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November 18, 2019

Santa Barbara County Board of Supervisors
123 E. Anapamu Street
Santa Barbara, CA 93101

RE: Opposition in Support of Appeal of the Orcutt Planning Commission's Approval of Case Numbers 16TPM-00000-00001/TPM 14,824, 16DVP-00000-00009, 16CUP-00000-00017, 16CUP-00000-00018, and 16OSP-00000-00002

Dear Sir or Madam:

This letter supports the appeal filed by Residents for Orcutt Sensible Growth ("Appellant"), which will be heard by the Santa Barbara County Board of Supervisors ("Board of Supervisors"), tomorrow, November 19, 2019, at 9:00 a.m. Please be aware that the timing of the hearing, and the distance between Orcutt and Santa Barbara, have made it prohibitive for individual members of Appellant to attend the hearing to speak. However, Appellant will be represented by the undersigned as their attorney.

Please find attached hereto, and made a part hereof, an independent study group traffic report which was conducted for Appellant by KOA ("Traffic Report"). The Traffic Report analyzes the cumulative impact of Key Sites 1, 2 and 3. This analysis makes clear that the development Key Site 2 a problem, not only for the reasons having to do with this particular site as set forth in Appellant's appeal, filed before this body, on August 22, 2019, which is incorporated herein by this reference ("Appeal"), but also because the overall intended development project is being cobbled together piecemeal, without taking into account the looming environmental impacts that will be caused by Key Sites 1 and 3.

Gavin Moores, of CPDG, Inc, the developer of Key Site 2 ("Applicant") responded in writing to Appellant regarding the issues raised in the Appeal. Appellant will reply to Applicant's response during the hearing tomorrow to move the discussion forward. In the meantime, Applicant has requested to begin grading, excavation, and other earth works at Key Site 2 while this appeal is pending. Appellant opposes any development work at Key Site 2 while the Appeal is pending.

Thank you for your consideration of this critical matter. If you have any questions, or need additional information, please call me.

Sincerely,

Tal C. Finney, Esq., Of
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MONTEREY PARK ORANGE ONTARIO SAN DIEGO

# TECHNICAL MEMORANDUM

Date: November 18, 2019

To: Alex Campbell, Urban Planning Advisor

From: Brian Marchetti, AICP

Subject: Traffic Impact Analysis and Review – Orcutt Project Key Sites and Cumulative Impacts

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## Overview

This study examined the development of three vacant parcels (known as the "key sites") in the unincorporated community of Orcutt in the County of Santa Barbara, using and adding to data from previous analyses. Existing and buildout period traffic Impacts for each of the three sites were examined individually and then the trips generated by the three sites were added together to define cumulative buildout (also referred to in this report as "cumulative" or "buildout") conditions. In addition, the results of a traffic and circulation analysis prepared for one of the sites in 2015 were reviewed for methodological accuracy, and compared with the results of this study.

The study area included four intersections and four roadway segments within the local area, matching the most recent study for Site 3.

Intersections

1. Clark Avenue and Stillwell Rd
2. Clark Avenue and Sunny Hills Rd
3. Clark Avenue and US101 SB Ramps
4. Clark Avenue and US101 NB Ramps

Roadway Segments

1. Clark Avenue, from Bradley Road to Stillwell Road
2. Clark Avenue, from Stillwell Road to US 101
3. Stillwell Road, South of Clark Avenue
4. Sunny Hills Road, South of Clark Avenue

Traffic counts and daily traffic volumes for these locations, for the previously-analyzed years of 2011 (reflecting pre-project conditions) and 2015 (reflecting project buildout conditions) were taken from the traffic and circulation analysis completed for Site 3 in 2015 by Penfield and Smith. All of the analysis used older data extrapolated out to the then-horizon year of 2015. KOA did not add ambient growth to the analysis, nor were cumulative projects trips updated (for developments other than the three sites).

## Conclusions

The development of Sites 2 and 3 alone would cause LOS levels to deteriorate significantly below the existing and future baseline levels at two of the four study intersections. Considering the cumulative impacts of all three sites, by measuring the impacts of all three projects as a whole, significant impacts would occur at all four study intersections and two out of four of the study roadway segments.

## Project Description and Location

The three key sites are located on the western edge of the unincorporated community of Orcutt in the County of Santa Barbara, adjacent to the US-101 freeway. Site 1 borders the north side of Clark Road and Site 2 is located immediately south of Clark Road. Site 3 is located further to the south, beyond the Sunny Hills Mobile Home Estates site.

Development plans for the Site 1 propose a mixed-use development, with commercial, residential and hotel uses. Site 2 will be developed with commercial uses including a gas station and restaurant, while the third site will be developed exclusively with residential uses, including multi-family structures and single-family homes.

## Previous Traffic Study

Penfield and Smith completed a traffic and circulation analysis for Site 3 in 2013, the results of which were incorporated into the project 2015 Draft EIR. The study examined the traffic impacts of the project under existing (2011) and cumulative (2015) conditions The buildout conditions incorporated three proposed improvements to study area roadways: signalization of the intersection of Clark Avenue and Sunny Hills Drive, the widening of Clark Avenue between US-101 and Stillwell Road to two lanes in each direction, and the improvement of the US-101 ramp intersections. The analysis indicated that peak-hour significant impacts would occur at the intersection of Clark Avenue and the US-101 southbound ramps under existing conditions and at the intersections of Clark Avenue and the US-101 southbound ramps and Clark Avenue and the US-101 northbound ramps under cumulative conditions.

The analysis for the KOA study summarized in this document examined the same four study intersections and the same roadway segments. The Project volumes from the analysis were used in the KOA analysis of the Site 3 traffic impacts. The existing and cumulative projects conditions from the study likewise defined pre-project traffic conditions for all three sites. The volumes were maintained for the purposes of consistency with the Site 3 EIR.

The methods and results of the 2013 traffic and circulation analysis are reviewed later in this memo.

## Methodology

The County of Santa Barbara designates the Intersection Capacity Utilization (ICU) as the preferred analysis method for signalized intersections. Therefore, signalized intersections in the study were analyzed according to this method. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. Traffic Impacts for signalized intersections are considered significant where the project increases the volume-to-capacity ratio or number of trips at the intersection beyond a critical threshold, shown in the following table.

| Post-Project Intersection LOS | Increase in V/C or Trips Required for Significant Impact |
|---|---|
| LOS A | 0.2 |
| LOS B | 0.15 |

| | |
|---|---|
| LOS C | 0.1 |
| LOS D | 15 Project Trips |
| LOS E | 10 Project Trips |
| LOS F | 5 Project Trips |

Stop-controlled intersections were analyzed based on the Highway Capacity Manual (HCM) un-signalized intersection methodology. This method calculates roadway level of service based on intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free-flow through traffic. Significant traffic impacts were determined for these intersections where the post-project traffic operates below LOS C and the number of project trips exceeds the critical threshold provided in the table above.
Per the Orcutt Community Plan, project impacts on roadway segments are considered significant where the project exceeds an "Acceptable Capacity", which the Penfield and Smith study defined as Level-of-Service C.

Level of Service Definitions for Stop-Controlled and Signalized Intersections and Roadway Segments are provided in the following table.

| Level of Service | Definition | Signalized and Roadway Segment: Volume to Capacity Ratio | Unsignalized: Average Control Delay (seconds/vehicle) |
|---|---|---|---|
| A | Excellent Operation. Free-flow Speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream. | 0 - .600 | ≤10 |
| B | Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted. | .601 to .700 | >10 to 15 |
| C | Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver. | .701-.800 | >15 to 25 |
| D | Fair operation. Speeds begin to decline sightly with increasing flows. In this range, desnity begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited. | .801-.900 | >25 to 35 |
| E | Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate. | .901-1.000 | >35 to 50 |
| F | Forced Flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes: Therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow. | >1.000 | > 50 |
| *Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Manuals on Highway Capacity, NCHRP Circular 2012, 1982.* | | | |

The County of Santa Barbara *Environmental Thresholds and Guidelines Manual* also considers traffic impacts significant where the project access point creates an unsafe situation requiring a traffic signal or where the project adds traffic to a roadway with hazardous design features. Since each project's completion will be accompanied by signal upgrades to the intersection of Clark Avenue and Sunny Hills Road, and as all driveways onto major streets will be designed as right-in/right-out, none of the project access points would be considered unsafe in the post-project scenario. None of the study intersections or roadway segments have particularly hazardous conditions. Therefore, none of these two additional impact standards applies to the key sites.

## Existing and Future Baseline Conditions

Tables 1 through 4 provide summaries of intersection and roadway segment operations with the 2011 and 2015 baseline traffic volumes taken from the Penfield and Smith report. The 2015 analysis assume signalization of the intersection of Clark Avenue and Sunny Hills Road, the widening of Clark Avenue to two lanes per direction and improvements at the freeway ramp intersections as defined in the Penfield and Smith report.

**Table 1 – Intersection Level of Service, Existing (2011)**

| Study Intersections | | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | V/C or Delay | LOS | V/C or Delay | LOS |
| 1 | Clark Ave and Stillwell Rd | 0.514 | A | 0.549 | A |
| 2 | Clark Ave and Sunny Hills Rd | 23.7 | C | 42.9 | **E** |
| 3 | Clark Avenue and US101 SB Ramps | 26.4 | D | 26.5 | D |
| 4 | Clark Avenue and US101 NB Ramps | >100 | **F** | >100 | **F** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format.;Delay= Average Vehicle Delay, shown in seconds of delay.*

**Table 2 – Intersection Level of Service, Cumulative Baseline (2015)**

| Study Intersections | | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | V/C or Delay | LOS | V/C or Delay | LOS |
| 1 | Clark Ave and Stillwell Rd | 0.576 | A | 0.692 | B |
| 2 | Clark Ave and Sunny Hills Rd | 0.475 | A | 0.620 | B |
| 3 | Clark Avenue and US101 SB Ramps | 35.1 | **E** | 88.1 | **F** |
| 4 | Clark Avenue and US101 NB Ramps | >100 | **F** | >100 | **F** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format; Delay = Average Vehicle Delay, shown in seconds of delay.*

**Table 3 – Roadway Level of Service, Existing (2011)**

| | Roadway Segment | Weekday | | | |
|---|---|---|---|---|---|
| | | ADT | V/C | Capacity | LOS |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | 16,100 | 0.336 | 47,887 | A |
| 2 | Clark Avenue, from Stillwell Road to US 101 | 15,800 | 0.465 | 33,944 | A |
| 3 | Stillwell Road, South of Clark Avenue | 1,800 | 0.203 | 8,873 | A |
| 4 | Sunny Hills Road, South of Clark Avenue | 800 | 0.090 | 8,873 | A |

**Table 4 – Roadway Level of Service, Cumulative Baseline (2015)**

| | Roadway Segment | Weekday | | | |
|---|---|---|---|---|---|
| | | ADT | V/C | Capacity | LOS |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | 20,600 | 0.430 | 47,887 | A |
| 2 | Clark Avenue, from Stillwell Road to US 101 | 18,500 | 0.386 | 47,887 | A |
| 3 | Stillwell Road, South of Clark Avenue | 5,700 | 0.642 | 8,873 | B |
| 4 | Sunny Hills Road, South of Clark Avenue | 7,100 | 0.542 | 13,099 | A |

## Trip Generation Estimate

Trip generation totals for Site 3 were taken from the 2013 traffic and circulation analysis, while the trip generation for each use in Sites 1 and 2 was derived from the 10th Edition (most current) of the Institute of Transportation Engineers *Trip Generation Manual*. The Trip Generation for Sites 1 and 2 is provided in Tables 1 and 2.

**Table 5 – Trip Generation, Site 1**

| Land Use | Units | Intensity | Daily | Total | In | Out | Total | In | Out |
|---|---|---|---|---|---|---|---|---|---|
| Hotel | Rooms | 125 | 1045 | 59 | 35 | 24 | 75 | 38 | 37 |
| Commercial (Shopping Center) | KSF | 36.88 | 1392 | 35 | 22 | 13 | 141 | 68 | 73 |
| Residential | DU | 252 | 867 | 76 | 21 | 55 | 83 | 35 | 48 |
| Pharmacy With Drive-Thru Facility | KSF | 21.516 | 2349 | 83 | 44 | 39 | 221 | 111 | 110 |
| Dining* | KSF | 4.5 | 505 | 45 | 25 | 20 | 44 | 27 | 17 |
| Retail (Shopping Center) | KSF | 2 | 76 | 2 | 1 | 1 | 8 | 4 | 4 |
| Drive Through Facility | KSF | 6.16 | 2901 | 248 | 126 | 122 | 201 | 105 | 96 |
| Drive Through Facility | KSF | 6.6 | 3108 | 265 | 135 | 130 | 216 | 112 | 104 |
| Drive Through Facility | KSF | 6.7 | 3155 | 269 | 137 | 132 | 219 | 114 | 105 |
| Gas Station With Mini Mart | KSF | 4.83 | 6955 | 367 | 187 | 180 | 427 | 217.77 | 209.23 |
| Gas Station Car Wash | KSF | 2.752 | 391 | 39 | 20 | 19 | 39 | 20 | 19 |
| Dining* | KSF | 6 | 673 | 60 | 33 | 27 | 59 | 37 | 22 |
| Brewery* | KSF | 7.07 | 793 | 70 | 38.5 | 31.5 | 69 | 43 | 26 |
| **Total** | | | **24210** | **1619** | **825** | **794** | **1802** | **932** | **870** |

**Table 6 – Trip Generation, Site 2**

| Land Use | Units | Intensity | Daily | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out |
| Retail (Grocery Store) | KSF | 28.02 | 2992 | 107 | 64 | 43 | 259 | 132 | 127 |
| Retail Shop | KSF | 6.816 | 257 | 6 | 4 | 2 | 26 | 12 | 14 |
| Restaruant With Drive-Through | KSF | 2.7 | 1272 | 109 | 56 | 53 | 88 | 46 | 42 |
| Convenience Store | KSF | 4.135 | 3152 | 259 | 130 | 129 | 203 | 104 | 99 |
| Car Wash | KSF | 1.25 | 178 | 18 | 9 | 9 | 18 | 9 | 9 |
| Gas Station | Fueling Stations | 12 | 2064 | 123 | 62 | 61 | 168 | 84 | 84 |
| **Total** | | | **9914** | **622** | **325** | **297** | **762** | **387** | **375** |
| *ITE 10th Edition* | | | | | | | | | |

Site 1 will generate 24,210 trips per day, including 1,619 trips in the AM peak hour (825 in and 794 out) and 1,802 trips in the PM peak hour (932 trips in and 870 trips out). Site 2 will generate 9,914 trips per day, including 499 trips in the AM peak hour (263 in and 236 out) and 594 trips in the PM peak hour (303 trips in and 291 trips out).

