# TRAFFIC STUDY REPORT

## For:

## SR 118 (Los Angeles Avenue) at SR 34 (Somis Road and Donlon Road Intersection Improvement

**EA 105960**
**PM 10.72/11.8**
**16.8/17.66**

June 2010

Prepared by:

California Department of Transportation
District 7
Office of Traffic Investigations

## I. Introduction:

The purpose of this report is to perform a traffic analysis of the proposed improvements for SR 118 (Los Angeles Avenue) at SR 34 (Somis Road) and Donlon Road. The existing intersections now operate poorly due high volumes and limited queuing capacity. All four of the build alternatives merge these 2 T-intersections (1 currently signalized and 1 currently stop sign control) into a 4-leg intersection by realigning Donlon Road to a point opposite to Somis Road. All of the build alternatives also lengthen turn pockets to improve traffic operation and to increase the capacity of the intersection.

This intersection is located in the County of Ventura, in the community called Somis. SR 118 is a two-lane, east-west conventional highway and is one of the main east/west highways in Ventura County. SR 34 is a two-lane, north-south highway with its northern termini at SR 118 and forms the south leg of a three way intersection. Donlon Road is a low-volume county road that serves the residential area to north of Los Angeles Avenue. It connects to the SR 118 and forms a T-intersection to the north, and about 270 feet east of SR 34. See Attachment1 for a graphic.

## II. Existing and Proposed Improvement Alternatives (Attachment 2):

The T-intersection of SR 118 (Los Angeles Avenue) and SR 34 (Somis Road) is signalized with left turn pockets northbound and westbound. The stop control T-intersection of Donlon Road has a single lane southbound and a 30 foot long eastbound left turn pocket.

To improve the safety and operational efficiency of the intersection, Caltrans proposes to relocate Donlon Road opposite to SR 34 to form a 4-leg intersection. Five alternatives are under consideration to improve the operation of the intersection. They are:

Alternative 1 - No-build;
Alternative 2 - signalized intersection with Dual westbound left turn lanes;
Alternative 3 - signalized intersection with a Single westbound left turn lane;
Alternative 4 - Roundabout
Alternative 5 - a southerly Bypass Alternative
Alternative 6 - Donlon Rd bridge alternative (similar intersection and lane configuration as Alternative 2, except that the realignment of Donlon Rd. included a bridge over the creek before coming to the intersection.

The bypass road would realign SR 34 from about ½ mile south of 118 to about one mile east of the current intersection. Both new intersections would be signalized.

## III. Traffic Analysis.

1. Traffic count, Truck Traffic and Future Traffic Volume Projection (Attachment 3):

The 8-hour vehicle and pedestrian traffic count was conducted on September 30, 2008 for the hours from 6:00 a.m. to 9:00 a.m., from 11:00 a.m. to 1:00 p.m. and from 3:00 p.m. to 6:00 p.m. Data were analyzed and the results indicated that the peak hour for a typical day was from 3:30 p.m. to 4:30 p.m.

The 5 alternatives were analyzed for present condition (year 2008 traffic volume), future years 2015, and 2035. Future years 2015 and 2035 traffic volumes were projected based on the current traffic volume and provided by Office of Planning. Future truck traffic percents were assumed to remain the same as present condition.

2. Intersection Capacity Analysis:

A. Data Used for the Analysis:

1. HCS software and Highway Design Manuals
2. Truck percentage:
   Eastbound SR 118 = 25.6%
   Westbound SR 118 = 19.9%
   SR 34 = 14%
3. Field Traffic count data: 9/30/2008
4. Traffic signal cycles and timing and phasing (Attachment 4):
   1 traffic cycle = 244 seconds

B. Analysis (Attachment 5):

The intersections were analyzed for Level of Services (LOS) and delays (in seconds) for all five alternatives plus volume to capacity ratio (v/c), or the measure of capacity sufficiency for Alternative 4, during both AM and PM in the three key design years.

Alternative 5 would align Donlon Road to opposite SR 34 and would have a by-pass road to bypass the SR 118/34/Donlon Road intersection. The by-pass road would be connected to SR 34 1700 feet south of the intersection of SR 118/34, then run northeast along the railroad track to SR 118, 2000 feet to the east of the existing SR 118/34 intersection. Both proposed new intersections would be signalized.

The Build-out Alternative is similar to Alternative 2 but would have 2 through lanes for both eastbound and westbound SR 118. This is not an alternative and is offering for comparison purposes.

The following is a summary.

| | | 2008 | | 2015 | | 2035 | |
|---|---|---|---|---|---|---|---|
| | | LOS | Delay or v/c | LOS | Delay or v/c | LOS | Delay or v/c |
| Alternate 1 | AM | F | 108.0 | F | 135.5 | F | 267.5 |
| No Build | PM | F | 188.9 | F | 194.9 | F | 315.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Alternate 2 | AM | C | 29.0 | C | 28.9 | C | 31.6 |
| Dual Left | PM | C | 29.6 | C | 30.7 | D | 35.8 |
| Alternate 3 | AM | C | 31.4 | C | 32.1 | D | 39.6 |
| Single Left | PM | D | 35.3 | D | 36.7 | D | 52.1 |
| Alternate 4 | AM | | 0.73 | | 0.77 | | 0.89 |
| Roundabout | PM | | 0.79 | | 0.86 | | 0.96 |
| Alternate 5 | AM | B | 19.4 | B | 16.4 | B | 17.3 |
| By Pass | PM | D | 40.4 | B | 18.0 | B | 19.0 |
| Southerly | AM | B | 13.6 | B | 13.8 | B | 14.4 |
| Intersection | PM | B | 12.3 | B | 12.5 | B | 13.2 |
| Easterly | AM | C | 25.9 | C | 27.5 | C | 30.5 |
| Intersection | PM | C | 29.7 | C | 34.0 | C | 31.1 |
| Build out | AM | C | 25.6 | C | 26.6 | C | 26.7 |
| | PM | C | 25.3 | C | 26.8 | C | 29.5 |

C. Accident Rates (Attachment 6):

The accident rates of the most recent three-year period, from 4/1/2006 to 3/31/2009, for the intersection as compared to the statewide average are as follow:

| Actual | | Statewide Average | |
|---|---|---|---|
| Fatal | Total | Fatal | Total |
| 0.0 | 0.47 | 0.002 | 0.30 |

There were 14 accidents (1 injury accidents) within 250 feet of the intersection. The highway segment of SR 118 within the project limits, from PM 10.7 to PM 11.8, had 54 accidents (18 injury accidents) and has the following accident rates:

| Actual | | Statewide Average | |
|---|---|---|---|
| Fatal | Total | Fatal | Total |
| 0.0 | 2.68 | 0.025 | 0.77 |

The highway segment of SR 34 within the project limits, from PM 16.80 to PM 17.66, had 41 accidents (10 injury accidents) and has the following accident rates:

| Actual | | Statewide Average | |
|---|---|---|---|
| Fatal | Total | Fatal | Total |
| 0.0 | 3.29 | 0.016 | 1.35 |

D. Left Turn Lane Length Calculation (Attachment 7):

The highest left turn volume for westbound SR 118 was 480 vehicles in the a.m. peak hour. The highest left turn volume for eastbound SR 118 was 50, also during a.m. peak hour. The highest left turn volume for northbound SR 34 was 190 vehicles, and in the p.m. peak hour. These volumes were used and based on the Highway Design Manuals guidelines, the left turn lane length for each direction was calculated and the results are:

- Westbound left turn lane length: 1160 feet for a single left turn lane and 800 feet for dual left turn lanes.
- Eastbound left turn lane length: 530 feet.
- Northbound left turn lane length: 610 feet.

E. Comparison Between Single- and Dual-Left Turn Capacity:

On the average, it takes approximately 2.5 seconds (field timing) for a car and 5 seconds for a truck to complete the left turn movement through the intersection. Westbound truck volume percentage is 19.9%. The highest left turn volume, which is the a.m. volume, is used for the comparison.

Alternative 2 (dual left turn) provided 25 seconds for the left turn phase, while Alternative 3 (single left turn) provided 33 seconds.

