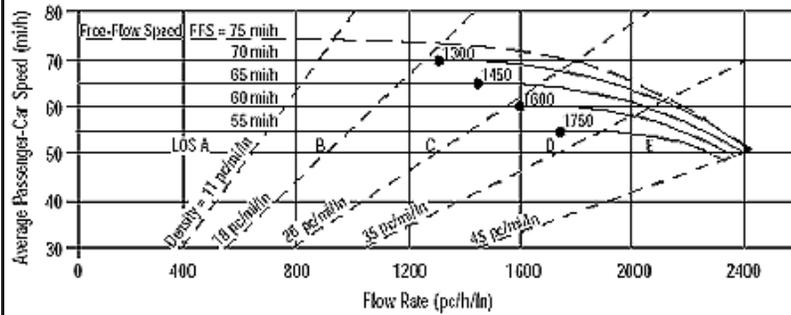
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2068 pc/h/ln	Design LOS	
S	63.5 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	32.6 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Adopted Specific Plan Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8110	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

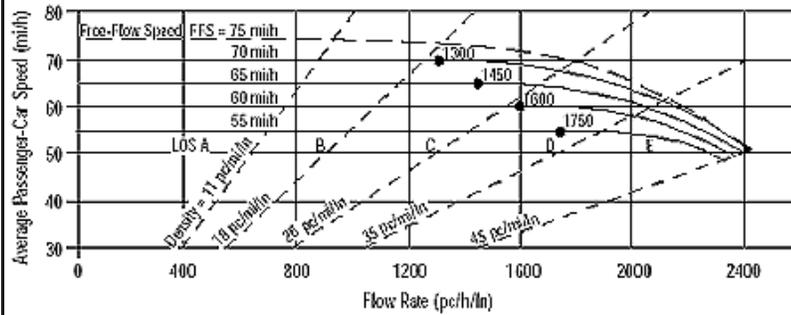
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2134 pc/h/ln	Design LOS	
S	61.9 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	34.5 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

**FUTURE (2030) WITH AMENDED RIVERPARK
SPECIFIC PLAN TRAFFIC CONDITION**

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6710	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

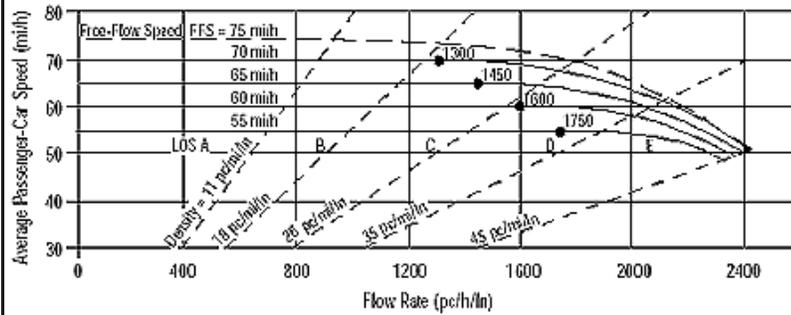
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1177 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	16.8 pc/mi/ln	S	mi/h
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS)
 Des.(N)
 Planning Data

Flow Inputs			
Volume, V	9210	veh/h	Peak-Hour Factor, PHF 0.95
AAVT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

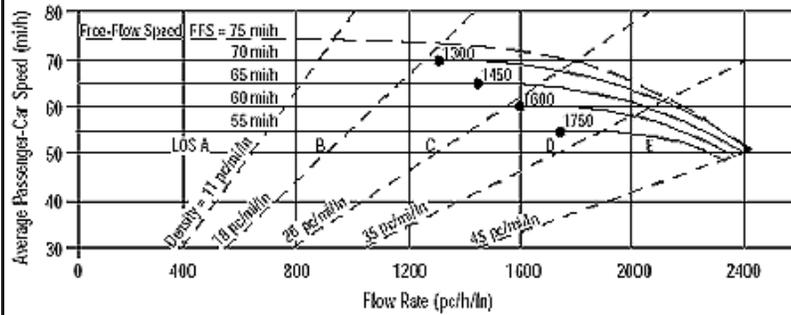
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1616 pc/h/ln	Design LOS	
S	69.3 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	23.3 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	9900	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

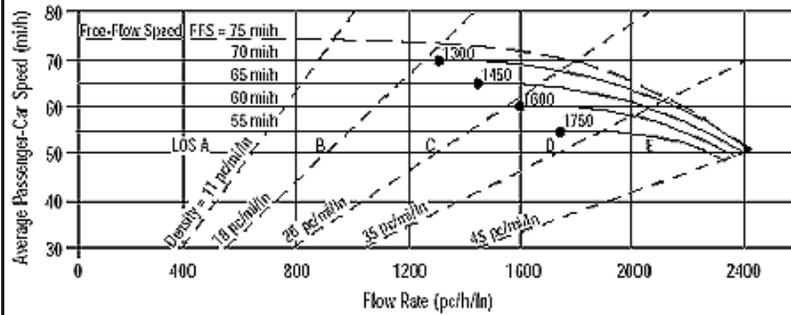
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1737 pc/h/ln	Design LOS	
S	68.5 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	25.4 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	at Santa Clara River Bridge
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7580	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	6	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1330 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	19.0 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

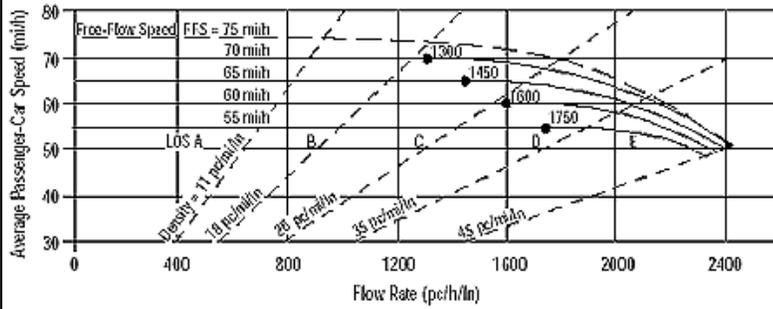
BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A 'Free-Flow Speed' of 75 mi/h is indicated. Density values are also noted: 11 pc/mi/ln, 18 pc/mi/ln, 28 pc/mi/ln, 35 pc/mi/ln, and 45 pc/mi/ln. Points A, B, C, D, and E are labeled on the graph.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	AM Peak Hour	Analysis Year	2030																			
Project Description Future With Specific Plan Amendment Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
Flow Inputs																						
Volume, V	4720	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P_T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P_R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	994	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
D = v_p / S	14.2	S	mi/h																			
LOS	B	D = v_p / S	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																								
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A 'Free-Flow Speed' of 75 mi/h is indicated. Density curves are labeled with values like 11 pc/mi/h, 18 pc/mi/h, 28 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h. A 'LOS A' region is also shown.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v _p	LOS, S, D	Design (N)	FFS, LOS, v _p	N, S, D	Design (v _p)	FFS, LOS, N	v _p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v _p)	FFS, LOS, N	v _p , S, D
Application	Input	Output																						
Operational (LOS)	FFS, N, v _p	LOS, S, D																						
Design (N)	FFS, LOS, v _p	N, S, D																						
Design (v _p)	FFS, LOS, N	v _p , S, D																						
Planning (LOS)	FFS, N, AADT	LOS, S, D																						
Planning (N)	FFS, LOS, AADT	N, S, D																						
Planning (v _p)	FFS, LOS, N	v _p , S, D																						
General Information		Site Information																						
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)																					
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																					
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																					
Analysis Time Period	PM Peak Hour	Analysis Year	2030																					
Project Description Future With Specific Plan Amendment Traffic Condition																								
<input checked="" type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des.(N) <input type="checkbox"/> Planning Data																								
Flow Inputs																								
Volume, V	7320	veh/h	Peak-Hour Factor, PHF 0.95																					
AADT		veh/day	%Trucks and Buses, P _T 0																					
Peak-Hr Prop. of AADT, K			%RVs, P _R 0																					
Peak-Hr Direction Prop, D			General Terrain: Level																					
DDHV = AADT x K x D		veh/h	Grade % Length mi																					
Driver type adjustment	1.00		Up/Down %																					
Calculate Flow Adjustments																								
f _p	1.00	E _R	1.2																					
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000																					
Speed Inputs		Calc Speed Adj and FFS																						
Lane Width	12.0	ft	f _{LW} mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f _{LC} mi/h																					
Interchange Density	0.50	l/mi	f _{ID} mi/h																					
Number of Lanes, N	5		f _N mi/h																					
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																					
Base free-flow Speed, BFFS		mi/h																						
LOS and Performance Measures		Design (N)																						
Operational (LOS)		Design (N)																						
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1541	pc/h/ln	Design LOS																					
S	69.7	mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)																					
D = v _p / S	22.1	pc/mi/ln	S																					
LOS	C		D = v _p / S																					
			Required Number of Lanes, N																					
Glossary		Factor Location																						
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4																					
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5																					
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6																					
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																								