## Impact Analysis – Existing plus-Project Conditions

The existing plus-project impact analysis combines project trips and year 2011 baseline trips (from the previous report). For sites 1 and 2, the existing plus project analysis assumes the completion of the project driveways, the signalization of the intersection of Clark Avenue and Sunny Hills Road, and the widening of Clark Avenue between Stillwell Avenue and US 101 to two lanes in each direction, as shown on these projects' site plans.

For site 3, the existing plus project analysis assumes no improvements are made on Clark Avenue or Sunny Hills Road, maintaining consistency with the previous analysis. The impacts to intersections and roadway segments are provided in the tables below.

**Table 7 – Existing plus-Project Conditions and Impacts, Site 1**

| Study Intersections | | Peak Hour | Existing Conditions | | Existing with Project | | Change in Delay or V/C | Site 1 Project Trips | Site 1 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.514 | A | 0.601 | B | 0.087 | 598 | No |
| | | PM | 0.549 | A | 0.648 | B | 0.099 | 667 | No |
| 2 | Clark Ave and Sunny Hills Rd | AM | 23.7 | C | 0.669 | A | - | 1316 | No |
| | | PM | 42.9 | E | 0.773 | A | - | 1463 | No |
| 3 | Clark Avenue and US101 SB Ramps | AM | 26.4 | D | >100 | **F** | - | 987 | **Yes** |
| | | PM | 26.5 | D | >100 | **F** | - | 1098 | **Yes** |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | **F** | >100 | **F** | - | 497 | **Yes** |
| | | PM | >100 | **F** | >100 | **F** | - | 548 | **Yes** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 8 – Existing plus-Project Conditions and Impacts-Roadways, Site 1**

| | Roadway Segment | Day of Week | Existing | | | Existing with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 16,100 | 0.336 | A | 23,364 | 0.488 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 15,800 | 0.465 | A | 24,564 | 0.513 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 1,800 | 0.203 | A | 2,526 | 0.285 | A | No |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 800 | 0.090 | A | 1,042 | 0.117 | A | No |

Intersections 3 and 4 would be significantly impacted by Site 1 project trips under existing conditions, deteriorating to LOS F. Operations at intersection 2 improve markedly in the post-project scenario based on the assumption that the intersection will be signalized (and the switch in analysis methodology from HCM to ICU). However, no roadway segments would be significantly impacted by Site 1 trips in this scenario.

**Table 9 – Existing plus-Project Conditions and Impacts, Site 2**

| | Study Intersections | Peak Hour | Existing Conditions | | Existing with Project | | Change in V/C or Delay | Site 2 Project Trips | Site 2 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.514 | A | 0.551 | A | 0.037 | 209 | No |
| | | PM | 0.549 | A | 0.595 | A | 0.046 | 248 | No |
| 2 | Clark Ave and Sunny Hills Rd | AM | 23.7 | C | 0.527 | A | - | 445 | No |
| | | PM | 42.9 | E | 0.455 | A | - | 529 | No |
| 3 | Clark Avenue and US101 SB Ramps | AM | 26.4 | D | 37.5 | **E** | 11.1 | 279 | **Yes** |
| | | PM | 26.5 | D | >100 | **F** | - | 331 | **Yes** |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | **F** | >100 | **F** | - | 139 | **Yes** |
| | | PM | >100 | **F** | >100 | **F** | - | 166 | **Yes** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format.Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 10 – Existing plus-Project Conditions and Impacts-Roadways, Site 2**

| | Roadway Segment | Day of Week | Existing | | | Existing with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 16,100 | 0.336 | A | 19,570 | 0.409 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 15,800 | 0.465 | A | 20,217 | 0.422 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 1,800 | 0.203 | A | 1,978 | 0.223 | A | No |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 800 | 0.090 | A | 7,987 | 0.900 | D | Yes |

Intersections 3 and 4 would be significantly impacted by Site 2 project trips under existing conditions, deteriorating to LOS F. The roadway segment on Stillwell Road, South of Clark Avenue would also be significantly impacted, operating at LOS D in post-project conditions. Once again, operations at intersection 2 improve markedly based on the assumption that the intersection will be signalized.

**Table 11 – Existing plus-Project Conditions and Impacts, Site 3**

| Study Intersections | | Peak Hour | Existing Conditions | | Existing with Project | | Change in V/C or Delay | Project Trips | Site 3 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.514 | A | 0.525 | A | 0.011 | 41 | No |
| | | PM | 0.549 | A | 0.564 | A | 0.015 | 52 | No |
| 2 | Clark Ave and Sunny Hills Rd | AM | 23.7 | C | 40.8 | **E** | 17.1 | 58 | **Yes** |
| | | PM | 42.9 | E | 54.1 | **F** | 11.2 | 71 | **Yes** |
| 3 | Clark Avenue and US101 SB Ramps | AM | 26.4 | D | 27.4 | D | 1.0 | 29 | **Yes** |
| | | PM | 26.5 | D | 27.5 | D | 1.0 | 45 | **Yes** |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | **F** | >100 | **F** | - | 21 | **Yes** |
| | | PM | >100 | **F** | >100 | **F** | - | 20 | **Yes** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 12 – Existing plus-Project Conditions and Impacts-Roadways, Site 3**

| Roadway Segment | | Day of Week | Existing | | | Existing with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 16,100 | 0.336 | A | 16,578 | 0.346 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 15,800 | 0.465 | A | 16,297 | 0.480 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 1,800 | 0.203 | A | 2,098 | 0.236 | A | No |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 800 | 0.090 | A | 1,497 | 0.169 | A | No |

Intersections 2, 3 and 4 would be significantly impacted by Site 3 project trips under existing conditions, deteriorating to LOS E or F in at least one peak hour. However, no roadway segments would be significantly impacted by Site 1 trips in this scenario. The last finding mirrors that of the Penfield and Smith report.

## Future with Project ("Buildout") Analysis

Project trips were added to the future year-2015 baseline conditions analysis of the previous report, to provide the Buildout impact analysis. This scenario assumed the completion of all improvements assumed as part of future baseline conditions, as well as improvements specific to each project such as driveways.

Site 1 would create impacts at all intersections and the Stillwell Road roadway segment under Buildout baseline conditions, under both delay-based and capacity-based LOS methodologies.

**Table 13 – Buildout plus-Project Conditions and Impacts, Site 1**

| | Study Intersections | Peak Hour | Pre-Project Buildout | | Build Out with Project | | Project Only Change in V/C or Delay | Site 1 Project Trips | Site 1 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.576 | A | 0.710 | C | 0.134 | 598 | Yes |
| | | PM | 0.692 | B | 0.840 | D | 0.148 | 667 | Yes |
| 2 | Clark Ave and Sunny Hills Rd | AM | 0.475 | A | 0.699 | B | 0.224 | 1316 | Yes |
| | | PM | 0.620 | B | 0.891 | D | 0.271 | 1463 | Yes |
| 3 | Clark Avenue and US101 SB Ramps | AM | 35.1 | E | >100 | F | - | 987 | Yes |
| | | PM | 88.1 | F | >100 | F | - | 1098 | Yes |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | F | >100 | F | - | 497 | Yes |
| | | PM | >100 | F | >100 | F | - | 548 | Yes |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 14 – Buildout plus-Project Conditions and Impacts-Roadways Only, Site 1**

| | Roadway Segment | Day of Week | Future Without Project | | | Future with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 20,600 | 0.430 | A | 27,864 | 0.582 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 18,500 | 0.386 | A | 27,264 | 0.569 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 5,700 | 0.642 | B | 6,426 | 0.724 | C | Yes |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 7,100 | 0.542 | A | 7,342 | 0.561 | A | No |

**Table 15 – Buildout plus-Project Conditions and Impacts, Site 2**

| | Study Intersections | Peak Hour | Pre-Project Buildout | | Build Out with Project | | Project Only Change in V/C or Delay | Site 2 Project Trips | Site 2 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.576 | A | 0.628 | B | 0.052 | 209 | No |
| | | PM | 0.692 | B | 0.755 | C | 0.063 | 248 | No |
| 2 | Clark Ave and Sunny Hills Rd | AM | 0.475 | A | 0.613 | B | 0.138 | 445 | No |
| | | PM | 0.620 | B | 0.698 | B | 0.078 | 529 | No |
| 3 | Clark Avenue and US101 SB Ramps | AM | 35.1 | E | 53.1 | F | 18.0 | 279 | Yes |
| | | PM | 88.1 | F | >100 | F | - | 331 | Yes |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | F | >100 | F | - | 139 | Yes |
| | | PM | >100 | F | >100 | F | - | 166 | Yes |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

Site 2 would create impacts at intersections 3 and 4 under existing baseline conditions, by exceeding the critical threshold in added project trips. The roadway segment on Sunny Hills Road, south of Clark Avenue, would also be impacted, with operations depreciating to LOS F.

**Table 16 – Buildout plus-Project Conditions and Impacts-Roadways Only, Site 2**

| | Roadway Segment | Day of Week | Future Without Project | | | Future with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 20,600 | 0.430 | A | 24,070 | 0.503 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 18,500 | 0.386 | A | 22,917 | 0.479 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 5,700 | 0.642 | B | 5,878 | 0.662 | B | No |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 7,100 | 0.542 | A | 14,287 | 1.091 | **F** | Yes |

**Table 17 – Buildout plus-Project Conditions and Impacts, Site 3**

| | Study Intersections | Peak Hour | Pre-Project Buildout | | Build Out with Project | | Project Only Change in V/C or Delay | Site 3 Project Trips | Site 3 Sig Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.576 | A | 0.583 | A | 0.007 | 41 | No |
| | | PM | 0.692 | B | 0.697 | B | 0.005 | 52 | No |
| 2 | Clark Ave and Sunny Hills Rd | AM | 0.475 | A | 0.494 | A | 0.019 | 58 | No |
| | | PM | 0.620 | B | 0.627 | B | 0.007 | 71 | No |
| 3 | Clark Avenue and US101 SB Ramps | AM | 35.1 | **F** | 36.8 | **E** | 1.7 | 29 | **Yes** |
| | | PM | 88.1 | **F** | 123.6 | **F** | 35.5 | 45 | **Yes** |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | **F** | >100 | **F** | - | 21 | **Yes** |
| | | PM | >100 | **F** | >100 | **F** | - | 20 | **Yes** |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 18 – Buildout plus-Project Conditions and Impacts-Roadways Only, Site 3**

| | Roadway Segment | Day of Week | Future Without Project | | | Future with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 20,600 | 0.430 | A | 21,078 | 0.440 | A | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 18,500 | 0.386 | A | 18,997 | 0.397 | A | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 5,700 | 0.642 | B | 5,998 | 0.676 | B | No |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 7,100 | 0.542 | A | 7,797 | 0.595 | A | No |

The proposed Project at site 3 would create impacts at two of the four study intersections under future baseline conditions. No roadway segments would experience significant impacts.

## Future Cumulative Analysis

The future cumulative analysis conducted by KOA provided a review of the combined impacts of all three project sites. This scenario assumed the completion of all improvements incorporated into future baseline conditions along with all roadway improvements specific to each of the project sites. Table 19 provides the analysis for the study intersections, and Table 20 provides the analysis for the study roadway segments.

**Table 19 – Cumulative plus-Project Conditions Intersection Impacts, All Sites**

| | Study Intersections | Peak Hour | Pre-Project Buildout | | Buildout with Project Cumulative | | Cum Project Change in V/C or Delay | All Site Project Trips | Cumulative Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | | | |
| 1 | Clark Ave and Stillwell Rd | AM | 0.576 | A | 0.758 | C | 0.182 | 848 | Yes |
| | | PM | 0.692 | B | 0.895 | D | 0.203 | 967 | Yes |
| 2 | Clark Ave and Sunny Hills Rd | AM | 0.475 | A | 0.783 | C | 0.308 | 1819 | Yes |
| | | PM | 0.620 | B | 0.973 | E | 0.353 | 2063 | Yes |
| 3 | Clark Avenue and US101 SB Ramps | AM | 35.1 | F | >100 | F | - | 1295 | Yes |
| | | PM | 88.1 | F | >100 | F | - | 1474 | Yes |
| 4 | Clark Avenue and US101 NB Ramps | AM | >100 | F | >100 | F | - | 657 | Yes |
| | | PM | >100 | F | >100 | F | - | 734 | Yes |

*LOS = Level of Service; V/C = Volume to Capacity ratio shown in X.XXX format. Delay = Average Vehicle Delay, shown in seconds of delay (X.X).*

**Table 20 – Cumulative plus-Project Conditions Segment Impacts, All Sites**

| | Roadway Segment | Day of Week | Future Without Project | | | Future with Project | | | Significant Impact |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | ADT | V/C | LOS | |
| 1 | Clark Avenue, from Bradley Road to Stillwell Road | Weekday | 21,078 | 0.440 | A | 31,812 | 0.664 | B | No |
| 2 | Clark Avenue, from Stillwell Road to US 101 | Weekday | 18,997 | 0.397 | A | 32,178 | 0.672 | B | No |
| 3 | Stillwell Road, South of Clark Avenue | Weekday | 5,998 | 0.676 | B | 6,902 | 0.778 | C | Yes |
| 4 | Sunny Hills Road, South of Clark Avenue | Weekday | 7,797 | 0.595 | A | 15,226 | 1.162 | F | Yes |

All four study intersections are significantly impacted in the cumulative scenario, are the roadway segments on Stillwell Road and Sunny Hills Road.

## 2013 Traffic Study review

KOA conducted a review of the main elements of the 2013 Penfield and Smith Traffic Circulation analysis for the Site 3 location. KOA identified potential issues with the analyzed project trip generation, distribution, lane configurations, and roadway segment analysis methodology, as well as with some of the level of service results. As all of these data affect the outcome of the analysis, KOA recommends that revisions or updates to the study be considered.

**Future Approach Geometry**

- The future geometry lane configurations should have been illustrated in separate diagrams for intersections 2 through 4.
- The future geometry description seems inconsistent: the Project Access diagram (Figure 4-7) only shows a new traffic signal at Sunny Hills Road in the future scenario but the proposed freeway ramp access improvement diagram (Figure 4-9) appears to show traffic signals at intersection 4.
- The "funded network" improvements paragraphs at the beginning of the future conditions section do not discuss the freeway interchange or signal improvements, instead focusing on a roadway extension project outside of the project area. The traffic study would be easier to follow if discussion of proposed study area geometry changes were incorporated.

**Project Trip Generation and Assignment**

- Generation
  - The trip figure for Planned Unit Development in the EIR is slightly lower than in the 10th edition of the ITE *Trip Generation Manual* (76 AM trips and 95 PM trips from ITE 10th rates as opposed to 70 AM trips and 88 PM trips in the report). This may have been based on an earlier version of the *Trip Generation Manual*, which is likely based on the age of the report.
- Distribution:
  - Based on the surrounding area and location of development, it seems like the percent of trips going west is high, even if it reflects the model volumes. A more realistic percentage, even assuming a high share of local trips, would seem to be 35 to 40 percent, with a higher north/south share.
- Assignment:
  - The total AM assigned trips (in/out of project) add up to 72 while the trip generation table shows 70 trips.
  - The total PM assigned trips add up correctly but there is one more trip out and one less trip in than shown in the trip generation table (56 in, and 32 out)
  - Six project trips disappear and two are added on Clark Avenue between intersections 2 and 3.

