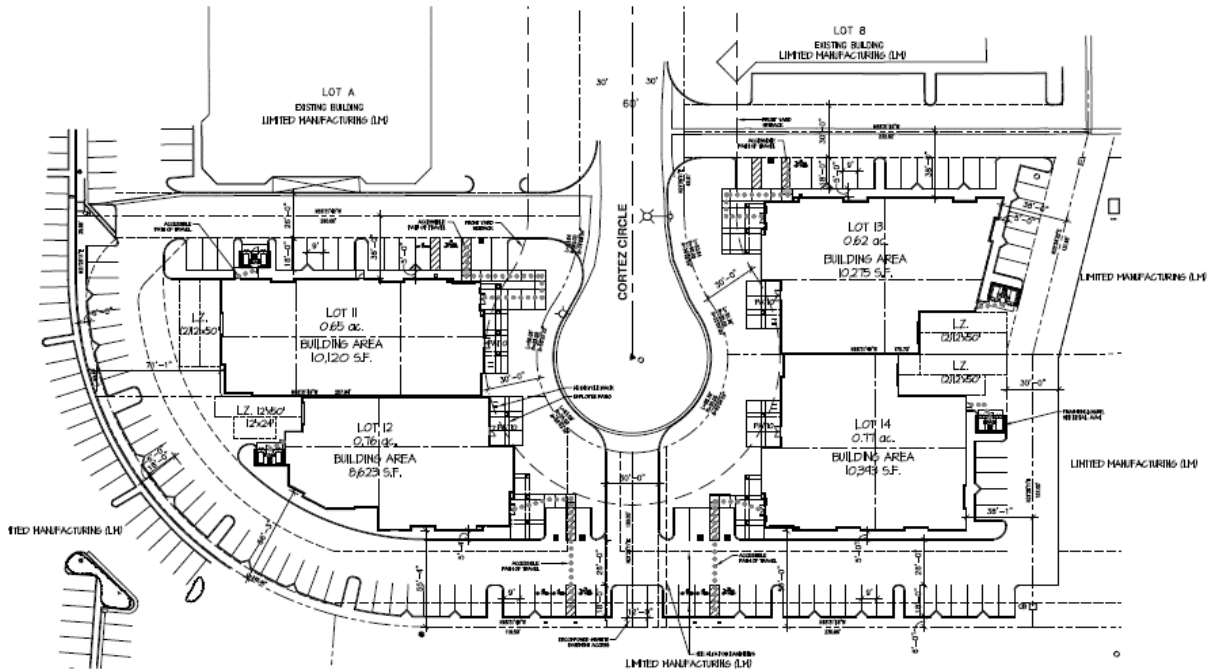

CORTEZ CIRCLE INDUSTRIAL PROJECT CITY OF CAMARILLO, CALIFORNIA

TRAFFIC, CIRCULATION AND VMT STUDY



June 6, 2023

ATE Project #23041

Prepared for:
City of Camarillo
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Since 1978

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June 6, 2023

23041R01

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***TRAFFIC, CIRCULATION, AND VMT STUDY FOR THE
CORTEZ CIRCLE INDUSTRIAL PROJECT - CITY OF CAMARILLO, CALIFORNIA***

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and Vehicle Miles Traveled (VMT) study for the Cortez Circle Industrial Project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

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INTRODUCTION

The following report contains an analysis of the potential traffic and circulation effects of the Cortez Circle Industrial Project (the “Project”), proposed in the City of Camarillo. The study evaluates the existing and future traffic operations in order to determine the Project’s consistency with the City’s transportation policies. The intersections analyzed in the study were determined based on input provided by City staff. An analysis of site access, circulation and queuing is provided; and the study evaluates the Project’s potential CEQA transportation impacts based on the City’s adopted Vehicle Miles Traveled (VMT) impact criteria.

PROJECT DESCRIPTION

The Cortez Circle Industrial Project is located at the south end of Cortez Circle, south of Adolfo Road, as shown on Figure 1. The Project is proposing to construct four light industrial buildings totaling 39,411 SF on four separate parcels. The Project site is currently zoned Limited Manufacturing (LM), and the proposed light industrial buildings are consistent with the current zoning. No specific tenants have been identified for the buildings. A total of 106 parking spaces would be provided on the four parcels. Figure 2 illustrates the Project site plan. As shown on the plan, access to the Project site is proposed via two existing driveways and one new driveway on Cortez Circle.

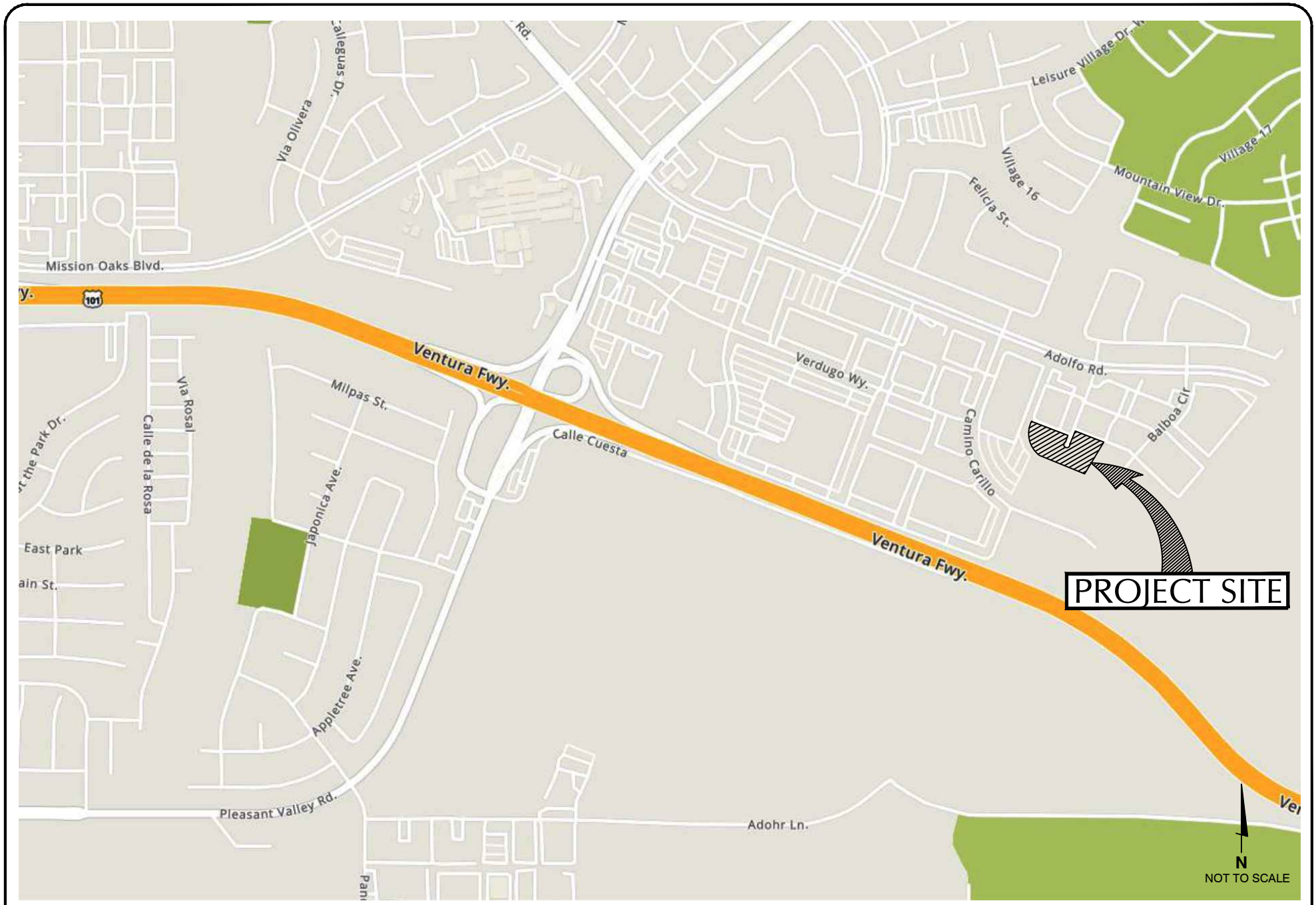
EXISTING CONDITIONS

Street Network

The study-area circulation system is comprised of US 101, Santa Rosa Road, Adolfo Road and Cortez Circle which serve as the major arterials and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the primary components of the study-area street network.

US 101, located south of the site, is a multi-lane freeway which serves as a major arterial for the City of Camarillo and is the principal inter-city route along this portion of the Pacific Coast. The segment of US 101 in the study-area contains 6-lanes. Primary access between the freeway and the Project site is provided via the Santa Rosa Road interchange.

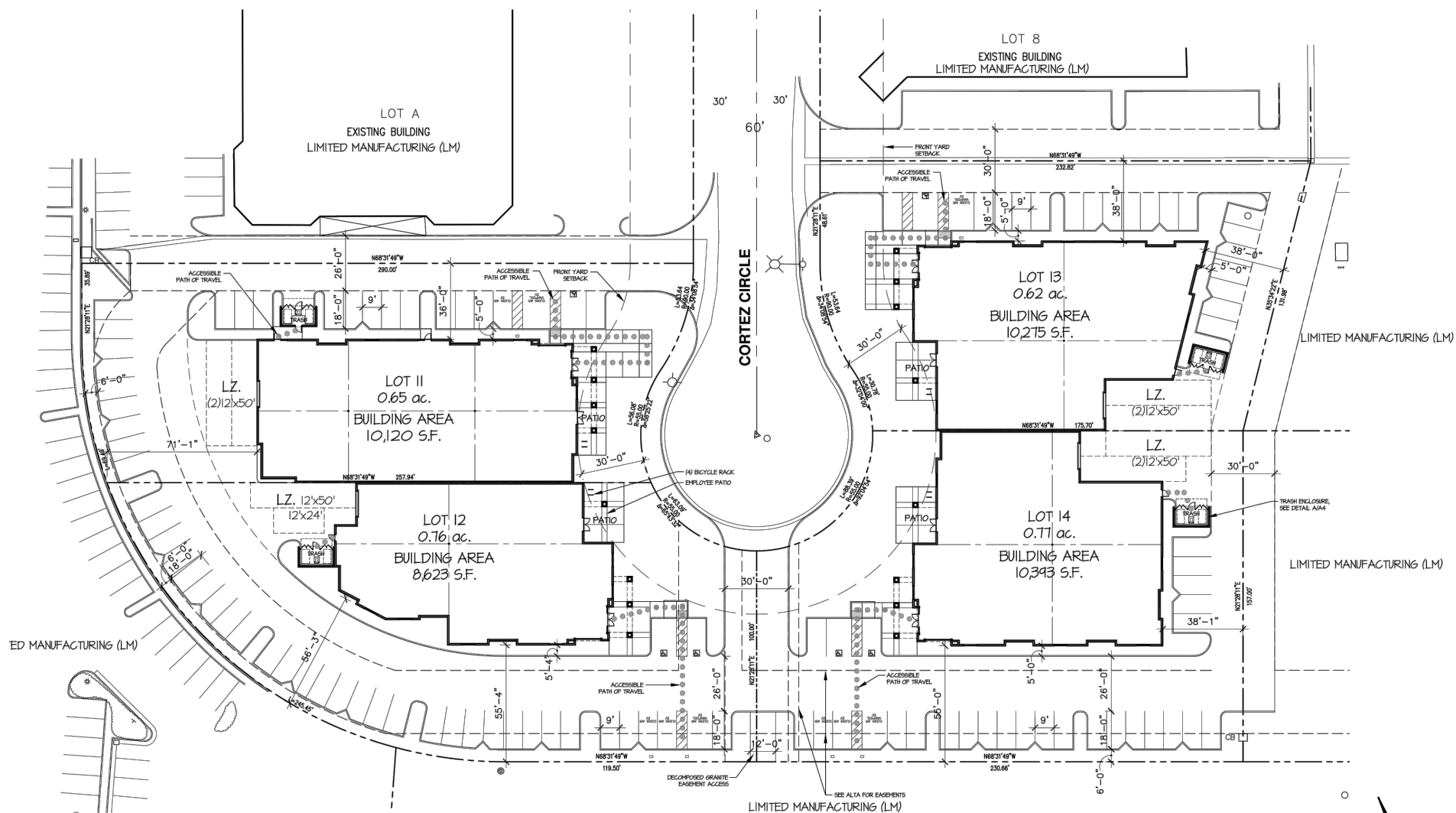
Santa Rosa Road, located west of the Project site, is a 4-lane arterial roadway that extends north from the interchange at US 101 to Moorpark Road on the west. Santa Rosa Road provides an access route between the Project site and US 101. Within the Project study area, Santa Rosa Road is signalized at the US 101 interchange and the Adolfo Road intersection.



PROJECT SITE LOCATION

FIGURE 1

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NOT TO SCALE

FIGURE (2)

Adolfo Road, located just north of the Project site, is a 4-lane roadway that extends east from Ponderosa Drive to its terminus at the Conejo Creek just east of the Project site. Within the Project study area east of Santa Rosa Road, Adolfo Road serves commercial and industrial land uses on the south and residential land uses on the north. Adolfo Road would provide access to the Project site via its intersection with Cortez Circle.

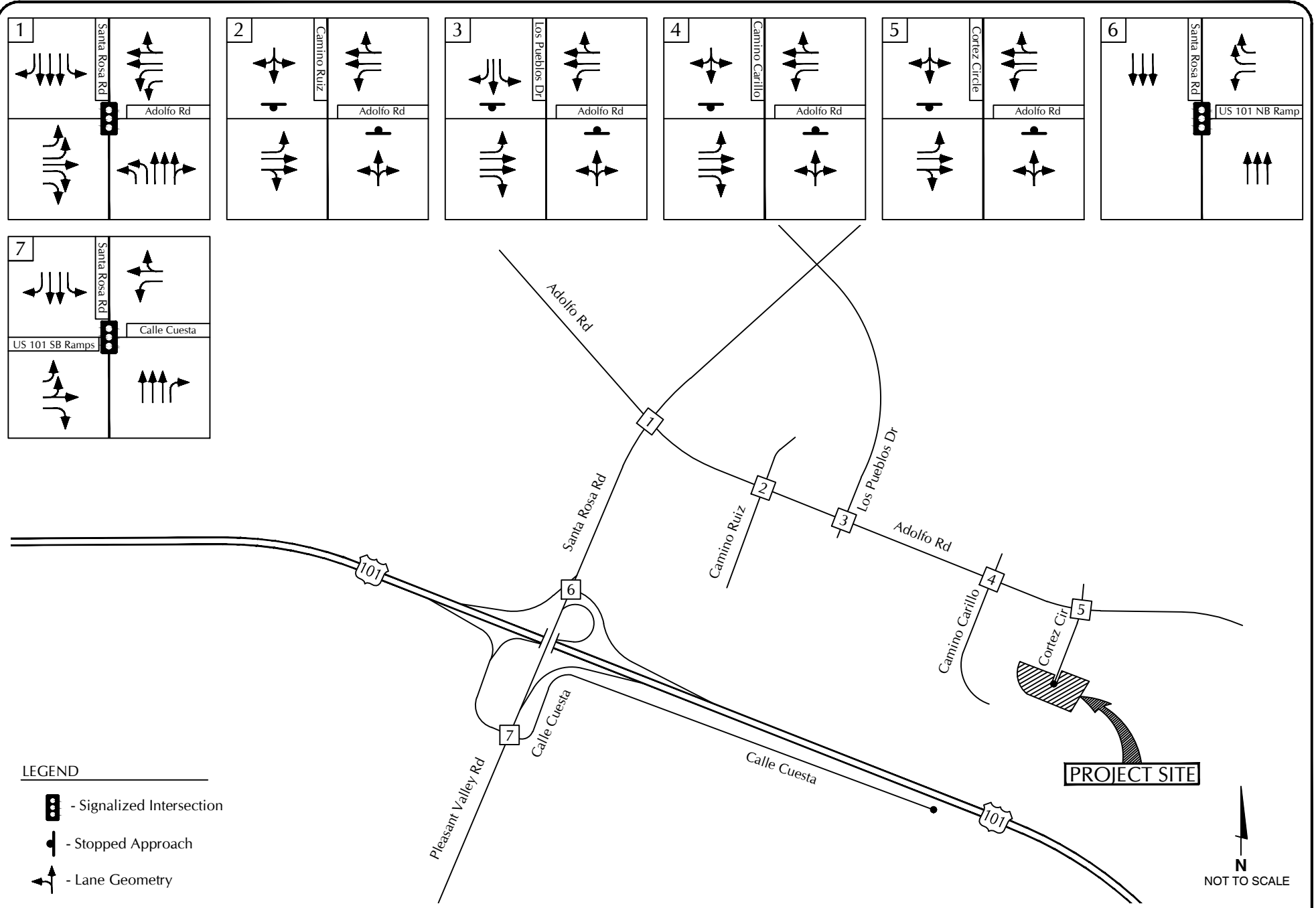
Cortez Circle, is a two-lane local street that extends south of Adolfo Road to its terminus in a cul-de-sac at the Project site. The roadway is 40 feet wide with on-street parking allowed on both sides of the street and no sidewalks. Cortez Circle would provide direct access to the Project site via shared driveways located on the east and west sides of the street as well as a new driveway at the end of the cul-de-sac. Cortez Circle is controlled by stop-signs at the Adolpho Road intersection.

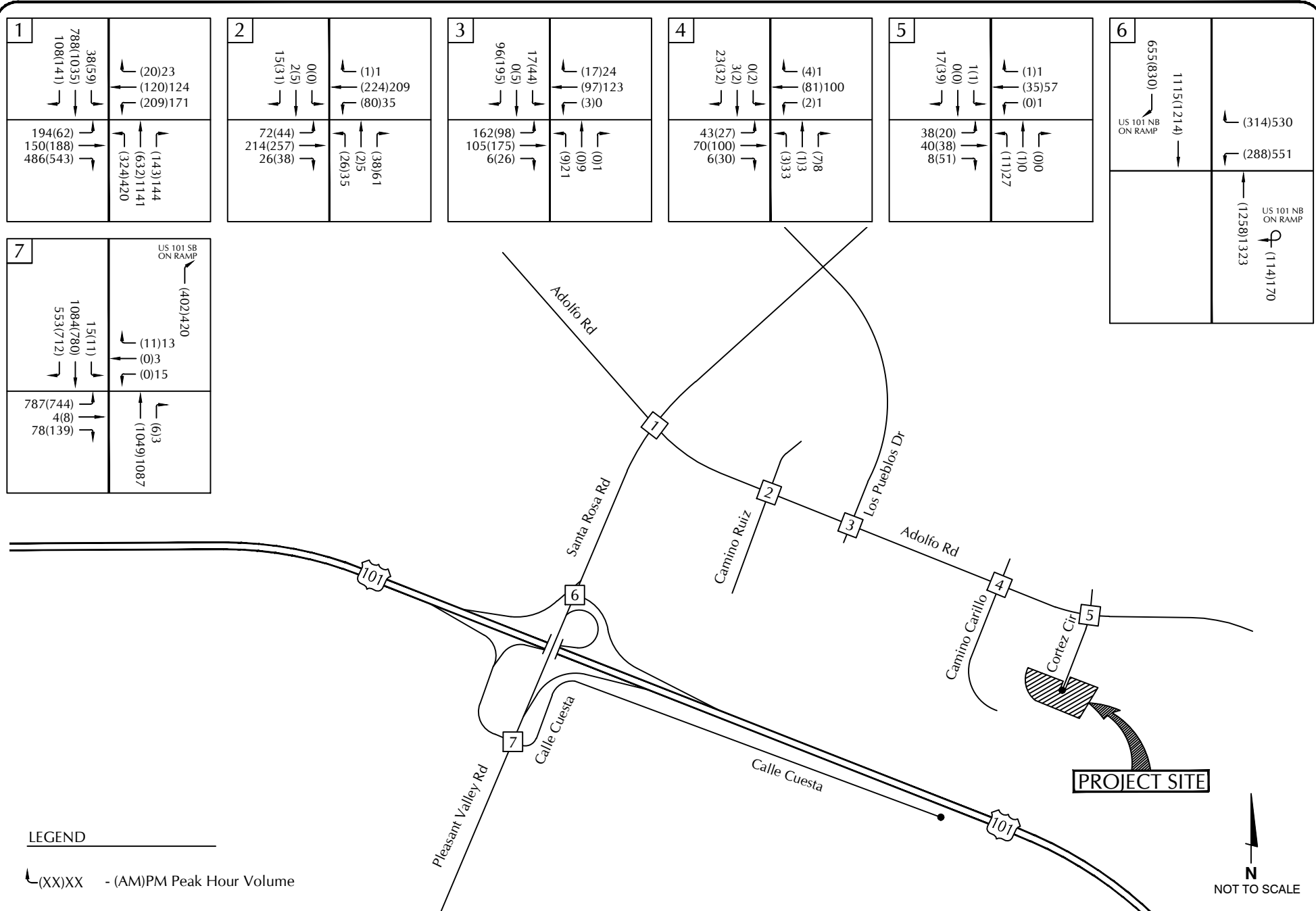
Intersection Operations

In rating an intersection's operating condition, "Levels of Service" (LOS) "A" through "F" are used. LOS "A" and LOS "B" represent primarily free-flow operations, LOS "C" represents stable conditions, LOS "D" nears unstable operations with restrictions on maneuverability within traffic streams, LOS "E" represents unstable operations with maneuverability very limited, and LOS "F" represents breakdown or forced flow conditions (more complete LOS definitions are contained in the Technical Appendix). LOS "C" or better is considered acceptable in the City of Camarillo, with LOS D (V/C 0.83) allowed for short periods of time during the peak hour's periods.