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A horizontal line for LOS A is drawn at approximately 55 mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	AM Peak Hour	Analysis Year	2030																			
Project Description Future With Specific Plan Amendment Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
Flow Inputs																						
Volume, V	7510	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P_T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P_R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1581	Design LOS																				
S	69.5	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
D = v_p / S	22.7	S	mi/h																			
LOS	C	D = v_p / S	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET																						
<p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves for different speeds: 75, 70, 65, 60, and 55 mi/h. Design points are marked at flow rates of 1300, 1450, 1600, and 1750 pc/h/ln. A horizontal line for LOS A is shown at approximately 55 mi/h.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>	Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																				
Operational (LOS)	FFS, N, v_p	LOS, S, D																				
Design (N)	FFS, LOS, v_p	N, S, D																				
Design (v_p)	FFS, LOS, N	v_p , S, D																				
Planning (LOS)	FFS, N, AADT	LOS, S, D																				
Planning (N)	FFS, LOS, AADT	N, S, D																				
Planning (v_p)	FFS, LOS, N	v_p , S, D																				
General Information		Site Information																				
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)																			
Agency or Company	Crain & Associates	From/To	betw Route 1 and Vineyard Ave																			
Date Performed	8/11/2009	Jurisdiction	City of Oxnard																			
Analysis Time Period	PM Peak Hour	Analysis Year	2030																			
Project Description Future With Specific Plan Amendment Traffic Condition																						
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)																				
Flow Inputs																						
Volume, V	5100	veh/h	Peak-Hour Factor, PHF 0.95																			
AADT		veh/day	%Trucks and Buses, P_T 0																			
Peak-Hr Prop. of AADT, K			%RVs, P_R 0																			
Peak-Hr Direction Prop, D			General Terrain: Level																			
DDHV = AADT x K x D		veh/h	Grade % Length mi																			
Driver type adjustment	1.00		Up/Down %																			
Calculate Flow Adjustments																						
f_p	1.00	E_R	1.2																			
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000																			
Speed Inputs		Calc Speed Adj and FFS																				
Lane Width	12.0	ft	f_{LW} mi/h																			
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC} mi/h																			
Interchange Density	0.50	l/mi	f_{ID} mi/h																			
Number of Lanes, N	5		f_N mi/h																			
FFS (measured)	70.0	mi/h	FFS 70.0 mi/h																			
Base free-flow Speed, BFFS		mi/h																				
LOS and Performance Measures		Design (N)																				
Operational (LOS)		Design (N)																				
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1074	Design LOS																				
S	70.0	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h																			
D = v_p / S	15.3	S	mi/h																			
LOS	B	D = v_p / S	pc/mi/ln																			
		Required Number of Lanes, N																				
Glossary		Factor Location																				
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																			
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																			
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6																			
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																			
DDHV - Directional design hour volume																						

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	5920	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P_T 0
Peak-Hr Prop. of AADT, K			%RVs, P_R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

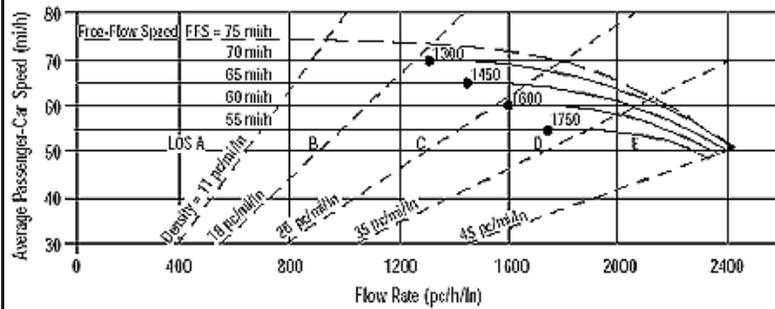
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	5	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1246 pc/h/ln	Design LOS	
S	70.0 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	17.8 pc/mi/ln	S	mi/h
LOS	B	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8080	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P_T 0
Peak-Hr Prop. of AADT, K			%RVs, P_R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

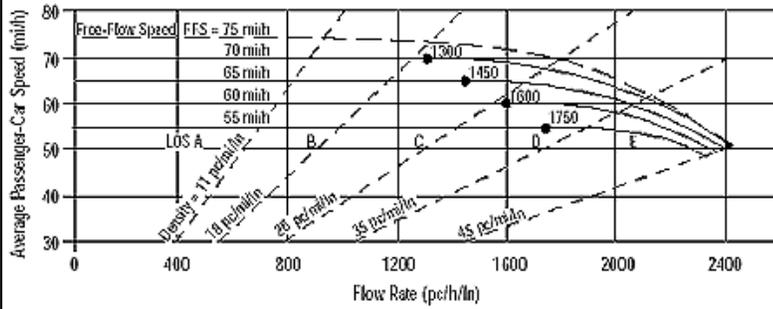
Calculate Flow Adjustments			
f_p	1.00	E_R	1.2
E_T	1.5	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f_{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f_{LC}	mi/h
Interchange Density	0.50 l/mi	f_{ID}	mi/h
Number of Lanes, N	5	f_N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	1701 pc/h/ln	Design LOS	
S	68.8 mi/h	$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$	pc/h
$D = v_p / S$	24.7 pc/mi/ln	S	mi/h
LOS	C	$D = v_p / S$	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	9000	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

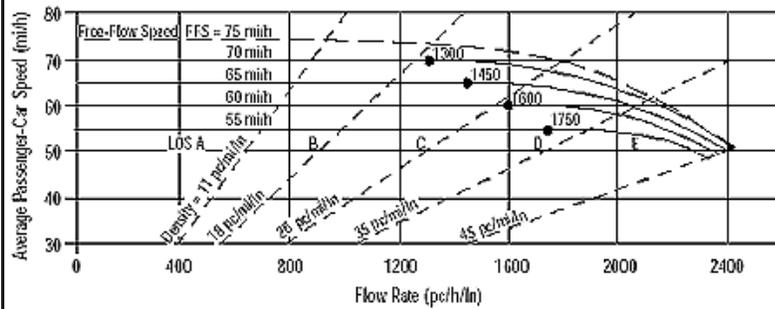
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	5	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS			

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1895 pc/h/ln	Design LOS	
S	66.6 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	28.4 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	betw Vineyard Ave and Rose Ave
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	6690	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

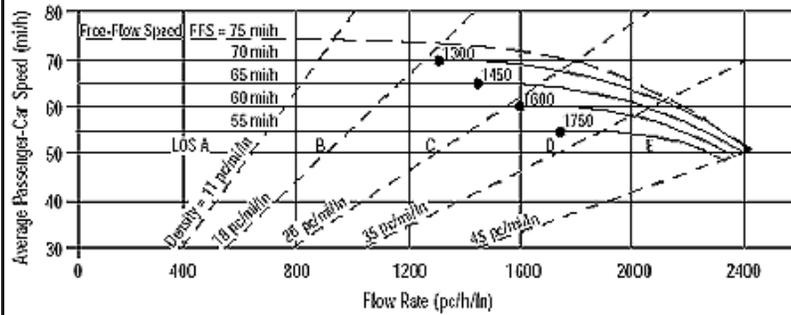
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	5	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1408 pc/h/ln	Design LOS	
S	70.0 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	20.1 pc/mi/ln	S	mi/h
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	8060	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

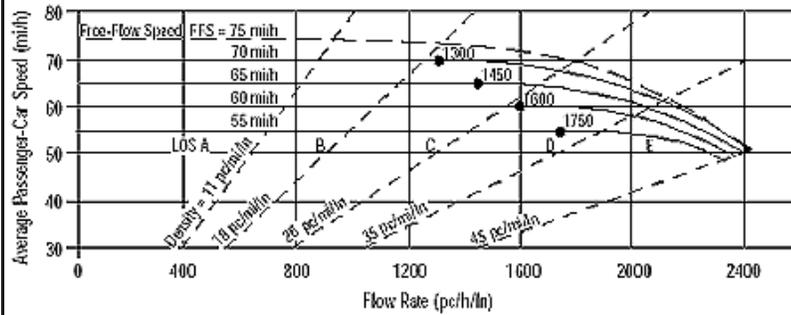
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2121 pc/h/ln	Design LOS	
S	62.2 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	34.1 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Northbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	PM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7620	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