Alternative 3 would have 9 cars and 2 trucks pass through:
9 cars x 2.5 seconds = 22.5 seconds
2 trucks x 5 seconds = 10 seconds

Alternative 2 (dual turn lane) would have 13 cars and 3 trucks pass through:
6.5 cars x 2.5 seconds = 16.25 seconds
1.5 trucks x 5 seconds = 7.5 seconds

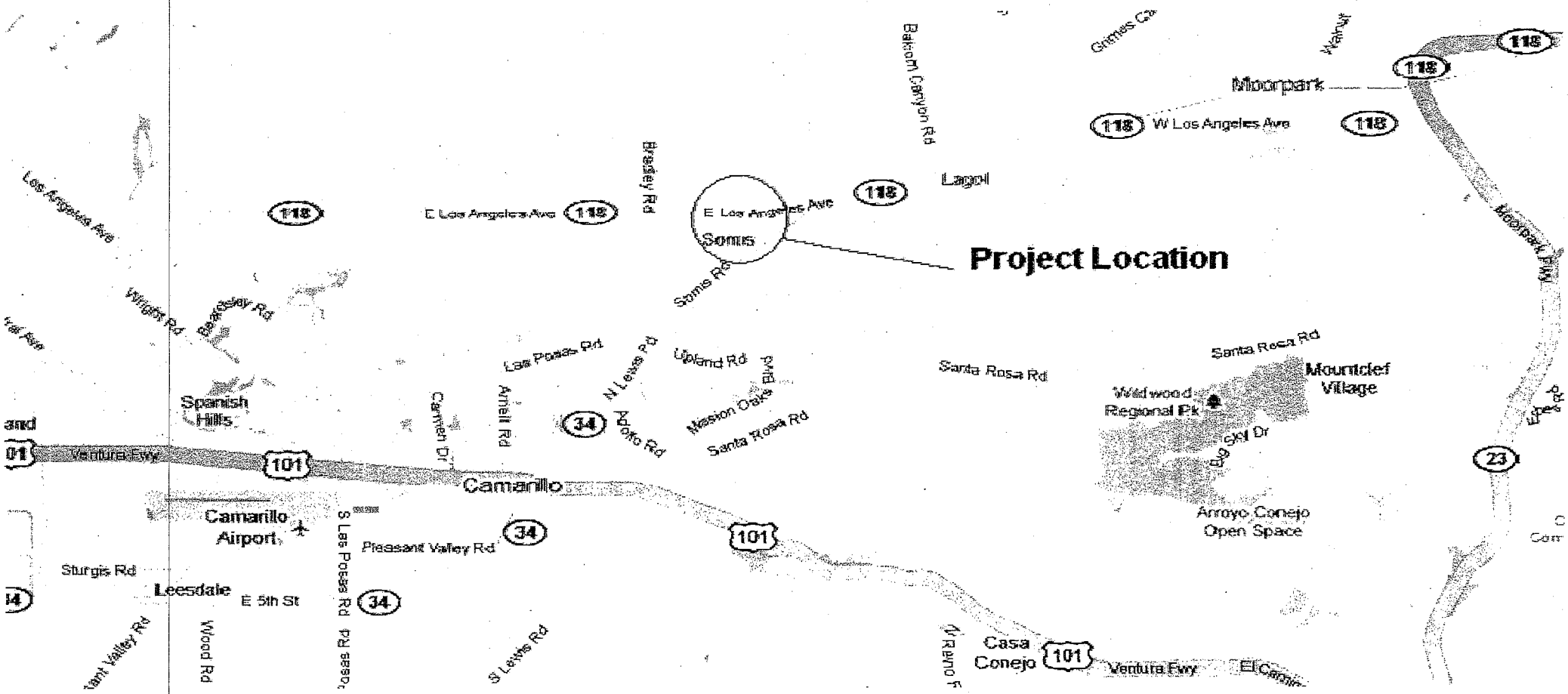
Alternative 2, with shorter left turn time, would still have a 45% increased in left turn capacity per cycle over Alternative 3, from 11 vehicles to 16 vehicles.

## IV. Attachments:

1. Project location map
2. Existing And Proposed Alternatives
3. Traffic Volume (Peak 8-hour vehicle/pedestrian count), Forecast Traffic Volumes for Year 2015 and 2035, and Truck Percent
4. Traffic Signal System
5. LOS and Delay Calculation for Existing Condition, Dual Left Turn Lane Alternative, Somis Community Alternative, Roundabout Alternative, and Bypass Alternative
6. TSAR/Table B (Most recent 3-year)
7. Proposed SR 118 And SR 34 Left Turn Lane Length Calculation

# ATTACHMENT 1

# PROJECT LOCATION


Project Location
Moorpark
W Los Angeles Ave
Lagoil
Somis
E Los Angeles Ave
Somis Rd
Bradley Rd
Balcom Canyon Rd
Grimes Ca
Walnut
Moorpark Fwy
Santa Rosa Rd
Mountclef Village
Wildwood Regional Pk
Big Sky Dr
Arroyo Conejo Open Space
Las Posas Rd
N Lewis Rd
Upland Rd
Mission Oaks Blvd
Adolfo Rd
Arnell Rd
Carmen Dr
Spanish Hills
Wright Rd
Beardsley Rd
Los Angeles Ave
Ventura Fwy
Camarillo
Camarillo Airport
Pleasant Valley Rd
S Las Posas Rd
Sturgis Rd
Leesdale
E 5th St
Wood Rd
S Lewis Rd
Casa Conejo
Ventura Fwy
118
101
34
23

# ATTACHMENT 2

# PROJECT ALTERNATIVES

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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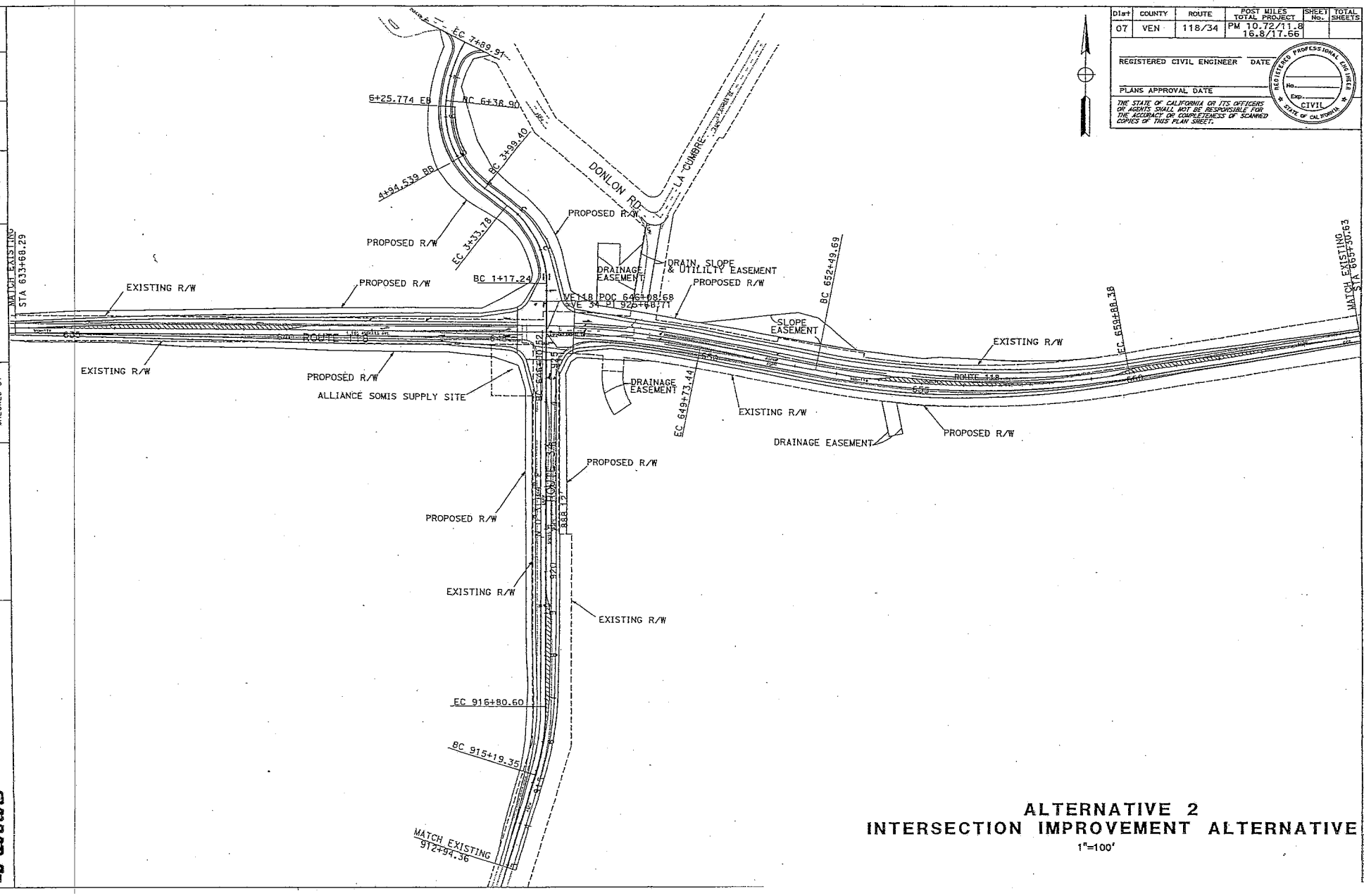
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA




# ALTERNATIVE 2
## INTERSECTION IMPROVEMENT ALTERNATIVE

1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION

DATE PLOTTED => 26-FEB-2010

| District | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118<br>34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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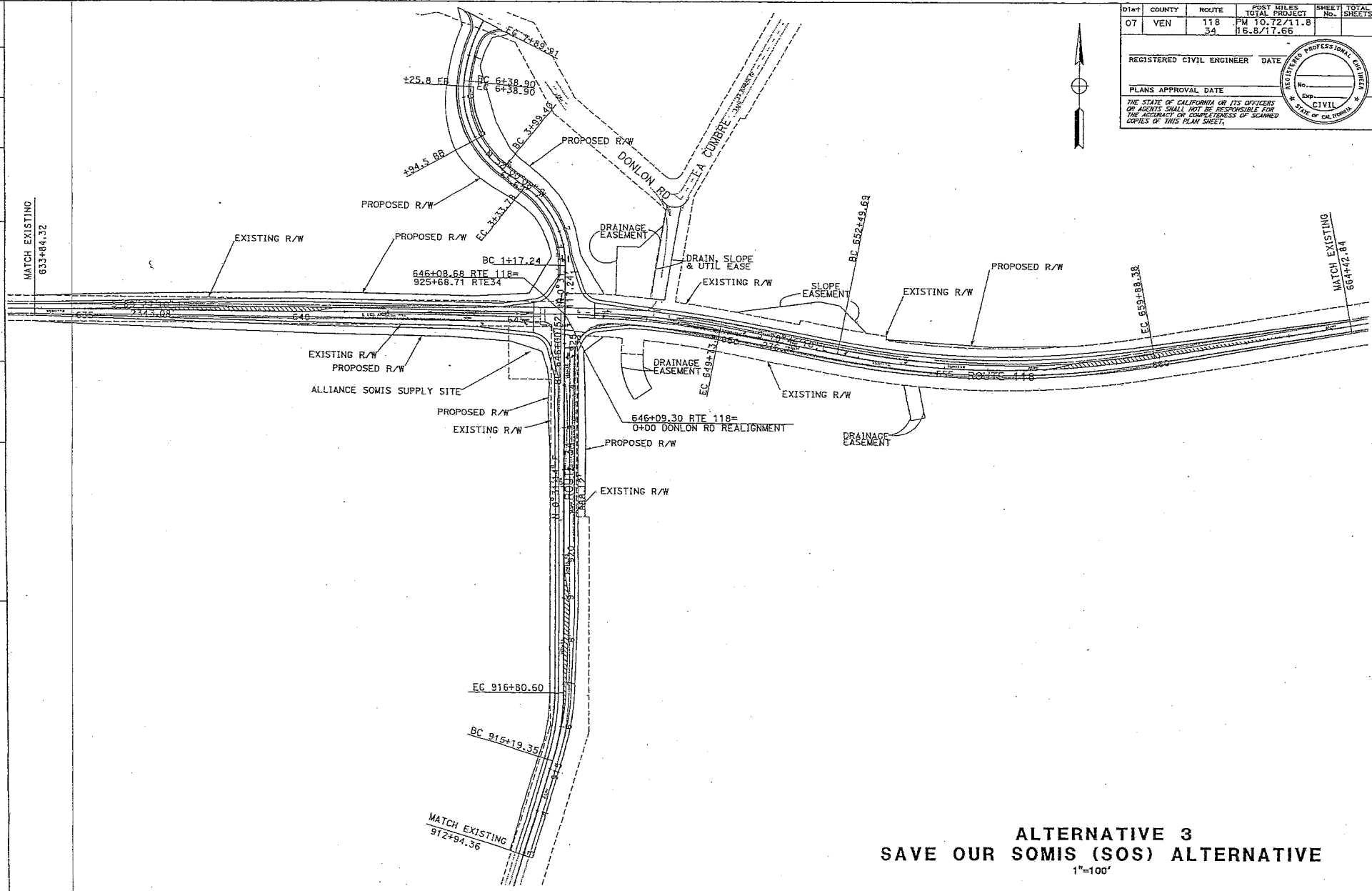


# ALTERNATIVE 3
# SAVE OUR SOMIS (SOS) ALTERNATIVE

1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 26-FEB-2010
TIME PLOTTED => 11:00

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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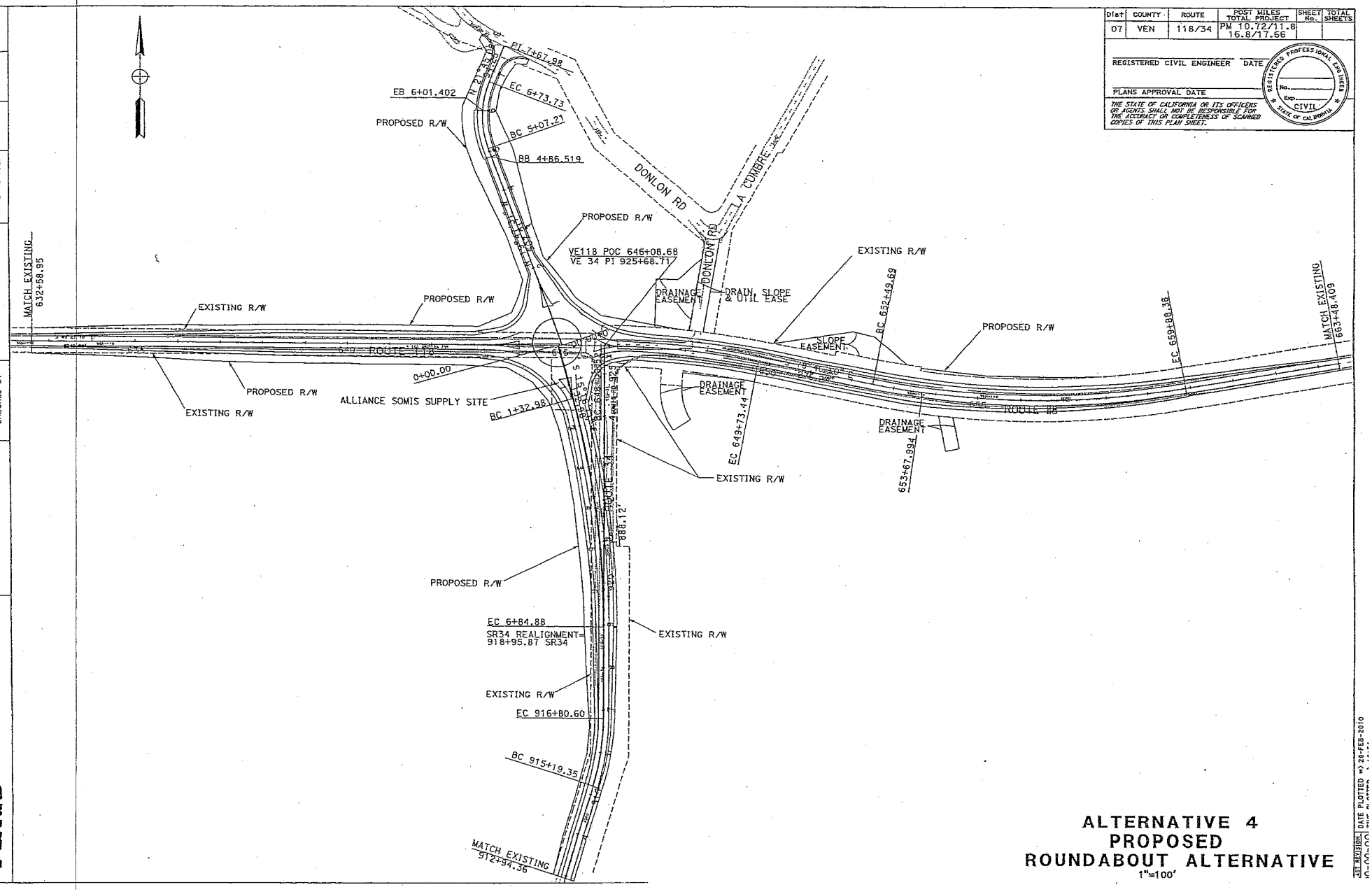


# ALTERNATIVE 4
# PROPOSED
# ROUNDABOUT ALTERNATIVE

1"=100'

| REVISED BY | DATE REVISED |
|---|---|
| | |

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LST REVISION DATE PLOTTED => 26-FEB-2010