**Level of Service**

Intersection

- Existing conditions
  - LOS at intersection is 2 is very low, compared to the KOA analysis.
- Existing + Project
  - Intersection 2 delay values are much higher in the KOA check calculations
  - Intersection 4 delay values are much higher in the KOA check calculations
- Cumulative Project Analysis:
  - Intersection 4 delay values are much higher in the KOA check calculations.

Roadway

- The Roadway Segment Level of Service (LOS) tables are difficult to interpret without the provision of the volume-to-capacity (V/C) ratios. The LOS C thresholds for the future post-project scenarios range from 6,300 for the Stillwell Road segment to 34,000 for the two Clark Avenue segments, implying segment capacities ranging from 47,887 to 8,873 vehicles per day (based on the standard volume-to-capacity ratio cutoff of .0.70/0.71 for LOS C).
- With these capacities, the post-project roadway segment levels of service for Site 3 buildout should all be in the A to B range, based on our calculations, but the report's post-project table (Table 4.11-11) shows Stillwell Road at LOS C. Including the V/C ratios in this table would allow for a determination as to why those values differ from those calculated by KOA.

. **Impact Analysis/Determination:**

- The discussion of intersection impacts (4.11.3, Sub-section b) should be more focused. Either the report should only list the criteria that were applied in the study (i.e. the V/C and project increases shown in Table 4.11-6) or the report should specify which of the intersection thresholds were applied in the study.

- The roadway segment impact thresholds for the study should be more clearly defined. The discussion of impact standards states that significant impacts on roadways are considered where the "Estimated Future Volume" exceeds the "Acceptable Capacity", without defining what V/C ratio constitutes Acceptable Capacity.

## ATTACHMENT A
## PROJECT SITES AND TRAFFIC STUDY AREA

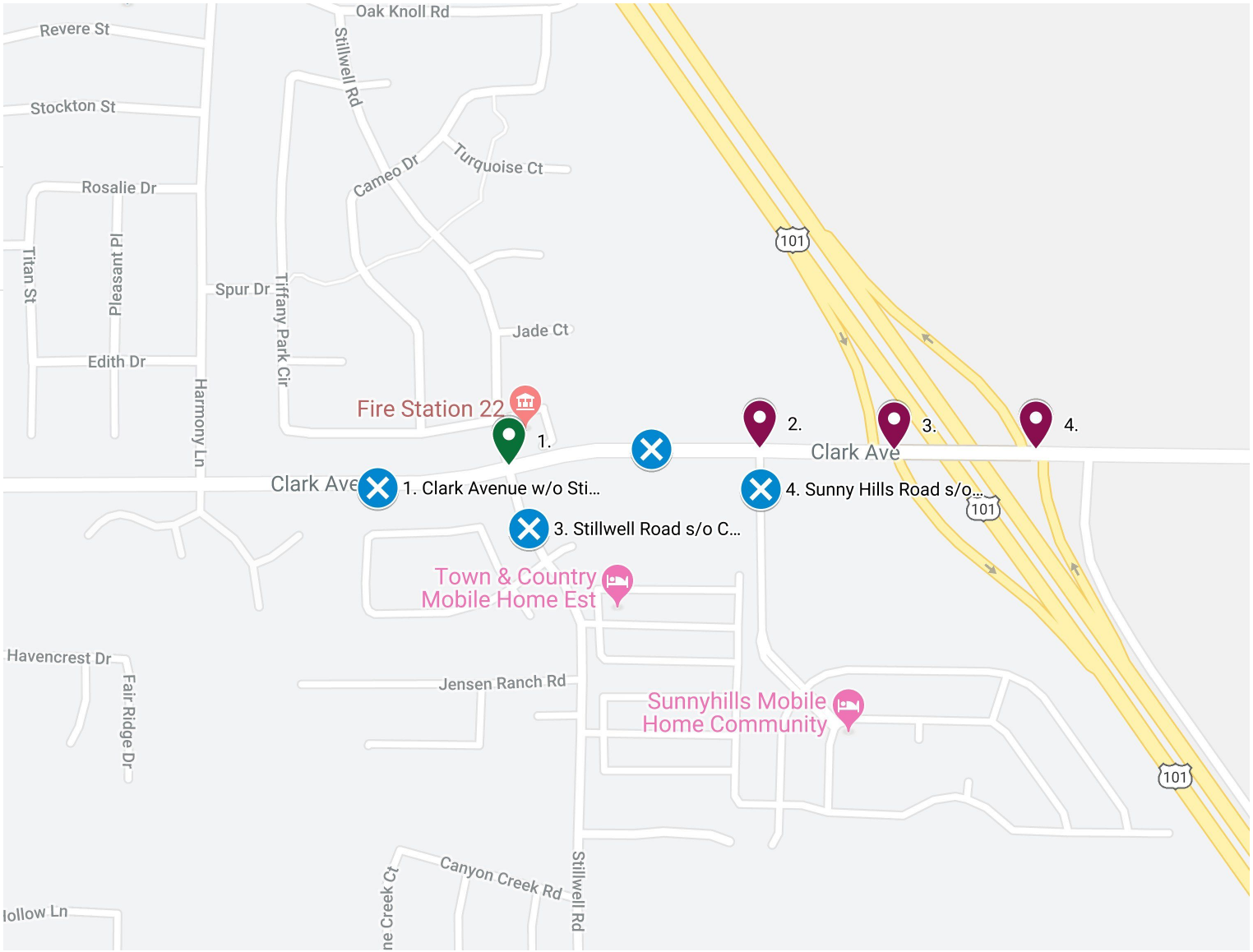
# Orcutt Key Sites Map

Intersections

- Unsignalized
- Signalized

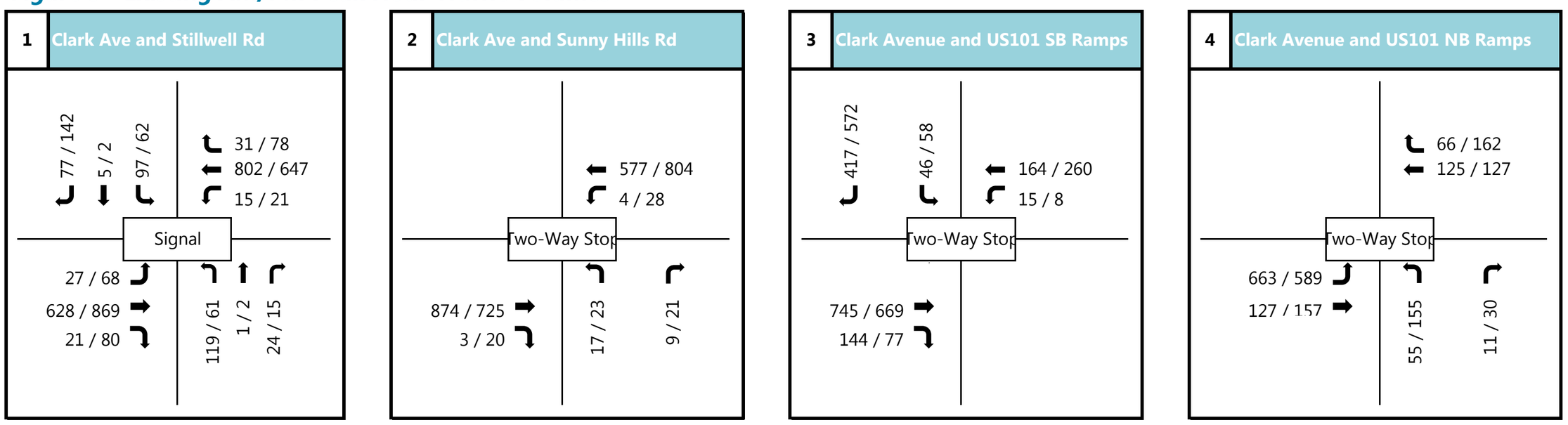
Segments

- All items

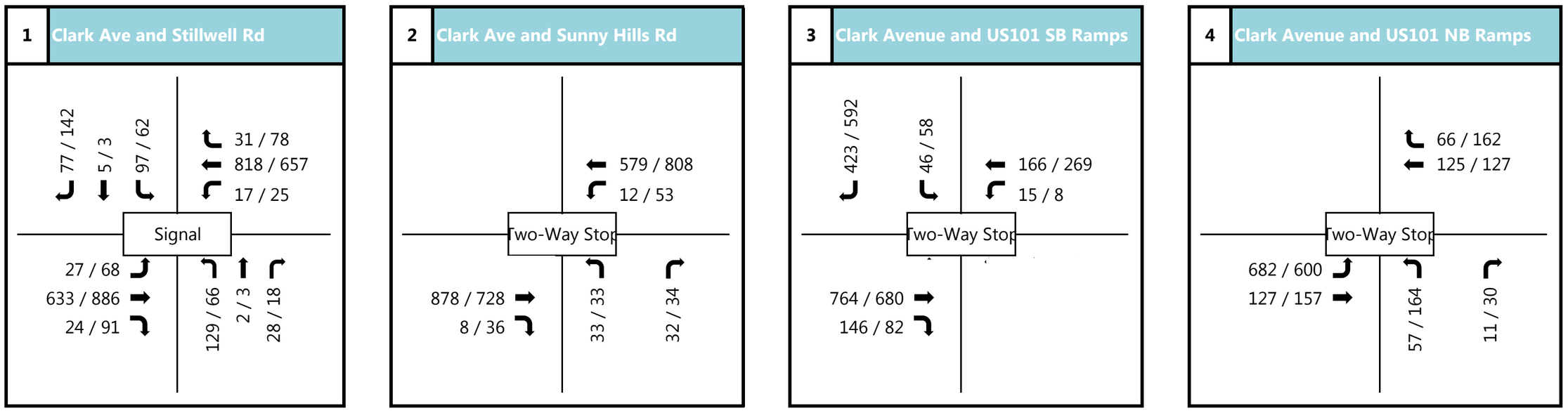


**ATTACHMENT B**
**TRAFFIC VOLUME INPUTS FROM PREVIOUS STUDY**

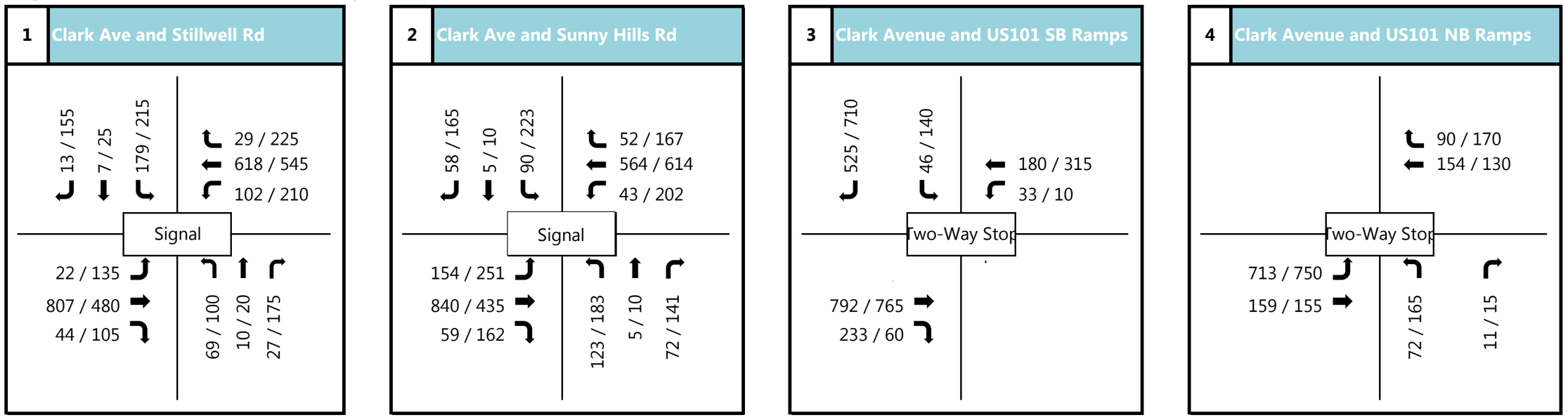
## Figure 5 - Existing AM/PM Peak Hour Traffic Volumes



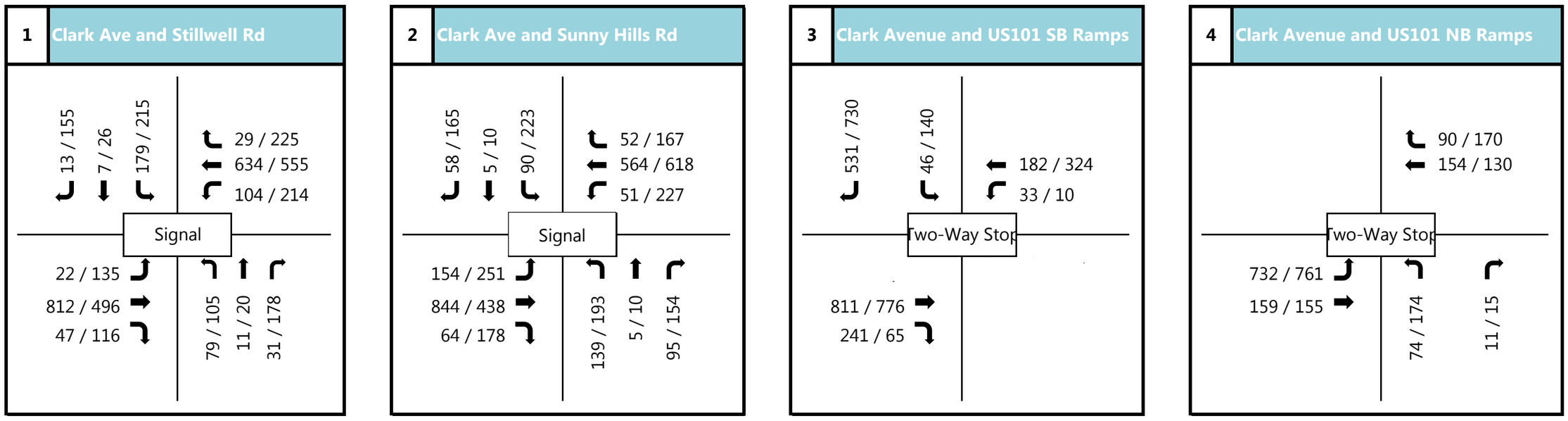
## Figure 8 - Existing With-Project - AM/PM Peak Hour Traffic Volumes