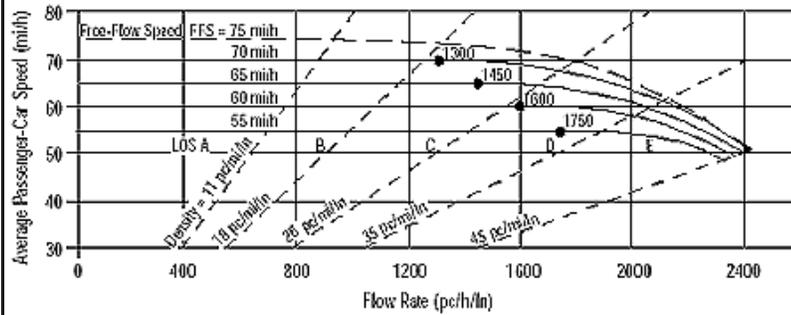
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2005 pc/h/ln	Design LOS	
S	64.8 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	31.0 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7900	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

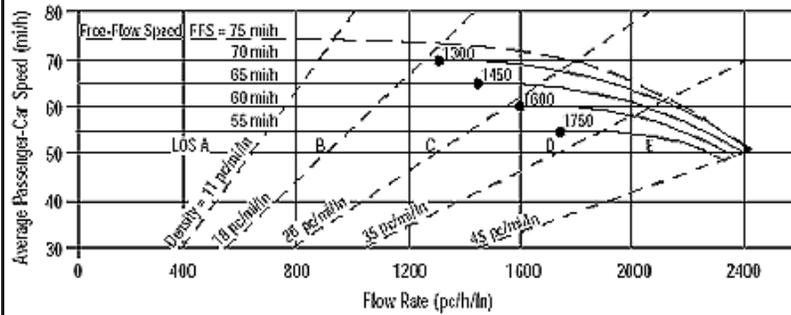
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2079 pc/h/ln	Design LOS	
S	63.2 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	32.9 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v _p	LOS, S, D
Design (N)	FFS, LOS, v _p	N, S, D
Design (v _p)	FFS, LOS, N	v _p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v _p)	FFS, LOS, N	v _p , S, D

General Information		Site Information	
Analyst	JL	Highway/Direction of Travel	US-101 (Southbound)
Agency or Company	Crain & Associates	From/To	south of Central Ave.
Date Performed	8/11/2009	Jurisdiction	City of Oxnard
Analysis Time Period	AM Peak Hour	Analysis Year	2030

Project Description Future With Specific Plan Amendment Traffic Condition

Oper.(LOS) Des.(N) Planning Data

Flow Inputs			
Volume, V	7900	veh/h	Peak-Hour Factor, PHF 0.95
AADT		veh/day	%Trucks and Buses, P _T 0
Peak-Hr Prop. of AADT, K			%RVs, P _R 0
Peak-Hr Direction Prop, D			General Terrain: Level
DDHV = AADT x K x D		veh/h	Grade % Length mi
Driver type adjustment	1.00		Up/Down %

Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	1.000

Speed Inputs		Calc Speed Adj and FFS	
Lane Width	12.0 ft	f _{LW}	mi/h
Rt-Shoulder Lat. Clearance	6.0 ft	f _{LC}	mi/h
Interchange Density	0.50 l/mi	f _{ID}	mi/h
Number of Lanes, N	4	f _N	mi/h
FFS (measured)	70.0 mi/h	FFS	70.0 mi/h
Base free-flow Speed, BFFS	mi/h		

LOS and Performance Measures		Design (N)	
Operational (LOS)		Design (N)	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2079 pc/h/ln	Design LOS	
S	63.2 mi/h	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h
D = v _p / S	32.9 pc/mi/ln	S	mi/h
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 23-8, 23-10	f _{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E _T - Exhibits 23-8, 23-10, 23-11	f _{LC} - Exhibit 23-5
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 23-12	f _N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 23-2, 23-3	f _{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

ATTACHMENT 16
MITIGATION PHASING ANALYSIS



EMAIL TRANSMITTED

May 25, 2010

Mr. Tony Locacciato
Principal
Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A-1
Camarillo, California 93012

RE: Trip Generation Trigger Values for Oxnard Riverpark

Dear Tony,

A phasing analysis utilizing the Amended Specific Plan traffic study has been conducted to assess the level of the Amended Specific Plan trip generation which would cause each traffic impact to first become significant (hereafter referred to as the “trip generation trigger value”). Each individual intersection that was found to be significantly impacted by the completed Specific Plan, and therefore had a traffic mitigation measure assigned to the Oxnard Riverpark project was included in the mitigation phasing analysis. The study methodology of this phasing analysis is consistent with the Specific Plan EIR addendum traffic impact analysis, which utilized a traffic study prepared in November 2009 by our firm. The procedures, assumptions and results of this phasing analysis to determine the trip generation trigger values are detailed below.

Existing Counts (2008)

The existing counts in the original traffic impact analysis were conducted in 2008 when some uses in the Specific Plan area were built and occupied. For this phasing analysis purpose, the net Amended Specific Plan trip generation was adjusted to reflect the 2008 occupied land uses. Table 1 conservatively shows the occupied land uses by September 2007 and the resulting net Amended Specific Plan trip generation. This adjustment is consistent with the previous traffic impact analysis.

2007 Sawtelle Blvd., Suite #4
Los Angeles, CA 90025
310 473 6508 (main)
310 444 9771 (fax)

www.crainandassociates.com

Table 1
September 2007 Occupied Specific Plan Area Uses

<u>Description</u>	<u>Size Units</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Single-Family Residential	131 du	1,254	25	73	98	84	48	132
Multi-Family Residential	259 du	2,072	44	130	174	117	85	202
Elementary/Middle School	1,119 student	1,444	257	213	470	78	90	168
Subtotal [G]:		4,770	326	416	742	279	223	502

Project Traffic Impacts and Mitigation Measures

As stated in the November 2009 traffic impact analysis:

“For intersections within the City of Oxnard’s and County of Ventura’s control, the standard threshold of acceptable level of service for intersections is LOS C or better. Thus, an intersection is considered to have a significant traffic impact at LOS D, E or F. It should be noted that the City of Oxnard is currently updating their General Plan. As part of the General Plan update, the City proposes to allow as an exception LOS D as an acceptable level of service standard at selected intersections, including at the two study intersections located at Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard, after the mitigations assumed in the General Plan are constructed and when no additional feasible measures can be identified for the location. In order to be consistent with the General Plan update, LOS D was assumed to be an acceptable level of service with implementation of the General Plan mitigations at the two study intersections. For intersections within the City of Ventura’s control, a significant traffic impact is identified as an increase in the ICU value, due to project-related traffic, of more than 0.010 when the final (with project) level of service is LOS E or F, except at freeway ramp intersections when the final level of service is LOS F. (It is important to note that these criteria are more stringent, as the Congestion Management Plan only requires that LOS F intersections be addressed.)”

Based on the above criteria and as shown in Attachment 9 of the November 2009 traffic impact analysis, the “Amended Specific Plan” project is anticipated to result in a significant traffic impact prior to any mitigation measures at four study intersections in the City of Oxnard’s or County of Ventura’s jurisdiction. The study intersections in the City of Ventura are not anticipated to have any significant traffic impact under the Amended Specific Plan conditions. The recommended improvement measures to address the four significant traffic impacts were described, and their effectiveness were analyzed, in the Mitigation Measures section of the November 2009 traffic impact analysis. One of these mitigation measures is located at the intersection of Gonzales Road/Ventura Road. This improvement is consistent with the

mitigation measure identified in the certified original RiverPark Specific Plan Final EIR. The two mitigation measures for Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard are also mitigations measures that have been recommended in the General Plan update. Further, the mitigation measures at these two locations are consistent with the mitigation measures identified in the certified RiverPark Specific Plan Final EIR. The remaining mitigation measure is located at the Oxnard Boulevard/Spur Drive/Esplanade Center intersection. This intersection is at a slightly relocated location from the previously analyzed study intersection of Oxnard Boulevard/Esplanade Drive. The volume/capacity calculation results for the intersections that the Amended Specific Plan would significantly impact, as outlined in the November 2009 report, are included in Table 2.