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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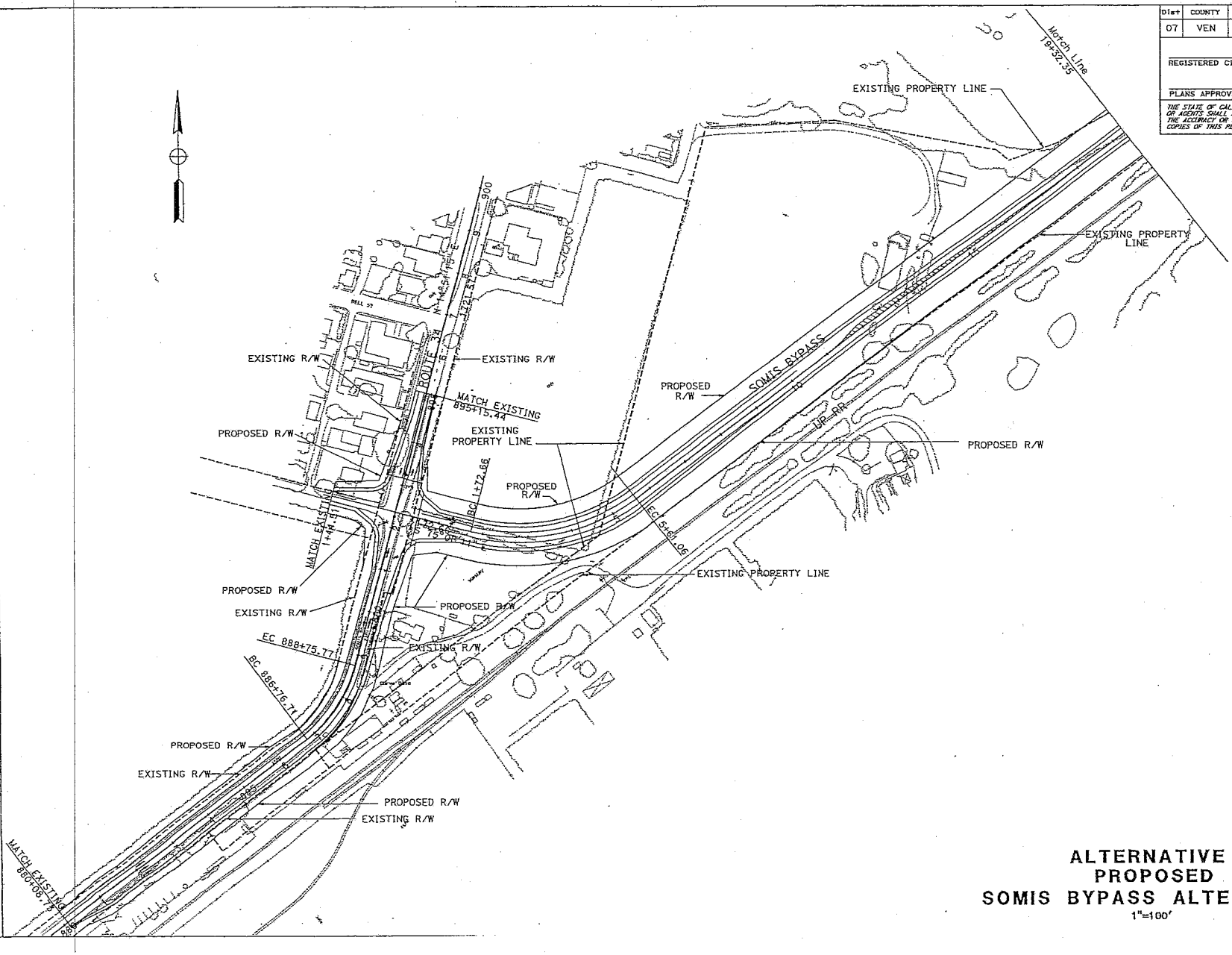
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA




# ALTERNATIVE 5
# PROPOSED
# SOMIS BYPASS ALTERNATIVE

1"=100'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

CST REVISION 10-00-00

DATE PLOTTED => 28-FEB-2010

TIME PLOTTED => 13:12

| DIst. | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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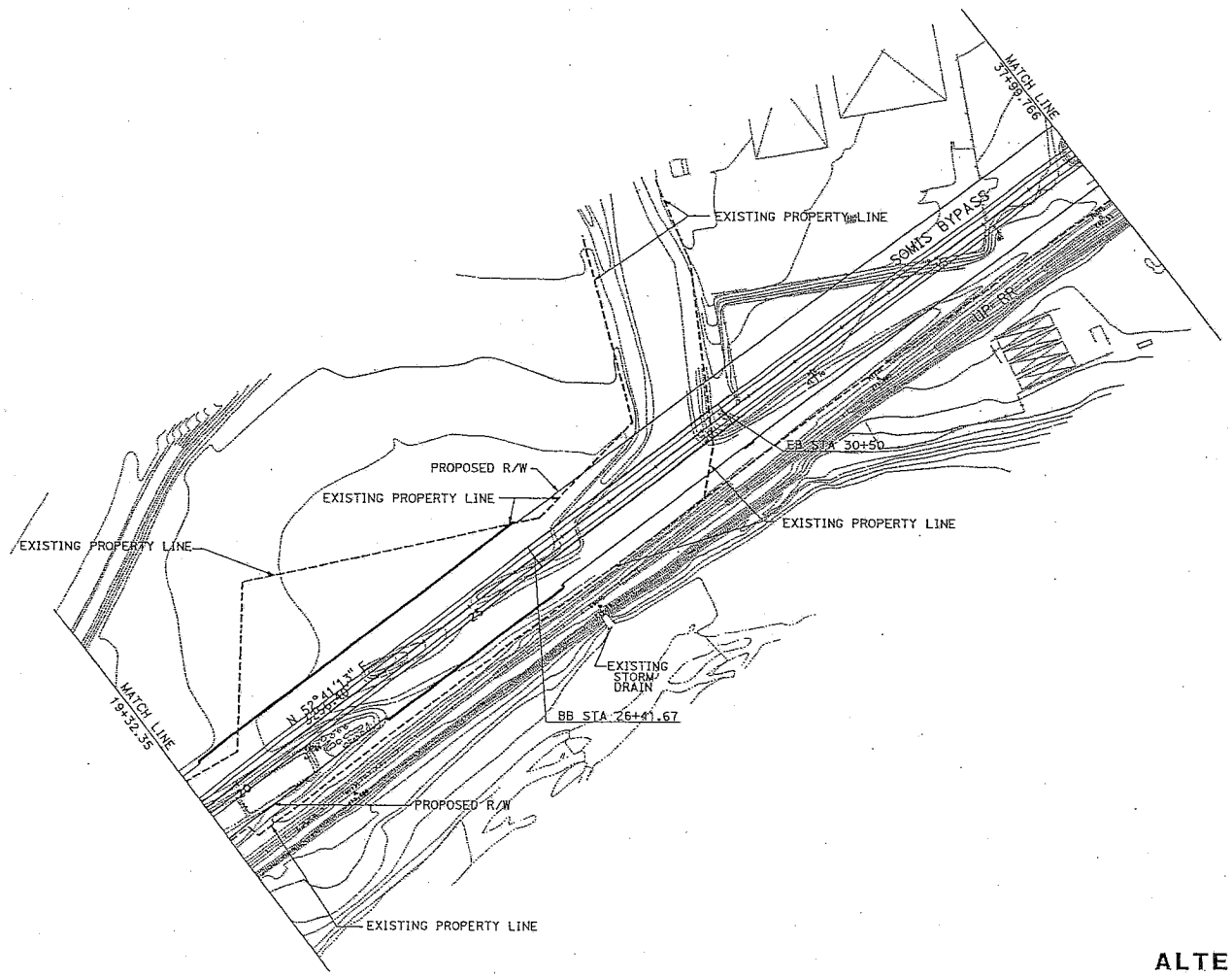


# ALTERNATIVE 5
# PROPOSED
# SOMIS BYPASS ALTERNATIVE

1"=100'

L-2

| REVISED BY | DATE REVISED |
|---|---|
| | |

| CALCULATED-DESIGNED BY | CHECKED BY |
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

| ST REVISION | DATE PLOTTED => 26-FEB-2010 |
|---|---|
| 0-00-00 | TIME PLOTTED => 13:22 |

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8 15.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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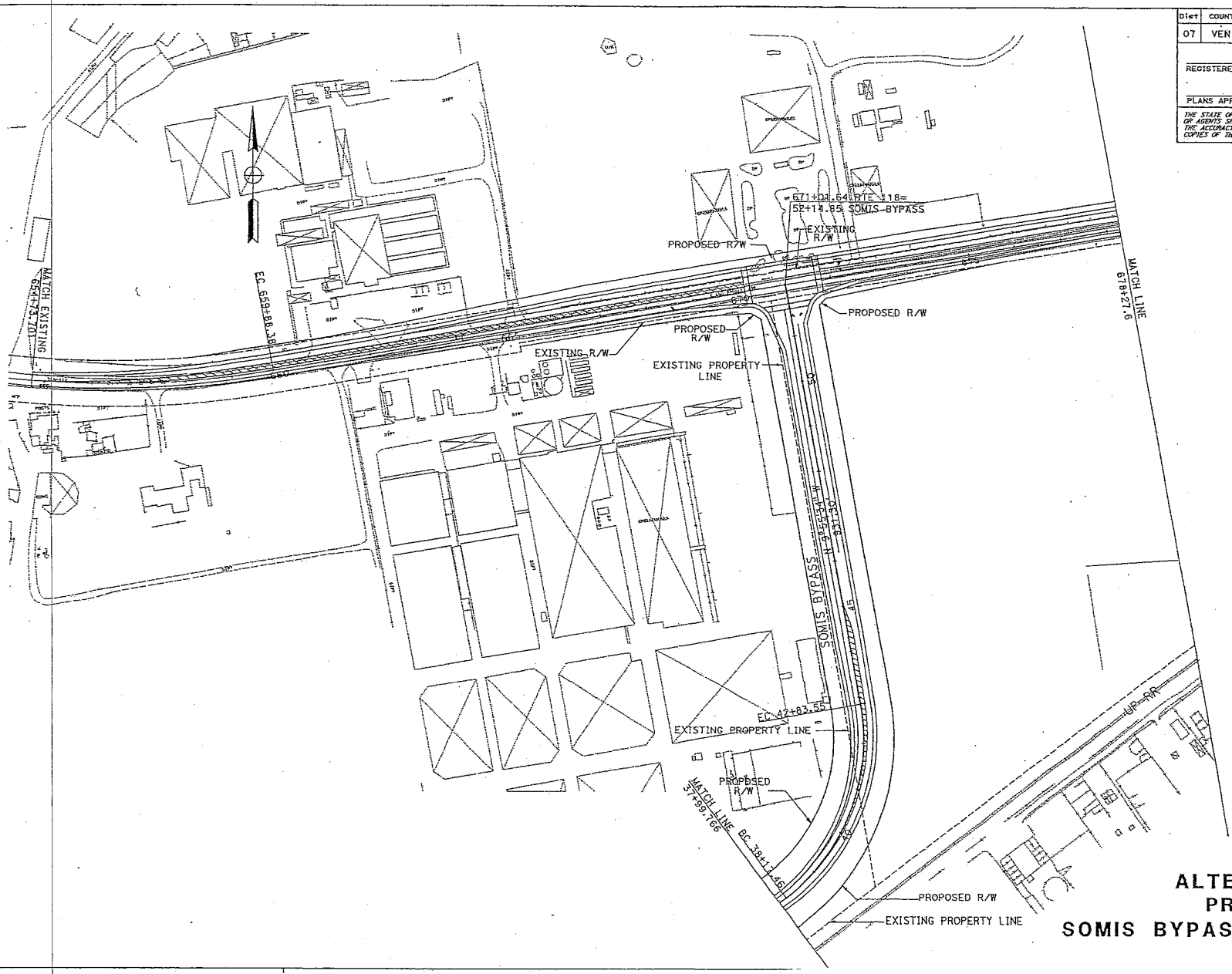