The intersections included in this study were determined based on input provided by City Public Works staff. The study area includes the primary intersections along the Adolfo Road corridor adjacent to the Project site as well as the US 101 interchange at Santa Rosa Road. The existing traffic controls and lane geometry for the study-area intersections are presented on Figure 3. Existing intersection traffic volumes were obtained from traffic count data collected in May of 2023 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (7:00-9:00 AM) and PM peak commuter period (4:00-6:00 PM). The peak 1-hour volumes were then identified for the analysis. Figure 4 presents the existing peak hour traffic volumes for the study-area intersections.

Levels of service for the signalized intersections were calculated using the intersection capacity utilization (ICU) methodology adopted by the City. Levels of service for the stop sign controlled intersections were calculated using the unsignalized methodology presented in the Highway Capacity Manual (HCM). Each movement required to stop or yield has a level of service rating and there is an overall level of service rating presented for the intersection. Pursuant to the HCM methods, levels of service were calculated and reported based on the average seconds of delay per vehicle for the stop and yield movements. Table 1 lists the existing traffic controls and levels of service for the study-area intersections identified for the analysis.





EXISTING TRAFFIC VOLUMES

FIGURE 4

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**Table 1
Existing Intersection Operations**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU or Delay	LOS	ICU or Delay	LOS
Adolfo Road/Santa Rosa Road	Signal	0.65	LOS B	0.60	LOS A
Adolfo Road/Camino Ruiz	STOP-Sign	10.0 Sec.	LOS A	10.0 Sec.	LOS B
Adolfo Road/Los Pueblos Drive	STOP-Sign	9.8 Sec.	LOS A	9.4 Sec.	LOS A
Adolfo Road/Camino Carillo	STOP-Sign	8.5 Sec.	LOS A	9.0 Sec.	LOS A
Adolfo Road/Cortez Circle	STOP-Sign	8.5 Sec.	LOS A	8.7 Sec.	LOS A
US 101 NB Ramps/Santa Rosa Road(a)	Signal	0.54	LOS A	0.72	LOS C
US 101 SB Ramps/Santa Rosa Road(a)	Signal	0.58	LOS A	0.69	LOS B

(a) Intersection is under the jurisdiction of Caltrans.

The data presented in Table 1 show that the study-area intersections operate in the LOS A - C range during the AM and PM peak hour periods which meet the City's LOS C standard.

TRAFFIC POLICY STANDARDS

City of Camarillo

The City's acceptable level of service for intersections, as established in the General Plan Circulation Element, is LOS C or better, with LOS D (V/C 0.83) allowed for short periods of time during peak hour periods. A project would be inconsistent with the City's transportation policies if they exceed the thresholds listed in Table 2.

**Table 2
Intersection Threshold Criteria**

Existing + Project & Cumulative + Project	Per Lane Critical Project-Added
LOS D	30 Trips
LOS E	20 Trips
LOS F	10 Trips

Improvements would be required if these policy thresholds are exceeded, and the improvements should provide a level of service equal or better than baseline conditions.

PROJECT TRIP GENERATION

As noted in the Project description, no specific tenants have been identified for the four proposed industrial buildings. Trip generation estimates were therefore calculated for the Cortez Circle Industrial Project based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for General Light Industrial (Land-Use Code #110). The ITE Light Industrial category includes a broad mix of light industrial/manufacturing uses that encompass the types tenants that would occupy the buildings. The ITE rates include both trucks and light duty automobiles. The ITE trip rates are developed based on studies conducted at similar facilities located within California and the United States. The ITE manual is the industry standard used in the traffic engineering field for determining traffic generation estimates. Table 3 summarizes the average daily, AM and PM peak hour trip generation estimates for the Project.

Table 3
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Light Industrial	39,411 SF	4.87	192	0.74	29 (26/3)	0.65	26 (4/22)

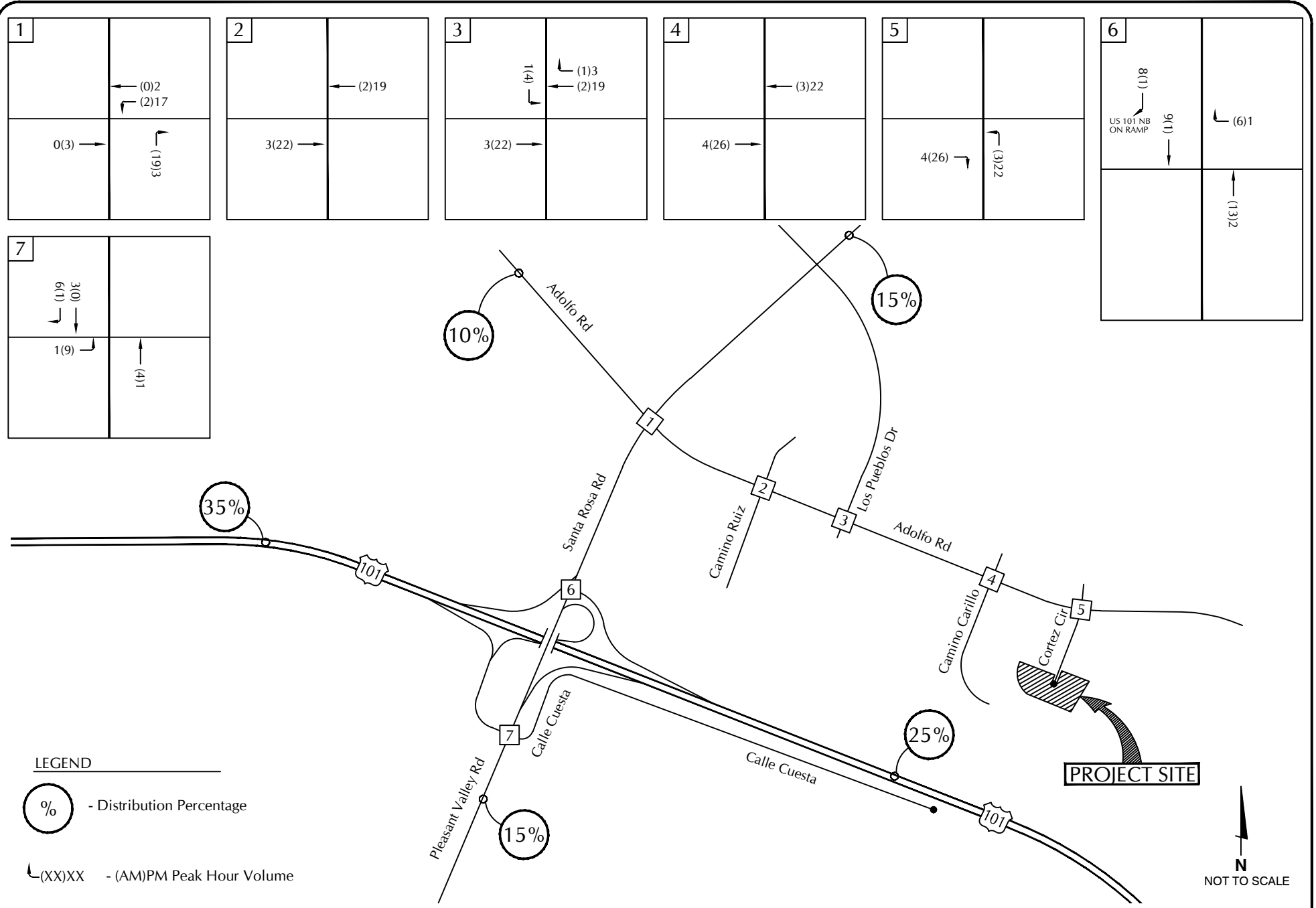
As shown in Table 3, the Project would generate 192 average daily trips (ADT), 29 AM peak hour trips and 26 PM peak hour trips. The ITE report indicates that approximately 5% of the traffic generated by the Project would be trucks.

PROJECT TRIP DISTRIBUTION

The trip distribution pattern for the Project was developed based on existing traffic patterns observed in the study-area, consideration of the land uses in the surrounding area, and the proposed site access and parking system. Table 4 and Figure 5 present the trip distribution patterns developed for the Project.

Table 4
Project Trip Distribution Percentages

Route	Origin/Destination	Percent
US 101	East	25%
	West	35%
Santa Rosa Road	North	15%
	South	15%
Adolfo Road	West	10%
Total:		100%



PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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EXISTING + PROJECT INTERSECTION OPERATIONS

Figure 6 illustrates the AM and PM peak hour Existing + Project traffic volumes. Tables 5 and 6 present the Existing and Existing + Project AM and PM peak hour intersection levels of service and identify the Project's consistency with the City's transportation policies.

Table 5
Existing + Project AM Peak Hour Intersection Operations

Intersection	Existing		Existing + Project		Change	Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS		
Adolfo Road/Santa Rosa Road	0.65	LOS B	0.65	LOS B	0.00	YES
Adolfo Road/Camino Ruiz	10.0 Sec.	LOS A	10.1 Sec.	LOS B	0.1 Sec	YES
Adolfo Road/Los Pueblos Drive	9.8 Sec.	LOS A	9.9 Sec.	LOS A	0.1 Sec	YES
Adolfo Road/Camino Carillo	8.5 Sec.	LOS A	8.5 Sec.	LOS A	0.0 Sec	YES
Adolfo Road/Cortez Circle	8.5 Sec.	LOS A	8.5 Sec.	LOS A	0.0 Sec	YES
US 101 NB Ramps/Santa Rosa Road	0.54	LOS A	0.55	LOS A	0.01	YES
US 101 SB Ramps/Santa Rosa Road	0.58	LOS A	0.58	LOS A	0.00	YES

Table 6
Existing + Project PM Peak Hour Intersection Operations

Intersection	Existing		Existing + Project		Change	Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS		
Adolfo Road/Santa Rosa Road	0.60	LOS A	0.61	LOS B	0.01	YES
Adolfo Road/Camino Ruiz	10.0 Sec.	LOS B	10.1 Sec.	LOS B	0.1 Sec	YES
Adolfo Road/Los Pueblos Drive	9.4 Sec.	LOS A	9.5 Sec.	LOS A	0.1 Sec	YES
Adolfo Road/Camino Carillo	9.0 Sec.	LOS A	9.1 Sec.	LOS A	0.1 Sec	YES
Adolfo Road/Cortez Circle	8.7 Sec.	LOS A	9.1 Sec.	LOS A	0.4 Sec	YES
US 101 NB Ramps/Santa Rosa Road	0.72	LOS C	0.72	LOS C	0.00	YES
US 101 SB Ramps/Santa Rosa Road	0.69	LOS B	0.69	LOS B	0.00	YES

The data in Tables 5 and 6 show that the study area intersections would continue to operate acceptably LOS A - C range during the AM and PM peak hour periods with Existing + Project traffic volumes, which meet the City's LOS C standard. The Project would therefore be consistent with the City of Camarillo's General Plan policies.

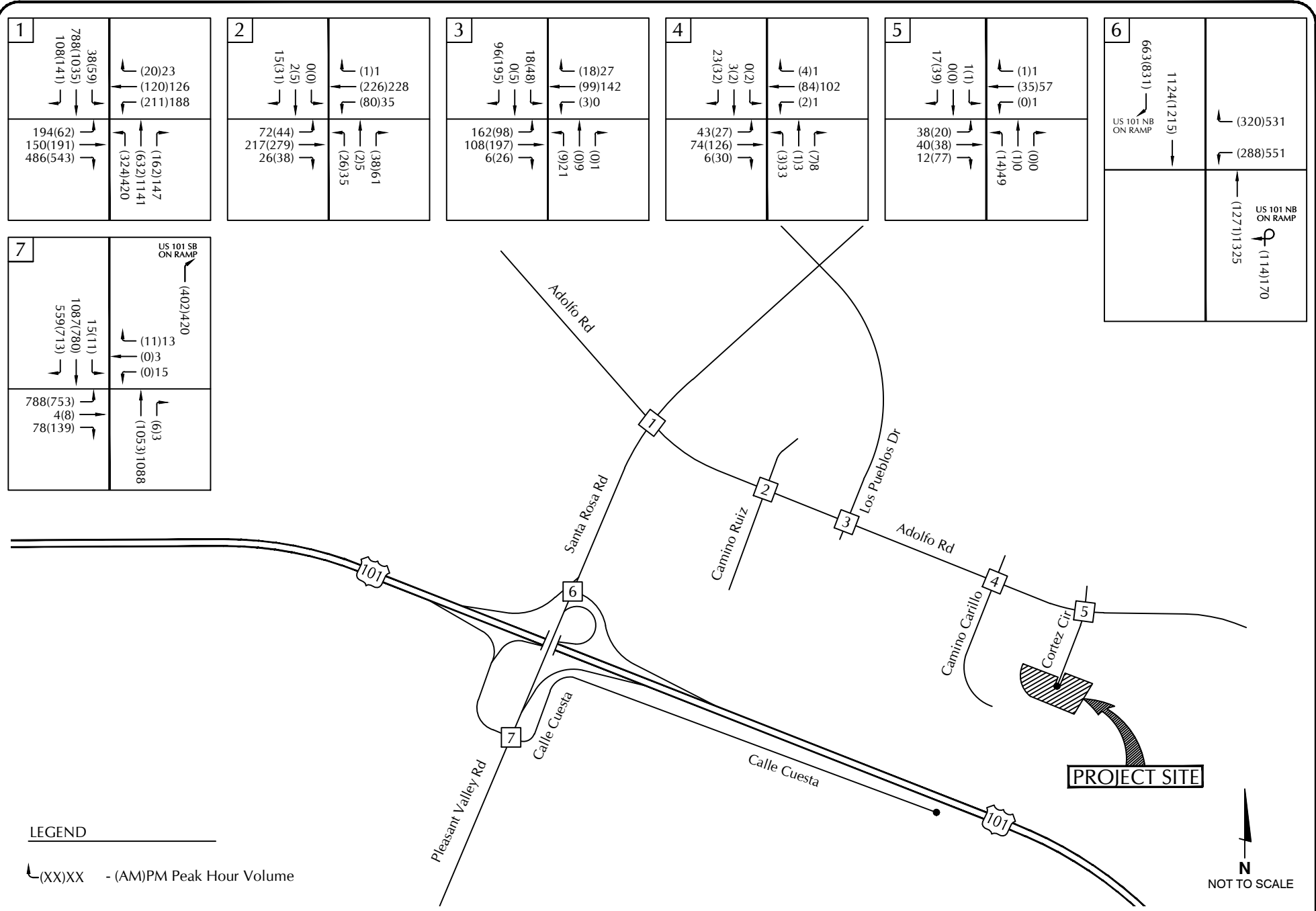


FIGURE 6

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CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

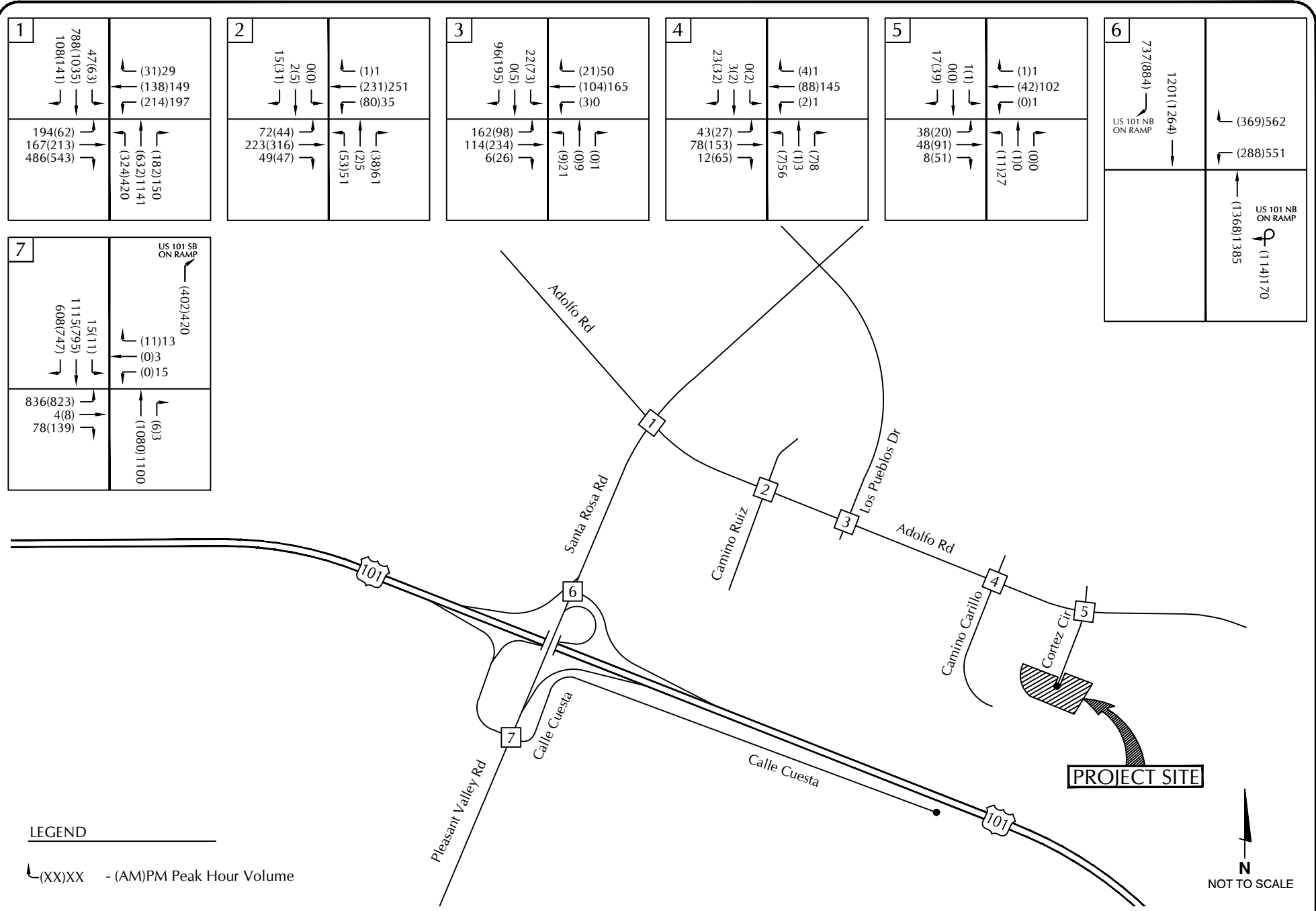
Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects located in the study area (list of cumulative projects is contained in the Technical Appendix). Trip generation estimates were developed for the cumulative projects using ITE rates or from traffic studies prepared for the cumulative projects (cumulative trip generation calculations are contained in the Technical Appendix). The traffic generated by the cumulative projects was then added to the Existing volumes to produce the Cumulative traffic forecasts. Figure 7 shows the Cumulative traffic volumes and Figure 8 shows the Cumulative + Project volumes.

Cumulative + Project Intersection Operations

Figure 8 illustrates the AM and PM peak hour Cumulative + Project traffic volumes. Tables 7 and 8 present the Cumulative and Cumulative + Project AM and PM peak hour intersection levels of service and identify the Project's consistency with the City's transportation policies.