Table 2
Intersection Volume/Capacity Summary
With Amended Oxnard Riverpark Specific Plan

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Amended Specific Plan Project</u>		<u>With Amended Specific Plan Project + Mitigation</u>	
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
17	Oxnard Boulevard and Esplanade Ctr/Spur Drive [1]	AM	0.294	A	0.800	C	0.650	B
		PM	0.481	A	0.944	E *	0.728	C
20	Vineyard Ave. and Oxnard Blvd. [2]	AM	0.601	B	0.767	C	0.633	B
		PM	0.729	C	1.076	F *	0.874	D
21	Gonzales Rd. and Ventura Rd.	AM	0.545	A	0.739	C	0.612	B
		PM	0.731	C	0.998	E *	0.783	C
22	Gonzales Rd. and Oxnard Blvd. [2]	AM	0.623	B	0.733	C	0.714	C
		PM	0.741	C	0.898	D *	0.898	D

[2] Due to the reconstruction of Oxnard Boulevard, intersection #17 has been slightly relocated from the Oxnard Boulevard/Esplanade Drive intersection that was found to have a significant traffic impact in the 2001 traffic study which was prepared for the Adopted RiverPark EIR further to the north to the intersection of Oxnard Boulevard/Spur Drive/Esplanade Center. Thus, the impact at this location is considered a slightly relocated significant traffic impact.

[3] The City of Oxnard proposes to adopt, as an exception, LOS D as an acceptable level of service after the mitigations assumed in the General Plan analysis are constructed at this intersection.

* Denotes a significant traffic impact prior to mitigation.

Traffic Mitigation Measure Trip Generation Trigger Values

Exhaustive analyses were conducted to calculate the Amended Specific Plan trip generation values that would first trigger each significant traffic impact and require an associated mitigation measure. The percentages of the total AM and/or PM peak hour net Amended Specific Plan project trip generation which could occur before the traffic impact at that intersection becomes significant was determined. For this analysis, the same percentage of cumulative and Amended

Specific Plan trips were assumed to occur (e.g. 30 percent of the net project trips would be accompanied by 30 percent of the cumulative traffic growth). The trigger levels for the trip growth percentages were determined through revised volume/capacity calculations (see Attachment A). Utilizing the anticipated trip generation at build-out of the Amended Specific Plan, these percentages of total growth were converted to the trip values, which are listed in Table 3.

Table 3
Mitigation Measure Thresholds for Significantly Impacted Intersections
With Amended Oxnard Riverpark Specific Plan

<u>Description</u>	<u>Percentage</u>		<u>AM Peak Hour Trip Generation</u>	<u>PM Peak Hour Trip Generation</u>
	<u>AM</u>	<u>PM</u>		
Amended Specific Plan Total Trips			4,870	7,426
Less September 2007 Specific Plan area trips			<u>742</u>	<u>502</u>
Net Amended Specific Plan Total			4,128	6,924
<u>Net Project Threshold (Beyond 2007 Trip Generation Level)</u>				
17. Oxnard Blvd. and Explanade Ctr./Spur Dr.	N/A	69.4%	2,865	4,805
20. Vineyard Ave. and Oxnard Blvd.	N/A	22.0%	908	1,523
21. Gonzales Rd. and Ventura Rd.	N/A	26.9%	1,110	1,863
22. Gonzales Rd. and Oxnard Blvd.	N/A	58.2%	2,402	4,030
<u>Total Development Threshold (Including 2007 Trip Generation)</u>				
17. Oxnard Blvd. and Explanade Ctr./Spur Dr.			3,607	5,307
20. Vineyard Ave. and Oxnard Blvd.			1,650	2,025
21. Gonzales Rd. and Ventura Rd.			1,852	2,365
22. Gonzales Rd. and Oxnard Blvd.			3,144	4,532

As shown in Table 3, when the project development reaches beyond 22.0% of the “net project trip generation (Amended Specific Plan Total Trips – September 2007 Occupied Specific Plan Area Trips), the significant traffic impact will first occur at intersection #20 – Vineyard Avenue and Oxnard Boulevard. This 22.0% of the “Amended Specific Plan” net project trip generation equates to 1,523 PM peak hour net trip generation (not including trips from the September 2007 occupied Specific Plan area uses), and a total of 2,025 PM peak hour Amended Specific Plan area generated trips, including the previously occupied land uses.

If you have any questions, please feel free to contact me with any questions.

Sincerely,



George Rhyner
 Senior Transportation Engineer

Attachment A

Attachment A
Mitigation Measure Thresholds

<u>No.</u>	<u>Intersection</u>	<u>Peak</u> <u>Hour</u>	<u>Existing</u>		<u>With Amended</u> <u>Specific Plan Project</u>		<u>With Trigger Trip Generation</u> <u>of Amended Specific Plan</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Maximum</u> <u>Allowable Value</u>	<u>Percent of</u> <u>Growth</u>	
17	Oxnard Blvd. and Esplanade Ctr/Spur Dr.	AM	0.294	A	0.800	C	N/A		N/A
		PM	0.481	A	0.944	E	0.800	C	69.4%
20	Vineyard Ave. and Oxnard Blvd.	AM	0.601	B	0.767	C	N/A		N/A
		PM	0.729	C	1.076	F	0.800	C	22.0%
21	Gonzales Rd. and Ventura Rd.	AM	0.545	A	0.739	C	N/A	A	N/A
		PM	0.731	C	0.998	E	0.800	C	26.9%
22	Gonzales Rd. and Oxnard Blvd.	AM	0.623	B	0.733	C	N/A	B	N/A
		PM	0.741	C	0.898	D	0.800	C	58.2%

* Denotes a significant traffic impact prior to mitigation.

APPENDIX B

Air Quality Calculations

Combined Summer Emissions Reports (Pounds/Day)

File Name: E:\Work\Pasadena Server-Air Quality\638.05 Riverpark Addendum\Emissions\Riverpark Amendment Operation.urb924

Project Name: RiverPark Amendment

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	207.21	67.96

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	339.91	258.14

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	547.12	326.10

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>
Natural Gas	5.11	67.40
Hearth - No Summer Emissions		
Landscape	7.66	0.56
Consumer Products	153.86	
Architectural Coatings	40.58	
TOTALS (lbs/day, unmitigated)	207.21	67.96

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX
Single family housing	38.38	30.22
Apartments mid rise	88.48	67.56
Elementary school	18.02	4.95
City park	0.57	0.26
Regnl shop. center	168.95	134.78
General office building	24.86	19.92
Warehouse	0.65	0.45
TOTALS (lbs/day, unmitigated)	339.91	258.14

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	155.10	9.55	dwelling units	858.00	8,193.90	61,333.49
Apartments mid rise	101.50	8.01	dwelling units	2,287.00	18,318.87	137,121.55
Elementary school		1.09	students	1,683.00	1,834.47	9,476.73
City park		2.23	acres	39.60	88.31	502.48
Regnl shop. center		32.83	1000 sq ft	1,642.00	53,906.86	254,463.60
General office building		14.03	1000 sq ft	436.00	6,117.08	39,675.69
Warehouse		4.96	1000 sq ft	27.00	133.92	903.93
					88,593.41	503,477.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	45.6	0.0	100.0	0.0
Light Truck < 3750 lbs	8.5	0.0	97.6	2.4
Light Truck 3751-5750 lbs	24.1	0.0	100.0	0.0
Med Truck 5751-8500 lbs	11.9	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.0	0.0	80.0	20.0

Page: 1

6/4/2009 12:09:53 PM

Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.2	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	0.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.6	39.1	60.9	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.6	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Warehouse				2.0	1.0	97.0

Combined Winter Emissions Reports (Pounds/Day)

File Name: E:\Work\Pasadena Server-Air Quality\638.05 Riverpark Addendum\Emissions\Riverpark Amendment Operation.urb924

Project Name: RiverPark Amendment

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	200.71	87.16

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	356.69	388.80

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>
TOTALS (lbs/day, unmitigated)	557.40	475.96

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>
Natural Gas	5.11	67.40
Hearth	1.16	19.76
Landscaping - No Winter Emissions		
Consumer Products	153.86	
Architectural Coatings	40.58	
TOTALS (lbs/day, unmitigated)	200.71	87.16

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX
Single family housing	38.85	45.80
Apartments mid rise	86.85	102.40
Elementary school	7.09	7.44
City park	0.35	0.39
Regnl shop. center	196.68	201.98
General office building	26.31	30.11
Warehouse	0.56	0.68
TOTALS (lbs/day, unmitigated)	356.69	388.80