## Figure 11 - Future Without Project - AM/PM Peak Hour Traffic Volumes



## Figure 12 – Future With-Project - AM/PM Peak Hour Traffic Volumes



**ATTACHMENT C**
**LEVEL OF SERVICE WORKSHEETS – EXISTING SCENARIO**

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Existing+Proj AM.pdf

Scenario 5 Existing plus Project AM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.601 | - | B |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.669 | - | B |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.060 | 174.1 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 27.372 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.601 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 1 | 24 | 97 | 5 | 77 | 27 | 628 | 21 | 15 | 802 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 33 | 41 | 0 | 0 | 0 | 248 | 0 | 16 | 238 | 40 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 1 | 57 | 138 | 5 | 77 | 27 | 876 | 21 | 31 | 1040 | 71 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 14 | 35 | 1 | 19 | 7 | 219 | 5 | 8 | 260 | 18 |
| Total Analysis Volume [veh/h] | 119 | 1 | 57 | 138 | 5 | 77 | 27 | 876 | 21 | 31 | 1040 | 71 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.07 | 0.04 | 0.04 | 0.09 | 0.05 | 0.05 | 0.02 | 0.28 | 0.28 | 0.02 | 0.35 | 0.35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.601 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.669 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 17 | 5 | 9 | 90 | 5 | 58 | 154 | 874 | 3 | 4 | 577 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 484 | 13 | 145 | 322 | 0 | 0 | 3 | 122 | 227 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 5 | 9 | 574 | 18 | 203 | 476 | 874 | 3 | 7 | 699 | 279 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 1 | 2 | 144 | 5 | 51 | 119 | 219 | 1 | 2 | 175 | 70 |
| Total Analysis Volume [veh/h] | 17 | 5 | 9 | 574 | 18 | 203 | 476 | 874 | 3 | 7 | 699 | 279 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.18 | 0.19 | 0.13 | 0.15 | 0.27 | 0.00 | 0.00 | 0.22 | 0.17 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.669 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 174.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.060 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 417 | 0 | 745 | 144 | 15 | 164 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 371 | 0 | 365 | 119 | 0 | 132 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 788 | 0 | 1110 | 263 | 15 | 296 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 197 | 0 | 278 | 66 | 4 | 74 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 788 | 0 | 1110 | 263 | 15 | 296 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 1.06 | 0.00 | 0.01 | 0.00 | 0.03 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 89.79 | 0.00 | 174.12 | 0.00 | 0.00 | 0.00 | 12.43 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 2.92 | 0.00 | 47.30 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 73.07 | 0.00 | 1182.46 | 0.00 | 0.00 | 0.00 | 2.32 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 169.47 | | | 0.00 | | | 0.60 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 56.21 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 27.372 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 55 | 0 | 11 | 0 | 0 | 0 | 663 | 127 | 0 | 0 | 125 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 124 | 0 | 0 | 0 | 0 | 0 | 357 | 8 | 0 | 0 | 8 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 179 | 0 | 11 | 0 | 0 | 0 | 1020 | 135 | 0 | 0 | 133 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 0 | 3 | 0 | 0 | 0 | 255 | 34 | 0 | 0 | 33 | 17 |
| Total Analysis Volume [veh/h] | 179 | 0 | 11 | 0 | 0 | 0 | 1020 | 135 | 0 | 0 | 133 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 27.37 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 15.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | C | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 94.55 | 0.00 | 94.55 | 0.00 | 0.00 | 0.00 | 8.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2363.63 | 0.00 | 2363.63 | 0.00 | 0.00 | 0.00 | 206.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 13.31 | | | 0.00 | | |
| Approach LOS | F | | | A | | | B | | | A | | |
| d_I, Intersection Delay [s/veh] | 1240.52 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Existing+Proj AM.pdf

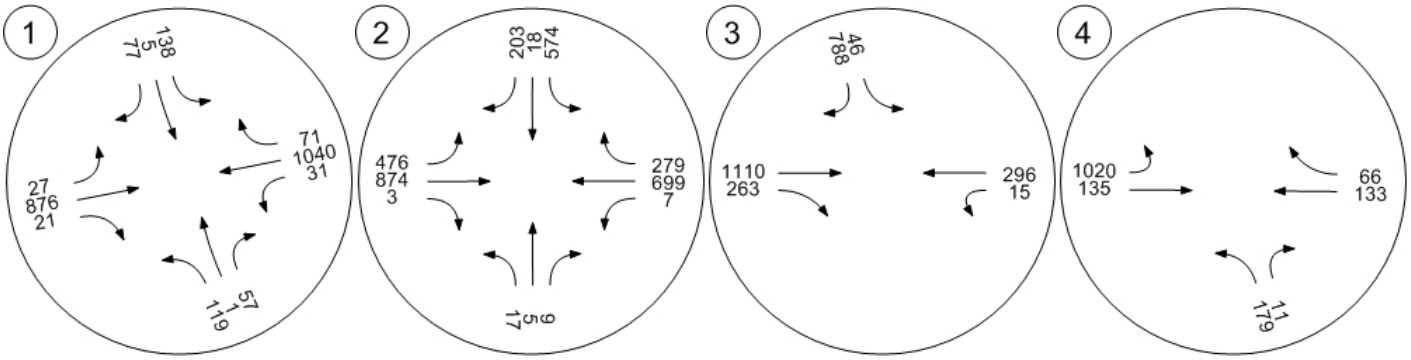
Scenario 5 Existing plus Project AM
11/15/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 825 | 794 | 1619 | 100.00 |
| | | | | | **Added Trips Total** | | | **825** | **794** | **1619** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Existing+Proj PM.pdf

Scenario 6 Existing plus Project PM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.648 | - | B |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | WB Thru | 0.773 | - | C |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.543 | 1,003.0 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 51.584 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.648 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 61 | 2 | 15 | 62 | 2 | 142 | 68 | 869 | 80 | 21 | 647 | 78 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 37 | 47 | 0 | 0 | 0 | 280 | 0 | 18 | 261 | 44 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 2 | 52 | 109 | 2 | 142 | 68 | 1149 | 80 | 39 | 908 | 122 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 1 | 13 | 27 | 1 | 36 | 17 | 287 | 20 | 10 | 227 | 31 |
| Total Analysis Volume [veh/h] | 61 | 2 | 52 | 109 | 2 | 142 | 68 | 1149 | 80 | 39 | 908 | 122 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.03 | 0.03 | 0.07 | 0.09 | 0.09 | 0.04 | 0.38 | 0.38 | 0.02 | 0.32 | 0.32 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.648 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.773 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 23 | 5 | 21 | 90 | 5 | 58 | 154 | 725 | 20 | 28 | 804 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 530 | 14 | 160 | 364 | 0 | 0 | 4 | 135 | 256 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 5 | 21 | 620 | 19 | 218 | 518 | 725 | 20 | 32 | 939 | 308 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 1 | 5 | 155 | 5 | 55 | 130 | 181 | 5 | 8 | 235 | 77 |
| Total Analysis Volume [veh/h] | 23 | 5 | 21 | 620 | 19 | 218 | 518 | 725 | 20 | 32 | 939 | 308 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.19 | 0.20 | 0.14 | 0.16 | 0.23 | 0.01 | 0.02 | 0.29 | 0.19 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.773 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 1,003.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.543 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 58 | 0 | 572 | 0 | 669 | 77 | 8 | 260 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 419 | 0 | 399 | 131 | 0 | 149 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 991 | 0 | 1068 | 208 | 8 | 409 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 15 | 0 | 248 | 0 | 267 | 52 | 2 | 102 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 991 | 0 | 1068 | 208 | 8 | 409 | 0 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 1.54 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 128.59 | 0.00 | 1003.00 | 0.00 | 0.00 | 0.00 | 11.71 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 4.80 | 0.00 | 182.44 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 120.05 | 0.00 | 4561.02 | 0.00 | 0.00 | 0.00 | 1.12 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 954.65 | | | 0.00 | | | 0.22 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 365.25 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 51.584 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 155 | 0 | 30 | 0 | 0 | 0 | 589 | 157 | 0 | 0 | 127 | 162 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 140 | 0 | 0 | 0 | 0 | 0 | 390 | 9 | 0 | 0 | 9 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 295 | 0 | 30 | 0 | 0 | 0 | 979 | 166 | 0 | 0 | 136 | 162 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 74 | 0 | 8 | 0 | 0 | 0 | 245 | 42 | 0 | 0 | 34 | 41 |
| Total Analysis Volume [veh/h] | 295 | 0 | 30 | 0 | 0 | 0 | 979 | 166 | 0 | 0 | 136 | 162 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 51.58 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 17.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | C | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 162.35 | 0.00 | 162.35 | 0.00 | 0.00 | 0.00 | 9.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4058.86 | 0.00 | 4058.86 | 0.00 | 0.00 | 0.00 | 241.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 14.91 | | | 0.00 | | |
| Approach LOS | F | | | A | | | B | | | A | | |
| d_I, Intersection Delay [s/veh] | 1847.89 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Existing+Proj PM.pdf

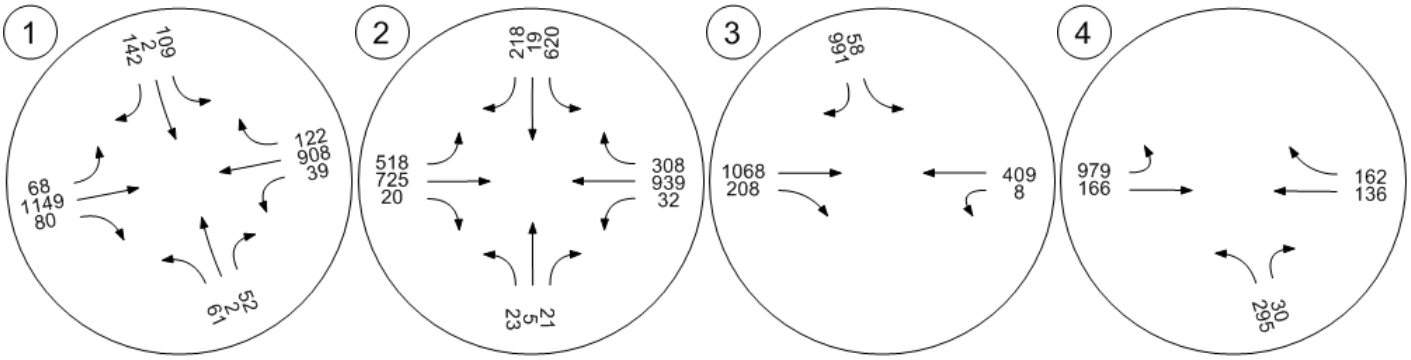
Scenario 6 Existing plus Project PM
11/15/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 932 | 870 | 1802 | 100.00 |
| | | | | | **Added Trips Total** | | | **932** | **870** | **1802** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Ex+Proj AM_v2.pdf

Scenario 5 Existing plus Project AM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.551 | - | A |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.527 | - | A |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 0.294 | 37.5 | E |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 4.227 | 6,150.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.551 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 1 | 24 | 97 | 5 | 77 | 27 | 628 | 21 | 15 | 802 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 114 | 0 | 5 | 104 | 15 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 1 | 30 | 113 | 5 | 77 | 27 | 742 | 21 | 20 | 906 | 46 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 8 | 28 | 1 | 19 | 7 | 186 | 5 | 5 | 227 | 12 |
| Total Analysis Volume [veh/h] | 119 | 1 | 30 | 113 | 5 | 77 | 27 | 742 | 21 | 20 | 906 | 46 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.02 | 0.02 | 0.07 | 0.05 | 0.05 | 0.02 | 0.24 | 0.24 | 0.01 | 0.30 | 0.30 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.551 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.527 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 1 | 1 | 1 | 2 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 240.00 | 115.00 | 155.00 | 100.00 |
| Speed [mph] | 15.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 17 | 9 | 874 | 3 | 4 | 577 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 124 | 101 | 105 | 43 | 182 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 141 | 110 | 979 | 46 | 186 | 577 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 35 | 28 | 245 | 12 | 47 | 144 |
| Total Analysis Volume [veh/h] | 141 | 110 | 979 | 46 | 186 | 577 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 4 | 0 | 6 | 0 | 0 | 2 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lag | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.05 | 0.31 | 0.03 | 0.06 | 0.18 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.527 | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 37.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.294 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 417 | 0 | 745 | 144 | 15 | 164 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 121 | 45 | 0 | 52 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 547 | 0 | 866 | 189 | 15 | 216 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 137 | 0 | 217 | 47 | 4 | 54 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 547 | 0 | 866 | 189 | 15 | 216 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.66 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 37.47 | 0.00 | 17.88 | 0.00 | 0.00 | 0.00 | 10.58 | 0.00 | 0.00 |
| Movement LOS | | | | E | | C | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.22 | 0.00 | 5.69 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 30.51 | 0.00 | 142.32 | 0.00 | 0.00 | 0.00 | 1.74 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 19.40 | | | 0.00 | | | 0.69 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.21 | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 6,150.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 4.227 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 55 | 0 | 11 | 0 | 0 | 0 | 663 | 127 | 0 | 0 | 125 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 49 | 0 | 0 | 0 | 0 | 0 | 118 | 3 | 0 | 0 | 3 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 104 | 0 | 11 | 0 | 0 | 0 | 781 | 130 | 0 | 0 | 128 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 0 | 3 | 0 | 0 | 0 | 195 | 33 | 0 | 0 | 32 | 17 |
| Total Analysis Volume [veh/h] | 104 | 0 | 11 | 0 | 0 | 0 | 781 | 130 | 0 | 0 | 128 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 4.23 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 6150.03 | 0.00 | 6007.63 | 0.00 | 0.00 | 0.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 47.56 | 0.00 | 47.56 | 0.00 | 0.00 | 0.00 | 3.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1189.05 | 0.00 | 1189.05 | 0.00 | 0.00 | 0.00 | 96.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 6136.41 | | | 0.00 | | | 9.43 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 585.48 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Ex+Proj AM_v2.pdf