Table 7
Cumulative + Project AM Peak Hour Intersection Operations

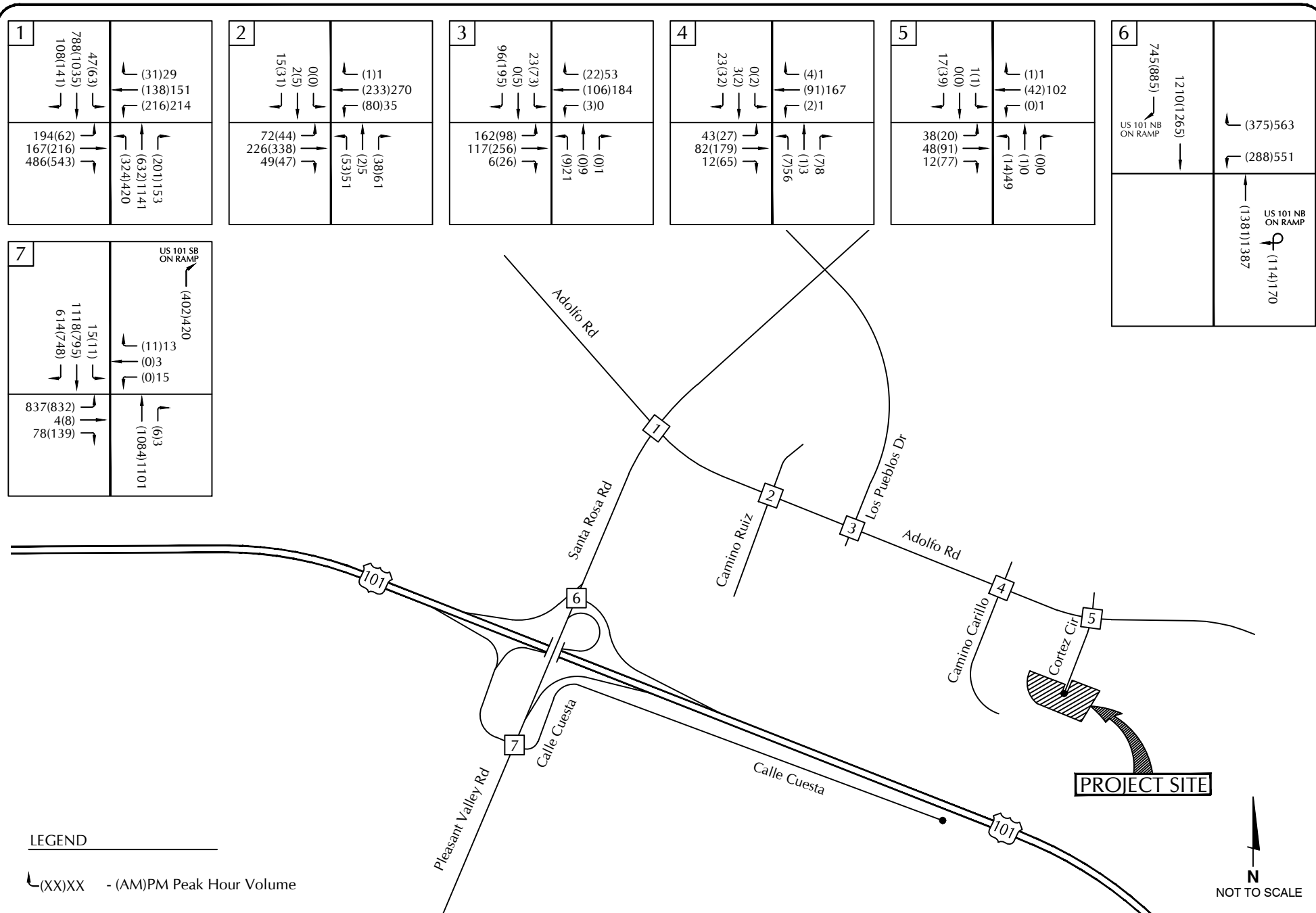
Intersection	Cumulative		Cumulative + Project		Change	Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS		
Adolfo Road/Santa Rosa Road	0.65	LOS B	0.66	LOS B	0.01	YES
Adolfo Road/Camino Ruiz	11.6 Sec.	LOS B	11.8 Sec.	LOS B	0.2 Sec	YES
Adolfo Road/Los Pueblos Drive	10.4 Sec.	LOS B	10.5 Sec.	LOS B	0.1 Sec	YES
Adolfo Road/Camino Carillo	8.7 Sec.	LOS A	8.7 Sec.	LOS A	0.0 Sec	YES
Adolfo Road/Cortez Circle	8.5 Sec.	LOS A	8.7 Sec.	LOS A	0.2 Sec	YES
US 101 NB Ramps/Santa Rosa Road	0.57	LOS A	0.57	LOS A	0.00	YES
US 101 SB Ramps/Santa Rosa Road	0.61	LOS B	0.61	LOS B	0.00	YES



CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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Table 8
Cumulative + Project PM Peak Hour Intersection Operations

Intersection	Cumulative		Cumulative + Project		Change	Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS		
Adolfo Road/Santa Rosa Road	0.61	LOS B	0.62	LOS B	0.01	YES
Adolfo Road/Camino Ruiz	10.8 Sec.	LOS B	11.0 Sec.	LOS B	0.2 Sec	YES
Adolfo Road/Los Pueblos Drive	9.8 Sec.	LOS A	10.0 Sec.	LOS A	0.2 Sec	YES
Adolfo Road/Camino Carillo	9.6 Sec.	LOS A	9.7 Sec.	LOS A	0.1 Sec	YES
Adolfo Road/Cortez Circle	8.8 Sec.	LOS A	9.3 Sec.	LOS A	0.5 Sec	YES
US 101 NB Ramps/Santa Rosa Road	0.73	LOS C	0.73	LOS C	0.00	YES
US 101 SB Ramps/Santa Rosa Road	0.71	LOS C	0.71	LOS C	0.00	YES

The data in Tables 7 and 8 show that the study area intersections would continue to operate acceptably LOS A - C range during the AM and PM peak hour periods with Cumulative + Project traffic volumes, which meet the City's LOS C standard. The Project would therefore not have an adverse effect on any of the study-area intersections based on City of Camarillo General Plan policies.

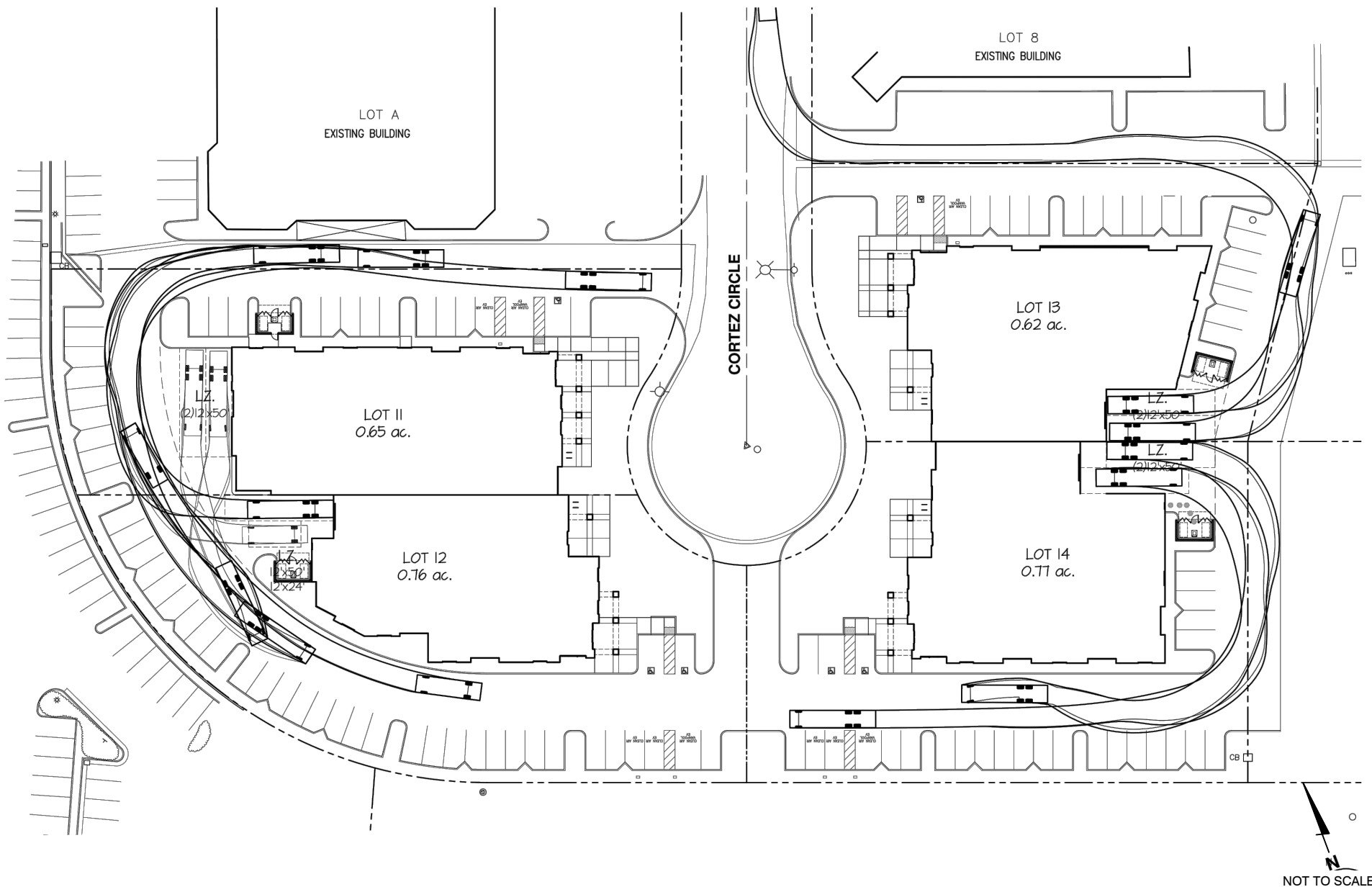
SITE ACCESS AND CIRCULATION

Driveway Operations

As illustrated on Figure 2, access to the Project would be provided via existing shared driveways located on the east and west sides of Cortez Circle as well as a new driveway at the end of the cul-de-sac. The existing driveways are approximately 24 feet wide with flared approaches and are designed to accommodate both vehicular and truck traffic. The new driveway is proposed with a 30-foot width and would be designed and constructed to City of Camarillo standards. North of the driveways, Cortez Circle is level and straight and adequate sight distances are provided between vehicles at the Project's driveways and vehicles travelling on Cortez Circle. The existing volumes on Cortez Circle are relatively low and the Project driveways would operate acceptably in the LOS A-B range with little delay.

Truck Turning Movements

The Project architectural plan set includes a truck turning movement analysis to illustrate truck access to the loading zones. There are eight loading zones, two each by Lots 11, 12, 13, and 14. Figure 9 shows the truck turning radius throughout the Project site. As shown, trucks can enter and exit the loading zones without conflicts with curbs, medians, or parking stalls. The Project site design also accommodates Ventura County fire trucks without any conflicts (see figures in Technical Appendix). The fire trucks can enter and exit on all three project driveways.



Pedestrian and Bicycle Facilities

Currently there are pedestrian facilities (crosswalks/sidewalks etc.) located along Adolpho Road and Santa Rosa Road in the study-area. No sidewalks are provided on Cortez Circle adjacent to the Project site. The pedestrian facilities Adolpho Road and connect the Project to the adjacent residential areas to the north. The nearest signalized pedestrian crosswalks across Adolpho Road are provided at the Santa Rosa Road/Adolpho Road intersection. Striped pedestrian crosswalks, ADA ramps and pedestrian call buttons are provided on each leg of the intersection. The proposed Project would not have an adverse effect on the existing pedestrian facilities.

The Project site is served by the City of Camarillo Bikeway Network. The existing bicycle facilities located in the study-area consist of Class II bike lanes along Santa Rosa Road and Adolfo Road. The Class II bike lanes along Adolfo Road connect the Project to residential areas north and west of the Project. The proposed Project would not have an adverse effect on the existing bicycle facilities.

VEHICLE MILES TRAVELED ANALYSIS

The State of California, in compliance with Senate Bill 743, has developed a new set of CEQA guidelines and thresholds for transportation impacts that are based on a Vehicle Miles Traveled (VMT) metric rather than a Level of Service (LOS) metric. The State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, have designated VMT as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project (*excluding trucks*). Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

VMT Thresholds

Local agencies have discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies. Since the City of Camarillo has not yet adopted VMT impact criteria, the VMT analyses prepared for the Project was developed using VMT data presented in the recently updated Ventura County Transportation Commission (VCTC) traffic model for Ventura County and the following VMT thresholds published by the State.

The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.¹ The recommended VMT impact threshold for office/employment projects is as follows:

¹ Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

“A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact. ”

VMT Analysis

The VCTC traffic model provides work based VMT per employee data for the City of Camarillo as well as the various Traffic Analysis Zones (TAZs) within the City, including the TAZ that encompasses the Project site. Traffic model data was used to establish the work-based VMT per employee threshold for the City of Camarillo and to estimate the work-based VMT per employee for the Project. Table 10 shows the existing work-based VMT per employee for the City of Camarillo, the VMT threshold (15% below existing work-based VMT per employee), and the Project’s work-based VMT per employee estimate based on the VCTC traffic model data (model data contained in Technical Appendix).

Table 9
Cortez Circle Industrial Project VMT Summary

City of Camarillo VMT ^(a)	VMT Impact Threshold ^(b)	Project VMT Estimate ^(c)	Exceed Threshold?
20.21 per employee	17.18 per employee	19.55 per employee	Yes

(a) City of Camarillo work-based VMT per employee based on VCTC traffic model.

(b) VMT Threshold is a 15% reduction from City VMT ($20.21 \times 0.85 = 17.18$).

(c) Project work-based VMT per employee estimate based on VCTC model traffic analysis zones.

The data presented in Table 9 indicate that the existing work-based VMT in the City of Camarillo is 20.21 VMT per employee and the VMT threshold is 17.18 VMT per employee (15% below existing VMT: $20.21 \times 0.85 = 17.18$). The VCTC model shows that the employment centers within the Project TAZ generate 19.55 VMT per employee which would exceed the City’s threshold of 17.18 VMT per employee, a potentially significant impact.

VMT Mitigation Measures

As noted in the VMT Analysis section, the Project would generate VMT per employee levels that would exceed the City’s impact threshold. Measures from the seven VMT reduction parent strategies described in the California Air Pollution Control Officers Association (CAPCOA) greenhouse gas mitigation document can be used as mitigation measures. The commute trip reduction (CTR) strategies listed on the CAPCOA CTR chart that is referenced OPR’s Technical Advisory were used to develop the mitigation measures for the VMT impact (CTR chart contained in Technical Appendix). A Project may propose additional mitigation measures that are not included in the CAPCOA list of approved VMT reduction measures

Table 11 lists the mitigation strategies that could be implemented and shows the anticipated VMT reduction percentage based on the CAPCOA recommendations.

Table 10
CAPCOA VMT Mitigation Measures

VMT Mitigation Measures	CAPCOA VMT Reduction %
Implement mandatory CTR programs – required implementation/monitoring.	15%
Implement alternative employee work schedules and telecommute opportunities.	
Enroll employees in the VCTC RideMatch Carpool and Guaranteed Ride Home programs.	
Provide preferential carpool and vanpool parking spaces. Subsidize Vanpool programs.	
Provide on-site bike racks.	
Implement commute trip reduction marketing with VCTC materials.	

The data presented in Table 10 indicate that implementation of the CAPCOA VMT mitigation measures could achieve a 15% reduction in the project-generated VMT per employee VMT.

Table 11 shows the project-generated per employee VMT with the CAPCOA mitigation measure reductions and compares the reduced VMT to the VMT impact threshold.

Table 11
Cortez Circle Industrial Project Per Employee VMT With Mitigation

City of Camarillo VMT(a)	VMT Impact Threshold(b)	Project VMT Estimate With Mitigation(c)	Impact?
20.21 per employee	17.18 per employee	16.62 per employee	NO

(a) City of Camarillo work-based VMT per employee based on VCTC traffic model.

(b) VMT Threshold is a 15% reduction from City VMT ($20.21 \times 0.85 = 17.18$).

(c) Project work-based VMT per employee estimate based on VCTC model traffic analysis zones and a 15% mitigation measure reduction.

As shown in Table 11, implementing the CAPCOA mitigation measures would reduce the project-Generated VMT per worker to 16.62, which would be below the City's impact thresholds of 17.18 VMT per worker. The mitigation measures would therefore result in a finding of less-than-significant impact.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Glenn Manaois, Transportation Engineer I
Jiho Ha, Transportation Engineer I

References

Highway Capacity Manual, Transportation Research Board, 8th Edition, 2022.

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Circulation Element, General Plan, City of Camarillo, 2014.

Persons Contacted

Jason Samonte, City of Camarillo Public Works Department
Paul McClaren, City of Camarillo Community Development Department

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

INTERSECTION COUNT DATA

PROJECT TRIP GENERATION CALCULATIONS

CUMULATIVE PROJECT INFORMATION

VENTURA FIRE TRUCK TURNING MOVEMENT ANALYSIS

VENTURA COUNTY TRANSPORTATION COMMISSION TRAFFIC MODEL VMT DATA

CAPCOA CTR MITIGATION MEASURES

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Santa Rosa Road/ Adolfo Road
- Reference 2 - Adolfo Road/Camino Ruiz
- Reference 3 - Adolfo Road/Los Pueblos Drive
- Reference 4 - Adolfo Road/Camino Carillo
- Reference 5 - Adolfo Road/Cortez Circle
- Reference 6 - US 101 NB Ramps/Santa Rosa Road
- Reference 7 - US 101 SB Ramps/Santa Rosa Road

LEVEL OF SERVICE DEFINITIONS

Table A
Unsignalized and Signalized Level of Service Definitions

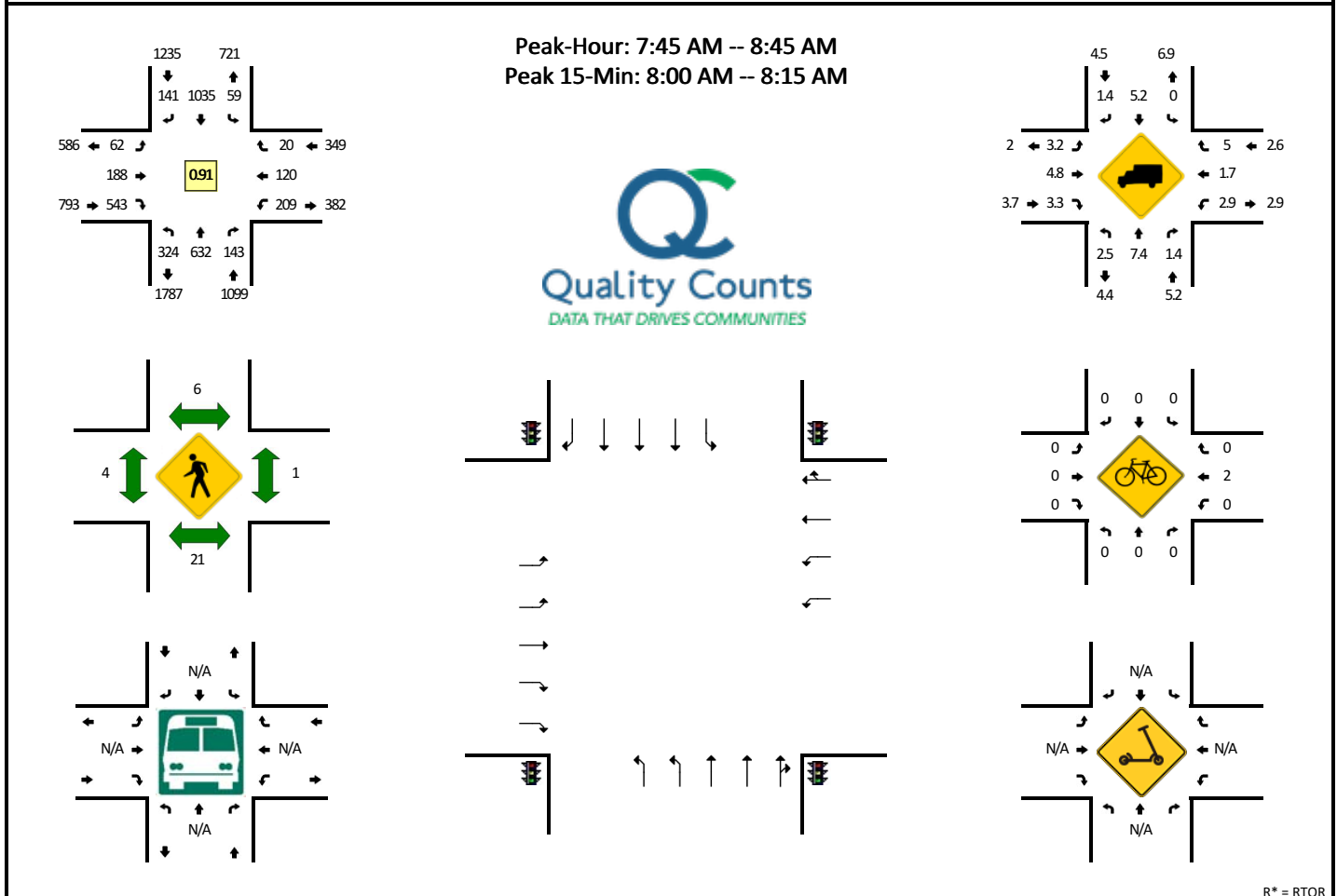
LOS	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Description of Operations
LOS A	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
LOS B	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
LOS C	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate; full use of peak direction signal phases is experienced.
LOS D	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
LOS E	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period
LOS F	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: *Highway Capacity Manual*, 6th Edition, 2016.