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 40 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	155.10	9.55	dwelling units	858.00	8,193.90	61,333.49
Apartments mid rise	101.50	8.01	dwelling units	2,287.00	18,318.87	137,121.55
Elementary school		1.09	students	1,683.00	1,834.47	9,476.73
City park		2.23	acres	39.60	88.31	502.48
Regnl shop. center		32.83	1000 sq ft	1,642.00	53,906.86	254,463.60
General office building		14.03	1000 sq ft	436.00	6,117.08	39,675.69
Warehouse		4.96	1000 sq ft	27.00	133.92	903.93
					88,593.41	503,477.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	45.6	0.0	100.0	0.0
Light Truck < 3750 lbs	8.5	0.0	97.6	2.4
Light Truck 3751-5750 lbs	24.1	0.0	100.0	0.0
Med Truck 5751-8500 lbs	11.9	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.0	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0

Page: 1

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Heavy-Heavy Truck 33,001-60,000 lbs	0.2	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	0.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.6	39.1	60.9	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.6	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Warehouse				2.0	1.0	97.0

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-1
Construction GHG Emission Factors**

Equipment Type	CO₂ Emission Factor¹ (kg/gal)	CH₄ Emission Factor^{2,3} (kg/gal)	N₂O Emission Factor^{2,3} (kg/gal)	CO₂ to CO₂E Ratio (GWP CH₄ = 21) (GWP N₂O = 310)
Off-Road	10.15	0.00058	0.00026	0.991
On-Road	10.15	0.000031	0.000029	0.999
Vendor Autos ⁴	10.15	0.000031	0.000029	0.999
	n/a	n/a	n/a	0.950

Sources:

1. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.1*, (2009) 96.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse as Emissions Version 3.1*, (2009) 98-100.
3. California Energy Commission, *Diesel Use in California, Remarks by Commissioner James D. Boyd*, (2002). It was assumed that heavy duty on-road trucks have a fuel economy of 6 miles per gallon based on this data source.
4. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4. Passenger vehicle CO₂ emissions are assumed to be 95% of GHG emissions on a CO₂ equivalent basis.

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-2
Construction GHG Emissions**

Construction Year	Equipment Type	Annual CO ₂ Emissions ¹ (Tons CO ₂ /yr)	Annual CO ₂ Emissions (MT CO ₂ /yr)	CO ₂ to CO ₂ e Ratio	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
2005	Off-Road	2,735.86	2,481.93	0.991	2,504.61
2005	On-Road	1,259.09	1,142.22	0.999	1,143.30
2005	Vendor	233.56	211.88	0.999	212.08
2005	Worker/Autos	567.82	515.12	0.950	542.23
Total 2005		4,796.32	4,351.15		4,402.23
2006	Off-Road	2,827.37	2,564.95	0.991	2,588.39
2006	On-Road	1,262.42	1,145.25	0.999	1,146.33
2006	Vendor	233.59	211.90	0.999	212.10
2006	Worker/Autos	578.25	524.58	0.950	552.19
Total 2006		4,901.63	4,446.69		4,499.02
2007	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2007	On-Road	1,267.28	1,149.66	0.999	1,150.74
2007	Vendor	234.50	212.74	0.999	212.94
2007	Worker/Autos	579.96	526.13	0.950	553.83
Total 2007		4,919.99	4,463.34		4,515.85
2008	Off-Road	2,849.12	2,584.68	0.991	2,608.30
2008	On-Road	1,272.13	1,154.06	0.999	1,155.15
2008	Vendor	235.41	213.56	0.999	213.76
2008	Worker/Autos	581.91	527.90	0.950	555.68
Total 2008		4,938.57	4,480.19		4,532.89
2009	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2009	On-Road	1,267.28	1,149.66	0.999	1,150.74
2009	Vendor	234.51	212.75	0.999	212.95
2009	Worker/Autos	579.64	525.84	0.950	553.52
Total 2009		4,919.68	4,463.06		4,515.55
2010	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2010	On-Road	1,267.28	1,149.66	0.999	1,150.74
2010	Vendor	234.53	212.76	0.999	212.96
2010	Worker/Autos	579.69	525.89	0.950	553.56
Total 2010		4,919.74	4,463.11		4,515.61
2011	Off-Road	2,827.37	2,564.95	0.991	2,588.39
2011	On-Road	1,262.42	1,145.25	0.999	1,146.33
2011	Vendor	233.65	211.96	0.999	212.16
2011	Worker/Autos	577.50	523.90	0.950	551.47
Total 2011		4,900.93	4,446.05		4,498.35
2012	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2012	On-Road	1,267.28	1,149.66	0.999	1,150.74
2012	Vendor	234.57	212.80	0.999	213.00
2012	Worker/Autos	579.76	525.95	0.950	553.63
Total 2012		4,919.85	4,463.21		4,515.71
2013	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2013	On-Road	1,267.28	1,149.66	0.999	1,150.74
2013	Vendor	234.60	212.82	0.999	213.02
2013	Worker/Autos	579.82	526.00	0.950	553.68
Total 2013		4,919.94	4,463.29		4,515.80

2014	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2014	On-Road	1,267.28	1,149.66	0.999	1,150.74
2014	Vendor	234.62	212.85	0.999	213.05
2014	Worker/Autos	579.87	526.05	0.950	553.74
Total 2014		4,920.01	4,463.36		4,515.87
2015	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2015	On-Road	1,267.28	1,149.66	0.999	1,150.74
2015	Vendor	234.65	212.87	0.999	213.07
2015	Worker/Autos	579.90	526.08	0.950	553.77
Total 2015		4,920.07	4,463.41		4,515.92
2016	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2016	On-Road	1,267.28	1,149.66	0.999	1,150.74
2016	Vendor	234.66	212.88	0.999	213.08
2016	Worker/Autos	579.85	526.03	0.950	553.72
Total 2016		4,920.04	4,463.38		4,515.89
2017	Off-Road	2,827.37	2,564.95	0.991	2,588.39
2017	On-Road	1,262.42	1,145.25	0.999	1,146.33
2017	Vendor	233.78	212.08	0.999	212.28
2017	Worker/Autos	577.60	523.99	0.950	551.57
Total 2017		4,901.17	4,446.27		4,498.57
2018	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2018	On-Road	1,267.28	1,149.66	0.999	1,150.74
2018	Vendor	234.69	212.91	0.999	213.11
2018	Worker/Autos	579.80	525.99	0.950	553.67
Total 2018		4,920.01	4,463.36		4,515.86
2019	Off-Road	2,838.24	2,574.81	0.991	2,598.35
2019	On-Road	1,267.28	1,149.66	0.999	1,150.74
2019	Vendor	234.70	212.92	0.999	213.12
2019	Worker/Autos	579.79	525.98	0.950	553.66
Total 2019		4,920.01	4,463.36		4,515.87
2020	Off-Road	1,656.44	1,502.70	0.991	1,516.43
2020	On-Road	634.62	575.72	0.999	576.26
2020	Vendor	235.62	213.75	0.999	213.95
2020	Worker/Autos	546.50	495.77	0.950	521.87
Total 2020		3,073.18	2,787.94		2,828.51
Total		76,711.15	69,591.18		70,417.51
Total Amortized (30 Years)					2,347.25

Sources:

1. Estimated CO₂ emissions from URBEMIS2007.

Where:

CH ₄	Methane
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
gal	Gallons
GWP	Global warming potential
kg	Kilograms
MT	Metric ton
N ₂ O	Nitrous oxide
yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-3
Operational Motor Vehicle GHG Emissions**

Buildout Year	Equipment Type	Annual CO₂ Emissions¹ (Tons CO₂/yr)	CO₂ to CO₂e Ratio²	Annual CO₂e Emissions (MT CO₂E/yr)
2020	Motor Vehicles	86,803.33	0.950	82,891.24

Sources:

1. Estimated CO₂ emission from URBEMIS2007.

2. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle* EPA420-F-05-004, (2005) 4. Passenger vehicle CO₂ emissions are assumed to be 95% of GHG emissions on a CO₂ equivalent basis.

Where:

CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-4
Area Source GHG Emissions**

Land Use	CO ₂ Emission Factor ¹ GWP = 1 (kg/MMBtu)	CH ₄ Emission Factor ² GWP = 21 (kg/MMBtu)	N ₂ O Emission Factor ² GWP = 310 (kg/MMBtu)	CO ₂ to CO ₂ e Ratio Emissions ³ (Tons CO ₂ /yr)	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
Proposed Project					
Natural Gas	56.06	0.0059	0.0001	15,413.81	14,021.81
Landscape Maintenance	56.06	0.0059	0.0001	7.05	6.41
Hearths (Natural Gas)	56.06	0.0059	0.0001	12.61	11.47
Total				15,433.47	14,039.70

Sources:

1. URBEMIS2007 uses a CO₂ emission factor of 120,000 pounds per million cubic feet. This was converted to kg/MMBtu.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.1*, (2009) 103.
3. Estimated CO₂ emissions from URBEMIS2007. URBEMIS2007 assumes 4,011.5 cubic feet/unit/month of natural gas for multi-family units.