# ALTERNATIVE 5
## PROPOSED
## SOMIS BYPASS ALTERNATIVE

1"=100'

L-3

| REVISED BY | DATE REVISED |
|---|---|
| | |

| CALCULATED-DESIGNED BY | CHECKED BY |
|---|---|
| | |

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION

Caltrans

1ST REVISION DATE PLOTTED => 26-FEB-2010
0-00-00 TIME PLOTTED => 13:32

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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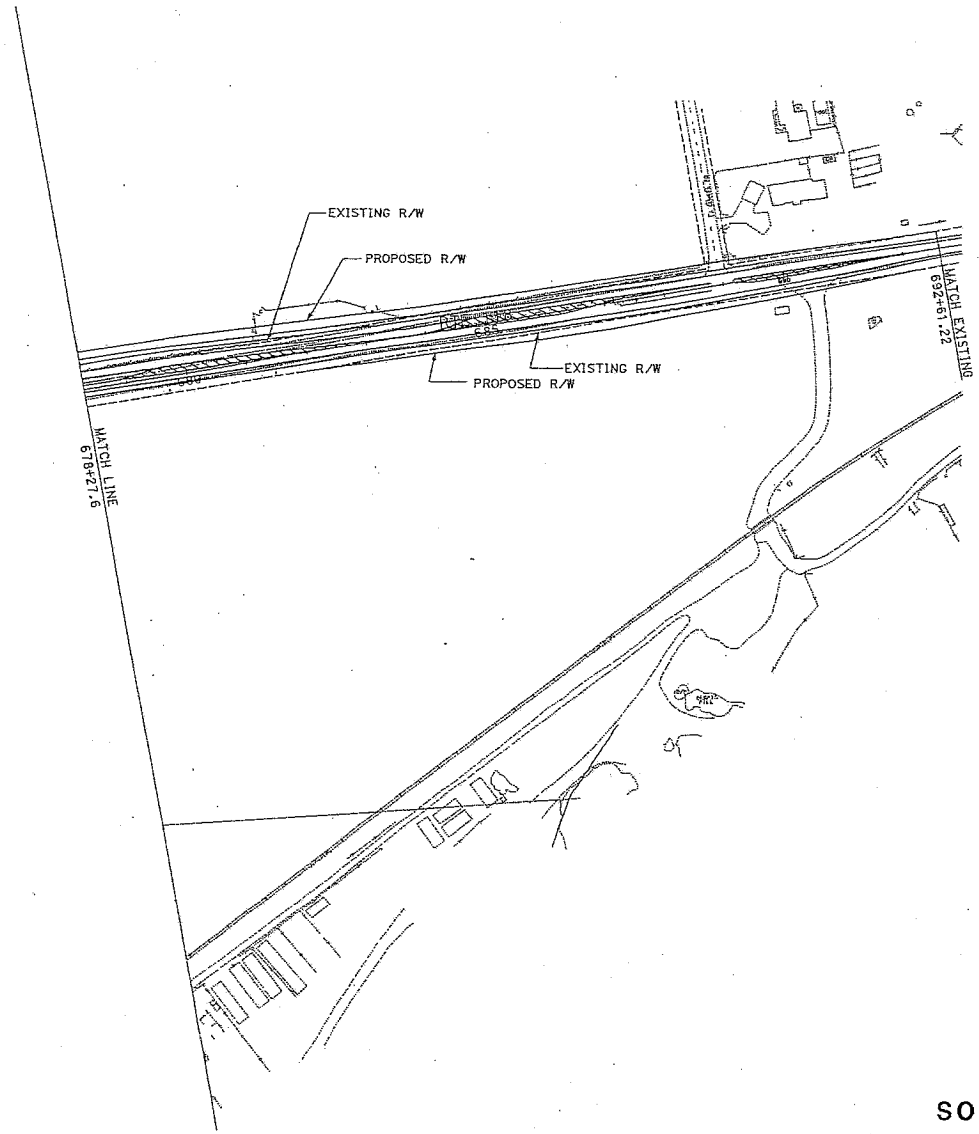


# ALTERNATIVE 5
# PROPOSED
# SOMIS BYPASS ALTERNATIVE

1"=100'

L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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REVISED BY

DATE REVISED

STP REVISION 0-00-00

DATE PLOTTED => 26-FEB-2010

TIME PLOTTED => 14:10

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | VEN | 118/34 | PM 10.72/11.8<br>16.8/17.66 | | |

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PLANS APPROVAL DATE

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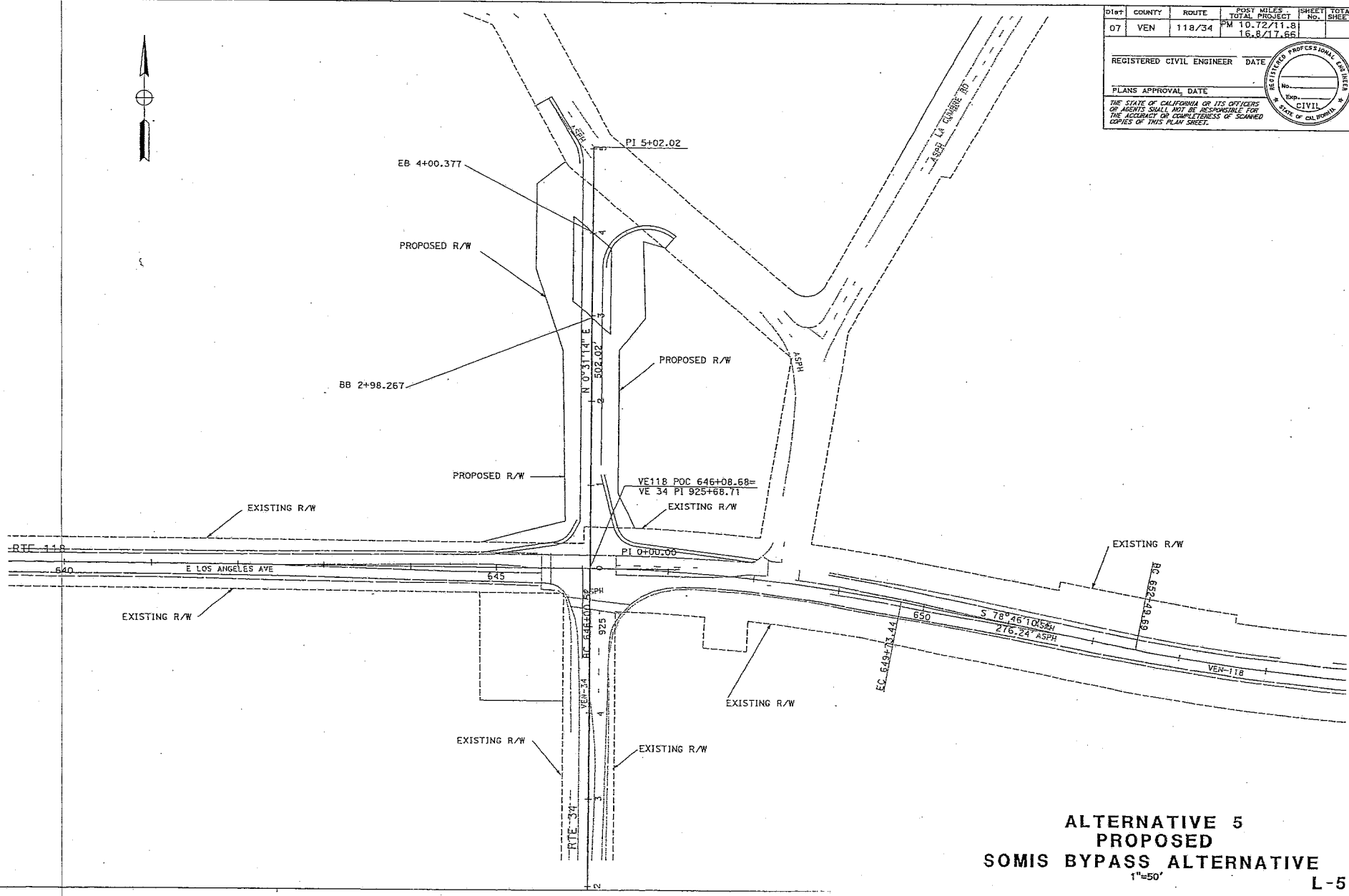