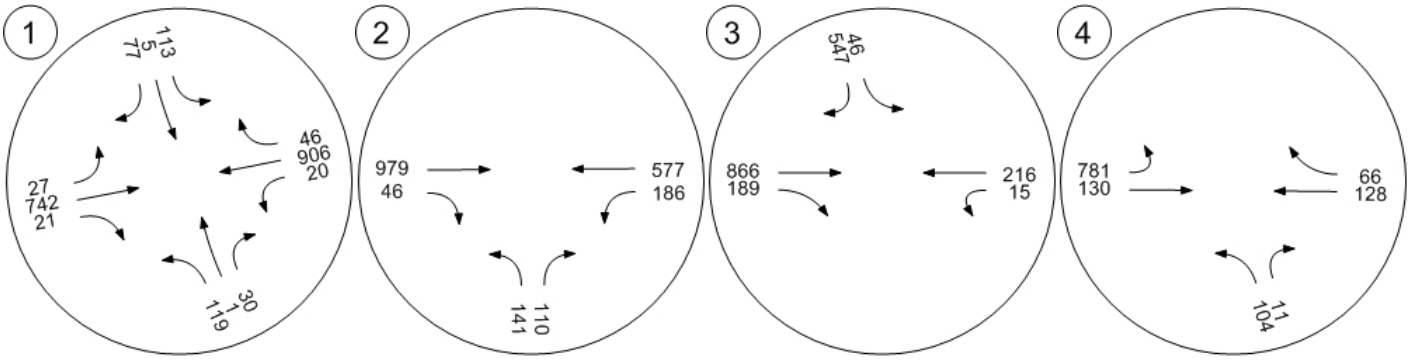
Scenario 5 Existing plus Project AM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 325 | 297 | 622 | 100.00 |
| | | | | | **Added Trips Total** | | | **325** | **297** | **622** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Ex+Proj PM_v2.pdf

Scenario 11 Existing plus Project PM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.595 | - | A |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.455 | - | A |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.011 | 116.2 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 8.965 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.595 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 61 | 2 | 15 | 62 | 2 | 142 | 68 | 869 | 80 | 21 | 647 | 78 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 135 | 0 | 7 | 131 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 2 | 22 | 81 | 2 | 142 | 68 | 1004 | 80 | 28 | 778 | 97 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 1 | 6 | 20 | 1 | 36 | 17 | 251 | 20 | 7 | 195 | 24 |
| Total Analysis Volume [veh/h] | 61 | 2 | 22 | 81 | 2 | 142 | 68 | 1004 | 80 | 28 | 778 | 97 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.02 | 0.02 | 0.05 | 0.09 | 0.09 | 0.04 | 0.34 | 0.34 | 0.02 | 0.27 | 0.27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.595 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.455 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 1 | 1 | 1 | 2 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 240.00 | 115.00 | 155.00 | 100.00 |
| Speed [mph] | 15.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 23 | 21 | 725 | 20 | 28 | 804 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 157 | 128 | 129 | 51 | 217 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 180 | 149 | 854 | 71 | 245 | 804 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 37 | 214 | 18 | 61 | 201 |
| Total Analysis Volume [veh/h] | 180 | 149 | 854 | 71 | 245 | 804 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permissive | Permissive | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 6 | 0 | 0 | 2 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.27 | 0.04 | 0.08 | 0.25 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.455 | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 116.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.011 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 58 | 0 | 572 | 0 | 669 | 77 | 8 | 260 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 154 | 56 | 0 | 62 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 727 | 0 | 823 | 133 | 8 | 322 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 15 | 0 | 182 | 0 | 206 | 33 | 2 | 81 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 727 | 0 | 823 | 133 | 8 | 322 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 1.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 42.60 | 0.00 | 116.18 | 0.00 | 0.00 | 0.00 | 10.06 | 0.00 | 0.00 |
| Movement LOS | | | | E | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.76 | 0.00 | 35.11 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 44.02 | 0.00 | 877.83 | 0.00 | 0.00 | 0.00 | 0.84 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 110.74 | | | 0.00 | | | 0.24 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 42.02 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 8.965 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 155 | 0 | 30 | 0 | 0 | 0 | 589 | 157 | 0 | 0 | 127 | 162 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 58 | 0 | 0 | 0 | 0 | 0 | 150 | 4 | 0 | 0 | 4 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 213 | 0 | 30 | 0 | 0 | 0 | 739 | 161 | 0 | 0 | 131 | 162 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 53 | 0 | 8 | 0 | 0 | 0 | 185 | 40 | 0 | 0 | 33 | 41 |
| Total Analysis Volume [veh/h] | 213 | 0 | 30 | 0 | 0 | 0 | 739 | 161 | 0 | 0 | 131 | 162 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 8.96 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 11.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 111.27 | 0.00 | 111.27 | 0.00 | 0.00 | 0.00 | 4.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2781.84 | 0.00 | 2781.84 | 0.00 | 0.00 | 0.00 | 103.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 9.67 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1698.26 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Ex+Proj PM_v2.pdf

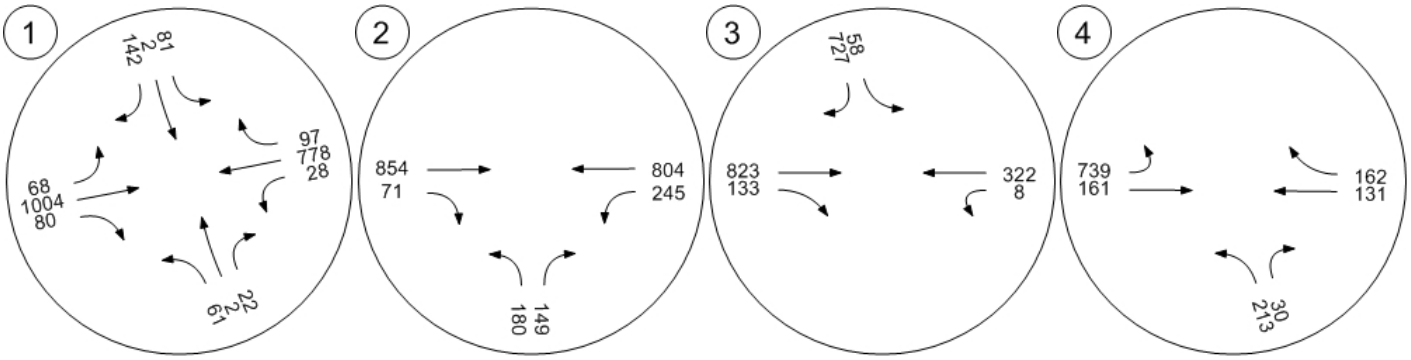
Scenario 11 Existing plus Project PM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 387 | 375 | 762 | 100.00 |
| | | | | | **Added Trips Total** | | | **387** | **375** | **762** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS

Vistro File: J:\...\Site_3_v5.vistro
Report File: J:\...\Exsiting With Project AMf.pdf

Scenario 3 Existing Plus Project AM
11/14/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.525 | - | A |
| 2 | Clark Ave/ Sunny Hills Rd | Two-way stop | HCM 6th Edition | NB Left | 0.243 | 40.8 | E |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 0.223 | 27.4 | D |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 1.424 | 1,079.5 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.525 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 129 | 2 | 28 | 97 | 5 | 77 | 27 | 633 | 24 | 17 | 818 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 129 | 2 | 28 | 97 | 5 | 77 | 27 | 633 | 24 | 17 | 818 | 31 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 32 | 1 | 7 | 24 | 1 | 19 | 7 | 158 | 6 | 4 | 205 | 8 |
| Total Analysis Volume [veh/h] | 129 | 2 | 28 | 97 | 5 | 77 | 27 | 633 | 24 | 17 | 818 | 31 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.08 | 0.02 | 0.02 | 0.06 | 0.05 | 0.05 | 0.02 | 0.21 | 0.21 | 0.01 | 0.27 | 0.27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.525 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 40.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.243 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 1 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 115.00 | 155.00 | 100.00 |
| Speed [mph] | 15.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 33 | 32 | 878 | 8 | 12 | 579 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 33 | 32 | 878 | 8 | 12 | 579 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 8 | 220 | 2 | 3 | 145 |
| Total Analysis Volume [veh/h] | 33 | 32 | 878 | 8 | 12 | 579 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Free | Free |
|---|---|---|---|
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.24 | 0.09 | 0.01 | 0.00 | 0.02 | 0.01 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 40.78 | 24.65 | 0.00 | 0.00 | 9.79 | 0.00 |
| Movement LOS | E | C | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.48 | 1.48 | 0.00 | 0.00 | 0.05 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 36.95 | 36.95 | 0.00 | 0.00 | 1.20 | 0.00 |
| d_A, Approach Delay [s/veh] | 32.84 | | 0.00 | | 0.20 | |
| Approach LOS | D | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.46 | | | | | |
| Intersection LOS | E | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 27.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.223 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 423 | 0 | 764 | 146 | 15 | 166 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 423 | 0 | 764 | 146 | 15 | 166 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 106 | 0 | 191 | 37 | 4 | 42 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 423 | 0 | 764 | 146 | 15 | 166 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Priority Scheme | Stop | | | Stop | | | Free | | | Free | | |
| Flared Lane | | | | | | | | | | | | |
| Storage Area [veh] | 0 | | | 0 | | | 0 | | | 0 | | |
| Two-Stage Gap Acceptance | | | | No | | | | | | | | |
| Number of Storage Spaces in Median | 0 | | | 0 | | | 0 | | | 0 | | |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.48 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 27.42 | 0.00 | 12.89 | 0.00 | 0.00 | 0.00 | 9.91 | 0.00 | 0.00 |
| Movement LOS | | | | D | | B | | A | A | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 2.75 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 21.27 | 0.00 | 68.84 | 0.00 | 0.00 | 0.00 | 1.53 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 14.32 | | | 0.00 | | | 0.82 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.40 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 1,079.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.424 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 57 | 0 | 11 | 0 | 0 | 0 | 682 | 127 | 0 | 0 | 125 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 57 | 0 | 11 | 0 | 0 | 0 | 682 | 127 | 0 | 0 | 125 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 0 | 3 | 0 | 0 | 0 | 171 | 32 | 0 | 0 | 31 | 17 |
| Total Analysis Volume [veh/h] | 57 | 0 | 11 | 0 | 0 | 0 | 682 | 127 | 0 | 0 | 125 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

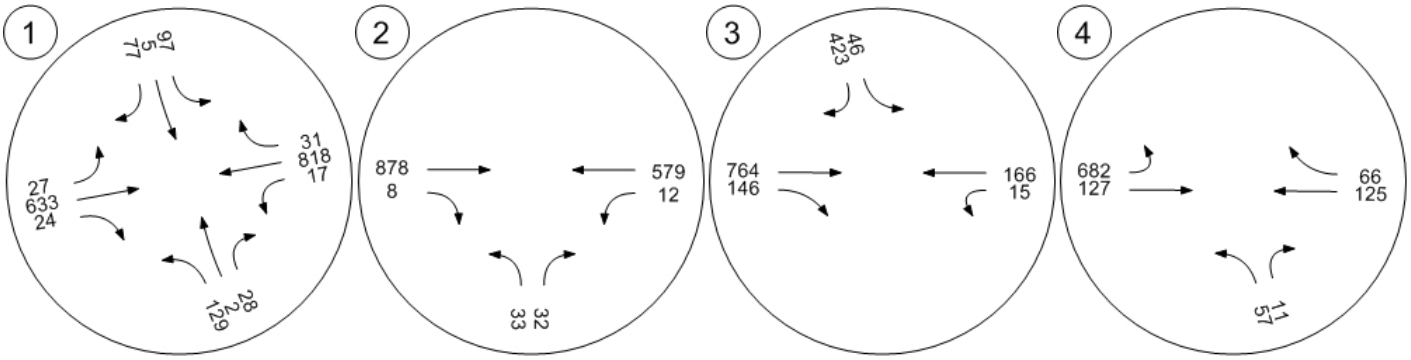
**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 1.42 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 1079.51 | 0.00 | 993.46 | 0.00 | 0.00 | 0.00 | 10.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 16.50 | 0.00 | 16.50 | 0.00 | 0.00 | 0.00 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 412.62 | 0.00 | 412.62 | 0.00 | 0.00 | 0.00 | 72.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 1065.59 | | | 0.00 | | | 8.54 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 74.32 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS

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Scenario 4 Existing Plus Project PM
11/14/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.564 | - | A |
| 2 | Clark Ave/ Sunny Hills Rd | Two-way stop | HCM 6th Edition | NB Left | 0.320 | 54.1 | F |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 0.266 | 27.5 | D |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 3.430 | 4,604.6 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.564 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 66 | 3 | 18 | 62 | 3 | 142 | 68 | 886 | 91 | 25 | 657 | 78 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 66 | 3 | 18 | 62 | 3 | 142 | 68 | 886 | 91 | 25 | 657 | 78 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 1 | 5 | 16 | 1 | 36 | 17 | 222 | 23 | 6 | 164 | 20 |
| Total Analysis Volume [veh/h] | 66 | 3 | 18 | 62 | 3 | 142 | 68 | 886 | 91 | 25 | 657 | 78 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.01 | 0.01 | 0.04 | 0.09 | 0.09 | 0.04 | 0.31 | 0.31 | 0.02 | 0.23 | 0.23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.564 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 54.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.320 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 1 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 115.00 | 155.00 | 100.00 |
| Speed [mph] | 15.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 33 | 34 | 728 | 36 | 53 | 808 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 33 | 34 | 728 | 36 | 53 | 808 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 9 | 182 | 9 | 13 | 202 |
| Total Analysis Volume [veh/h] | 33 | 34 | 728 | 36 | 53 | 808 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Free | Free |
|---|---|---|---|
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.32 | 0.08 | 0.01 | 0.00 | 0.06 | 0.01 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 54.12 | 27.69 | 0.00 | 0.00 | 9.52 | 0.00 |
| Movement LOS | F | D | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.93 | 1.93 | 0.00 | 0.00 | 0.20 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 48.25 | 48.25 | 0.00 | 0.00 | 4.99 | 0.00 |
| d_A, Approach Delay [s/veh] | 40.71 | | 0.00 | | 0.59 | |
| Approach LOS | E | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.91 | | | | | |
| Intersection LOS | F | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 27.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.266 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 58 | 0 | 592 | 0 | 680 | 82 | 8 | 269 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 592 | 0 | 680 | 82 | 8 | 269 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 15 | 0 | 148 | 0 | 170 | 21 | 2 | 67 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 58 | 0 | 592 | 0 | 680 | 82 | 8 | 269 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.77 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 27.51 | 0.00 | 24.72 | 0.00 | 0.00 | 0.00 | 9.27 | 0.00 | 0.00 |
| Movement LOS | | | | D | | C | | A | A | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.07 | 0.00 | 9.07 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 26.87 | 0.00 | 226.75 | 0.00 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 24.97 | | | 0.00 | | | 0.27 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 9.65 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 4,604.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 3.430 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 265.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 164 | 0 | 30 | 0 | 0 | 0 | 600 | 157 | 0 | 0 | 127 | 162 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 164 | 0 | 30 | 0 | 0 | 0 | 600 | 157 | 0 | 0 | 127 | 162 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 41 | 0 | 8 | 0 | 0 | 0 | 150 | 39 | 0 | 0 | 32 | 41 |
| Total Analysis Volume [veh/h] | 164 | 0 | 30 | 0 | 0 | 0 | 600 | 157 | 0 | 0 | 127 | 162 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