Where:

CH ₄	Methane
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
GWP	Global warming potential
kg	Kilogram
MMBtu	Million British thermal units
MT	Metric ton
N ₂ O	Nitrous oxide
yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-5
Electrical Consumption GHG Emissions**

Land Use	Units	Electrical Consumption Factor ¹ (kW-hr/unit/yr)	Annual Consumption Factor (MW-hr/yr)	CO ₂ Emission Factor ² GWP = 1 (lbs/MW-hr)	CH ₄ Emission Factor ² GWP = 21 (lbs/MW-hr)	N ₂ O Emission Factor ² GWP = 310 (lbs/MW-hr)	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
Proposed Project							
Residential	3,145 DU	10,000.00	31,450.00	630.89	0.029	0.100	9,450.87
Commercial/Offices	2,105,000 gsf	10.00	21,050.00	630.89	0.029	0.100	6,325.62
Public Facilities	1,800,000 gsf	10.00	18,000.00	630.89	0.029	0.100	5,409.08
Total (Fossil Fuel-Based)			70,500.00	630.89	0.029	0.100	21,185.57

Sources:

1. Electrical consumption rates provided by Huitt-Zollars, Inc.
2. The Climate Registry, *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories* Version 1.1, (2010) 208-209.
The CO₂ factor is for Southern California Edison.

Where:

CH ₄	Methane	kW-hr	Kilowatt-hour
CO ₂	Carbon dioxide	lbs	Pounds
CO ₂ e	Carbon dioxide equivalent	MW-hr	Megawatt-hour
DU	Dwelling unit	MT	Metric ton
gsf	Gross square feet	N ₂ O	Nitrous oxide
GWP	Global warming potential	yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-6
Solid Waste GHG Emissions**

Land Use	Solid Waste Generation ¹ (Tons/yr)	CO ₂ e Emission Factor ² (MT CO ₂ e/MT waste)	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
Proposed Project			
Residential	1,777.00	0.11	177.33
Commercial/Offices	1,646.00	0.11	164.25
Education/Schools	772.00	0.11	77.04
Total Emissions			418.62

Sources:

1. Ventura County Initial Study Assessment Guidelines, Guidelines for Waste Treatment/Disposal-Solid Waste, November 1992. A waste diversion rate of 67% was applied based on data for the City of Oxnard from the California Integrated Waste Management Board website, <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=356&JUR=Oxnard>, accessed 2009.

2. US Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste (EPA-530-R-98-013)*, (1998). The factor is based on mixed municipal solid waste as disposed in landfills without landfill gas recovery.

Where:

CO ₂ e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-7
Potable Water Supply, Conveyance, Treatment, and Distribution GHG Emissions**

Land Use	Action	Potable Water Estimate ¹ (MG/yr)	Electrical Consumption Factor ^{2,3,4} (kW-hr/MG)	Annual Electrical Consumption (MW-hr/yr)	CO ₂ Emission Factor ⁵ GWP = 1 (lbs/MW-hr)	CH ₄ Emission Factor ⁵ GWP = 21 (lbs/MW-hr)	N ₂ O Emission Factor ⁵ GWP = 310 (lbs/MW-hr)	Annual CO ₂ e Emissions (MT CO ₂ E/yr)
RiverPark Specific Plan	Supply & Conveyance	445.11	9,727	4,329.61	630.89	0.029	0.100	1,301.07
RiverPark Specific Plan	Treatment	445.11	111	49.41	630.89	0.029	0.100	14.85
RiverPark Specific Plan	Distribution	445.11	1,272	566.18	630.89	0.029	0.100	170.14
RiverPark Specific Plan	Recycled Water	583.73	875	510.55	630.89	0.029	0.100	153.42
Total								1,486.06

Sources:

1. Estimate of Water Demands for the RiverPark Project, prepared by Penfield and Smith, dated June 9, 2009.
2. California Energy Commission, *California's Water-Energy Relationship, Final Staff Report*, CEC-700-2005-011-SF, (2005) 26.
3. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report*, CEC-500-2006-118, (2006) 22.
4. R. C. Wilkinson, et. al, California Department of Water Resources, *Water Sources "Powering" Southern California*, n.d.
Recycled water was estimated to use 285 kW-hr per acre-foot (West Basin Municipal Water District).
5. The Climate Registry, Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories, Version 1.1, (2010) 208-209.
The CO₂ factor is for Southern California Edison.

Where:

CH ₄	Methane	MG	Million gallons
CO ₂	Carbon dioxide	MW-hr	Megawatt-hour
CO ₂ e	Carbon dioxide equivalent	MT	Metric ton
GWP	Global warming potential	n/a	Not applicable
kW-hr	Kilowatt-hour	N ₂ O	Nitrous oxide
lbs	Pounds	yr	Year

**RiverPark Specific Plan
Evaluation of Global Climate Change Impacts**

**Table GHG-8
Generated Wastewater Treatment Electrical Demand GHG Emissions**

Land Use	Wastewater Generation Rate ¹ (MG/yr)	Electrical Demand Factor ² (kW-hr/MG)	Annual Demand Factor (MW-hr/yr)	CO ₂ e Emission Factor ³ (lbs/MW-hr)	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
Residential	236.40	1,911	451.76	662.50	135.76
Commercial/Offices	83.99	1,911	160.50	662.50	48.23
Total Emissions					183.99

Sources:

1. City of Oxnard Waste water Collection System Master Plan, January 2001, p. 2-7.
2. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*. Prepared by Navigant Consulting, Inc., (2006) 22.
3. The Climate Registry , Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories, Version 1.1, (2010) 208-209.

**Table GHG-9
Generated Wastewater Treatment Process GHG Emissions¹**

Project	Maximum Daily Population	Pounds BOD5 per Capita per Day ² (lbs BOD5/capita/day)	Pounds CH ₄ per Pound BOD5 ³ (lbs CH ₄ /BOD5)	Fraction Anaerobically Digested ⁴	Annual CO ₂ e Emissions (MT CO ₂ e/yr)
Proposed Project	8,094	0.13	0.22	0.15	30.18

Sources:

1. US Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I, Chapter 4.3.5* , (1998). Data is not available to determine CO₂ and N₂O emissions from this process. The dominant GHG is CH₄.
2. The US EPA recommends a default value of 0.13 lb BOD5/capita/day .
3. The US EPA recommends a default value of 0.22 lb CH₄/BOD5.
4. The US EPA recommends a default value of 15% for the fraction anaerobically digested for domestic wastewater .

Where:

BOD5	Biological oxygen demand using a standard 5 day test
CH ₄	Methane
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
GWP	Global warming potential
kW-hr	Kilowatt-hour
lbs	Pounds
MG	Million gallons
MT	Metric ton
N ₂ O	Nitrous oxide
yr	Year

Combined Annual Emissions Reports (Tons/Year)

File Name: E:\Work\Pasadena Server-Air Quality\638.05 Riverpark Addendum\GHG Emissions\Riverpark Amendment Construction

Project Name: RiverPark Amendment

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>CO2</u>
2005 TOTALS (tons/year unmitigated)	4,796.32
2005 TOTALS (tons/year mitigated)	4,796.32
Percent Reduction	0.00
2006 TOTALS (tons/year unmitigated)	4,901.63
2006 TOTALS (tons/year mitigated)	4,901.63
Percent Reduction	0.00
2007 TOTALS (tons/year unmitigated)	4,919.99
2007 TOTALS (tons/year mitigated)	4,919.99
Percent Reduction	0.00
2008 TOTALS (tons/year unmitigated)	4,938.57
2008 TOTALS (tons/year mitigated)	4,938.57
Percent Reduction	0.00
2009 TOTALS (tons/year unmitigated)	4,919.68
2009 TOTALS (tons/year mitigated)	4,919.68
Percent Reduction	0.00
2010 TOTALS (tons/year unmitigated)	4,919.74
2010 TOTALS (tons/year mitigated)	4,919.74
Percent Reduction	0.00
2011 TOTALS (tons/year unmitigated)	4,900.93
2011 TOTALS (tons/year mitigated)	4,900.93
Percent Reduction	0.00