INTERSECTION COUNT DATA

LOCATION: Santa Rosa Road -- Adolfo Rd
CITY/STATE: Camarillo, CA

QC JOB #: 16101719
DATE: Thu, May 18 2023



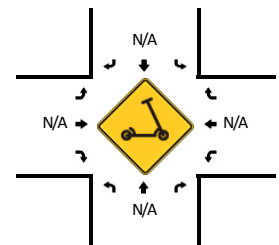
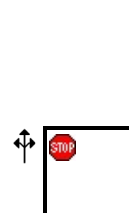
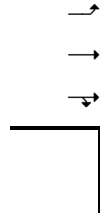
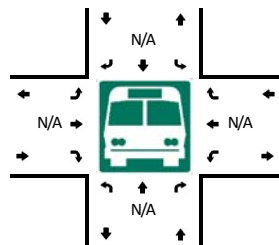
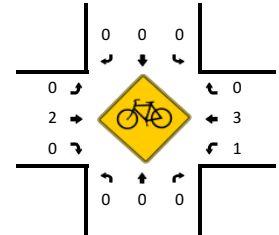
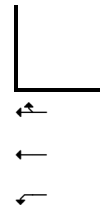
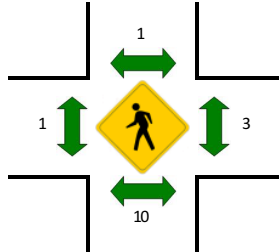
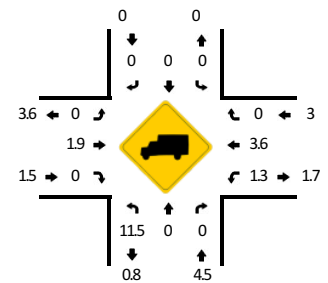
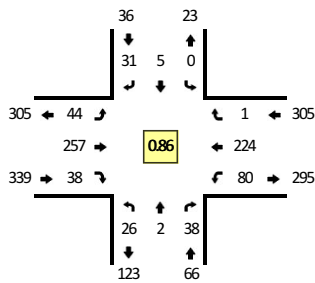
R* = RTOR

15-Min Count Period Beginning At	Santa Rosa Road (Northbound)					Santa Rosa Road (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	25	104	9	0	7	3	154	9	0	12	8	16	25	0	33	40	15	2	0	1	463	
7:15 AM	34	92	17	0	10	9	216	7	1	10	6	22	37	0	45	38	15	1	0	5	565	
7:30 AM	54	148	18	0	19	7	270	8	1	12	17	19	70	0	37	43	11	2	2	3	741	
7:45 AM	70	154	25	0	17	9	252	16	3	20	9	44	85	0	23	64	39	2	0	2	834	2603
8:00 AM	108	161	35	0	18	17	286	21	2	17	18	50	113	1	30	47	29	4	0	3	960	3100
8:15 AM	90	167	12	0	16	14	255	21	1	21	13	58	141	0	24	56	39	1	0	2	931	3466
8:30 AM	56	150	10	0	10	11	242	12	2	13	21	36	96	0	31	42	13	3	0	3	751	3476
8:45 AM	51	160	12	0	15	9	198	11	2	16	11	30	40	1	34	31	18	1	2	1	643	3285
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	432	644	212	0	72	68	1144	152	8	68	72	200	572	4	120	188	116	28	0	12	4112	
Heavy Trucks	8	28	4			0	64	4			4	0	24			12	0	0			148	
Buses																						
Pedestrians		28					0					0					0				28	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Scooters																						

Comments:

LOCATION: Camino Ruiz -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101723**DATE:** Thu, May 18 2023

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



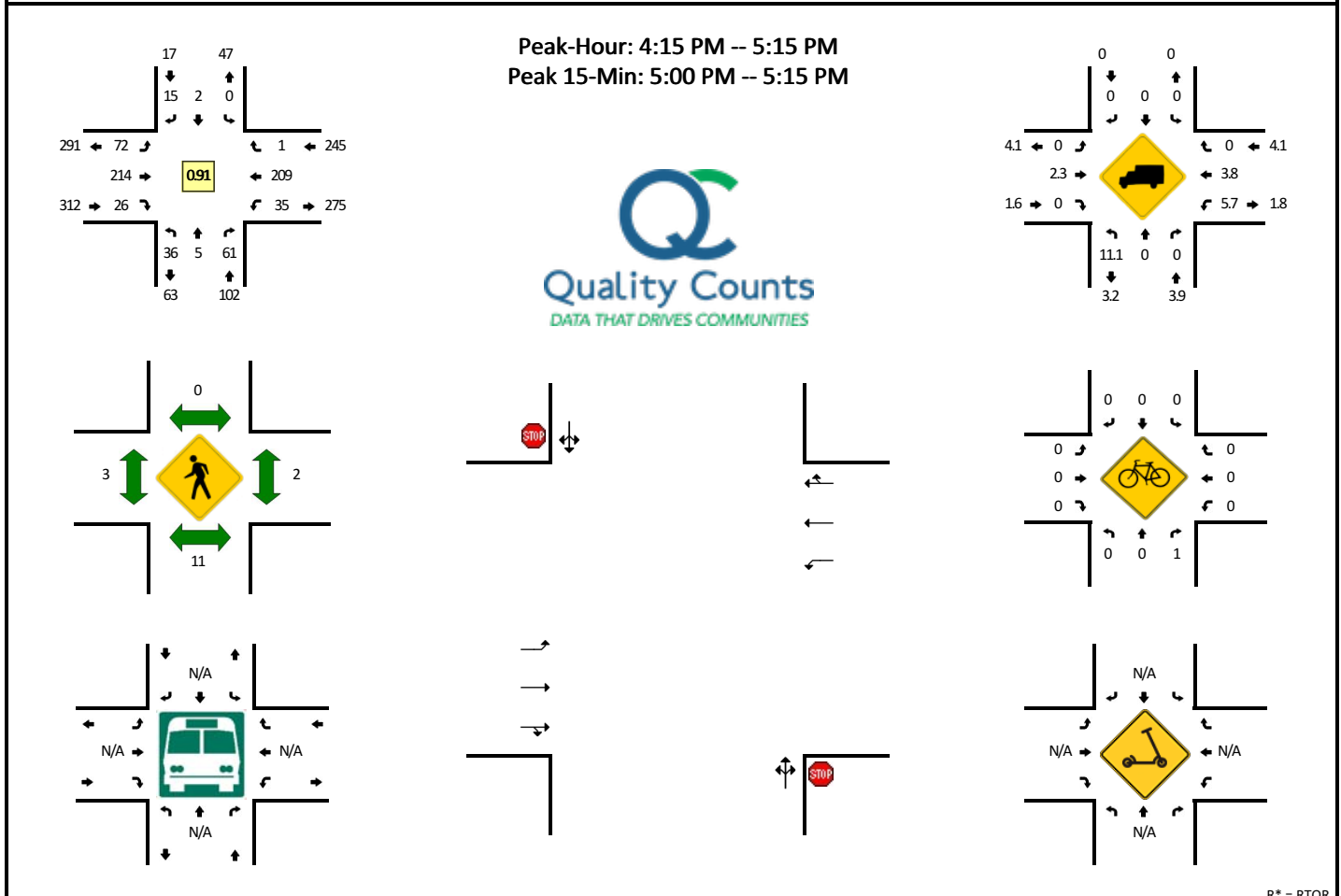
R* = RTOR

15-Min Count Period Beginning At	Camino Ruiz (Northbound)					Camino Ruiz (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	1	2	0	0	0	1	6	0	0	4	24	4	4	0	13	29	1	0	0	89	
7:15 AM	7	0	4	0	0	0	1	3	0	0	4	31	9	5	0	12	43	0	0	0	119	
7:30 AM	4	2	5	0	0	0	2	6	0	0	2	47	4	6	0	16	38	1	0	0	133	
7:45 AM	10	0	7	0	0	0	2	11	0	0	5	73	9	6	0	25	70	0	0	0	218	559
8:00 AM	7	0	13	0	0	0	0	9	0	0	7	85	15	2	0	22	57	0	0	0	217	687
8:15 AM	5	0	13	0	0	0	1	5	0	0	6	52	10	10	0	17	59	0	0	0	178	746
8:30 AM	4	0	9	0	0	1	3	4	0	0	4	36	7	11	0	10	37	0	0	0	126	739
8:45 AM	4	1	6	0	0	0	3	3	0	0	5	44	4	3	0	16	36	0	0	0	125	646
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	40	0	28	0	0	0	8	44	0	0	20	292	36	24	0	100	280	0	0	0	872	
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	12	0			20	
Buses																						
Pedestrians		20					0					0					8				28	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Scooters																						

Comments:

Report generated on 5/31/2023 10:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Camino Ruiz -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101724**DATE:** Thu, May 18 2023

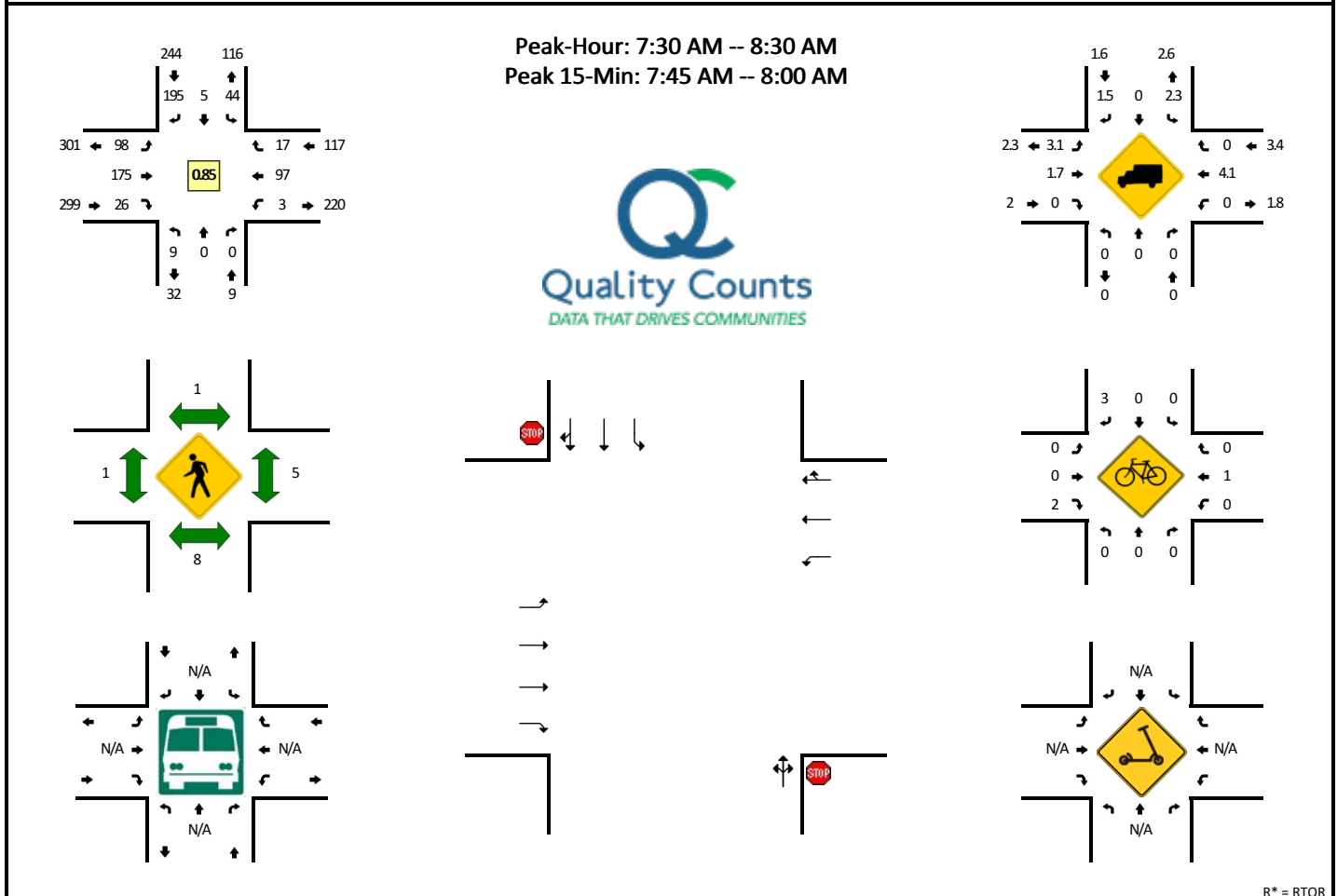
R* = RTOR

15-Min Count Period Beginning At	Camino Ruiz (Northbound)					Camino Ruiz (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	13	0	12	0	0	0	0	8	0	0	11	41	5	14	0	13	53	0	0	0	170	
4:15 PM	9	2	13	0	0	0	1	6	0	0	11	53	4	9	0	10	48	1	0	0	167	
4:30 PM	9	0	13	0	0	0	0	3	0	0	11	51	6	8	0	9	69	0	0	0	179	
4:45 PM	7	1	13	0	0	0	1	3	0	0	11	55	6	7	0	6	34	0	0	0	144	660
5:00 PM	11	2	22	0	0	0	0	3	0	0	8	55	10	7	0	10	58	0	0	0	186	676
5:15 PM	11	1	15	0	0	0	1	4	0	0	15	51	6	7	0	12	35	1	0	0	159	668
5:30 PM	8	1	11	0	0	0	1	3	0	0	22	50	4	8	0	6	45	1	0	0	160	649
5:45 PM	8	4	12	0	0	0	3	5	0	0	17	30	6	6	0	10	37	0	0	0	138	643
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	44	8	88	0	0	0	0	12	0	0	32	220	40	28	0	40	232	0	0	0	744	
Heavy Trucks	0	0	0			0	0	0			0	0	0			4	8	0			12	
Buses																						
Pedestrians		12					0					0					8				20	
Bicycles	0	0	4			0	0	0			0	0	0			0	0	0			4	
Scoters																						

Comments:

LOCATION: Los Pueblos -- Adolfo Rd
CITY/STATE: Camarillo, CA

QC JOB #: 16101725
DATE: Thu, May 18 2023



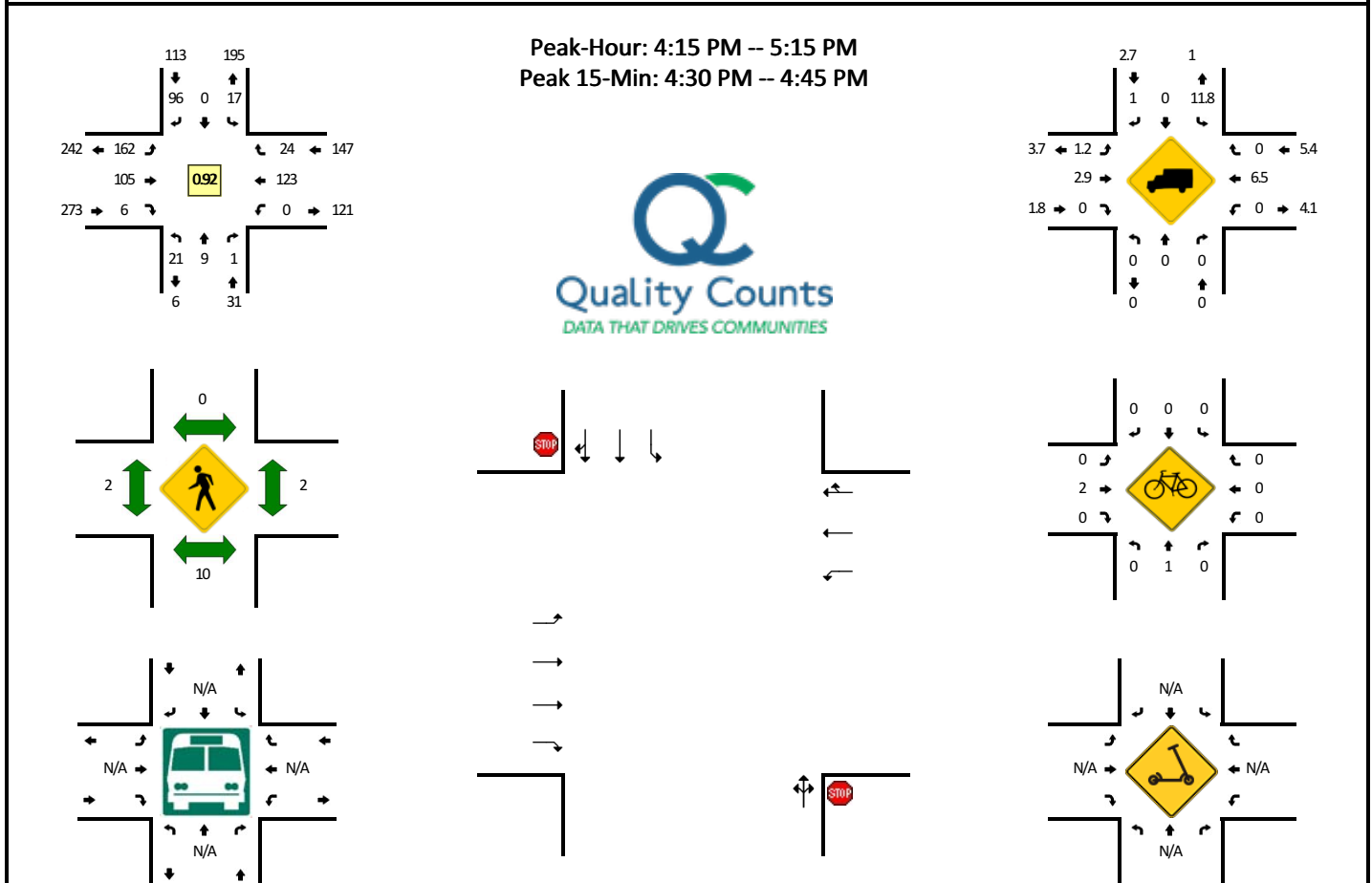
R* = RTOR

15-Min Count Period Beginning At	Los Pueblos (Northbound)					Los Pueblos (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	0	0	0	0	3	1	25	0	0	7	16	1	0	0	0	16	6	0	0	76	
7:15 AM	2	0	0	0	0	6	1	32	0	0	12	20	6	0	0	0	23	1	0	0	103	
7:30 AM	1	0	0	0	0	8	2	35	0	0	21	27	5	0	0	0	19	3	0	0	121	
7:45 AM	0	0	0	0	0	11	1	68	0	0	25	55	6	0	0	0	25	5	1	0	197	497
8:00 AM	3	0	0	0	0	14	1	48	1	0	27	60	9	0	0	0	26	7	0	0	196	617
8:15 AM	5	0	0	0	0	10	1	44	0	0	25	33	6	0	0	1	27	2	1	0	155	669
8:30 AM	3	0	0	0	0	5	1	23	1	0	15	25	5	0	0	1	23	3	0	0	105	653
8:45 AM	2	0	0	0	0	9	1	34	0	0	18	24	7	0	0	0	16	1	0	0	112	568
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	44	4	272	0	0	100	220	24	0	0	0	100	20	4	0	788	
Heavy Trucks	0	0	0			0	0	8			4	4	0			0	8	0			24	
Buses																						
Pedestrians		8					0					4					12				24	
Bicycles	0	0	0			0	0	4			0	0	0			0	0	0			4	
Scoters																						

Comments:

LOCATION: Los Pueblos -- Adolfo Rd
CITY/STATE: Camarillo, CA

QC JOB #: 16101726
DATE: Thu, May 18 2023



R* = RTOR

15-Min Count Period Beginning At	Los Pueblos (Northbound)					Los Pueblos (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	1	0	0	0	2	0	24	0	0	32	21	2	0	0	0	35	13	0	0	135	
4:15 PM	5	2	0	0	0	2	0	28	1	0	37	31	0	0	0	0	24	9	0	0	139	
4:30 PM	3	5	0	0	0	6	0	31	0	0	37	26	0	0	0	0	42	4	0	0	154	
4:45 PM	1	0	0	0	0	3	0	16	0	0	37	27	1	2	0	0	24	6	0	0	117	545
5:00 PM	12	2	1	0	0	4	0	21	1	0	49	21	5	0	0	0	33	5	0	0	154	564
5:15 PM	3	1	0	0	0	8	0	26	1	0	42	26	0	0	0	0	21	9	0	0	137	562
5:30 PM	3	0	0	0	0	5	0	28	0	0	40	21	1	0	0	0	18	7	0	0	123	531
5:45 PM	5	1	0	0	0	2	0	21	1	0	26	18	2	0	0	0	24	3	0	0	103	517
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	12	20	0	0	0	24	0	124	0	0	148	104	0	0	0	0	168	16	0	0	616	
Heavy Trucks	0	0	0			0	0	0			4	4	0			0	0	0			8	
Buses																						
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4	
Scoters																						

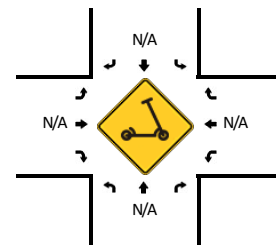
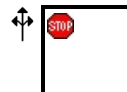
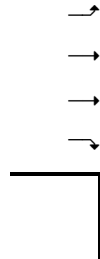
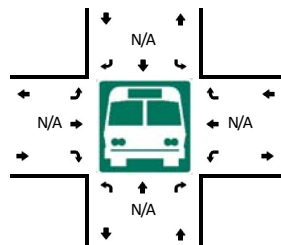
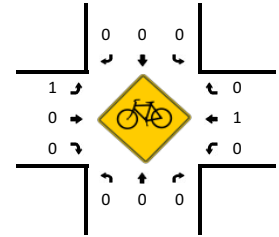
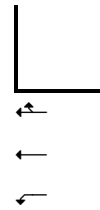
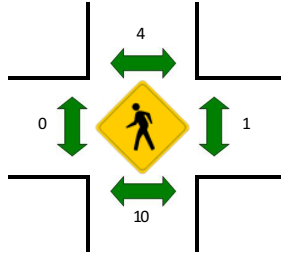
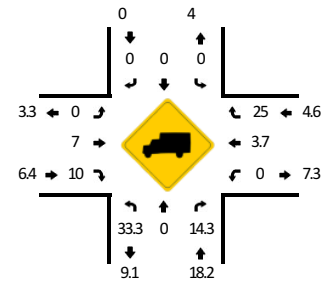
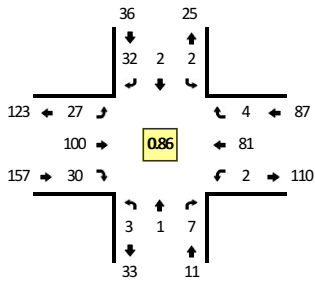
Comments:

Report generated on 5/31/2023 10:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Camino Carillo -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101727**DATE:** Thu, May 18 2023