# ALTERNATIVE 5
# PROPOSED
# SOMIS BYPASS ALTERNATIVE

1"=50'

L-5

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LAST REVISION 00-00-00 DATE PLOTTED => 26-FEB-2010 TIME PLOTTED => 14:34

# ATTACHMENT 3

# TRAFFIC COUNT/VOLUME
# TRUCK VOLUME
# PROJECTED TRAFFIC VOLUME

N

L.A. Ave. (Ven 118)

# OF LANES 1

| PEDESTRIANS | | | |
|---|---|---|---|
| AM | NOON | PM | TOTAL |
| 2 | 1 | | 3 |

| 8.0 Hour Total | 102 | 453 | 103 | 658 |
|---|---|---|---|---|
| PM PK. | 30 | 71 | 29 | 130 |
| NOON PK. | 1 | 48 | 14 | 63 |
| AM PK. | 13 | 97 | 8 | 118 |

Ven 34/Donlon Rd

City/County:

DAY OF THE WEEK:

Tuesday

1 2 3

# OF LANES 1

| 8.0 Hour Total | PM PK. | NOON PK. | AM PK. |
|---|---|---|---|
| 278 | 23 | 51 | 46 |
| 2367 | 322 | 247 | 306 |
| 151 | 12 | 28 | 8 |
| 2796 | 357 | 326 | 360 |

12 11 10

TOTAL TRAFFIC
12652

4 5 6

# OF LANES 1

| 8.0 Hour Total | PM PK. | NOON PK. | AM PK. |
|---|---|---|---|
| 41 | 7 | 2 | 5 |
| 2745 | 434 | 296 | 345 |
| 2535 | 338 | 299 | 405 |
| 5321 | 779 | 597 | 755 |

| PEDESTRIANS | | | |
|---|---|---|---|
| TOTAL | PM | NOON | AM |
| 2 | 1 | 1 | |

| PEDESTRIANS | | | |
|---|---|---|---|
| TOTAL | PM | NOON | AM |
| | | | |

9 8 7

| 8.0 Hour Total | 603 | 398 | 2876 | 3877 |
|---|---|---|---|---|
| PM PK. | 98 | 63 | 466 | 627 |
| NOON PK. | 51 | 45 | 220 | 316 |
| AM PK. | 63 | 32 | 452 | 547 |

| PEDESTRIANS | | | |
|---|---|---|---|
| AM | NOON | PM | TOTAL |
| 1 | | | 1 |

# OF LANES 2

Ven 34

INTERSECTION SUMMARY SHEET FOR:

**L.A. Ave. (Ven 118)**

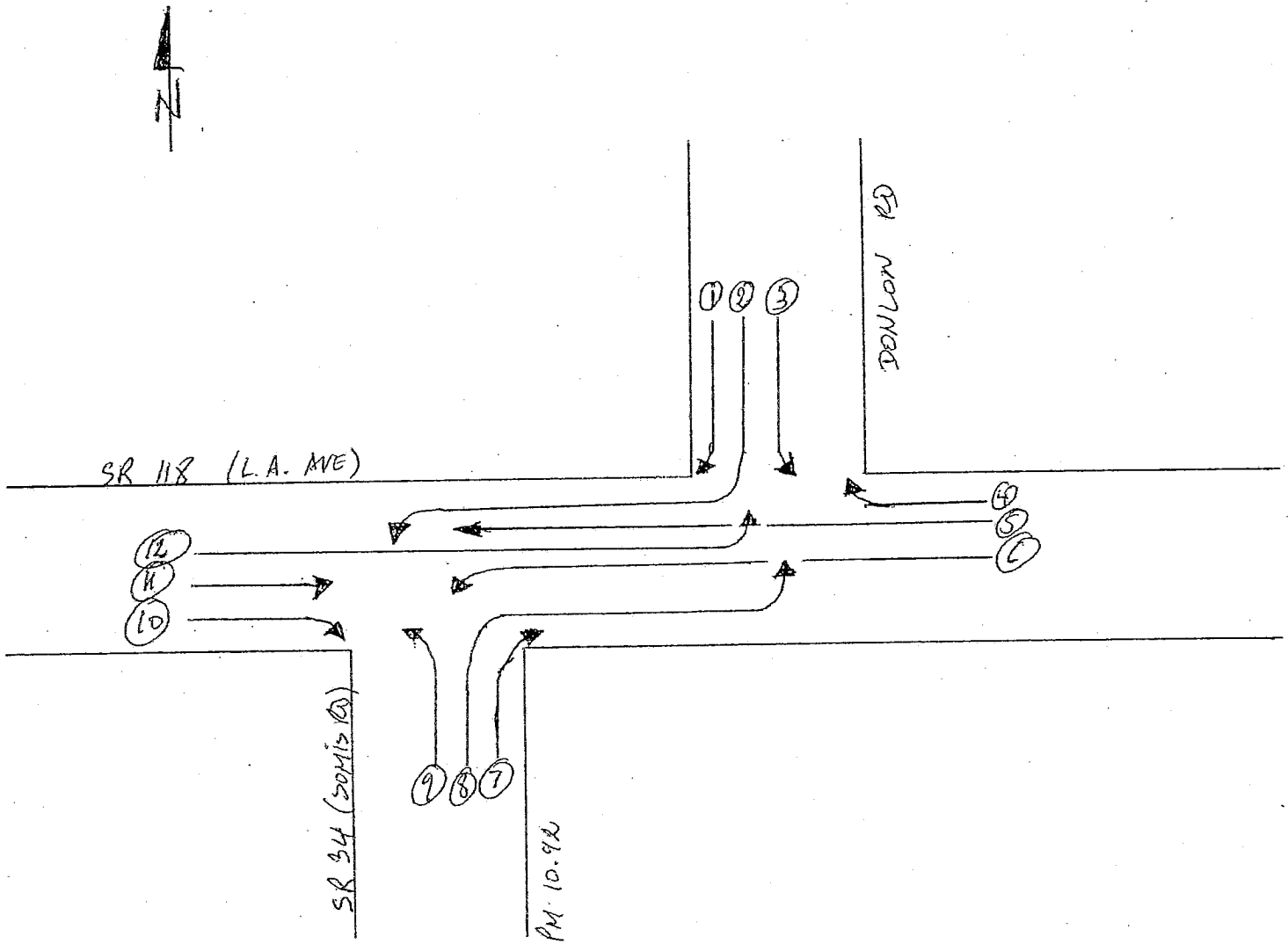
&

**Ven 34/Donlon Rd**

| COUNTY: | ROUTE: | P/M: |
|---|---|---|
| Ventura | 118 | 10.92 |

| | PEAK HOUR | TIME TAKEN | DATE |
|---|---|---|---|
| AM | 7:15 to 8:15 | 6:00 to 9:00 | 9/30/2008 |
| NOON | 11:45 to 12:45 | 11:00 to 13:00 | 9/30/2008 |
| PM | 15:30 to 16:30 | 15:00 to 18:00 | 9/30/2008 |

Remarks: This location consists of 2 T-intersections, but for this study, we counted traffic as if it was a conventional 4-leg intersection. See attached sketch for traffic movements.


N
SR 118 (L.A. AVE)
DONLON RD
SR 34 (SOMIS RD)
PM 10.92
1
2
3
4
5
6
7
8
9
10
11
12

Department Of Transportation ◆ District 7 ◆ Traffic Branch

Intersection Peak Hour Summary Sheet

| COUNTY: | ROUTE: | POST MILE: | DATE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|---|
| Ventura | 118 | 10.92 | 9/30/2008 | Tuesday | 6:00 9:00 |

INTERSECTION: (N/S) & (E/W) #REF!

Ven 34/Donlon Rd & L.A. Ave. (Ven 118)

## Accumulated Hourly Totals

| | | Peak Hour | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | | 6:00 7:00 | 6:15 7:15 | 6:30 7:30 | 6:45 7:45 | 7:00 8:00 | 7:15 8:15 | 7:30 8:30 | 7:45 8:45 | 8:00 9:00 | 8:15 9:15 | 8:30 9:30 | 8:45 9:45 | 9:00 10:00 |
| NORTH | Left | 70 | 71 | 67 | 67 | 57 | 63 | 64 | 67 | 63 | | | | |
| | Straight | 53 | 56 | 45 | 31 | 23 | 32 | 37 | 46 | 43 | | | | |
| | Right | 374 | 413 | 407 | 407 | 423 | 452 | 439 | 410 | 353 | | | | |
| SOUTH | Left | 13 | 13 | 12 | 9 | 8 | 8 | 11 | 11 | 12 | | | | |
| | Straight | 43 | 45 | 60 | 68 | 86 | 97 | 83 | 63 | 41 | | | | |
| | Right | 7 | 9 | 8 | 10 | 11 | 13 | 12 | 9 | 9 | | | | |
| EAST | Left | 27 | 31 | 27 | 31 | 27 | 46 | 54 | 57 | 56 | | | | |
| | Straight | 329 | 336 | 313 | 310 | 303 | 306 | 321 | 311 | 306 | | | | |
| | Right | 38 | 26 | 20 | 9 | 8 | 8 | 16 | 19 | 21 | | | | |
| WEST | Left | 283 | 319 | 351 | 396 | 419 | 405 | 361 | 318 | 277 | | | | |
| | Straight | 279 | 327 | 353 | 353 | 366 | 345 | 334 | 321 | 314 | | | | |
| | Right | 7 | 6 | 8 | 9 | 6 | 5 | 3 | 5 | 5 | | | | |
| N/S TOTAL | | 560 | 607 | 599 | 592 | 608 | 665 | 646 | 606 | 521 | | | | |
| E/W TOTAL | | 963 | 1045 | 1072 | 1108 | 1129 | 1115 | 1089 | 1031 | 979 | | | | |
| ALL DIRECTIONS | | 1523 | 1652 | 1671 | 1700 | 1737 | 1780 | 1735 | 1637 | 1500 | | | | |