2012 TOTALS (tons/year unmitigated)	4,919.85
2012 TOTALS (tons/year mitigated)	4,919.85
Percent Reduction	0.00
2013 TOTALS (tons/year unmitigated)	4,919.94
2013 TOTALS (tons/year mitigated)	4,919.94
Percent Reduction	0.00
2014 TOTALS (tons/year unmitigated)	4,920.01
2014 TOTALS (tons/year mitigated)	4,920.01
Percent Reduction	0.00
2015 TOTALS (tons/year unmitigated)	4,920.07
2015 TOTALS (tons/year mitigated)	4,920.07
Percent Reduction	0.00
2016 TOTALS (tons/year unmitigated)	4,920.04
2016 TOTALS (tons/year mitigated)	4,920.04
Percent Reduction	0.00
2017 TOTALS (tons/year unmitigated)	4,901.17
2017 TOTALS (tons/year mitigated)	4,901.17
Percent Reduction	0.00
2018 TOTALS (tons/year unmitigated)	4,920.01
2018 TOTALS (tons/year mitigated)	4,920.01
Percent Reduction	0.00
2019 TOTALS (tons/year unmitigated)	4,920.01
2019 TOTALS (tons/year mitigated)	4,920.01
Percent Reduction	0.00
2020 TOTALS (tons/year unmitigated)	3,073.18
2020 TOTALS (tons/year mitigated)	3,073.18
Percent Reduction	0.00

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	<u>CO2</u>
2005	4,796.32
Building 01/01/2005-12/31/2020	1,013.69
Building Off Road Diesel	293.71
Building Vendor Trips	233.56
Building Worker Trips	486.43
Mass Grading 01/01/2005-	3,202.51
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.40
Trenching 01/01/2005-06/30/2020	472.51
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.71
Asphalt 07/01/2005-12/31/2020	104.73
Paving Off-Gas	0.00
Paving Off Road Diesel	92.93
Paving On Road Diesel	3.39
Paving Worker Trips	8.41
Coating 07/01/2005-12/31/2020	2.88
Architectural Coating	0.00
Coating Worker Trips	2.88
2006	4,901.63
Asphalt 07/01/2005-12/31/2020	207.84
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.67
Building 01/01/2005-12/31/2020	1,013.14
Building Off Road Diesel	293.71
Building Vendor Trips	233.59
Building Worker Trips	485.85
Coating 07/01/2005-12/31/2020	5.72
Architectural Coating	0.00
Coating Worker Trips	5.72

Page: 1

6/2/2011 09:10:17 PM

Mass Grading 01/01/2005-	3,202.46
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.35
Trenching 01/01/2005-06/30/2020	472.48
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.67
2007	4,919.99
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.62
Building Off Road Diesel	294.84
Building Vendor Trips	234.50
Building Worker Trips	487.28
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.74
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2008	4,938.57
Asphalt 07/01/2005-12/31/2020	209.41
Paving Off-Gas	0.00
Paving Off Road Diesel	185.86
Paving On Road Diesel	6.77
Paving Worker Trips	16.78
Building 01/01/2005-12/31/2020	1,020.29

Page: 1

6/2/2011 09:10:17 PM

Building Off Road Diesel	295.97
Building Vendor Trips	235.41
Building Worker Trips	488.92
Coating 07/01/2005-12/31/2020	5.75
Architectural Coating	0.00
Coating Worker Trips	5.75
Mass Grading 01/01/2005-	3,227.03
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,918.05
Mass Grading On Road Diesel	1,265.36
Mass Grading Worker Trips	43.62
Trenching 01/01/2005-06/30/2020	476.08
Trenching Off Road Diesel	449.24
Trenching Worker Trips	26.84
2009	4,919.68
Asphalt 07/01/2005-12/31/2020	208.61
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.37
Building Off Road Diesel	294.84
Building Vendor Trips	234.51
Building Worker Trips	487.02
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.71
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.45
Trenching 01/01/2005-06/30/2020	474.26
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2010	4,919.74

Page: 1

6/2/2011 09:10:17 PM

Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.42
Building Off Road Diesel	294.84
Building Vendor Trips	234.53
Building Worker Trips	487.06
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.71
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.45
Trenching 01/01/2005-06/30/2020	474.26
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2011	4,900.93
Asphalt 07/01/2005-12/31/2020	207.82
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.65
Building 01/01/2005-12/31/2020	1,012.56
Building Off Road Diesel	293.71
Building Vendor Trips	233.65
Building Worker Trips	485.21
Coating 07/01/2005-12/31/2020	5.71
Architectural Coating	0.00
Coating Worker Trips	5.71
Mass Grading 01/01/2005-	3,202.40
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70

Page: 1

6/2/2011 09:10:17 PM

Mass Grading Worker Trips	43.29
Trenching 01/01/2005-06/30/2020	472.44
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.64
2012	4,919.85
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.52
Building Off Road Diesel	294.84
Building Vendor Trips	234.57
Building Worker Trips	487.11
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.26
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2013	4,919.94
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.59
Building Off Road Diesel	294.84
Building Vendor Trips	234.60
Building Worker Trips	487.16
Coating 07/01/2005-12/31/2020	5.73

Page: 1

6/2/2011 09:10:17 PM

Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2014	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.67
Building Off Road Diesel	294.84
Building Vendor Trips	234.62
Building Worker Trips	487.21
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2015	4,920.07
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75

Page: 1

6/2/2011 09:10:17 PM

Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.72
Building Off Road Diesel	294.84
Building Vendor Trips	234.65
Building Worker Trips	487.23
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2016	4,920.04
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.69
Building Off Road Diesel	294.84
Building Vendor Trips	234.66
Building Worker Trips	487.19
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75

2017	4,901.17
Asphalt 07/01/2005-12/31/2020	207.82
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.65
Building 01/01/2005-12/31/2020	1,012.78
Building Off Road Diesel	293.71
Building Vendor Trips	233.78
Building Worker Trips	485.30
Coating 07/01/2005-12/31/2020	5.71
Architectural Coating	0.00
Coating Worker Trips	5.71
Mass Grading 01/01/2005-	3,202.41
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.30
Trenching 01/01/2005-06/30/2020	472.45
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.64
2018	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.67
Building Off Road Diesel	294.84
Building Vendor Trips	234.69
Building Worker Trips	487.15
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00

Page: 1

6/2/2011 09:10:17 PM

Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2019	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.68
Building Off Road Diesel	294.84
Building Vendor Trips	234.70
Building Worker Trips	487.14
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2020	3,073.18
Asphalt 07/01/2005-12/31/2020	209.42
Paving Off-Gas	0.00
Paving Off Road Diesel	185.86
Paving On Road Diesel	6.77
Paving Worker Trips	16.78
Building 01/01/2005-12/31/2020	1,020.58
Building Off Road Diesel	295.97
Building Vendor Trips	235.62

Page: 1

6/2/2011 09:10:17 PM

Building Worker Trips	489.00
Coating 07/01/2005-12/31/2020	5.75
Architectural Coating	0.00
Coating Worker Trips	5.75
Mass Grading 01/01/2005-	1,601.20
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	951.71
Mass Grading On Road Diesel	627.85
Mass Grading Worker Trips	21.65
Trenching 01/01/2005-06/30/2020	236.22
Trenching Off Road Diesel	222.90
Trenching Worker Trips	13.32

Phase Assumptions

Phase: Mass Grading 1/1/2005 - 6/30/2020 - Default Fine Site Grading Description

Total Acres Disturbed: 701

Maximum Daily Acreage Disturbed: 175.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 2399.21

Off-Road Equipment:

- 2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
- 1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day
- 2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day
- 6 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
- 2 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 1/1/2005 - 6/30/2020 - Type Your Description Here

Off-Road Equipment:

- 4 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
- 2 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 7/1/2005 - 12/31/2020 - Default Paving Description

Acres to be Paved: 175.25

Off-Road Equipment:

Page: 1

6/2/2011 09:10:17 PM

- 1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day
- 2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
- 2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 1/1/2005 - 12/31/2020 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
- 3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
- 3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 7/1/2005 - 12/31/2020 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	<u>CO2</u>
2005	4,796.32
Building 01/01/2005-12/31/2020	1,013.69
Building Off Road Diesel	293.71
Building Vendor Trips	233.56
Building Worker Trips	486.43
Mass Grading 01/01/2005-	3,202.51
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.40
Trenching 01/01/2005-06/30/2020	472.51
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.71
Asphalt 07/01/2005-12/31/2020	104.73
Paving Off-Gas	0.00