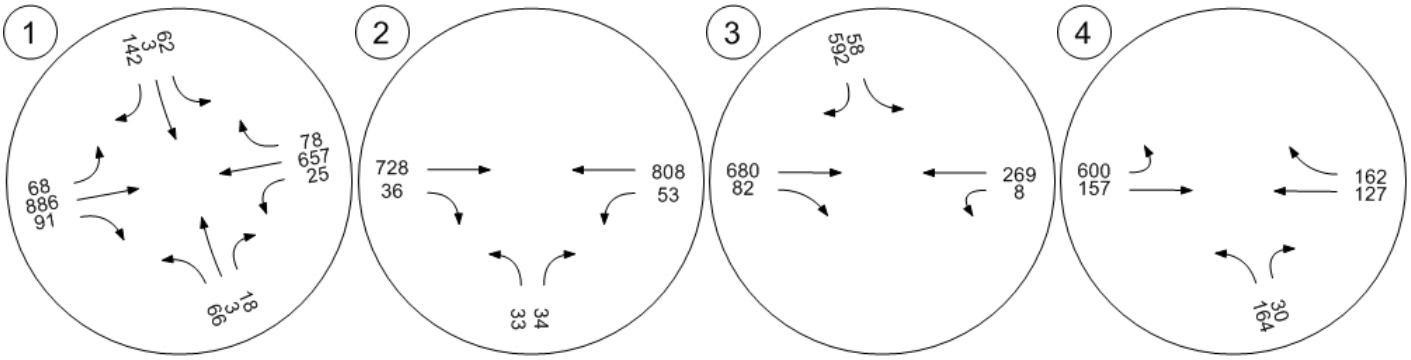
**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 3.43 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 4604.55 | 0.00 | 4533.30 | 0.00 | 0.00 | 0.00 | 10.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 72.99 | 0.00 | 72.99 | 0.00 | 0.00 | 0.00 | 2.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1824.67 | 0.00 | 1824.67 | 0.00 | 0.00 | 0.00 | 66.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 4593.53 | | | 0.00 | | | 8.20 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 723.67 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

## Traffic Volume - Future Total Volume

**ATTACHMENT D**
**LEVEL OF SERVICE WORKSHEETS – FUTURE SCENARIO**

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Buildout with Proj AMv2.pdf

Scenario 9 Future Buildout w pAM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.710 | - | C |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.699 | - | B |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.230 | 449.6 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 55.532 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.710 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 69 | 10 | 27 | 179 | 7 | 13 | 22 | 807 | 44 | 102 | 618 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 33 | 41 | 0 | 0 | 0 | 248 | 0 | 16 | 238 | 40 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 69 | 10 | 60 | 220 | 7 | 13 | 22 | 1055 | 44 | 118 | 856 | 69 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 3 | 15 | 55 | 2 | 3 | 6 | 264 | 11 | 30 | 214 | 17 |
| Total Analysis Volume [veh/h] | 69 | 10 | 60 | 220 | 7 | 13 | 22 | 1055 | 44 | 118 | 856 | 69 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.04 | 0.04 | 0.14 | 0.01 | 0.01 | 0.01 | 0.34 | 0.34 | 0.07 | 0.29 | 0.29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.710 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.699 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 123 | 5 | 72 | 90 | 5 | 58 | 154 | 840 | 59 | 43 | 564 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 484 | 13 | 145 | 322 | 0 | 0 | 3 | 122 | 227 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 123 | 5 | 72 | 574 | 18 | 203 | 476 | 840 | 59 | 46 | 686 | 279 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 1 | 18 | 144 | 5 | 51 | 119 | 210 | 15 | 12 | 172 | 70 |
| Total Analysis Volume [veh/h] | 123 | 5 | 72 | 574 | 18 | 203 | 476 | 840 | 59 | 46 | 686 | 279 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.04 | 0.05 | 0.18 | 0.19 | 0.13 | 0.15 | 0.26 | 0.04 | 0.03 | 0.21 | 0.17 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.699 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 449.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.230 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 525 | 0 | 792 | 233 | 33 | 180 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 371 | 0 | 365 | 119 | 0 | 132 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 896 | 0 | 1157 | 352 | 33 | 312 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 224 | 0 | 289 | 88 | 8 | 78 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 896 | 0 | 1157 | 352 | 33 | 312 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.70 | 0.00 | 1.23 | 0.00 | 0.01 | 0.00 | 0.07 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 163.93 | 0.00 | 449.58 | 0.00 | 0.00 | 0.00 | 13.77 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 4.68 | 0.00 | 97.65 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 117.00 | 0.00 | 2441.37 | 0.00 | 0.00 | 0.00 | 6.03 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 435.63 | | | 0.00 | | | 1.32 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 146.93 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 55.532 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 72 | 0 | 11 | 0 | 0 | 0 | 713 | 159 | 0 | 0 | 154 | 90 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 124 | 0 | 0 | 0 | 0 | 0 | 357 | 8 | 0 | 0 | 8 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 196 | 0 | 11 | 0 | 0 | 0 | 1070 | 167 | 0 | 0 | 162 | 90 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 49 | 0 | 3 | 0 | 0 | 0 | 268 | 42 | 0 | 0 | 41 | 23 |
| Total Analysis Volume [veh/h] | 196 | 0 | 11 | 0 | 0 | 0 | 1070 | 167 | 0 | 0 | 162 | 90 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 55.53 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 9.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | A | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 104.60 | 0.00 | 104.60 | 0.00 | 0.00 | 0.00 | 2.11 | 1.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2615.12 | 0.00 | 2615.12 | 0.00 | 0.00 | 0.00 | 52.70 | 39.15 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 8.44 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1226.67 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Buildout with Proj AMv2.pdf

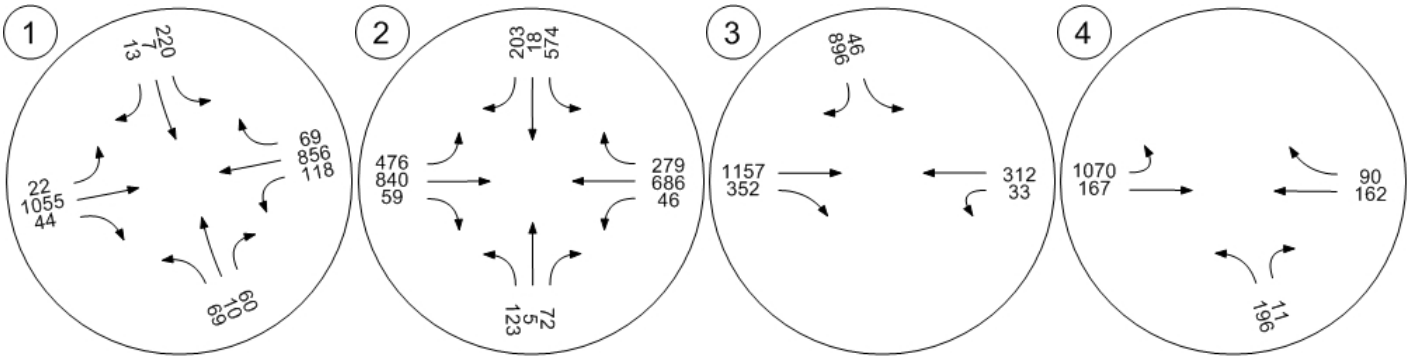
Scenario 9 Future Buildout w pAM
11/15/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 825 | 794 | 1619 | 100.00 |
| | | | | | **Added Trips Total** | | | **825** | **794** | **1619** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Buildout with Proj PMv2.pdf

Scenario 10 Future Buildout wp PM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.840 | - | D |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | WB Right | 0.891 | - | D |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 2.107 | 2,150.0 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 232.547 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.840 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 20 | 175 | 215 | 25 | 155 | 135 | 480 | 105 | 210 | 545 | 225 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 37 | 47 | 0 | 0 | 0 | 280 | 0 | 18 | 261 | 44 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 20 | 212 | 262 | 25 | 155 | 135 | 760 | 105 | 228 | 806 | 269 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 5 | 53 | 66 | 6 | 39 | 34 | 190 | 26 | 57 | 202 | 67 |
| Total Analysis Volume [veh/h] | 100 | 20 | 212 | 262 | 25 | 155 | 135 | 760 | 105 | 228 | 806 | 269 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.15 | 0.15 | 0.16 | 0.11 | 0.11 | 0.08 | 0.27 | 0.27 | 0.14 | 0.34 | 0.34 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.840 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.891 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 183 | 10 | 141 | 223 | 10 | 165 | 251 | 435 | 162 | 202 | 614 | 167 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 530 | 14 | 160 | 364 | 0 | 0 | 4 | 135 | 256 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 183 | 10 | 141 | 753 | 24 | 325 | 615 | 435 | 162 | 206 | 749 | 423 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 46 | 3 | 35 | 188 | 6 | 81 | 154 | 109 | 41 | 52 | 187 | 106 |
| Total Analysis Volume [veh/h] | 183 | 10 | 141 | 753 | 24 | 325 | 615 | 435 | 162 | 206 | 749 | 423 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.06 | 0.09 | 0.24 | 0.24 | 0.20 | 0.19 | 0.14 | 0.10 | 0.13 | 0.23 | 0.26 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.891 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 2,150.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 2.107 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 140 | 0 | 710 | 0 | 765 | 60 | 10 | 315 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 419 | 0 | 399 | 131 | 0 | 149 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 1129 | 0 | 1164 | 191 | 10 | 464 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 35 | 0 | 282 | 0 | 291 | 48 | 3 | 116 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 1129 | 0 | 1164 | 191 | 10 | 464 | 0 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 2.11 | 0.00 | 1.89 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 2150.02 | 0.00 | 1621.14 | 0.00 | 0.00 | 0.00 | 12.23 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 41.80 | 0.00 | 271.65 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 1045.02 | 0.00 | 6791.37 | 0.00 | 0.00 | 0.00 | 1.51 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 1679.49 | | | 0.00 | | | 0.26 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 687.99 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 232.547 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 165 | 0 | 15 | 0 | 0 | 0 | 750 | 155 | 0 | 0 | 130 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 140 | 0 | 0 | 0 | 0 | 0 | 390 | 9 | 0 | 0 | 9 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 305 | 0 | 15 | 0 | 0 | 0 | 1140 | 164 | 0 | 0 | 139 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 76 | 0 | 4 | 0 | 0 | 0 | 285 | 41 | 0 | 0 | 35 | 43 |
| Total Analysis Volume [veh/h] | 305 | 0 | 15 | 0 | 0 | 0 | 1140 | 164 | 0 | 0 | 139 | 170 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 232.55 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 10.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 162.27 | 0.00 | 162.27 | 0.00 | 0.00 | 0.00 | 2.57 | 1.91 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4056.75 | 0.00 | 4056.75 | 0.00 | 0.00 | 0.00 | 64.20 | 47.70 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 9.13 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1661.62 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 1

Vistro File: J:\...\Site_1_v1.vistro
Report File: J:\...\Buildout with Proj PMv2.pdf

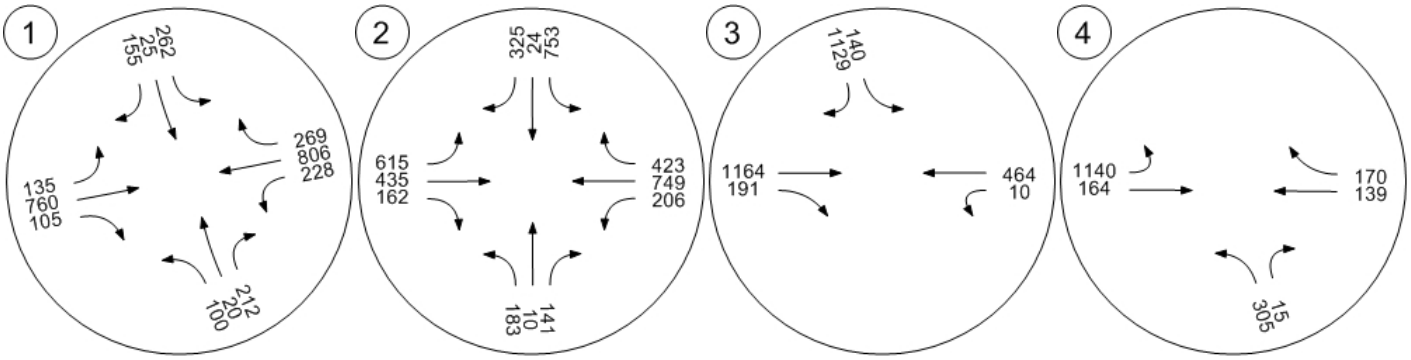
Scenario 10 Future Buildout wp PM
11/15/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 932 | 870 | 1802 | 100.00 |
| | | | | | **Added Trips Total** | | | **932** | **870** | **1802** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Buildout+Proj AMv2.pdf

Scenario 12 12 Buildout with Project AM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.628 | - | B |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.613 | - | B |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 0.382 | 53.1 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 7.651 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.628 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 69 | 10 | 27 | 179 | 7 | 13 | 22 | 807 | 44 | 102 | 618 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 114 | 0 | 5 | 104 | 15 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 69 | 10 | 33 | 195 | 7 | 13 | 22 | 921 | 44 | 107 | 722 | 44 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 3 | 8 | 49 | 2 | 3 | 6 | 230 | 11 | 27 | 181 | 11 |
| Total Analysis Volume [veh/h] | 69 | 10 | 33 | 195 | 7 | 13 | 22 | 921 | 44 | 107 | 722 | 44 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

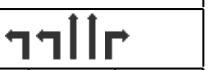
**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.03 | 0.03 | 0.12 | 0.01 | 0.01 | 0.01 | 0.30 | 0.30 | 0.07 | 0.24 | 0.24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.628 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.613 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 123 | 5 | 72 | 90 | 5 | 58 | 154 | 840 | 59 | 43 | 564 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 124 | 0 | 101 | 0 | 0 | 0 | 0 | 105 | 43 | 182 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 247 | 5 | 173 | 90 | 5 | 58 | 154 | 945 | 102 | 225 | 564 | 52 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 62 | 1 | 43 | 23 | 1 | 15 | 39 | 236 | 26 | 56 | 141 | 13 |
| Total Analysis Volume [veh/h] | 247 | 5 | 173 | 90 | 5 | 58 | 154 | 945 | 102 | 225 | 564 | 52 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.08 | 0.11 | 0.03 | 0.03 | 0.04 | 0.10 | 0.30 | 0.06 | 0.07 | 0.18 | 0.03 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.613 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 53.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.382 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 525 | 0 | 792 | 233 | 33 | 180 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 121 | 45 | 0 | 52 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 655 | 0 | 913 | 278 | 33 | 232 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 164 | 0 | 228 | 70 | 8 | 58 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 655 | 0 | 913 | 278 | 33 | 232 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.81 | 0.00 | 0.01 | 0.00 | 0.06 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 53.08 | 0.00 | 27.68 | 0.00 | 0.00 | 0.00 | 11.51 | 0.00 | 0.00 |
| Movement LOS | | | | F | | D | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.77 | 0.00 | 11.25 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 44.25 | 0.00 | 281.29 | 0.00 | 0.00 | 0.00 | 4.47 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 29.35 | | | 0.00 | | | 1.43 | | |
| Approach LOS | A | | | D | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 9.71 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 7.651 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 72 | 0 | 11 | 0 | 0 | 0 | 713 | 159 | 0 | 0 | 154 | 90 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 49 | 0 | 0 | 0 | 0 | 0 | 118 | 3 | 0 | 0 | 3 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 121 | 0 | 11 | 0 | 0 | 0 | 831 | 162 | 0 | 0 | 157 | 90 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 3 | 0 | 0 | 0 | 208 | 41 | 0 | 0 | 39 | 23 |
| Total Analysis Volume [veh/h] | 121 | 0 | 11 | 0 | 0 | 0 | 831 | 162 | 0 | 0 | 157 | 90 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 7.65 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 9.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | A | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 60.65 | 0.00 | 60.65 | 0.00 | 0.00 | 0.00 | 1.41 | 1.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1516.30 | 0.00 | 1516.30 | 0.00 | 0.00 | 0.00 | 35.26 | 25.43 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 7.60 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 967.60 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Buildout+Proj AMv2.pdf