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



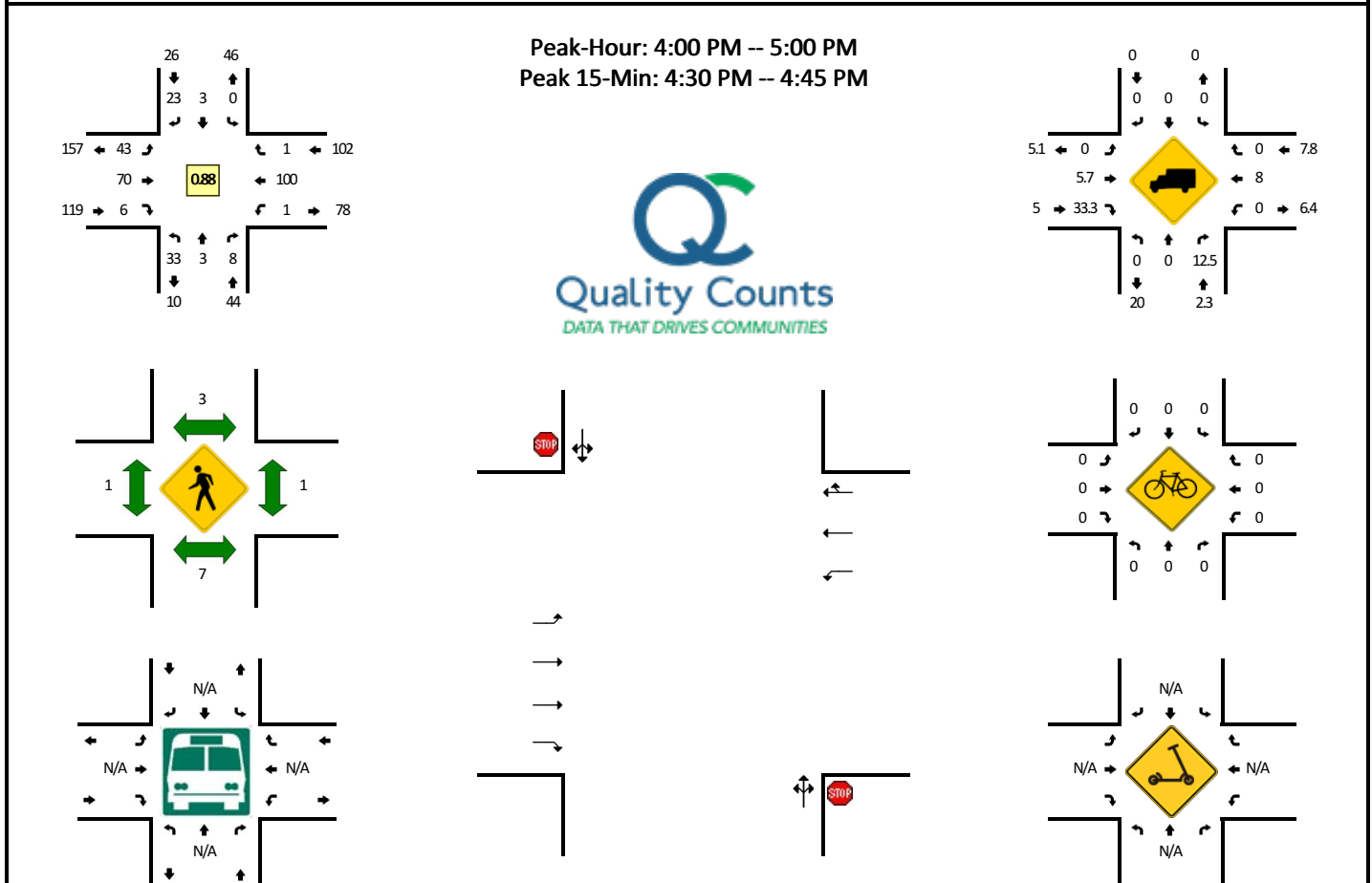
R* = RTOR

15-Min Count Period Beginning At	Camino Carillo (Northbound)					Camino Carillo (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
7:00 AM	5	0	1	0	0	0	1	6	0	0	0	9	8	0	0	0	8	0	0	0	0	38	
7:15 AM	0	0	2	0	0	0	2	6	0	0	3	10	2	0	0	0	15	0	0	0	0	40	
7:30 AM	1	0	1	0	0	0	1	8	1	0	2	16	2	0	0	0	1	15	0	0	0	48	
7:45 AM	1	1	1	0	0	1	0	11	0	0	8	33	5	0	0	0	0	22	2	0	0	85	
8:00 AM	1	0	2	0	0	1	1	7	0	0	4	29	12	1	0	0	0	22	0	0	0	80	253
8:15 AM	1	0	2	0	0	0	1	10	0	0	3	21	8	0	0	0	1	20	1	0	0	68	281
8:30 AM	0	0	2	0	0	0	0	4	0	0	5	17	5	6	0	0	0	17	1	1	0	58	291
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	11	12	5	0	0	2	11	0	0	0	43	249
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	4	4	4	0	0	4	0	44	0	0	32	132	20	0	0	0	88	8	0	0	0	340	
Heavy Trucks	4	0	0			0	0	0			0	4	0			0	4	0			12		
Buses																							
Pedestrians		4					8					0					0				12		
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0		
Scooters																							

Comments:

Report generated on 5/31/2023 10:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Camino Carillo -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101728**DATE:** Thu, May 18 2023

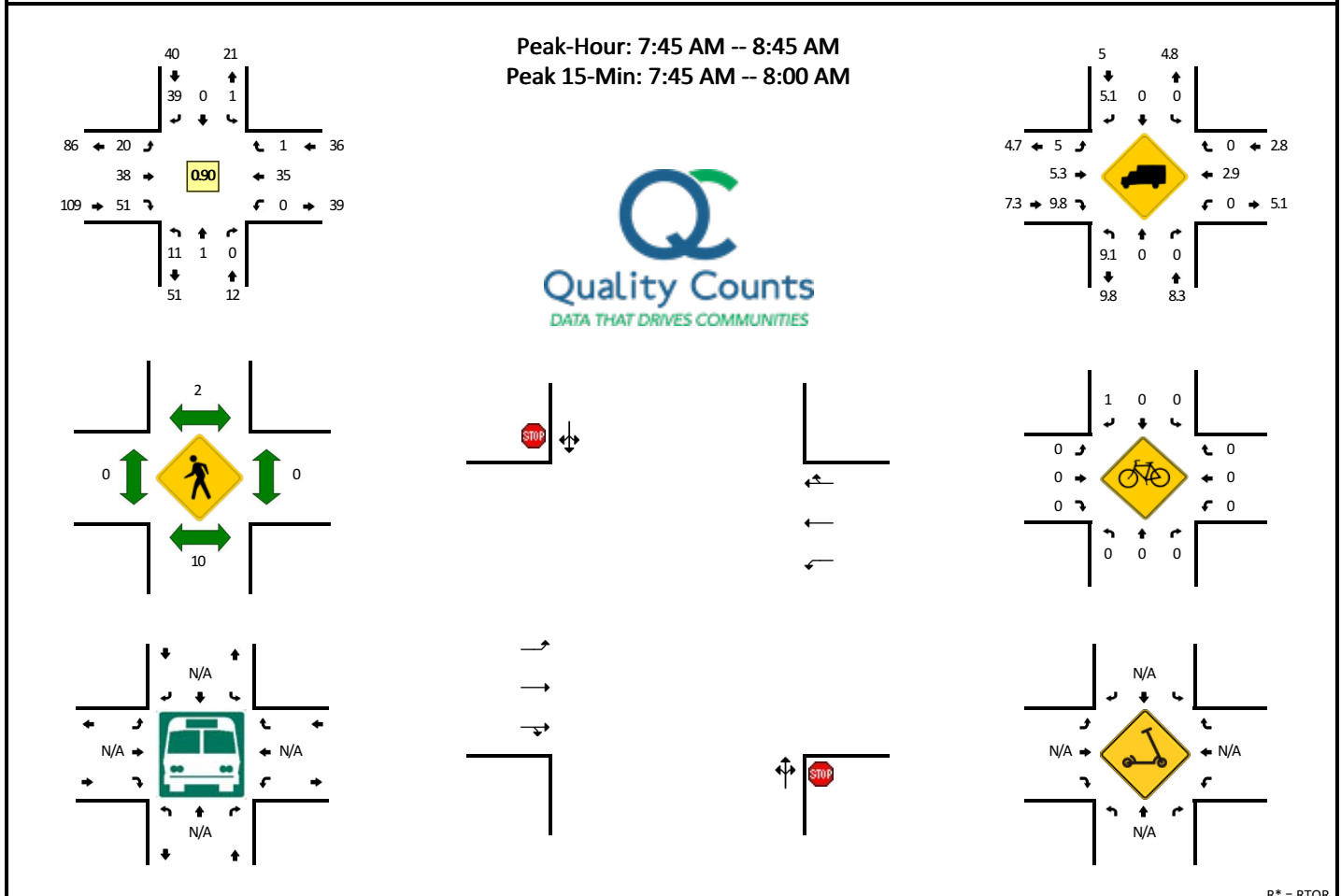
R* = RTOR

15-Min Count Period Beginning At	Camino Carillo (Northbound)					Camino Carillo (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	16	1	3	0	0	0	1	9	0	0	10	10	0	0	0	1	24	0	0	0	75	
4:15 PM	8	0	1	0	0	0	0	6	0	0	7	26	1	1	0	0	17	0	0	0	67	
4:30 PM	4	0	3	0	0	0	1	3	0	0	12	18	2	0	0	0	40	0	0	0	83	
4:45 PM	5	2	1	0	0	0	1	5	0	0	13	16	3	0	0	0	19	1	0	0	66	291
5:00 PM	8	2	1	0	0	0	0	4	0	0	6	18	2	3	0	0	23	0	0	0	67	283
5:15 PM	7	1	7	0	0	0	0	8	0	0	12	16	3	0	0	1	16	0	0	0	71	287
5:30 PM	6	2	1	0	0	0	0	2	0	0	8	19	2	2	0	0	15	1	1	0	59	263
5:45 PM	2	2	0	0	0	1	0	7	0	0	5	11	0	2	0	0	15	0	0	0	45	242
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	16	0	12	0	0	0	4	12	0	0	48	72	8	0	0	0	160	0	0	0	332	
Heavy Trucks	0	0	4			0	0	0			0	4	0			0	0	0			8	
Buses																						
Pedestrians		4					4										4				12	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Report generated on 5/31/2023 10:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Cortez Circle -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101721**DATE:** Thu, May 18 2023

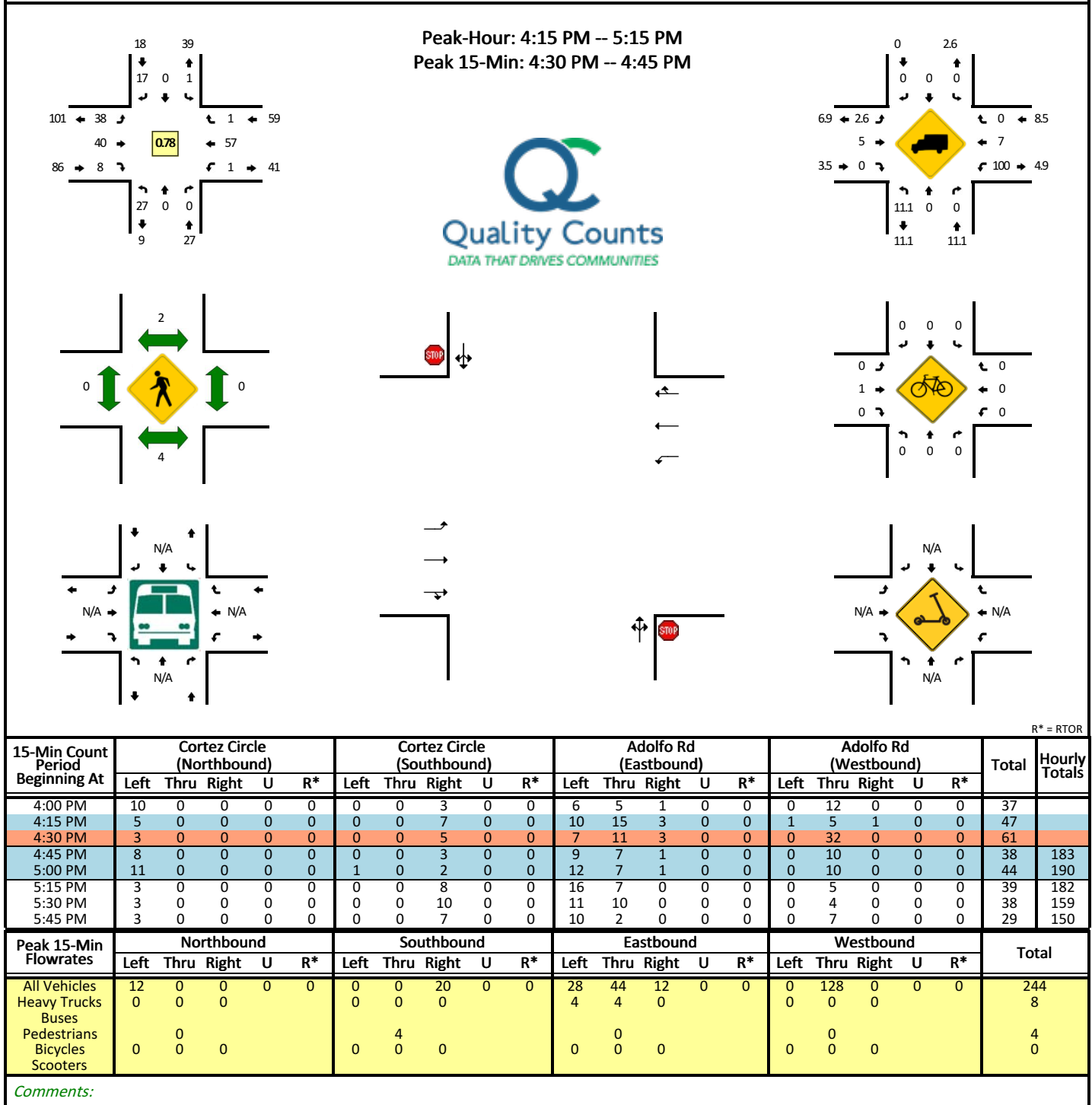
R* = RTOR

15-Min Count Period Beginning At	Cortez Circle (Northbound)					Cortez Circle (Southbound)					Adolfo Rd (Eastbound)					Adolfo Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	0	0	6	1	0	0	5	4	0	0	0	2	0	0	0	18	
7:15 AM	0	0	0	0	0	0	0	11	0	0	1	7	3	0	0	0	4	0	0	0	26	
7:30 AM	2	0	0	0	0	0	0	11	0	0	4	5	9	0	0	0	5	0	0	0	36	
7:45 AM	0	0	0	0	0	0	0	11	0	0	2	13	18	0	0	0	11	0	0	0	55	135
8:00 AM	5	0	0	0	0	0	0	10	0	0	5	12	14	0	0	0	8	0	0	0	54	171
8:15 AM	2	1	0	0	0	1	0	10	0	0	7	9	9	1	0	0	9	1	0	0	50	195
8:30 AM	4	0	0	0	0	0	0	8	0	0	5	4	10	0	0	0	7	0	0	0	38	197
8:45 AM	2	0	0	0	0	1	0	6	0	0	4	4	3	0	0	0	5	0	0	0	25	167
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	0	0	44	0	0	8	52	72	0	0	0	44	0	0	0	220	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	8	
Buses																						
Pedestrians		4					8					0					0				12	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

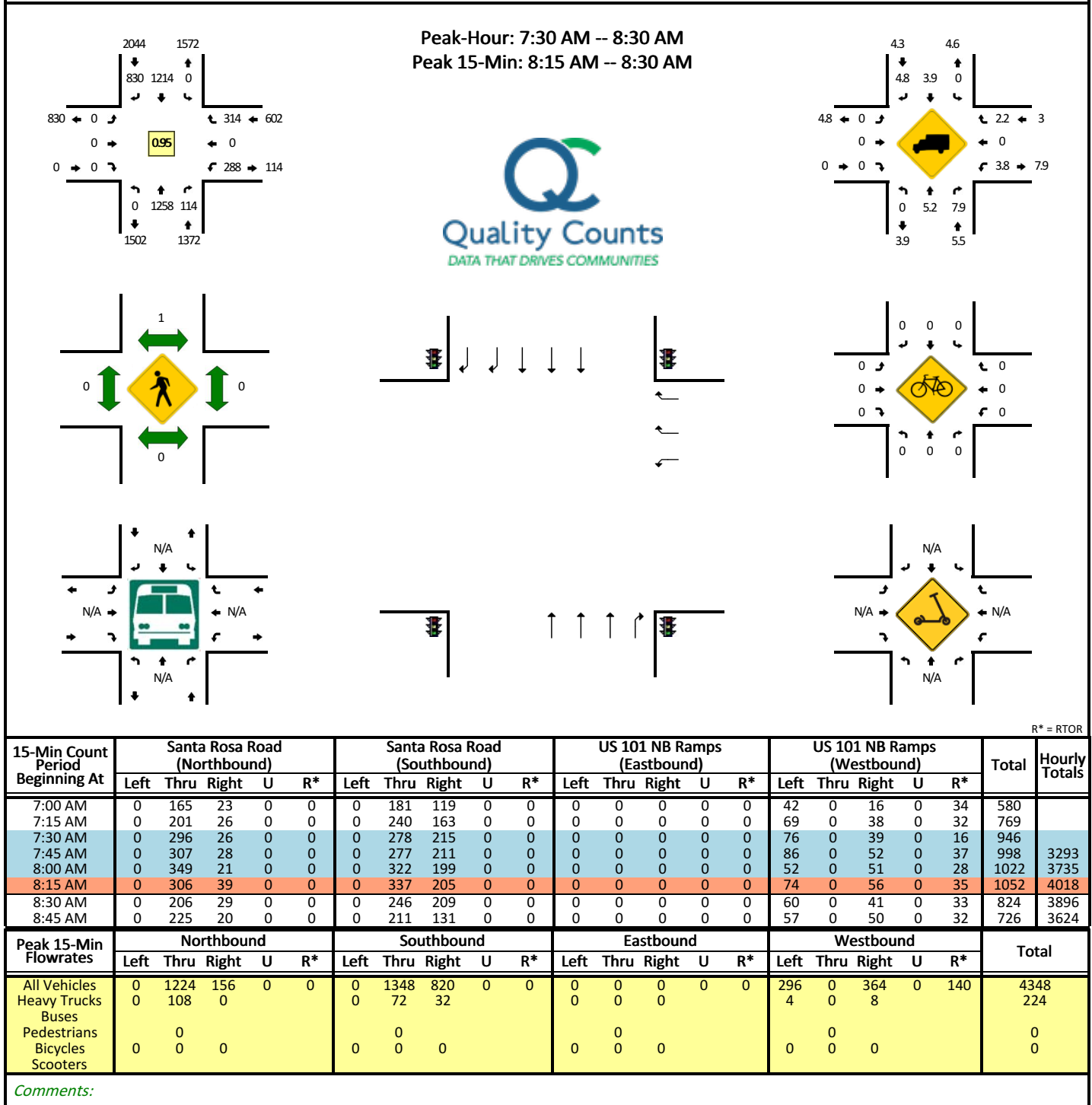
Report generated on 5/31/2023 10:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Cortez Circle -- Adolfo Rd**CITY/STATE:** Camarillo, CA**QC JOB #:** 16101722**DATE:** Thu, May 18 2023

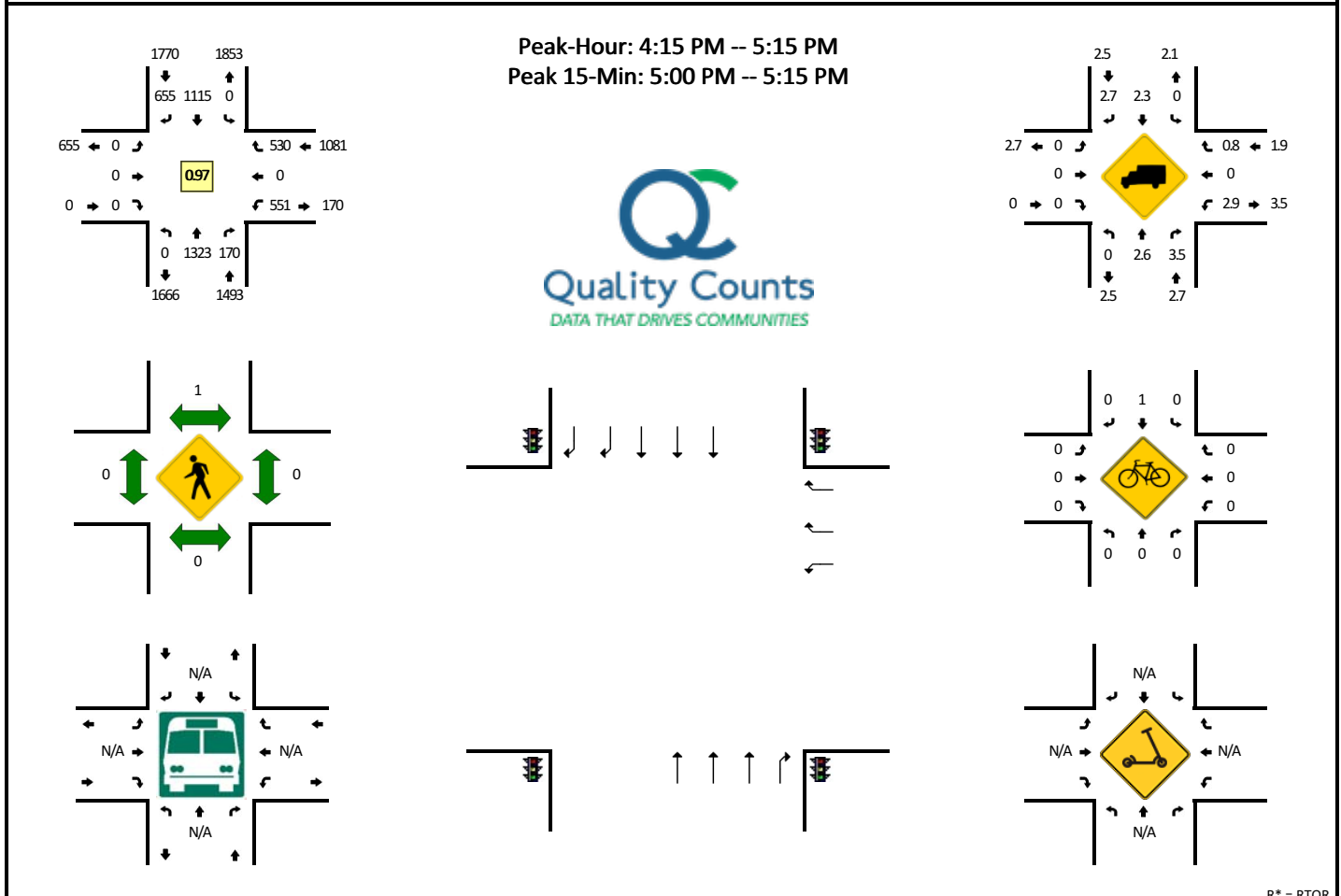
LOCATION: Santa Rosa Road -- US 101 NB Ramps
CITY/STATE: Camarillo, CA