Page: 1

6/2/2011 09:10:17 PM

Paving Off Road Diesel	92.93
Paving On Road Diesel	3.39
Paving Worker Trips	8.41
Coating 07/01/2005-12/31/2020	2.88
Architectural Coating	0.00
Coating Worker Trips	2.88
2006	4,901.63
Asphalt 07/01/2005-12/31/2020	207.84
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.67
Building 01/01/2005-12/31/2020	1,013.14
Building Off Road Diesel	293.71
Building Vendor Trips	233.59
Building Worker Trips	485.85
Coating 07/01/2005-12/31/2020	5.72
Architectural Coating	0.00
Coating Worker Trips	5.72
Mass Grading 01/01/2005-	3,202.46
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.35
Trenching 01/01/2005-06/30/2020	472.48
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.67
2007	4,919.99
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.62
Building Off Road Diesel	294.84
Building Vendor Trips	234.50

Page: 1

6/2/2011 09:10:17 PM

Building Worker Trips	487.28
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.74
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2008	4,938.57
Asphalt 07/01/2005-12/31/2020	209.41
Paving Off-Gas	0.00
Paving Off Road Diesel	185.86
Paving On Road Diesel	6.77
Paving Worker Trips	16.78
Building 01/01/2005-12/31/2020	1,020.29
Building Off Road Diesel	295.97
Building Vendor Trips	235.41
Building Worker Trips	488.92
Coating 07/01/2005-12/31/2020	5.75
Architectural Coating	0.00
Coating Worker Trips	5.75
Mass Grading 01/01/2005-	3,227.03
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,918.05
Mass Grading On Road Diesel	1,265.36
Mass Grading Worker Trips	43.62
Trenching 01/01/2005-06/30/2020	476.08
Trenching Off Road Diesel	449.24
Trenching Worker Trips	26.84
2009	4,919.68
Asphalt 07/01/2005-12/31/2020	208.61
Paving Off-Gas	0.00

Page: 1

6/2/2011 09:10:17 PM

Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.37
Building Off Road Diesel	294.84
Building Vendor Trips	234.51
Building Worker Trips	487.02
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.71
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.45
Trenching 01/01/2005-06/30/2020	474.26
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2010	4,919.74
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.42
Building Off Road Diesel	294.84
Building Vendor Trips	234.53
Building Worker Trips	487.06
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.71
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.45
Trenching 01/01/2005-06/30/2020	474.26

Page: 1

6/2/2011 09:10:17 PM

Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2011	4,900.93
Asphalt 07/01/2005-12/31/2020	207.82
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.65
Building 01/01/2005-12/31/2020	1,012.56
Building Off Road Diesel	293.71
Building Vendor Trips	233.65
Building Worker Trips	485.21
Coating 07/01/2005-12/31/2020	5.71
Architectural Coating	0.00
Coating Worker Trips	5.71
Mass Grading 01/01/2005-	3,202.40
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70
Mass Grading Worker Trips	43.29
Trenching 01/01/2005-06/30/2020	472.44
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.64
2012	4,919.85
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.71
Building 01/01/2005-12/31/2020	1,016.52
Building Off Road Diesel	294.84
Building Vendor Trips	234.57
Building Worker Trips	487.11
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73

Page: 1

6/2/2011 09:10:17 PM

Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.26
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
2013	4,919.94
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.59
Building Off Road Diesel	294.84
Building Vendor Trips	234.60
Building Worker Trips	487.16
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2014	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.67

Page: 1

6/2/2011 09:10:17 PM

Building Off Road Diesel	294.84
Building Vendor Trips	234.62
Building Worker Trips	487.21
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2015	4,920.07
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.72
Building Off Road Diesel	294.84
Building Vendor Trips	234.65
Building Worker Trips	487.23
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.47
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2016	4,920.04

Page: 1

6/2/2011 09:10:17 PM

Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.69
Building Off Road Diesel	294.84
Building Vendor Trips	234.66
Building Worker Trips	487.19
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.73
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2017	4,901.17
Asphalt 07/01/2005-12/31/2020	207.82
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	6.72
Paving Worker Trips	16.65
Building 01/01/2005-12/31/2020	1,012.78
Building Off Road Diesel	293.71
Building Vendor Trips	233.78
Building Worker Trips	485.30
Coating 07/01/2005-12/31/2020	5.71
Architectural Coating	0.00
Coating Worker Trips	5.71
Mass Grading 01/01/2005-	3,202.41
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,903.41
Mass Grading On Road Diesel	1,255.70

Page: 1

6/2/2011 09:10:17 PM

Mass Grading Worker Trips	43.30
Trenching 01/01/2005-06/30/2020	472.45
Trenching Off Road Diesel	445.81
Trenching Worker Trips	26.64
2018	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.67
Building Off Road Diesel	294.84
Building Vendor Trips	234.69
Building Worker Trips	487.15
Coating 07/01/2005-12/31/2020	5.73
Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.75
2019	4,920.01
Asphalt 07/01/2005-12/31/2020	208.62
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	6.75
Paving Worker Trips	16.72
Building 01/01/2005-12/31/2020	1,016.68
Building Off Road Diesel	294.84
Building Vendor Trips	234.70
Building Worker Trips	487.14
Coating 07/01/2005-12/31/2020	5.73

6/2/2011 09:10:17 PM

Architectural Coating	0.00
Coating Worker Trips	5.73
Mass Grading 01/01/2005-	3,214.72
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	1,910.73
Mass Grading On Road Diesel	1,260.53
Mass Grading Worker Trips	43.46
Trenching 01/01/2005-06/30/2020	474.27
Trenching Off Road Diesel	447.52
Trenching Worker Trips	26.74
 2020	 3,073.18
Asphalt 07/01/2005-12/31/2020	209.42
Paving Off-Gas	0.00
Paving Off Road Diesel	185.86
Paving On Road Diesel	6.77
Paving Worker Trips	16.78
Building 01/01/2005-12/31/2020	1,020.58
Building Off Road Diesel	295.97
Building Vendor Trips	235.62
Building Worker Trips	489.00
Coating 07/01/2005-12/31/2020	5.75
Architectural Coating	0.00
Coating Worker Trips	5.75
Mass Grading 01/01/2005-	1,601.20
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	951.71
Mass Grading On Road Diesel	627.85
Mass Grading Worker Trips	21.65
Trenching 01/01/2005-06/30/2020	236.22
Trenching Off Road Diesel	222.90
Trenching Worker Trips	13.32

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 1/1/2005 - 6/30/2020 - Default Fine Site Grading Description
 For Soil Stabilizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

Page: 1

6/2/2011 09:10:17 PM

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Combined Annual Emissions Reports (Tons/Year)

File Name: E:\Work\Pasadena Server-Air Quality\638.05 Riverpark Addendum\GHG Emissions\Riverpark Amendment Operation (GHG).urb924
Project Name: RiverPark Amendment
Project Location: Ventura County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	15,433.47

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	86,803.33

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	102,236.80

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>CO2</u>
Natural Gas	15,413.81
Hearth	12.61
Landscape	7.05
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	15,433.47

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%
Percentage of residences with wood stoves changed from 35% to 0%
Percentage of residences with wood fireplaces changed from 10% to 0%
Percentage of residences with natural gas fireplaces changed from 55% to 100%

6/4/2009 12:10:59 PM

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	CO2
Single family housing	10,599.84
Apartments mid rise	23,697.75
Elementary school	1,637.87
City park	86.10
Regnl shop. center	43,787.59
General office building	6,840.08
Warehouse	154.10
TOTALS (tons/year, unmitigated)	86,803.33

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	155.10	9.55	dwelling units	858.00	8,193.90	61,333.49
Apartments mid rise	101.50	8.01	dwelling units	2,287.00	18,318.87	137,121.55
Elementary school		1.09	students	1,683.00	1,834.47	9,476.73
City park		2.23	acres	39.60	88.31	502.48
Regnl shop. center		32.83	1000 sq ft	1,642.00	53,906.86	254,463.60
General office building		14.03	1000 sq ft	436.00	6,117.08	39,675.69
Warehouse		4.96	1000 sq ft	27.00	133.92	903.93
					88,593.41	503,477.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	45.6	0.0	100.0	0.0
Light Truck < 3750 lbs	8.5	0.0	97.6	2.4
Light Truck 3751-5750 lbs	24.1	0.0	100.0	0.0
Med Truck 5751-8500 lbs	11.9	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.0	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0

Page: 1

6/4/2009 12:10:59 PM

Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.2	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	0.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.6	39.1	60.9	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.6	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Warehouse				2.0	1.0	97.0