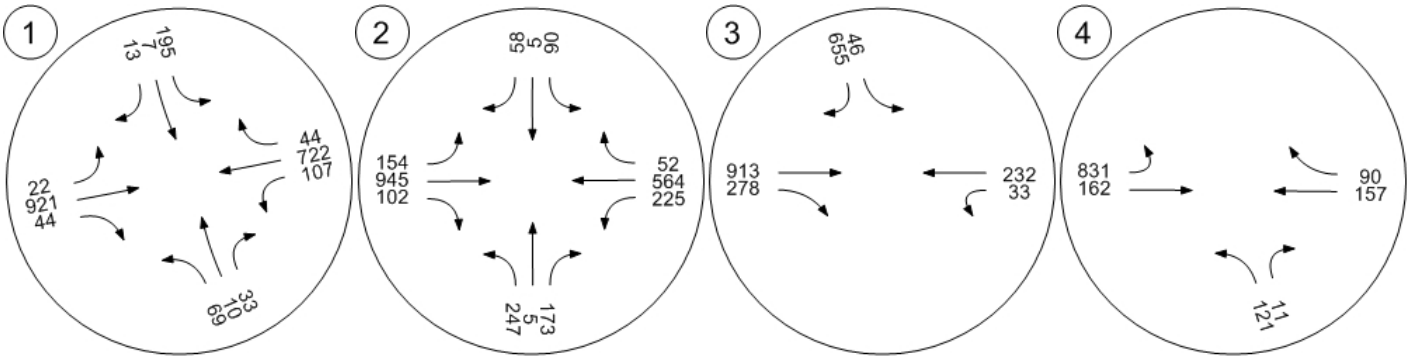
Scenario 12 12 Buildout with Project AM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 325 | 297 | 622 | 100.00 |
| | | | | | **Added Trips Total** | | | **325** | **297** | **622** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Buildout+Proj PMv2.pdf

Scenario 13 Buildout with Project PM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.755 | - | C |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | WB Thru | 0.698 | - | B |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.292 | 558.5 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 23.593 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.755 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 20 | 175 | 215 | 25 | 155 | 135 | 480 | 105 | 210 | 545 | 225 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 135 | 0 | 7 | 131 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 20 | 182 | 234 | 25 | 155 | 135 | 615 | 105 | 217 | 676 | 244 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 5 | 46 | 59 | 6 | 39 | 34 | 154 | 26 | 54 | 169 | 61 |
| Total Analysis Volume [veh/h] | 100 | 20 | 182 | 234 | 25 | 155 | 135 | 615 | 105 | 217 | 676 | 244 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.06 | 0.13 | 0.13 | 0.15 | 0.11 | 0.11 | 0.08 | 0.23 | 0.23 | 0.14 | 0.29 | 0.29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.755 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.698 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 183 | 10 | 141 | 223 | 10 | 165 | 251 | 435 | 162 | 202 | 614 | 167 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 157 | 0 | 128 | 0 | 0 | 0 | 0 | 129 | 51 | 217 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 340 | 10 | 269 | 223 | 10 | 165 | 251 | 564 | 213 | 419 | 614 | 167 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 85 | 3 | 67 | 56 | 3 | 41 | 63 | 141 | 53 | 105 | 154 | 42 |
| Total Analysis Volume [veh/h] | 340 | 10 | 269 | 223 | 10 | 165 | 251 | 564 | 213 | 419 | 614 | 167 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.11 | 0.17 | 0.07 | 0.07 | 0.10 | 0.16 | 0.18 | 0.13 | 0.13 | 0.19 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.698 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 558.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.292 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 140 | 0 | 710 | 0 | 765 | 60 | 10 | 315 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 154 | 56 | 0 | 62 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 865 | 0 | 919 | 116 | 10 | 377 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 35 | 0 | 216 | 0 | 230 | 29 | 3 | 94 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 865 | 0 | 919 | 116 | 10 | 377 | 0 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 1.16 | 0.00 | 1.29 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 462.56 | 0.00 | 558.49 | 0.00 | 0.00 | 0.00 | 10.44 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 20.01 | 0.00 | 109.55 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 500.13 | 0.00 | 2738.74 | 0.00 | 0.00 | 0.00 | 1.13 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 545.13 | | | 0.00 | | | 0.27 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 225.78 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 23.593 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 165 | 0 | 15 | 0 | 0 | 0 | 750 | 155 | 0 | 0 | 130 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 58 | 0 | 0 | 0 | 0 | 0 | 150 | 4 | 0 | 0 | 4 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 223 | 0 | 15 | 0 | 0 | 0 | 900 | 159 | 0 | 0 | 134 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 56 | 0 | 4 | 0 | 0 | 0 | 225 | 40 | 0 | 0 | 34 | 43 |
| Total Analysis Volume [veh/h] | 223 | 0 | 15 | 0 | 0 | 0 | 900 | 159 | 0 | 0 | 134 | 170 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 23.59 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 9.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | A | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 117.01 | 0.00 | 117.01 | 0.00 | 0.00 | 0.00 | 1.71 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2925.27 | 0.00 | 2925.27 | 0.00 | 0.00 | 0.00 | 42.77 | 31.26 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 8.14 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1491.96 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Buildout+Proj PMv2.pdf

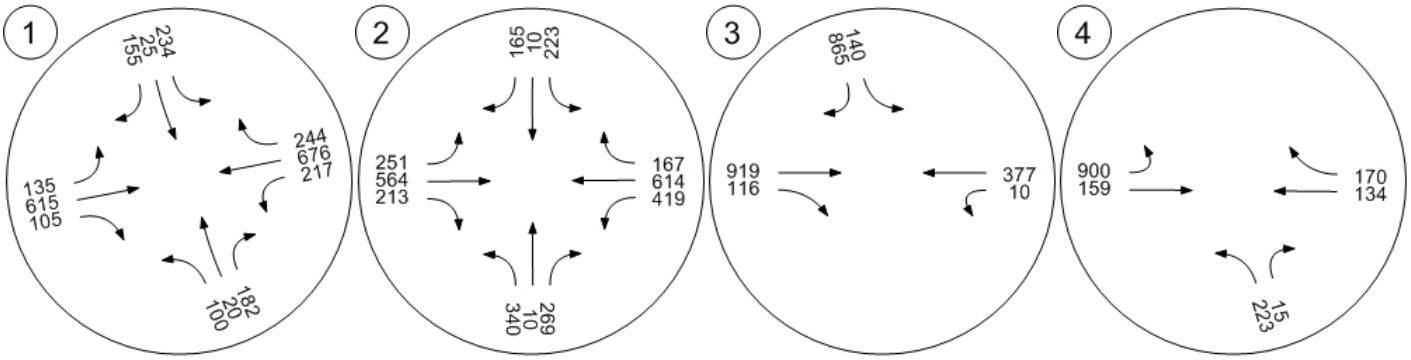
Scenario 13 Buildout with Project PM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 387 | 375 | 762 | 100.00 |
| | | | | | **Added Trips Total** | | | **387** | **375** | **762** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS

Vistro File: J:\...\Site_3_v5.vistro
Report File: J:\...\Buildout with Project AM.pdf

Scenario 5 Build- Out Plus Project AM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.583 | - | A |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.494 | - | A |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 0.289 | 36.8 | E |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 2.778 | 3,538.4 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.583 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 79 | 11 | 31 | 179 | 7 | 13 | 22 | 812 | 47 | 104 | 634 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 79 | 11 | 31 | 179 | 7 | 13 | 22 | 812 | 47 | 104 | 634 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 3 | 8 | 45 | 2 | 3 | 6 | 203 | 12 | 26 | 159 | 7 |
| Total Analysis Volume [veh/h] | 79 | 11 | 31 | 179 | 7 | 13 | 22 | 812 | 47 | 104 | 634 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.05 | 0.03 | 0.03 | 0.11 | 0.01 | 0.01 | 0.01 | 0.27 | 0.27 | 0.07 | 0.21 | 0.21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.494 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 139 | 5 | 95 | 90 | 5 | 58 | 154 | 844 | 64 | 51 | 564 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 139 | 5 | 95 | 90 | 5 | 58 | 154 | 844 | 64 | 51 | 564 | 52 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 35 | 1 | 24 | 23 | 1 | 15 | 39 | 211 | 16 | 13 | 141 | 13 |
| Total Analysis Volume [veh/h] | 139 | 5 | 95 | 90 | 5 | 58 | 154 | 844 | 64 | 51 | 564 | 52 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.05 | 0.06 | 0.03 | 0.03 | 0.04 | 0.10 | 0.26 | 0.04 | 0.03 | 0.18 | 0.03 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.494 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 36.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.289 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 531 | 0 | 811 | 241 | 33 | 182 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 531 | 0 | 811 | 241 | 33 | 182 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 133 | 0 | 203 | 60 | 8 | 46 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 531 | 0 | 811 | 241 | 33 | 182 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.62 | 0.00 | 0.01 | 0.00 | 0.05 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 36.82 | 0.00 | 15.86 | 0.00 | 0.00 | 0.00 | 10.73 | 0.00 | 0.00 |
| Movement LOS | | | | E | | C | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.20 | 0.00 | 4.70 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 29.92 | 0.00 | 117.50 | 0.00 | 0.00 | 0.00 | 3.93 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 17.53 | | | 0.00 | | | 1.65 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.68 | | | | | | | | | | | |
| Intersection LOS | E | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 3,538.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 2.778 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 74 | 0 | 11 | 0 | 0 | 0 | 732 | 159 | 0 | 0 | 154 | 90 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 74 | 0 | 11 | 0 | 0 | 0 | 732 | 159 | 0 | 0 | 154 | 90 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 0 | 3 | 0 | 0 | 0 | 183 | 40 | 0 | 0 | 39 | 23 |
| Total Analysis Volume [veh/h] | 74 | 0 | 11 | 0 | 0 | 0 | 732 | 159 | 0 | 0 | 154 | 90 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

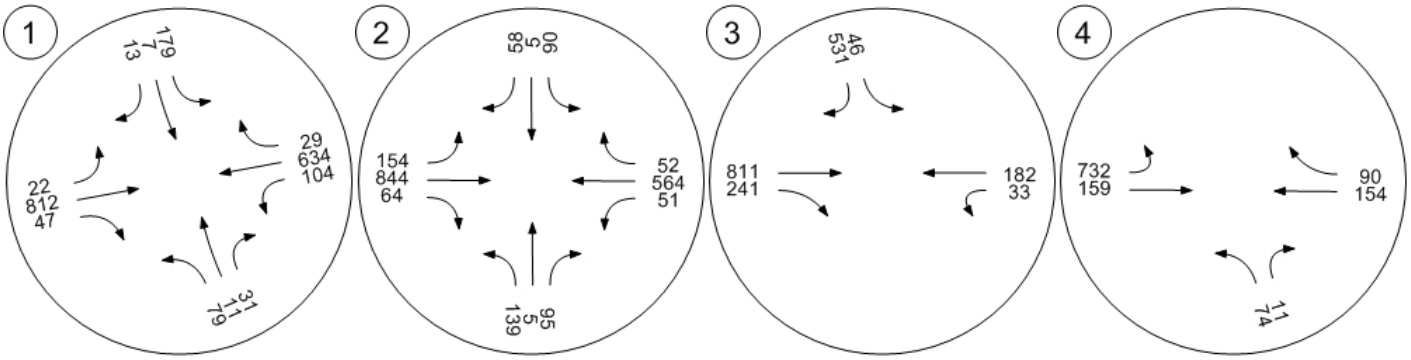
**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 2.78 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 3538.36 | 0.00 | 3407.25 | 0.00 | 0.00 | 0.00 | 8.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | A | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 31.34 | 0.00 | 31.34 | 0.00 | 0.00 | 0.00 | 1.17 | 0.83 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 783.49 | 0.00 | 783.49 | 0.00 | 0.00 | 0.00 | 29.35 | 20.71 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 3521.39 | | | 0.00 | | | 7.28 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 250.66 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS

Vistro File: J:\...\Site_3_v5.vistro
Report File: J:\...\Buildout with Project PM.pdf