QC JOB #: 16101715
DATE: Thu, May 18 2023



LOCATION: Santa Rosa Road -- US 101 NB Ramps
CITY/STATE: Camarillo, CA

QC JOB #: 16101716
DATE: Thu, May 18 2023



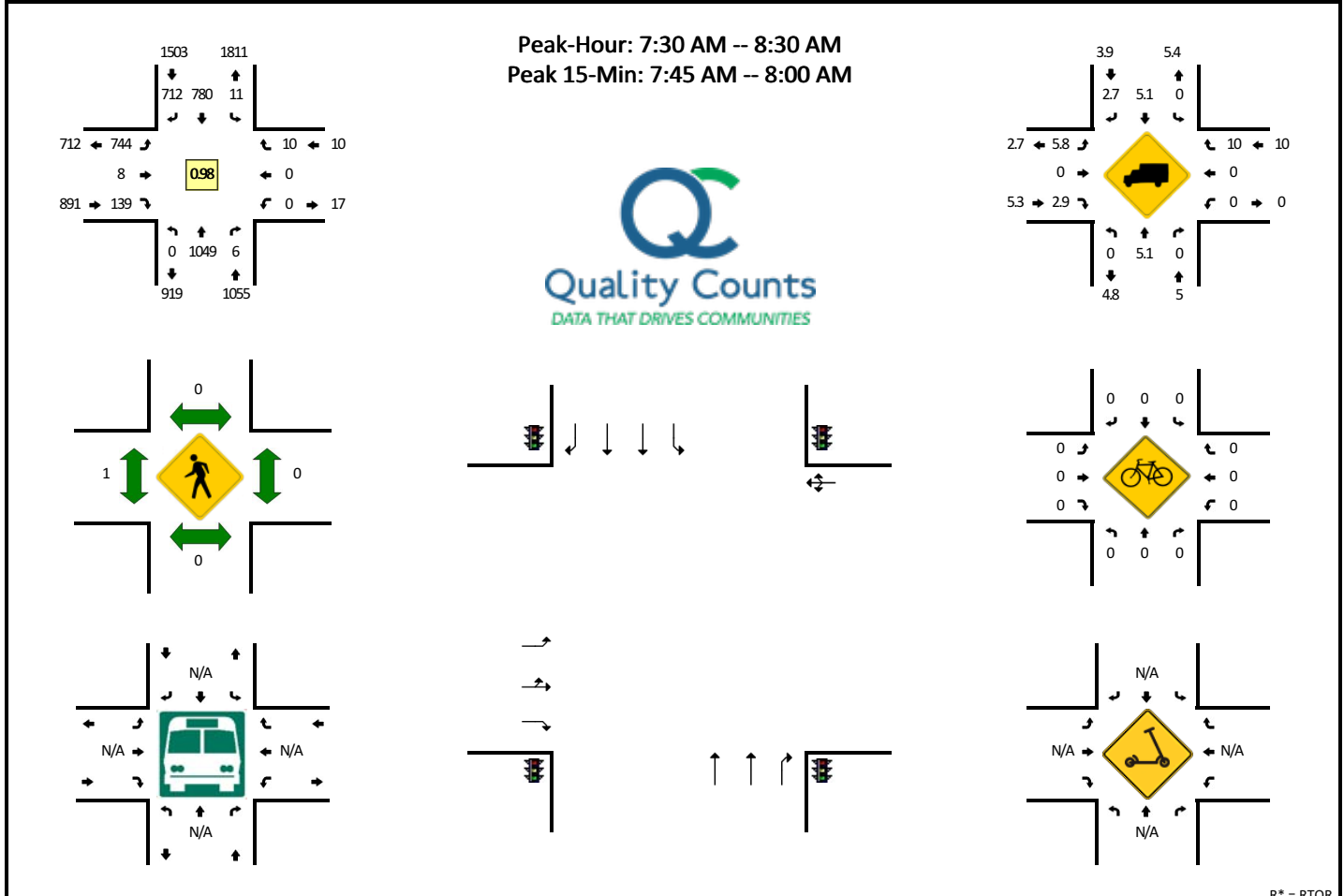
R* = RTOR

15-Min Count Period Beginning At	Santa Rosa Road (Northbound)					Santa Rosa Road (Southbound)					US 101 NB Ramps (Eastbound)					US 101 NB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	305	41	0	0	0	251	152	0	0	0	0	0	0	0	111	0	75	0	33	968	
4:15 PM	0	341	45	0	0	0	278	150	0	0	0	0	0	0	0	147	0	98	0	25	1084	
4:30 PM	0	347	53	0	0	0	280	183	0	0	0	0	0	0	0	133	0	77	0	30	1103	
4:45 PM	0	327	28	0	0	0	260	147	0	0	0	0	0	0	0	141	0	119	0	21	1043	4198
5:00 PM	0	308	44	0	0	0	297	175	0	0	0	0	0	0	0	130	0	121	0	39	1114	4344
5:15 PM	0	293	31	0	0	0	267	133	0	0	0	0	0	0	0	160	0	133	0	29	1046	4306
5:30 PM	0	266	35	0	0	0	217	145	0	0	0	0	0	0	0	136	0	87	0	40	926	4129
5:45 PM	0	252	25	0	0	0	221	129	0	0	0	0	0	0	0	95	0	95	0	31	848	3934
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	1232	176	0	0	0	1188	700	0	0	0	0	0	0	0	520	0	640	0	156	4612	
Heavy Trucks	0	36	0			0	16	8			0	0	0			16	0	4			80	
Buses																						
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0			0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

LOCATION: Santa Rosa Road -- US 101 SB Ramps
CITY/STATE: Camarillo, CA

QC JOB #: 16101717
DATE: Thu, May 18 2023



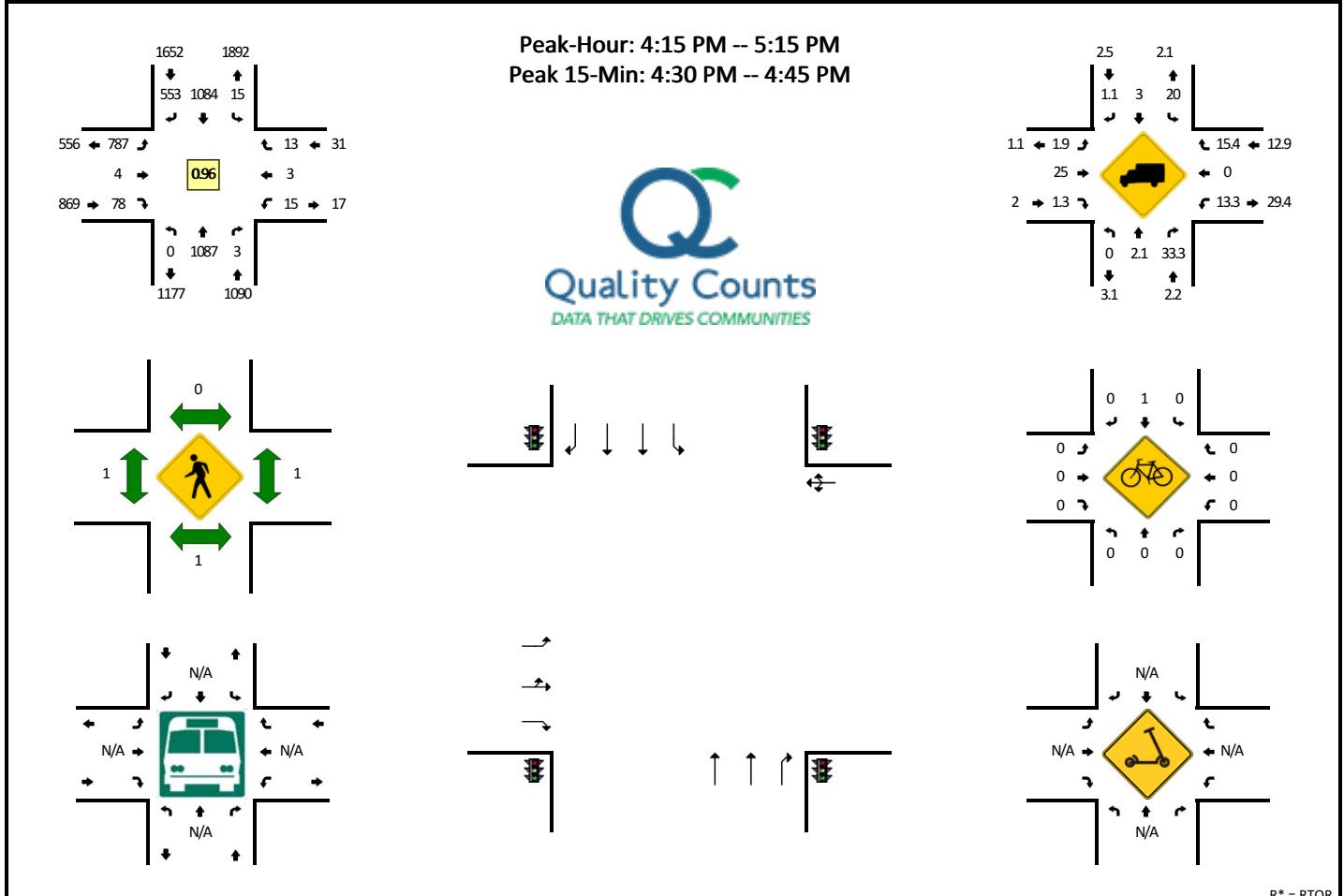
R* = RTOR

15-Min Count Period Beginning At	Santa Rosa Road (Northbound)					Santa Rosa Road (Southbound)					US 101 SB Ramps (Eastbound)					US 101 SB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	141	2	0	2	1	132	76	3	0	114	5	17	0	14	0	0	2	0	1	510	
7:15 AM	0	194	0	0	1	1	174	127	2	0	130	0	13	0	21	1	0	1	0	4	669	
7:30 AM	0	267	0	0	1	0	182	157	1	2	178	3	25	0	14	0	0	1	0	2	833	
7:45 AM	0	275	2	0	0	2	207	176	3	0	180	2	18	0	17	0	0	0	0	1	883	2895
8:00 AM	0	260	0	0	1	1	176	191	3	0	203	1	23	0	17	0	0	1	0	5	882	3267
8:15 AM	0	247	2	0	0	0	215	186	1	0	183	2	14	0	11	0	0	0	0	0	861	3459
8:30 AM	0	184	0	0	0	1	163	140	2	0	134	0	20	0	18	0	0	0	0	2	664	3290
8:45 AM	0	160	0	0	2	0	146	121	2	0	162	2	24	0	15	0	0	1	0	2	637	3044
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	1100	8	0	0	8	828	704	12	0	720	8	140	0	68	0	0	4	0	4	3604	
Heavy Trucks	0	60	0			0	36	20			36	0	4			0	0	0			156	
Buses																						
Pedestrians	0	0				0	0				0	0				0	0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

LOCATION: Santa Rosa Road -- US 101 SB Ramps
CITY/STATE: Camarillo, CA

QC JOB #: 16101718
DATE: Thu, May 18 2023



R* = RTOR

15-Min Count Period Beginning At	Santa Rosa Road (Northbound)					Santa Rosa Road (Southbound)					US 101 SB Ramps (Eastbound)					US 101 SB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	251	1	0	0	3	235	122	3	2	192	0	7	0	7	1	0	0	0	4	828	
4:15 PM	0	274	1	0	0	1	291	132	0	3	210	3	16	0	4	1	0	3	0	1	940	
4:30 PM	0	303	1	0	0	4	290	121	1	3	188	0	21	0	6	3	0	2	0	3	946	
4:45 PM	0	241	0	0	1	0	241	127	2	5	206	1	12	0	6	3	0	0	0	2	847	3561
5:00 PM	0	269	0	0	0	5	262	157	2	5	183	0	8	0	5	8	3	1	0	1	909	3642
5:15 PM	0	238	1	0	0	0	282	144	0	6	181	2	10	0	5	1	1	0	0	2	873	3575
5:30 PM	0	227	2	0	0	1	233	121	1	4	162	1	15	0	7	0	0	2	0	2	778	3407
5:45 PM	0	229	0	0	0	1	187	124	3	3	157	2	11	0	10	1	0	1	0	0	729	3289
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	1212	4	0	0	16	1160	496	4	12	752	0	108	0	24	12	0	20	0	12	3832	
Heavy Trucks	0	20	4			8	32	8			12	0	0			4	0	4			92	
Buses																						
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Report generated on 6/1/2023 10:01 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

PROJECT TRIP GENERATION CALCULATIONS

Associated Transportation Engineers #23041
Trip Generation Worksheet

CORTEZ CIRCLE INDUSTRIAL PROJECT

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Light Industrial (a)	39,411 SF	1.00	4.87	192	0.74	29	88%	26	12%	3	0.65	26	14%	4	86%	22
Totals				192		29		26		3		26		4		22

(a) Trip generation based on ITE rates for General Light Industrial (ITE #110).

CUMULATIVE PROJECT INFORMATION



Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet

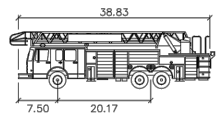
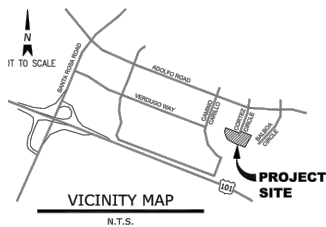
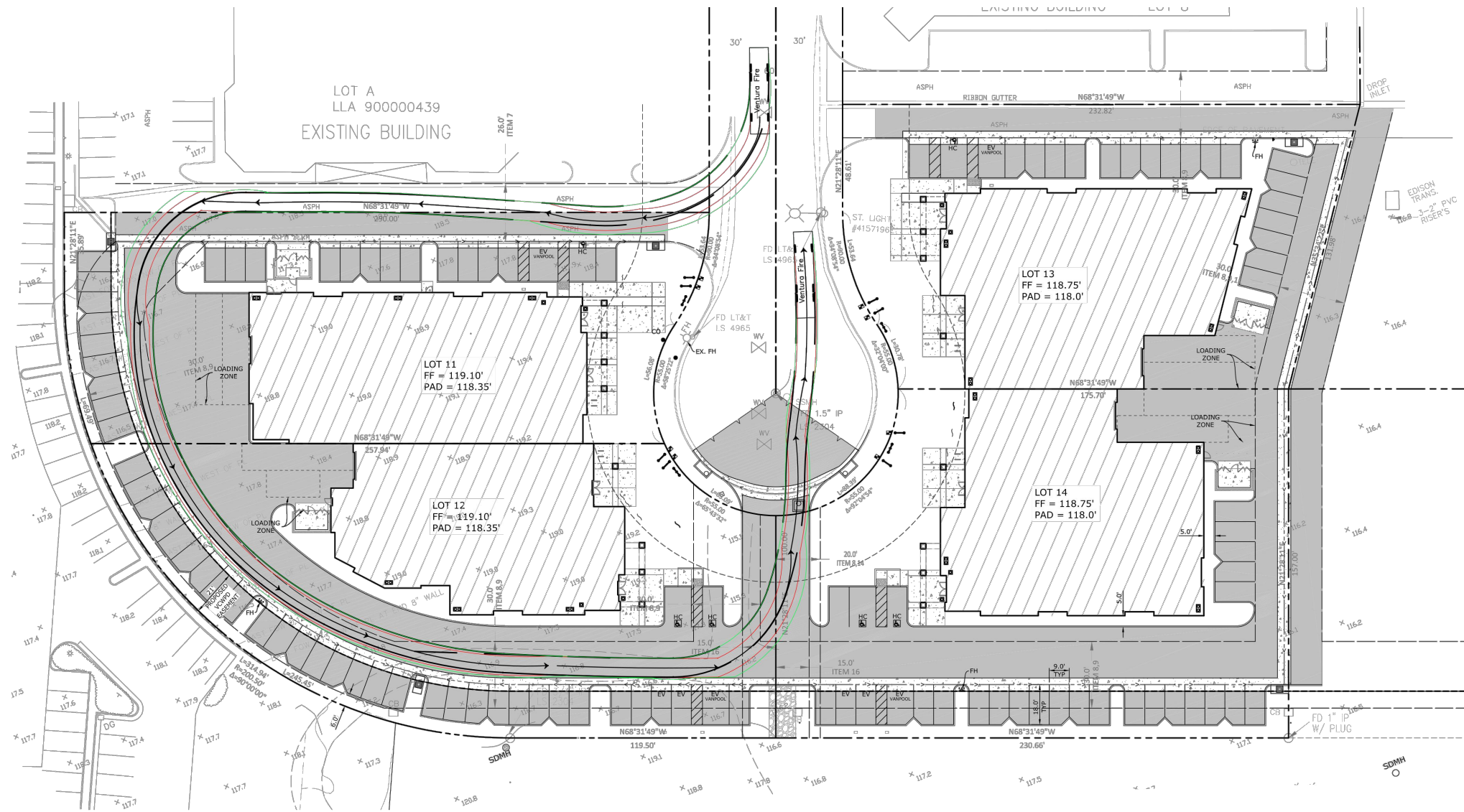
CORTEZ CIRCLE INDUSTRIAL PROJECT - CUMULATIVE CITY LIST (#23041)															
Land-Use		Size	Pass-By Factor	AM Peak						PM Peak					
				Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1	Camino Ruiz Apartments (a)	385 DU	1.00	0.37	142	23%	33	77%	109	0.39	150	61%	92	39%	58
2	Pegh Investments Building 10 (b)	14,850 SF	1.00	0.74	11	88%	10	12%	1	0.65	10	14%	1	86%	9
4	Pegh Investments Building 9 (b)	23,602 SF	1.00	0.74	17	88%	15	12%	2	0.65	15	14%	2	86%	13
5	Trojan Storage (c)	116,364 SF	1.00	0.09	10	59%	6	41%	4	0.15	17	47%	8	53%	9
6	SVP IPD-410 (b)	117,000 SF	1.00	0.74	87	88%	77	12%	10	0.65	76	14%	11	86%	65
7	Pegh Investments Building 5 (b)	69,470 SF	1.00	0.74	51	88%	45	12%	6	0.65	45	14%	6	86%	39
8	Pegh Investments Building 6 (b)	56,450 SF	1.00	0.74	42	88%	37	12%	5	0.65	37	14%	5	86%	32

(a) Trip generation based on rates for Multifamily Housing Mid-Rise (#221).

(b) Trip generation based on rates for General Light Industrial (#110).

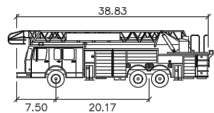
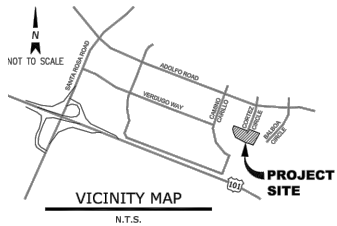
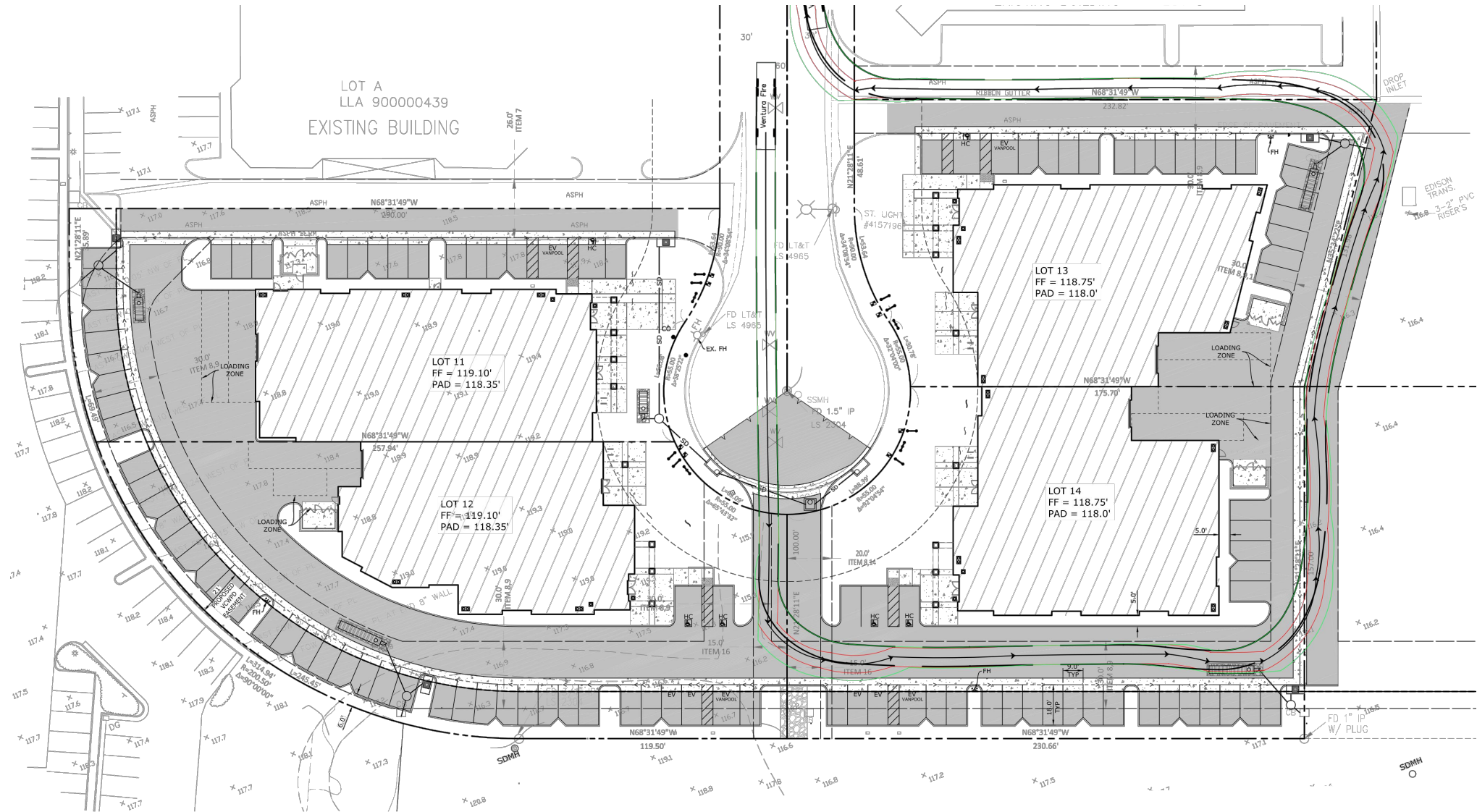
(c) Trip generation based on rates for Mini-Warehouse (#151).

VENTURA FIRE TRUCK TURNING MOVEMENT ANALYSIS



VENTURA COUNTY FIRE TRUCK

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 44.0



VENTURA COUNTY FIRE TRUCK

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 44.0

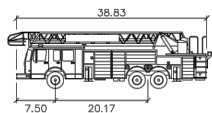
LOT A
LLA 900000439
EXISTING BUILDING

LOT 11
FF = 119.10'
PAD = 118.35'

LOT 12
FF = 119.10'
PAD = 118.35'

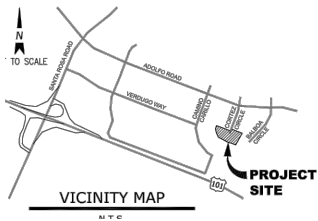
LOT 13
FF = 118.75'
PAD = 118.0'

LOT 14
FF = 118.75'
PAD = 118.0'



VENTURA COUNTY FIRE TRUCK

	feet
Width	: 8.50
Track	: 8.50
Look to Lock Time	: 6.0
Steering Angle	: 44.0



VENTURA COUNTY TRANSPORTATION COMMISSION TRAFFIC MODEL VMT DATA

Find address or place



Harbor Freight Tools

Woodside Park

Calleguas Creek

(1 of 3)

Camarillo	
FID	610
Tier2	60117300
ACRES	196.9261122614
COUNTY	Ventura
City_Name	Camarillo
Tot_HBVM	0
Tot_WBVM	38766.32
Other_VMT	42618.31
HBVM_Cap	0
WBVM_Emp	19.55
ServiceVMT	41.04
TAZ	60117301
Shape_Area	1168225.078125
Zoom to	...

Leisure Village

Camarillo Springs Golf Course

Camarillo Grove County Park

CAPCOA CTR MITIGATION MEASURES

Transportation - continued

Category	Measure Number	Strategy	BMP	Grouped With #	Range of Effectiveness	
					Percent Reduction in GHG Emissions	Basis
Trip Reduction Programs	TRT-1	Implement Voluntary CTR Programs			1.0-6.2%	Commute VMT
	TRT-2	Implement Mandatory CTR Programs – Required Implementation/Monitoring			4.2-21.0%	Commute VMT
	TRT-3	Provide Ride-Sharing Programs			1-15%	Commute VMT
	TRT-4	Implement Subsidized or Discounted Transit Prog.			0.3-20.0%	Commute VMT
	TRT-5	Provide End of Trip Facilities		TRT-1, 2 & 3	NA	
	TRT-6	Telecommuting and Alternative Work Schedules			0.07-5.50%	Commute VMT
	TRT-7	Implement Commute Trip Reduction Marketing			0.8-4.0%	Commute VMT
	TRT-8	Implement Preferential Parking Permit Program		TRT-1, 2 & 3	NA	
	TRT-9	Implement Car-Sharing Program			0.4-0.7%	VMT
	TRT-10	Implement School Pool Program			7.2-15.8%	School VMT
	TRT-11	Provide Employer-Sponsored Vanpool/Shuttle			0.3-13.4%	Commute VMT
	TRT-12	Implement Bike-Sharing Program		SDT-5, LUT-9	NA	
	TRT-13	Implement School Bus Program			38-63%	School VMT
	TRT-14	Price Workplace Parking			0.1-19.7%	Commute VMT
	TRT-15	Implement Employee Parking “Cash-Out”			0.6-7.7%	Commute VMT

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Santa Rosa Road/ Adolfo Road

Reference 2 - Adolfo Road/Camino Ruiz

Reference 3 - Adolfo Road/Los Pueblos Drive

Reference 4 - Adolfo Road/Camino Carillo

Reference 5 - Adolfo Road/Cortez Circle

Reference 6 - US 101 NB Ramps/Santa Rosa Road

Reference 7 - US 101 SB Ramps/Santa Rosa Road

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 01_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: AM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: ADOLFO ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	324	632	143	59	1035	141	62	188	543	209	120	20
(B)	PROJECT-ADDED:	0	0	19	0	0	0	0	3	0	2	0	0
(C)	CUMULATIVE:	324	632	182	63	1035	141	62	213	543	214	138	31

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LL	TT	TR	L	TTT	R	LL	T	RR	LL	T	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	2	3200	324	324	324	324	0.101 *	0.101 *	0.101 *	0.101 *		
NBT	3	4800	632	632	632	632	0.161	0.165	0.170	0.174		
NBR (a)	0	0	143	162	182	201	-	-	-	-		
SBL	1	1600	59	59	63	63	0.037	0.037	0.039	0.039		
SBT	3	4800	1035	1035	1035	1035	0.216 *	0.216 *	0.216 *	0.216 *		
SBR (b)	1	1600	141	141	141	141	0.088	0.088	0.088	0.088		
EBL	2	3200	62	62	62	62	0.019	0.019	0.019	0.019		
EBT	1	1600	188	191	213	216	0.118	0.119	0.133	0.135		
EBR (c)	2	3200	543	543	543	543	0.170 *	0.170 *	0.170 *	0.170 *		
WBL	2	3200	209	211	214	216	0.065 *	0.066 *	0.067 *	0.068 *		
WBT	2	3200	120	120	138	138	0.044	0.044	0.053	0.053		
WBR (d)	0	0	20	20	31	31	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.652	0.653	0.654	0.655		
SCENARIO LEVEL OF SERVICE:							B	B	B	B		

NOTES:

RTOR: (a) 0%

(b) 0%

(c) 0%

(d) 0%

Printed: 06/02/23

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:06/01/2023

TIME PERIOD:PM PEAK HOUR

N/S STREET:SANTA ROSA ROAD

E/W STREET:ADOLFO ROAD

CONTROL TYPE:SIGNAL

REF:01_PM

TRAFFIC VOLUME SUMMARY													
VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	420	1141	144	38	788	108	194	150	486	171	124	23
(B)	PROJECT-ADDED:	0	0	3	0	0	0	0	0	0	17	2	0
(C)	CUMULATIVE:	420	1141	150	47	788	108	194	167	486	197	149	29

GEOMETRICS												
LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LL	TT	TR	L	TTT	R	LL	T	RR	LL	T	TR

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS														
MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS							
			1	2	3	4	1	2	3	4				
NBL	2	3200	420	420	420	420	0.131 *	0.131 *	0.131	0.131				
NBT	3	4800	1141	1141	1141	1141	0.268	0.268	0.269 *	0.270 *				
NBR (a)	0	0	144	147	150	153	-	-	-	-				
SBL	1	1600	38	38	47	47	0.024	0.024	0.029 *	0.029 *				
SBT	3	4800	788	788	788	788	0.164 *	0.164 *	0.164	0.164				
SBR (b)	1	1600	108	108	108	108	0.068	0.068	0.068	0.068				
EBL	2	3200	194	194	194	194	0.061	0.061	0.061	0.061				
EBT	1	1600	150	150	167	167	0.094	0.094	0.104	0.104				
EBR (c)	2	3200	486	486	486	486	0.152 *	0.152 *	0.152 *	0.152 *				
WBL	2	3200	171	188	197	214	0.053 *	0.059 *	0.062 *	0.067 *				
WBT	2	3200	124	126	149	151	0.046	0.047	0.056	0.056				
WBR (d)	0	0	23	23	29	29	-	-	-	-				
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.600	0.606	0.612	0.618				
SCENARIO LEVEL OF SERVICE:							A	B	B	B				

NOTES:

RTOR: (a) 0%

(b) 0%

(c) 0%

(d) 0%

Printed:06/01/23

HCS Two-Way Stop-Control Report

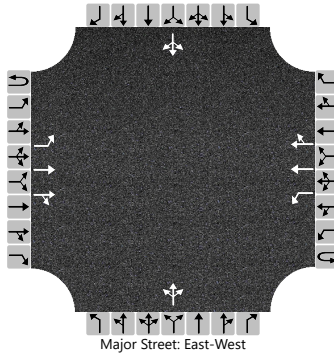
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	44	257	38	0	80	224	1		26	2	38		0	5	31
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				93					77				42	
Capacity, c (veh/h)		1292				1206					526				654	
v/c Ratio		0.04				0.08					0.15				0.06	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					0.5				0.2	
Control Delay (s/veh)		7.9				8.2					13.0				10.9	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	1.0				2.2				13.0				10.9			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

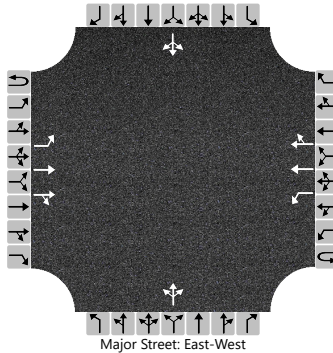
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	44	279	38	0	80	226	1		26	2	38		0	5	31
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51			93				77				42	
Capacity, c (veh/h)		1290			1179				513				643	
v/c Ratio		0.04			0.08				0.15				0.07	
95% Queue Length, Q ₉₅ (veh)		0.1			0.3				0.5				0.2	
Control Delay (s/veh)		7.9			8.3				13.3				11.0	
Level of Service (LOS)		A			A				B				B	
Approach Delay (s/veh)	1.0			2.2			13.3			11.0				
Approach LOS	A			A			B			B				

HCS Two-Way Stop-Control Report

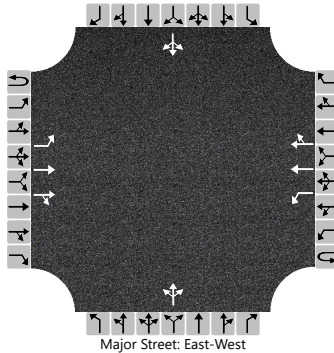
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	44	316	47	0	80	231	1		53	2	38		0	5	31
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				93					108				42	
Capacity, c (veh/h)		1283				1126					429				621	
v/c Ratio		0.04				0.08					0.25				0.07	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					1.0				0.2	
Control Delay (s/veh)		7.9				8.5					16.2				11.2	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.9				2.2				16.2				11.2			
Approach LOS	A				A				C				B			

HCS Two-Way Stop-Control Report

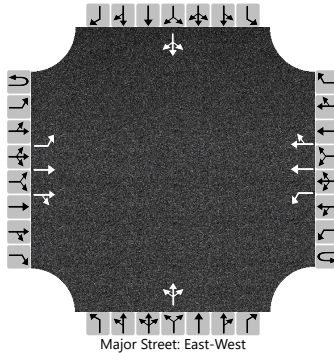
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	44	338	47	0	80	233	1		53	2	38		0	5	31
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				93				108				42		
Capacity, c (veh/h)		1281				1102				417				610		
v/c Ratio		0.04				0.08				0.26				0.07		
95% Queue Length, Q ₉₅ (veh)		0.1				0.3				1.0				0.2		
Control Delay (s/veh)		7.9				8.6				16.6				11.3		
Level of Service (LOS)		A				A				C				B		
Approach Delay (s/veh)	0.8				2.2				16.6				11.3			
Approach LOS	A				A				C				B			

AWD = 11.8 sec. (LOS B)

HCS Two-Way Stop-Control Report

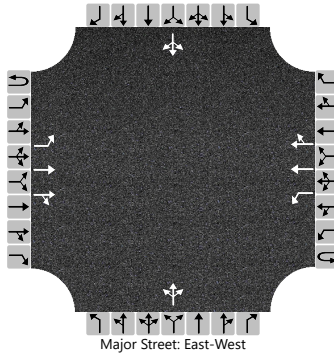
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	72	214	26	0	35	209	1		36	5	61		0	2	15
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				38					112				19	
Capacity, c (veh/h)		1327				1290					606				746	
v/c Ratio		0.06				0.03					0.18				0.03	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.7				0.1	
Control Delay (s/veh)		7.9				7.9					12.3				9.9	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	1.8				1.1				12.3				9.9			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

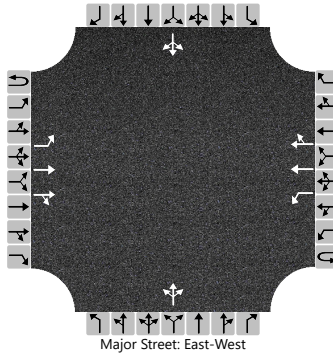
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	72	217	26	0	35	228	1		36	5	61		0	2	15
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				38					112				19	
Capacity, c (veh/h)		1304				1287					600				731	
v/c Ratio		0.06				0.03					0.19				0.03	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.7				0.1	
Control Delay (s/veh)		7.9				7.9					12.4				10.1	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	1.8				1.0				12.4				10.1			
Approach LOS	A				A				B				B			

AWD = 10.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

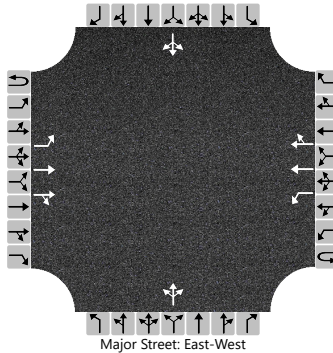
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	72	223	49	0	35	251	1		51	5	61		0	2	15
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				38					129				19	
Capacity, c (veh/h)		1276				1252					550				705	
v/c Ratio		0.06				0.03					0.23				0.03	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.9				0.1	
Control Delay (s/veh)		8.0				8.0					13.5				10.2	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	1.7				1.0				13.5				10.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

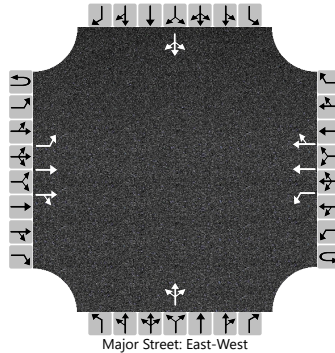
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO RUIZ
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO RUIZ
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	72	226	49	0	35	270	1		51	5	61		0	2	15
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				38					129				19	
Capacity, c (veh/h)		1253				1248					543				691	
v/c Ratio		0.06				0.03					0.24				0.03	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.9				0.1	
Control Delay (s/veh)		8.1				8.0					13.7				10.4	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	1.7				0.9				13.7				10.4			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

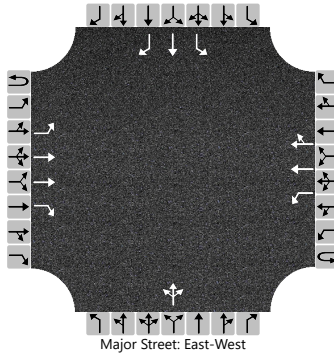
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	98	175	26	0	3	97	17		9	0	0		44	5	195
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		115				4					11			52	6	229
Capacity, c (veh/h)		1441				1321					388			495	378	979
v/c Ratio		0.08				0.00					0.03			0.10	0.02	0.23
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.1			0.3	0.0	0.9
Control Delay (s/veh)		7.7				7.7					14.5			13.1	14.7	9.8
Level of Service (LOS)		A				A					B			B	B	A
Approach Delay (s/veh)	2.5				0.2				14.5				10.5			
Approach LOS	A				A				B				B			

AWD = 9.8 sec. (LOS A)

HCS Two-Way Stop-Control Report

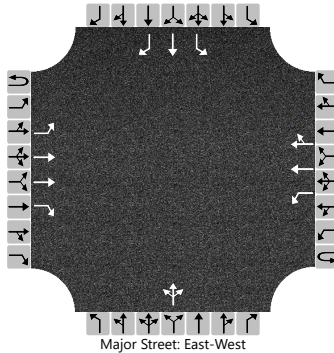
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	98	197	26	0	3	99	18		9	0	0		48	5	195
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		115				4					11			56	6	229
Capacity, c (veh/h)		1436				1292					376			485	364	977
v/c Ratio		0.08				0.00					0.03			0.12	0.02	0.23
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.1			0.4	0.0	0.9
Control Delay (s/veh)		7.7				7.8					14.8			13.4	15.1	9.8
Level of Service (LOS)		A				A					B			B	C	A
Approach Delay (s/veh)	2.4				0.2				14.8				10.6			
Approach LOS	A				A				B				B			

AWD = 9.9 sec. (LOS A)

HCS Two-Way Stop-Control Report

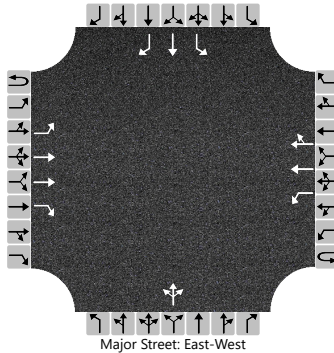
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	98	234	26	0	3	104	21		9	0	0		73	5	195
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		115				4					11			86	6	229
Capacity, c (veh/h)		1425				1244					356			469	340	970
v/c Ratio		0.08				0.00					0.03			0.18	0.02	0.24
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.1			0.7	0.1	0.9
Control Delay (s/veh)		7.7				7.9					15.4			14.4	15.8	9.9
Level of Service (LOS)		A				A					C			B	C	A
Approach Delay (s/veh)		2.1				0.2				15.4				11.2		
Approach LOS		A				A				C				B		

AWD = 10.4 sec. (LOS B)

HCS Two-Way Stop-Control Report

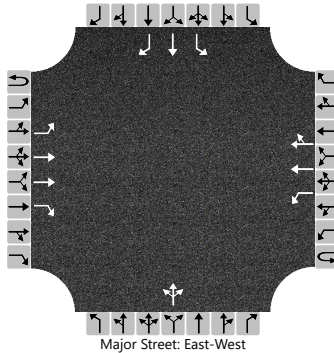
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	98	256	26	0	3	106	22		9	0	0		77	5	195
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		115				4					11			91	6	229
Capacity, c (veh/h)		1421				1217					344			460	327	968
v/c Ratio		0.08				0.00					0.03			0.20	0.02	0.24
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.1			0.7	0.1	0.9
Control Delay (s/veh)		7.8				8.0					15.8			14.7	16.2	9.9
Level of Service (LOS)		A				A					C			B	C	A
Approach Delay (s/veh)	2.0				0.2				15.8				11.3			
Approach LOS	A				A				C				B			

HCS Two-Way Stop-Control Report

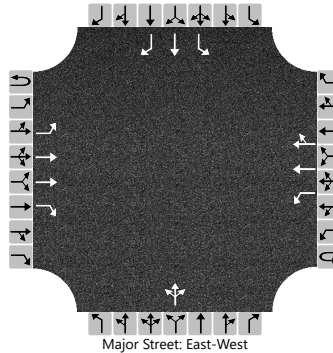
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	162	105	6	0	0	123	24		21	9	1		17	0	96
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		176				0					34			18	0	104
Capacity, c (veh/h)		1410				1457					384			419	350	961
v/c Ratio		0.12				0.00					0.09			0.04	0.00	0.11
95% Queue Length, Q ₉₅ (veh)		0.4				0.0					0.3			0.1	0.0	0.4
Control Delay (s/veh)		7.9				7.5					15.3			14.0	15.3	9.2
Level of Service (LOS)		A				A					C			B	C	A
Approach Delay (s/veh)		4.7				0.0				15.3				9.9		
Approach LOS		A				A				C				A		

AWD = 9.4 sec. (LOS A)

HCS Two-Way Stop-Control Report

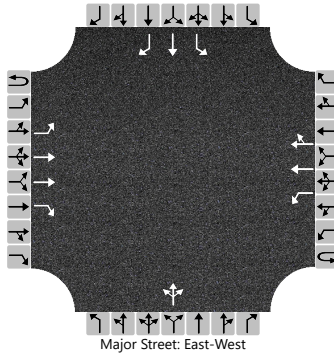
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	162	108	6	0	0	142	27		21	9	1		18	0	96
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		176				0				34			20	0	104	
Capacity, c (veh/h)		1381				1453				375			412	338	944	
v/c Ratio		0.13				0.00				0.09			0.05	0.00	0.11	
95% Queue Length, Q ₉₅ (veh)		0.4				0.0				0.3			0.1	0.0	0.4	
Control Delay (s/veh)		8.0				7.5				15.6			14.2	15.7	9.3	
Level of Service (LOS)		A				A				C			B	C	A	
Approach Delay (s/veh)	4.7				0.0				15.6				10.1			
Approach LOS	A				A				C				B			

AWD = 9.5 sec. (LOS A)

HCS Two-Way Stop-Control Report

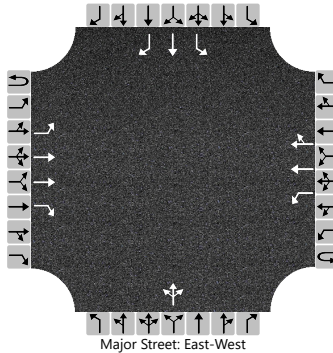
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	162	114	6	0	0	165	50		21	9	1		22	0	96
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		176			0					34			24	0	104	
Capacity, c (veh/h)		1324			1445					356			397	317	910	
v/c Ratio		0.13			0.00					0.09			0.06	0.00	0.11	
95% Queue Length, Q ₉₅ (veh)		0.5			0.0					0.3			0.2	0.0	0.4	
Control Delay (s/veh)		8.1			7.5					16.2			14.6	16.4	9.5	
Level of Service (LOS)		A			A					C			B	C	A	
Approach Delay (s/veh)	4.7				0.0				16.2				10.4			
Approach LOS	A				A				C				B			