Scenario 10 10 6 Buildout Plus Project PM
11/15/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Right | 0.697 | - | B |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | WB Thru | 0.627 | - | B |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.018 | 123.6 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 8.242 | 10,000.0 | F |
| 9 | New Intersection | Unknown | ? | | ? | ? | ? |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.697 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 20 | 178 | 215 | 26 | 155 | 135 | 496 | 116 | 214 | 555 | 225 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 20 | 178 | 215 | 26 | 155 | 135 | 496 | 116 | 214 | 555 | 225 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 5 | 45 | 54 | 7 | 39 | 34 | 124 | 29 | 54 | 139 | 56 |
| Total Analysis Volume [veh/h] | 105 | 20 | 178 | 215 | 26 | 155 | 135 | 496 | 116 | 214 | 555 | 225 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.07 | 0.12 | 0.12 | 0.13 | 0.11 | 0.11 | 0.08 | 0.19 | 0.19 | 0.13 | 0.24 | 0.24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.697 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.627 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 193 | 10 | 154 | 223 | 10 | 165 | 251 | 438 | 178 | 227 | 618 | 167 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 193 | 10 | 154 | 223 | 10 | 165 | 251 | 438 | 178 | 227 | 618 | 167 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 48 | 3 | 39 | 56 | 3 | 41 | 63 | 110 | 45 | 57 | 155 | 42 |
| Total Analysis Volume [veh/h] | 193 | 10 | 154 | 223 | 10 | 165 | 251 | 438 | 178 | 227 | 618 | 167 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.06 | 0.10 | 0.07 | 0.07 | 0.10 | 0.16 | 0.14 | 0.11 | 0.14 | 0.19 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.627 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 123.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.018 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 140 | 0 | 730 | 0 | 776 | 65 | 10 | 324 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 730 | 0 | 776 | 65 | 10 | 324 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 35 | 0 | 183 | 0 | 194 | 16 | 3 | 81 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 730 | 0 | 776 | 65 | 10 | 324 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 1.02 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 100.01 | 0.00 | 123.59 | 0.00 | 0.00 | 0.00 | 9.59 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 8.51 | 0.00 | 36.49 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 212.68 | 0.00 | 912.26 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 119.79 | | | 0.00 | | | 0.29 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 51.01 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 8.242 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 174 | 0 | 15 | 0 | 0 | 0 | 761 | 155 | 0 | 0 | 130 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 174 | 0 | 15 | 0 | 0 | 0 | 761 | 155 | 0 | 0 | 130 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 44 | 0 | 4 | 0 | 0 | 0 | 190 | 39 | 0 | 0 | 33 | 43 |
| Total Analysis Volume [veh/h] | 174 | 0 | 15 | 0 | 0 | 0 | 761 | 155 | 0 | 0 | 130 | 170 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 8.24 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 9.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | A | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 86.34 | 0.00 | 86.34 | 0.00 | 0.00 | 0.00 | 1.33 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2158.54 | 0.00 | 2158.54 | 0.00 | 0.00 | 0.00 | 33.13 | 23.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 7.64 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1350.17 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 9: New Intersection**

| | | | |
|---|---|---|---|
| Control Type: | Unknown | Delay (sec / veh): | ? |
| Analysis Method: | ? | Level Of Service: | ? |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | ? |

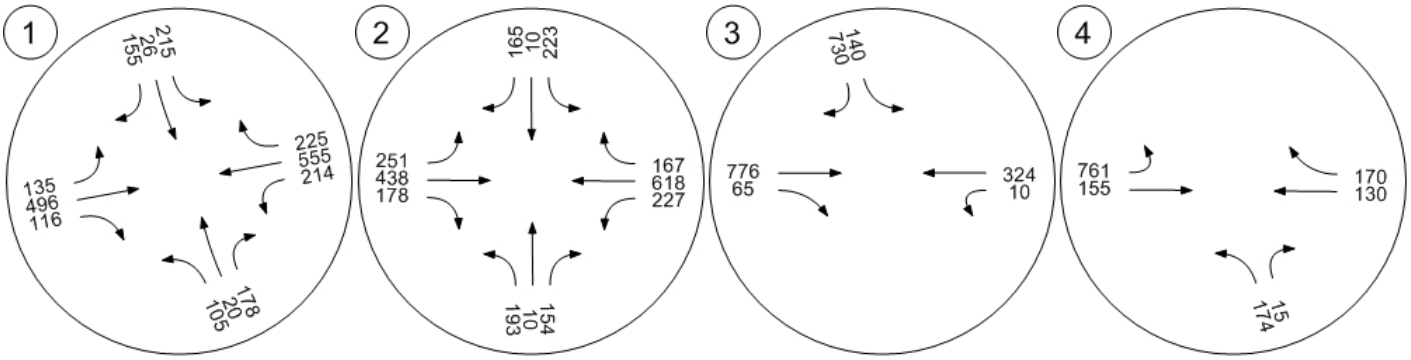
**Intersection Setup**

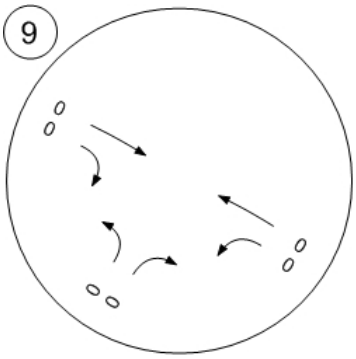
| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Crosswalk | Yes | | Yes | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Cum+Projs AMv2.pdf

Scenario 14 Cumulative with Project AM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | EB Thru | 0.758 | - | C |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | EB Thru | 0.783 | - | C |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Right | 1.519 | 960.6 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Left | 263.956 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.758 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 79 | 11 | 31 | 179 | 7 | 13 | 22 | 812 | 47 | 104 | 634 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 21 | 57 | 0 | 0 | 0 | 362 | 0 | 21 | 342 | 55 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 79 | 11 | 52 | 236 | 7 | 13 | 22 | 1174 | 47 | 125 | 976 | 84 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 3 | 13 | 59 | 2 | 3 | 6 | 294 | 12 | 31 | 244 | 21 |
| Total Analysis Volume [veh/h] | 79 | 11 | 52 | 236 | 7 | 13 | 22 | 1174 | 47 | 125 | 976 | 84 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.05 | 0.04 | 0.04 | 0.15 | 0.01 | 0.01 | 0.01 | 0.38 | 0.38 | 0.08 | 0.33 | 0.33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.758 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.783 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 139 | 5 | 95 | 90 | 5 | 58 | 154 | 844 | 64 | 51 | 564 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 124 | 18 | 101 | 484 | 13 | 145 | 304 | 105 | 43 | 185 | 122 | 227 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 263 | 23 | 196 | 574 | 18 | 203 | 458 | 949 | 107 | 236 | 686 | 279 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 66 | 6 | 49 | 144 | 5 | 51 | 115 | 237 | 27 | 59 | 172 | 70 |
| Total Analysis Volume [veh/h] | 263 | 23 | 196 | 574 | 18 | 203 | 458 | 949 | 107 | 236 | 686 | 279 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.09 | 0.12 | 0.18 | 0.19 | 0.13 | 0.14 | 0.30 | 0.07 | 0.07 | 0.21 | 0.17 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.783 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 960.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 1.519 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 46 | 0 | 531 | 0 | 811 | 241 | 33 | 182 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 501 | 0 | 486 | 164 | 0 | 184 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 1032 | 0 | 1297 | 405 | 33 | 366 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 258 | 0 | 324 | 101 | 8 | 92 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 46 | 0 | 1032 | 0 | 1297 | 405 | 33 | 366 | 0 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 1.01 | 0.00 | 1.52 | 0.00 | 0.01 | 0.00 | 0.09 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 473.58 | 0.00 | 960.61 | 0.00 | 0.00 | 0.00 | 15.57 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | C | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 8.43 | 0.00 | 184.79 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 210.81 | 0.00 | 4619.66 | 0.00 | 0.00 | 0.00 | 7.25 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 939.83 | | | 0.00 | | | 1.29 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 318.86 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 263.956 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 74 | 0 | 11 | 0 | 0 | 0 | 732 | 159 | 0 | 0 | 154 | 90 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 173 | 0 | 0 | 0 | 0 | 0 | 475 | 11 | 0 | 0 | 11 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 247 | 0 | 11 | 0 | 0 | 0 | 1207 | 170 | 0 | 0 | 165 | 90 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 62 | 0 | 3 | 0 | 0 | 0 | 302 | 43 | 0 | 0 | 41 | 23 |
| Total Analysis Volume [veh/h] | 247 | 0 | 11 | 0 | 0 | 0 | 1207 | 170 | 0 | 0 | 165 | 90 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 263.96 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 10.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | B | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 131.46 | 0.00 | 131.46 | 0.00 | 0.00 | 0.00 | 2.62 | 1.96 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 3286.38 | 0.00 | 3286.38 | 0.00 | 0.00 | 0.00 | 65.55 | 48.89 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 8.99 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1371.63 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Cum+Projs AMv2.pdf

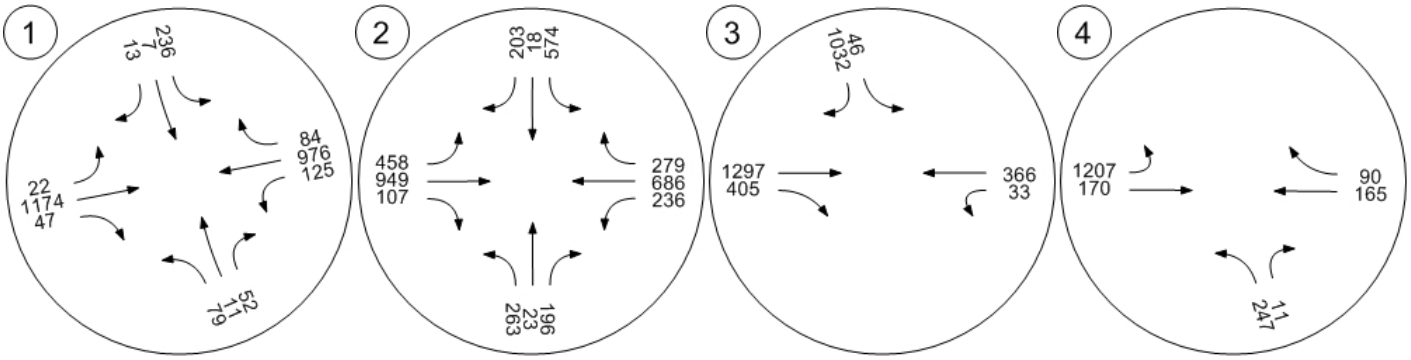
Scenario 14 Cumulative with Project AM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 325 | 297 | 622 | 27.76 |
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 825 | 794 | 1619 | 72.24 |
| | | | | | **Added Trips Total** | | | **1150** | **1091** | **2241** | **100.00** |

## Traffic Volume - Future Total Volume

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Cum+Projs PMv2.pdf

Scenario 15 Cumulative with Project PM
11/18/2019

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Clark Ave/ Stillwell Rd | Signalized | ICU 1 | WB Thru | 0.895 | - | D |
| 2 | Clark Ave/ Sunny Hills Rd | Signalized | ICU 1 | WB Right | 0.973 | - | E |
| 3 | Clark Avenue/ US101 SB Ramps | Two-way stop | HCM 6th Edition | SB Left | 3.268 | 4,289.8 | F |
| 4 | Clark Avenue/ US101 NB Ramps | Two-way stop | HCM 6th Edition | NB Right | 0.017 | 10,000.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Clark Ave/ Stillwell Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.895 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 157.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 295.00 | 100.00 | 100.00 | 260.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 45.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 20 | 178 | 215 | 26 | 155 | 135 | 496 | 116 | 214 | 555 | 225 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 23 | 66 | 0 | 0 | 0 | 415 | 0 | 24 | 392 | 63 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 20 | 201 | 281 | 26 | 155 | 135 | 911 | 116 | 238 | 947 | 288 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 5 | 50 | 70 | 7 | 39 | 34 | 228 | 29 | 60 | 237 | 72 |
| Total Analysis Volume [veh/h] | 105 | 20 | 201 | 281 | 26 | 155 | 135 | 911 | 116 | 238 | 947 | 288 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 6 | 6 | 0 | 2 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lag | - | - | Lag | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.07 | 0.14 | 0.14 | 0.18 | 0.11 | 0.11 | 0.08 | 0.32 | 0.32 | 0.15 | 0.39 | 0.39 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.895 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Clark Ave/ Sunny Hills Rd**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.973 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 120.00 | 100.00 | 120.00 | 240.00 | 100.00 | 115.00 | 155.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | No | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 193 | 10 | 154 | 223 | 10 | 165 | 251 | 438 | 178 | 227 | 618 | 167 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 157 | 20 | 128 | 530 | 14 | 160 | 344 | 129 | 51 | 221 | 135 | 256 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 350 | 30 | 282 | 753 | 24 | 325 | 595 | 567 | 229 | 448 | 753 | 423 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 88 | 8 | 71 | 188 | 6 | 81 | 149 | 142 | 57 | 112 | 188 | 106 |
| Total Analysis Volume [veh/h] | 350 | 30 | 282 | 753 | 24 | 325 | 595 | 567 | 229 | 448 | 753 | 423 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.12 | 0.18 | 0.24 | 0.24 | 0.20 | 0.19 | 0.18 | 0.14 | 0.14 | 0.24 | 0.26 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.973 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Clark Avenue/ US101 SB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 4,289.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 3.268 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 130.00 | 100.00 | 100.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 140 | 0 | 730 | 0 | 776 | 65 | 10 | 324 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 574 | 0 | 553 | 187 | 0 | 211 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 1304 | 0 | 1329 | 252 | 10 | 535 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 35 | 0 | 326 | 0 | 332 | 63 | 3 | 134 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 140 | 0 | 1304 | 0 | 1329 | 252 | 10 | 535 | 0 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 3.27 | 0.00 | 2.39 | 0.00 | 0.01 | 0.00 | 0.02 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 4289.80 | 0.00 | 2527.04 | 0.00 | 0.00 | 0.00 | 13.87 | 0.00 | 0.00 |
| Movement LOS | | | | F | | F | | A | A | B | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 52.58 | 0.00 | 384.42 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 1314.42 | 0.00 | 9610.51 | 0.00 | 0.00 | 0.00 | 1.85 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | | 2697.94 | | | 0.00 | | | 0.25 | | |
| Approach LOS | A | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1091.31 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Clark Avenue/ US101 NB Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 1 hour | Volume to Capacity (v/c): | 0.017 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 810.00 |
| Speed [mph] | | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | |
| Grade [%] | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Crosswalk | | No | | | No | | | No | | | No | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 174 | 0 | 15 | 0 | 0 | 0 | 761 | 155 | 0 | 0 | 130 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 198 | 0 | 0 | 0 | 0 | 0 | 540 | 13 | 0 | 0 | 13 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 372 | 0 | 15 | 0 | 0 | 0 | 1301 | 168 | 0 | 0 | 143 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 93 | 0 | 4 | 0 | 0 | 0 | 325 | 42 | 0 | 0 | 36 | 43 |
| Total Analysis Volume [veh/h] | 372 | 0 | 15 | 0 | 0 | 0 | 1301 | 168 | 0 | 0 | 143 | 170 |
| Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 1.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 0.00 | 10000.0 | 0.00 | 0.00 | 0.00 | 11.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | | F | | | | F | A | | | A | A |
| 95th-Percentile Queue Length [veh/ln] | 196.45 | 0.00 | 196.45 | 0.00 | 0.00 | 0.00 | 3.35 | 2.48 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4911.37 | 0.00 | 4911.37 | 0.00 | 0.00 | 0.00 | 83.82 | 61.96 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10000.00 | | | 0.00 | | | 9.96 | | | 0.00 | | |
| Approach LOS | F | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1790.98 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Orcutt 3 sites TIS-Site 2

Vistro File: J:\...\Site_2_v2.vistro
Report File: J:\...\Cum+Projs PMv2.pdf

Scenario 15 Cumulative with Project PM
11/18/2019

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Project Site 2 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 387 | 375 | 762 | 29.72 |
| 9: Project Site 1 | | | | 1.000 | 0.000 | 50.00 | 50.00 | 932 | 870 | 1802 | 70.28 |
| | | | | | **Added Trips Total** | | | **1319** | **1245** | **2564** | **100.00** |

## Traffic Volume - Future Total Volume