AWD = 9.8 sec. (LOS A)

HCS Two-Way Stop-Control Report

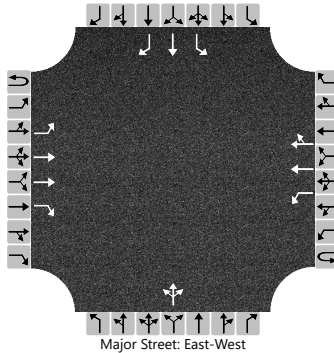
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/LOS PUEBLOS
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	LOS PUEBLOS DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		1	1	1
Configuration		L	T	R		L	T	TR			LTR			L	T	R
Volume (veh/h)	0	162	117	6	0	0	184	53		21	9	1		23	0	96
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No												No			
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		176				0					34				25	0	104
Capacity, c (veh/h)		1297				1441					347				389	305	894
v/c Ratio		0.14				0.00					0.10				0.06	0.00	0.12
95% Queue Length, Q ₉₅ (veh)		0.5				0.0					0.3				0.2	0.0	0.4
Control Delay (s/veh)		8.2				7.5					16.5				14.9	16.8	9.6
Level of Service (LOS)		A				A					C				B	C	A
Approach Delay (s/veh)	4.7				0.0				16.5				10.6				
Approach LOS	A				A				C				B				

HCS Two-Way Stop-Control Report

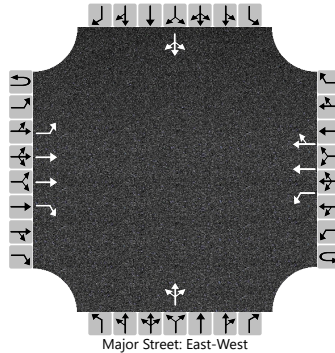
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	27	100	30	0	2	81	4		3	1	7		2	2	32
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				2				13				42		
Capacity, c (veh/h)		1485				1420				836				944		
v/c Ratio		0.02				0.00				0.02				0.04		
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.0				0.1		
Control Delay (s/veh)		7.5				7.5				9.4				9.0		
Level of Service (LOS)		A				A				A				A		
Approach Delay (s/veh)	1.3				0.2				9.4				9.0			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

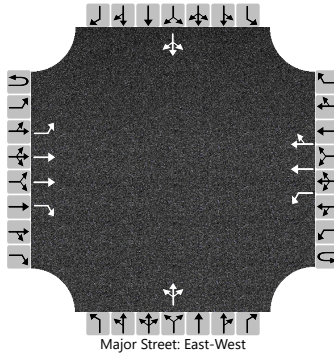
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	27	126	30	0	2	84	4		3	1	7		2	2	32
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				2					13					42	
Capacity, c (veh/h)		1480				1384					810					936	
v/c Ratio		0.02				0.00					0.02					0.04	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.0					0.1	
Control Delay (s/veh)		7.5				7.6					9.5					9.0	
Level of Service (LOS)		A				A					A					A	
Approach Delay (s/veh)	1.1				0.2				9.5				9.0				
Approach LOS	A				A				A				A				

AWD = 8.5 sec. (LOS A)

HCS Two-Way Stop-Control Report

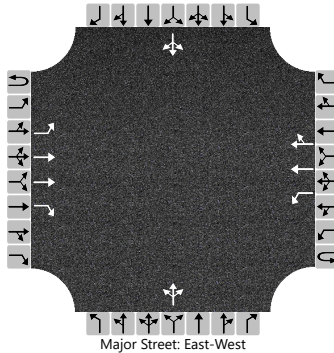
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	27	153	65	0	2	88	4		7	1	7		2	2	32
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				2				17				42		
Capacity, c (veh/h)		1474				1301				732				921		
v/c Ratio		0.02				0.00				0.02				0.05		
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.1				0.1		
Control Delay (s/veh)		7.5				7.8				10.0				9.1		
Level of Service (LOS)		A				A				B				A		
Approach Delay (s/veh)	0.8				0.2				10.0				9.1			
Approach LOS	A				A				B				A			

AWD = 8.7 sec. (LOS A)

HCS Two-Way Stop-Control Report

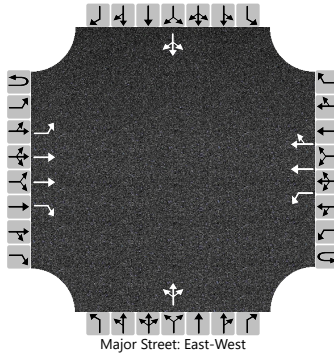
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	27	179	65	0	2	91	4		7	1	7		2	2	32
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				2				17				42		
Capacity, c (veh/h)		1470				1268				708				913		
v/c Ratio		0.02				0.00				0.02				0.05		
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.1				0.1		
Control Delay (s/veh)		7.5				7.8				10.2				9.1		
Level of Service (LOS)		A				A				B				A		
Approach Delay (s/veh)	0.7				0.2				10.2				9.1			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

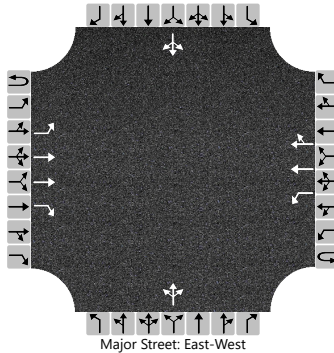
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	43	70	6	0	1	100	1		33	3	8		0	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					50				30	
Capacity, c (veh/h)		1465				1500					704				920	
v/c Ratio		0.03				0.00					0.07				0.03	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.2				0.1	
Control Delay (s/veh)		7.5				7.4					10.5				9.0	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	2.7				0.1				10.5				9.0			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

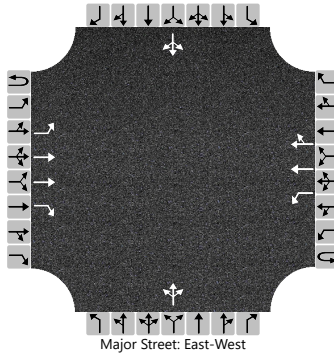
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	43	74	6	0	1	122	1		33	3	8		0	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					50				30	
Capacity, c (veh/h)		1434				1495					691				900	
v/c Ratio		0.03				0.00					0.07				0.03	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.2				0.1	
Control Delay (s/veh)		7.6				7.4					10.6				9.1	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	2.7				0.1				10.6				9.1			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

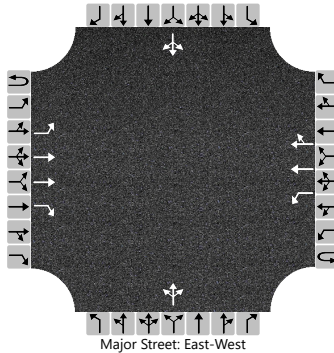
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	43	78	12	0	1	145	1		56	3	8		0	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					76				30	
Capacity, c (veh/h)		1402				1480					664				878	
v/c Ratio		0.03				0.00					0.11				0.03	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.4				0.1	
Control Delay (s/veh)		7.7				7.4					11.1				9.2	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	2.5				0.1				11.1				9.2			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

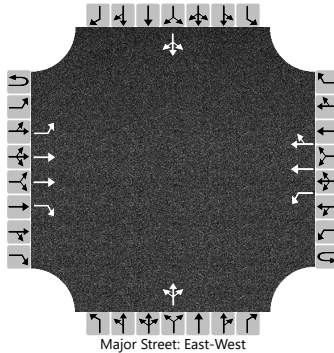
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CAMINO CARILLO
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CAMINO CARILLO
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)	0	43	82	12	0	1	167	1		56	3	8		0	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49			1				76				30	
Capacity, c (veh/h)		1373			1475				652				858	
v/c Ratio		0.04			0.00				0.12				0.03	
95% Queue Length, Q ₉₅ (veh)		0.1			0.0				0.4				0.1	
Control Delay (s/veh)		7.7			7.4				11.2				9.3	
Level of Service (LOS)		A			A				B				A	
Approach Delay (s/veh)	2.4			0.0			11.2			9.3				
Approach LOS	A			A			B			A				

HCS Two-Way Stop-Control Report

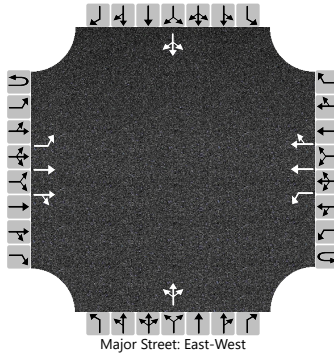
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	20	38	51	0	0	35	1		11	1	0		1	0	39
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				0				13				44		
Capacity, c (veh/h)		1561				1485				755				1041		
v/c Ratio		0.01				0.00				0.02				0.04		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.1				0.1		
Control Delay (s/veh)		7.3				7.4				9.9				8.6		
Level of Service (LOS)		A				A				A				A		
Approach Delay (s/veh)	1.3				0.0				9.9				8.6			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

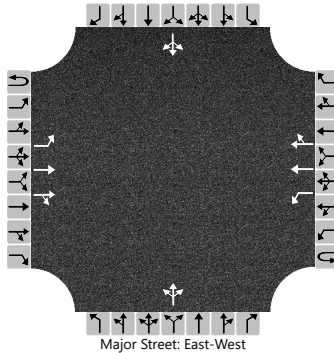
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	20	38	77	0	0	35	1		14	1	0		1	0	39
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				0					17				44	
Capacity, c (veh/h)		1561				1449					742				1040	
v/c Ratio		0.01				0.00					0.02				0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.3				7.5					10.0				8.6	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	1.1				0.0				10.0				8.6			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

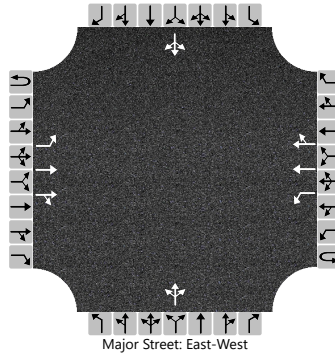
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	20	91	51	0	0	42	1		11	1	0		1	0	39
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				0				13				44		
Capacity, c (veh/h)		1550				1412				697				1034		
v/c Ratio		0.01				0.00				0.02				0.04		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.1				0.1		
Control Delay (s/veh)		7.4				7.5				10.3				8.6		
Level of Service (LOS)		A				A				B				A		
Approach Delay (s/veh)	0.9				0.0				10.3				8.6			
Approach LOS	A				A				B				A			

AWD = 8.5 sec. (LOS A)

HCS Two-Way Stop-Control Report

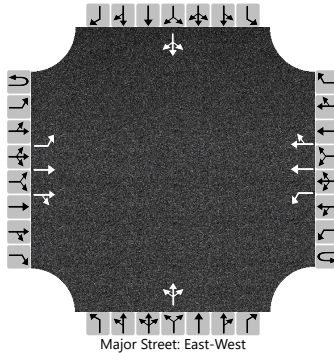
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	20	91	77	0	0	42	1		14	1	0		1	0	39
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				0				17				44		
Capacity, c (veh/h)		1550				1378				685				1033		
v/c Ratio		0.01				0.00				0.02				0.04		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.1				0.1		
Control Delay (s/veh)		7.4				7.6				10.4				8.6		
Level of Service (LOS)		A				A				B				A		
Approach Delay (s/veh)	0.8				0.0				10.4				8.6			
Approach LOS	A				A				B				A			

AWD = 8.7 sec. (LOS A)

HCS Two-Way Stop-Control Report

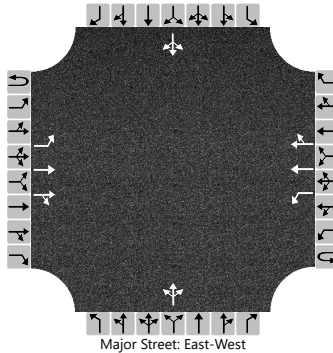
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	38	40	8	0	1	57	1		27	0	0		1	0	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					35					23	
Capacity, c (veh/h)		1516				1532					703					1000	
v/c Ratio		0.03				0.00					0.05					0.02	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.2					0.1	
Control Delay (s/veh)		7.5				7.4					10.4					8.7	
Level of Service (LOS)		A				A					B					A	
Approach Delay (s/veh)	3.3				0.1				10.4				8.7				
Approach LOS	A				A				B				A				

HCS Two-Way Stop-Control Report

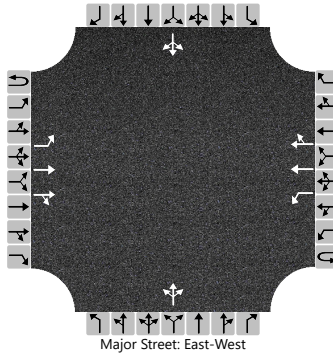
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	38	40	12	0	1	57	1		49	0	0		1	0	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					63				23	
Capacity, c (veh/h)		1516				1526					701				1000	
v/c Ratio		0.03				0.00					0.09				0.02	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.3				0.1	
Control Delay (s/veh)		7.5				7.4					10.6				8.7	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	3.1				0.1				10.6				8.7			
Approach LOS	A				A				B				A			

AWD = 9.1 sec. (LOS A)

HCS Two-Way Stop-Control Report

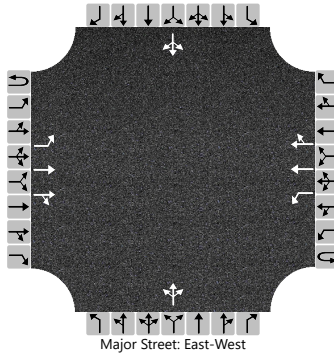
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	38	48	8	0	1	102	1		27	0	0		1	0	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49			1				35				23	
Capacity, c (veh/h)		1443			1519				675				957	
v/c Ratio		0.03			0.00				0.05				0.02	
95% Queue Length, Q ₉₅ (veh)		0.1			0.0				0.2				0.1	
Control Delay (s/veh)		7.6			7.4				10.6				8.9	
Level of Service (LOS)		A			A				B				A	
Approach Delay (s/veh)	3.1			0.1			10.6			8.9				
Approach LOS	A			A			B			A				

AWD = 8.8 sec. (LOS A)

HCS Two-Way Stop-Control Report

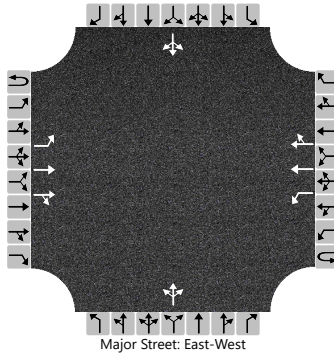
General Information

Analyst	GOM
Agency/Co.	ATE
Date Performed	6/1/2023
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ADOLFO ROAD/CORTEZ CIRCLE
Jurisdiction	CITY OF CAMARILLO
East/West Street	ADOLFO ROAD
North/South Street	CORTEZ CIRCLE
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	38	48	12	0	1	102	1		49	0	0		1	0	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				1					63				23	
Capacity, c (veh/h)		1443				1513					673				956	
v/c Ratio		0.03				0.00					0.09				0.02	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.3				0.1	
Control Delay (s/veh)		7.6				7.4					10.9				8.9	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	2.9				0.1				10.9				8.9			
Approach LOS	A				A				B				A			

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 06_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: AM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: US 101 NB RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	1258	0	0	1214	0	0	0	0	288	0	314
(B)	PROJECT-ADDED:	0	13	0	0	1	0	0	0	0	0	0	6
(C)	CUMULATIVE:	0	1368	0	0	1264	0	0	0	0	288	0	369

GEOMETRICS

LANE GEOMETRICS		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		TTT			TTT						L RR		

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	1258	1271	1368	1381	0.262 *	0.265 *	0.285 *	0.288 *		
NBR (a)	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	1214	1215	1264	1265	0.253	0.253	0.263	0.264		
SBR (b)	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	288	288	288	288	0.180 *	0.180 *	0.180 *	0.180 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (d)	2	3200	314	320	369	375	0.098	0.100	0.115	0.117		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.542	0.545	0.565	0.568		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

RTOR: (a) 0%

(b) 0%

(c) 0%

(d) 0%

Printed: 06/05/23

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 06_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: AM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: US 101 NB RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	1258	0	0	1214	0	0	0	0	288	0	314
(B)	PROJECT-ADDED:	0	13	0	0	1	0	0	0	0	0	0	6
(C)	CUMULATIVE:	0	1368	0	0	1264	0	0	0	0	288	0	369

GEOMETRICS

LANE GEOMETRICS		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		TTT			TTT						L RR		

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	1258	1271	1368	1381	0.262 *	0.265 *	0.285 *	0.288 *		
NBR (a)	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	- *	- *	- *	- *		
SBT	3	4800	1214	1215	1264	1265	0.253	0.253	0.263	0.264		
SBR (b)	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	- *	- *	- *	- *		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	288	288	288	288	0.180 *	0.180 *	0.180 *	0.180 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (d)	2	3200	314	320	369	375	0.098	0.100	0.115	0.117		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.542	0.545	0.565	0.568		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

RTOR: (a) 0%

(b) 0%

(c) 0%

(d) 0%

Printed: 06/05/23

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 06_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: PM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: US 101 NB RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	1323	0	0	1115	0	0	0	0	551	0	530
(B)	PROJECT-ADDED:	0	2	0	0	9	0	0	0	0	0	0	1
(C)	CUMULATIVE:	0	1385	0	0	1201	0	0	0	0	551	0	562

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	TTT			TTT						L RR		

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	1323	1325	1385	1387	0.276 *	0.276 *	0.289 *	0.289 *		
NBR (a)	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	1115	1124	1201	1210	0.232	0.234	0.250	0.252		
SBR (b)	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	551	551	551	551	0.344 *	0.344 *	0.344 *	0.344 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (d)	2	3200	530	531	562	563	0.166	0.166	0.176	0.176		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.720	0.720	0.733	0.733		
SCENARIO LEVEL OF SERVICE:							C	C	C	C		

NOTES:

RTOR: (a) 0%

(b) 0%

(c) 0%

(d) 0%

Printed: 06/05/23

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 07_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: AM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: US 101 SB RAMP-CALLE CUESTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	1049	6	11	780	712	744	8	139	0	0	11
(B)	PROJECT-ADDED:	0	4	0	0	0	1	9	0	0	0	0	0
(C)	CUMULATIVE:	0	1080	6	11	795	747	823	8	139	0	0	11

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	TTT	R		L	TT	R	L	LT	R	L	TR	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	1049	1053	1080	1084	0.219	0.219	0.225	0.226		
NBR (a)	1	1600	6	6	6	6	0.004	0.004	0.004	0.004		
SBL	1	1600	11	11	11	11	0.007	0.007	0.007	0.007		
SBT	2	3200	780	780	795	795	0.244 *	0.244 *	0.248 *	0.248 *		
SBR (b)	1	1600	342	342	359	359	0.214	0.214	0.224	0.224		
EBL	0	0	744	753	823	832	-	-	-	-		
EBT	2	3200	8	8	8	8	0.235 *	0.238 *	0.260 *	0.263 *		
EBR (c)	1	1600	139	139	139	139	0.087	0.087	0.087	0.087		
WBL	1	1600	0	0	0	0	0.000	0.000	0.000	0.000		
WBT	1	1600	0	0	0	0	0.007	0.007	0.007	0.007		
WBR (d)	0	0	11	11	11	11	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.579	0.582	0.608	0.611		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

NOTES:

RTOR: (a) 0%

(b) 52% reduction for overlap with SB off ramp

(c) 0%

(d) 0%

Printed: 06/05/23

#23041 - CORTEZ CIRCLE INDUSTRIAL PROJECT

REF: 07_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 06/01/2023

TIME PERIOD: PM PEAK HOUR

N/S STREET: SANTA ROSA ROAD

E/W STREET: US 101 SB RAMP-CALLE CUESTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	1087	3	15	1084	553	787	4	78	15	3	13
(B)	PROJECT-ADDED:	0	1	0	0	3	6	1	0	0	0	0	0
(C)	CUMULATIVE:	0	1100	3	15	1115	608	836	4	78	15	3	13

GEOMETRICS

LANE GEOMETRICS		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		TTT R			L TT R			L LT R			L TR		

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

SCENARIO 3 = SHORT-TERM CUMULATIVE (C)

SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	1087	1088	1100	1101	0.226	0.227	0.229	0.229		
NBR (a)	1	1600	3	3	3	3	0.002	0.002	0.002	0.002		
SBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009		
SBT	2	3200	1084	1087	1115	1118	0.339 *	0.340 *	0.348 *	0.349 *		
SBR (b)	1	1600	160	162	176	178	0.100	0.101	0.110	0.111		
EBL	0	0	787	788	836	837	-	-	-	-		
EBT	2	3200	4	4	4	4	0.247 *	0.248 *	0.263 *	0.263 *		
EBR (c)	1	1600	78	78	78	78	0.049	0.049	0.049	0.049		
WBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009		
WBT	1	1600	3	3	3	3	0.010	0.010	0.010	0.010		
WBR (d)	0	0	13	13	13	13	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.686	0.688	0.711	0.712		
SCENARIO LEVEL OF SERVICE:							B	B	C	C		

NOTES:

RTOR: (a) 0%

(b) 71% reduction for overlap with SB off ramp

(c) 0%

(d) 0%

Printed: 06/05/23