947

## Traffic Count Summary

| | NORTH | | | SOUTH | | | EAST | | | WEST | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | |
| PEAK HOUR TOTAL | 547 | | | 118 | | | 360 | | | 755 | | | 1780 |
| 3 Hour Total | 190 | 119 | 1150 | 33 | 170 | 27 | 110 | 938 | 67 | 979 | 959 | 18 | 4760 |
| PEDESTRIAN TOTAL | 1 | | | 2 | | | | | | | | | 3 |

Department Of Transportation ♦ District 7 ♦ Traffic Branch

Intersection Peak Hour Summary Sheet

| COUNTY: | ROUTE: | POST MILE: | DATE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|---|
| Ventura | 118 | 10.92 | 9/30/2008 | Tuesday | 11:00 13:00 |

INTERSECTION: (N/S) & (E/W) #REF!

Ven 34/Donlon Rd & L.A. Ave. (Ven 118)

## Accumulated Hourly Totals

| | | Peak Hour | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | | 11:00 12:00 | 11:15 12:15 | 11:30 12:30 | 11:45 12:45 | 12:00 13:00 | 12:15 13:15 | 12:30 13:30 | 12:45 13:45 | 13:00 14:00 | 13:15 14:15 | 13:30 14:30 | 13:45 14:45 | 14:00 15:00 |
| NORTH | Left | 54 | 48 | 50 | 51 | 54 | | | | | | | | |
| | Straight | 42 | 37 | 40 | 45 | 44 | | | | | | | | |
| | Right | 228 | 224 | 214 | 220 | 220 | | | | | | | | |
| SOUTH | Left | 13 | 12 | 12 | 14 | 14 | | | | | | | | |
| | Straight | 40 | 47 | 51 | 48 | 45 | | | | | | | | |
| | Right | 5 | 4 | 2 | 1 | 2 | | | | | | | | |
| EAST | Left | 43 | 49 | 57 | 51 | 43 | | | | | | | | |
| | Straight | 225 | 239 | 240 | 247 | 236 | | | | | | | | |
| | Right | 13 | 14 | 18 | 28 | 31 | | | | | | | | |
| WEST | Left | 315 | 305 | 303 | 299 | 285 | | | | | | | | |
| | Straight | 304 | 271 | 286 | 296 | 306 | | | | | | | | |
| | Right | 4 | 1 | 1 | 2 | 2 | | | | | | | | |
| N/S TOTAL | | 382 | 372 | 369 | 379 | 379 | | | | | | | | |
| E/W TOTAL | | 904 | 879 | 905 | 923 | 903 | | | | | | | | |
| ALL DIRECTIONS TOTAL | | 1286 | 1251 | 1274 | 1302 | 1282 | | | | | | | | |

## Traffic Count Summary

| | NORTH | | | SOUTH | | | EAST | | | WEST | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | |
| PEAK HOUR TOTAL | 316 | | | 63 | | | 326 | | | 597 | | | 1302 |
| 2 Total Hour | 108 | 86 | 448 | 27 | 85 | 7 | 86 | 461 | 44 | 600 | 610 | 6 | 2568 |
| PEDESTRIAN TOTAL | | | | 1 | | | 1 | | | | | | 2 |

Department Of Transportation ♦ District 7 ♦ Traffic Branch

Intersection Peak Hour Summary Sheet

| COUNTY: | ROUTE: | POST MILE: | DATE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|---|
| Ventura | 118 | 10.92 | 9/30/2008 | Tuesday | 15:00 18:00 |

INTERSECTION: (N/S) & (E/W) #REF!

Ven 34/Donlon Rd & L.A. Ave. (Ven 118)

## Accumulated Hourly Totals

| | | | | Peak Hour | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | | 15:00 16:00 | 15:15 16:15 | 15:30 16:30 | 15:45 16:45 | 16:00 17:00 | 16:15 17:15 | 16:30 17:30 | 16:45 17:45 | 17:00 18:00 | 17:15 18:15 | 17:30 18:30 | 17:45 18:45 | 18:00 19:00 |
| NORTH | Left | 77 | 98 | 98 | 109 | 102 | 97 | 117 | 112 | 126 | | | | |
| | Straight | 62 | 65 | 63 | 56 | 60 | 64 | 63 | 76 | 71 | | | | |
| | Right | 425 | 455 | 466 | 385 | 368 | 390 | 432 | 501 | 485 | | | | |
| SOUTH | Left | 15 | 21 | 29 | 27 | 23 | 16 | 9 | 8 | 5 | | | | |
| | Straight | 70 | 66 | 71 | 71 | 66 | 71 | 62 | 63 | 62 | | | | |
| | Right | 32 | 29 | 30 | 23 | 24 | 21 | 19 | 17 | 12 | | | | |
| EAST | Left | 43 | 30 | 23 | 21 | 20 | 20 | 17 | 18 | 19 | | | | |
| | Straight | 276 | 303 | 322 | 330 | 331 | 343 | 347 | 353 | 361 | | | | |
| | Right | 13 | 13 | 12 | 9 | 15 | 15 | 16 | 16 | 12 | | | | |
| WEST | Left | 294 | 325 | 338 | 357 | 370 | 362 | 357 | 323 | 292 | | | | |
| | Straight | 411 | 430 | 434 | 434 | 425 | 415 | 385 | 368 | 340 | | | | |
| | Right | 8 | 8 | 7 | 6 | 5 | 3 | 5 | 6 | 4 | | | | |
| N/S TOTAL | | 681 | 734 | 757 | 671 | 643 | 659 | 702 | 777 | 761 | | | | |
| E/W TOTAL | | 1045 | 1109 | 1136 | 1157 | 1166 | 1158 | 1127 | 1084 | 1028 | | | | |
| ALL DIRECTIONS TOTAL | | 1726 | 1843 | 1893 | 1828 | 1809 | 1817 | 1829 | 1861 | 1789 | | | | |

## Traffic Count Summary

| | NORTH | | | SOUTH | | | EAST | | | WEST | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | Left | Straight | Right | |
| PEAK HOUR TOTAL | 627 | | | 130 | | | 357 | | | 779 | | | 1893 |
| 3.0 Hour Total | 305 | 193 | 1278 | 43 | 198 | 68 | 82 | 968 | 40 | 956 | 1176 | 17 | 5324 |
| PEDESTRIAN TOTAL | | | | | | | 1 | | | | | | 1 |

Northbound Morning

# Department Of Transportation ♦ District 7 ♦ Traffic Branch
## Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 6:00 - 9:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 34 (Somis Rd) | N/B | Clear | Dduong |

| Time | Peds | Left Turn (9) | | | Straight (8) | | | Right Turn (7) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 6:00 - 6:15 | | 8 | | | 6 | | | 57 | | | 71 |
| 6:15 - 6:30 | | 18 | | | 15 | | | 97 | | | 130 |
| 6:30 - 6:45 | | 18 | | | 16 | | | 107 | | | 141 |
| 6:45 - 7:00 | 1 | 26 | | | 16 | | | 113 | | | 155 |
| Hour Total | 1 | 70 | | | 53 | | | 374 | | | 497 |
| 7:00 - 7:15 | | 9 | | | 9 | | | 96 | | | 114 |
| 7:15 - 7:30 | | 14 | | | 4 | | | 91 | | | 109 |
| 7:30 - 7:45 | | 18 | | | 2 | | | 107 | | | 127 |
| 7:45 - 8:00 | | 16 | | | 8 | | | 129 | | | 153 |
| Hour Total | | 57 | | | 23 | | | 423 | | | 503 |
| 8:00 - 8:15 | | 15 | | | 18 | | | 125 | | | 158 |
| 8:15 - 8:30 | | 15 | | | 9 | | | 78 | | | 102 |
| 8:30 - 8:45 | | 21 | | | 11 | | | 78 | | | 110 |
| 8:45 - 9:00 | | 12 | | | 5 | | | 72 | | | 89 |
| Hour Total | | 63 | | | 43 | | | 353 | | | 459 |
| 9:00 - 9:15 | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | |
| 9:30 - 9:45 | | | | | | | | | | | |
| 9:45 - 10:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | 1 | 190 | | | 119 | | | 1150 | | | |
| Grand Total All Vehicles | 1 | 190 | | | 119 | | | 1150 | | | 1459 |

Remarks:

**Northbound Afternoon**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 11:00 - 13:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 34 (Somis Rd) | N/B | Clear | Dduong |

| Time | Peds | Left Turn (9) | | | Straight (8) | | | Right Turn (7) | | | 1/4 Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | |
| 11:00 - 11:15 | | 19 | | | 21 | | | 70 | | | 110 |
| 11:15 - 11:30 | | 13 | | | 5 | | | 55 | | | 73 |
| 11:30 - 11:45 | | 11 | | | 6 | | | 51 | | | 68 |
| 11:45 - 12:00 | | 11 | | | 10 | | | 52 | | | 73 |
| Hour Total | | 54 | | | 42 | | | 228 | | | 324 |
| 12:00 - 12:15 | | 13 | | | 16 | | | 66 | | | 95 |
| 12:15 - 12:30 | | 15 | | | 8 | | | 45 | | | 68 |
| 12:30 - 12:45 | | 12 | | | 11 | | | 57 | | | 80 |
| 12:45 - 13:00 | | 14 | | | 9 | | | 52 | | | 75 |
| Hour Total | | 54 | | | 44 | | | 220 | | | 318 |
| 13:00 - 13:15 | | | | | | | | | | | |
| 13:15 - 13:30 | | | | | | | | | | | |
| 13:30 - 13:45 | | | | | | | | | | | |
| 13:45 - 14:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| 14:00 - 14:15 | | | | | | | | | | | |
| 14:15 - 14:30 | | | | | | | | | | | |
| 14:30 - 14:45 | | | | | | | | | | | |
| 14:45 - 15:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 108 | | | 86 | | | 448 | | | |
| Grand Total All Vehicles | | 108 | | | 86 | | | 448 | | | 642 |

Remarks:

**Northbound Evening**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 15:00 - 18:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 34 (Somis Rd) | N/B | Clear | Dduong |

| Time | Peds | Left Turn (9) | | | Straight (8) | | | Right Turn (7) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 15:00 - 15:15 | | 15 | | | 13 | | | 68 | | | 96 |
| 15:15 - 15:30 | | 18 | | | 17 | | | 99 | | | 134 |
| 15:30 - 15:45 | | 21 | | | 19 | | | 127 | | | 167 |
| 15:45 - 16:00 | | 23 | | | 13 | | | 131 | | | 167 |
| Hour Total | | 77 | | | 62 | | | 425 | | | 564 |
| 16:00 - 16:15 | | 36 | | | 16 | | | 98 | | | 150 |
| 16:15 - 16:30 | | 18 | | | 15 | | | 110 | | | 143 |
| 16:30 - 16:45 | | 32 | | | 12 | | | 46 | | | 90 |
| 16:45 - 17:00 | | 16 | | | 17 | | | 114 | | | 147 |
| Hour Total | | 102 | | | 60 | | | 368 | | | 530 |
| 17:00 - 17:15 | | 31 | | | 20 | | | 120 | | | 171 |
| 17:15 - 17:30 | | 38 | | | 14 | | | 152 | | | 204 |
| 17:30 - 17:45 | | 27 | | | 25 | | | 115 | | | 167 |
| 17:45 - 18:00 | | 30 | | | 12 | | | 98 | | | 140 |
| Hour Total | | 126 | | | 71 | | | 485 | | | 682 |
| 18:00 - 18:15 | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 305 | | | 193 | | | 1278 | | | |
| Grand Total All Vehicles | | 305 | | | 193 | | | 1278 | | | 1776 |

Remarks:

Southbound Morning

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 6:00 - 9:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Donlon Rd | S/B | Clear | Tduong |

| Time | Peds | Left Turn (3) | | | Straight (1) | | | Right Turn (1) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 6:00 - 6:15 | | 2 | | | 6 | | | | | | 8 |
| 6:15 - 6:30 | | 3 | | | 10 | | | 3 | | | 16 |
| 6:30 - 6:45 | 1 | 5 | | | 17 | | | 3 | | | 25 |
| 6:45 - 7:00 | 1 | 3 | | | 10 | | | 1 | | | 14 |
| Hour Total | 2 | 13 | | | 43 | | | 7 | | | 63 |
| 7:00 - 7:15 | | 2 | | | 8 | | | 2 | | | 12 |
| 7:15 - 7:30 | | 2 | | | 25 | | | 2 | | | 29 |
| 7:30 - 7:45 | | 2 | | | 25 | | | 5 | | | 32 |
| 7:45 - 8:00 | | 2 | | | 28 | | | 2 | | | 32 |
| Hour Total | | 8 | | | 86 | | | 11 | | | 105 |
| 8:00 - 8:15 | | 2 | | | 19 | | | 4 | | | 25 |
| 8:15 - 8:30 | | 5 | | | 11 | | | 1 | | | 17 |
| 8:30 - 8:45 | | 2 | | | 5 | | | 2 | | | 9 |
| 8:45 - 9:00 | | 3 | | | 6 | | | 2 | | | 11 |
| Hour Total | | 12 | | | 41 | | | 9 | | | 62 |
| 9:00 - 9:15 | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | |
| 9:30 - 9:45 | | | | | | | | | | | |
| 9:45 - 10:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | 2 | 33 | | | 170 | | | 27 | | | |
| Grand Total All Vehicles | 2 | 33 | | | 170 | | | 27 | | | **230** |

Remarks:

**Southbound Afternoon**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 11:00 - 13:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Donlon Rd | S/B | Clear | Tduong |

| Time | Peds | Left Turn (3) | | | Straight (2) | | | Right Turn (1) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 11:00 - 11:15 | | 4 | | | 6 | | | 1 | | | 11 |
| 11:15 - 11:30 | | 3 | | | 11 | | | 3 | | | 17 |
| 11:30 - 11:45 | | 2 | | | 10 | | | 1 | | | 13 |
| 11:45 - 12:00 | | 4 | | | 13 | | | | | | 17 |
| Hour Total | | 13 | | | 40 | | | 5 | | | 58 |
| 12:00 - 12:15 | | 3 | | | 13 | | | | | | 16 |
| 12:15 - 12:30 | 1 | 3 | | | 15 | | | 1 | | | 19 |
| 12:30 - 12:45 | | 4 | | | 7 | | | | | | 11 |
| 12:45 - 13:00 | | 4 | | | 10 | | | 1 | | | 15 |
| Hour Total | 1 | 14 | | | 45 | | | 2 | | | 61 |
| 13:00 - 13:15 | | | | | | | | | | | |
| 13:15 - 13:30 | | | | | | | | | | | |
| 13:30 - 13:45 | | | | | | | | | | | |
| 13:45 - 14:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| 14:00 - 14:15 | | | | | | | | | | | |
| 14:15 - 14:30 | | | | | | | | | | | |
| 14:30 - 14:45 | | | | | | | | | | | |
| 14:45 - 15:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | 1 | 27 | | | 85 | | | 7 | | | |
| Grand Total All Vehicles | 1 | 27 | | | 85 | | | 7 | | | 119 |

Remarks:

**Southbound Evening**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 15:00 - 18:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION. | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Donlon Rd | S/B | Clear | Tduong |

| Time | Peds | Left Turn (3) | | | Straight (2) | | | Right Turn (1) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 15:00 - 15:15 | | 2 | | | 18 | | | 11 | | | 31 |
| 15:15 - 15:30 | | 2 | | | 14 | | | 3 | | | 19 |
| 15:30 - 15:45 | | 3 | | | 17 | | | 12 | | | 32 |
| 15:45 - 16:00 | | 8 | | | 21 | | | 6 | | | 35 |
| Hour Total | | 15 | | | 70 | | | 32 | | | 117 |
| 16:00 - 16:15 | | 8 | | | 14 | | | 8 | | | 30 |
| 16:15 - 16:30 | | 10 | | | 19 | | | 4 | | | 33 |
| 16:30 - 16:45 | | 1 | | | 17 | | | 5 | | | 23 |
| 16:45 - 17:00 | | 4 | | | 16 | | | 7 | | | 27 |
| Hour Total | | 23 | | | 66 | | | 24 | | | 113 |
| 17:00 - 17:15 | | 1 | | | 19 | | | 5 | | | 25 |
| 17:15 - 17:30 | | 3 | | | 10 | | | 2 | | | 15 |
| 17:30 - 17:45 | | | | | 18 | | | 3 | | | 21 |
| 17:45 - 18:00 | | 1 | | | 15 | | | 2 | | | 18 |
| Hour Total | | 5 | | | 62 | | | 12 | | | 79 |
| 18:00 - 18:15 | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 43 | | | 198 | | | 68 | | | |
| Grand Total All Vehicles | | 43 | | | 198 | | | 68 | | | 309 |

Remarks:

**Eastbound Morning**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 6:00 - 9:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | E/B | Clear | Dluong |

| Time | Peds | Left Turn (12) | | | Straight (11) | | | Right Turn (10) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 6:00 - 6:15 | | 3 | | | 71 | | | 14 | | | 88 |
| 6:15 - 6:30 | | 8 | | | 85 | | | 8 | | | 101 |
| 6:30 - 6:45 | | 3 | | | 86 | | | 12 | | | 101 |
| 6:45 - 7:00 | | 13 | | | 87 | | | 4 | | | 104 |
| Hour Total | | 27 | | | 329 | | | 38 | | | 394 |
| 7:00 - 7:15 | | 7 | | | 78 | | | 2 | | | 87 |
| 7:15 - 7:30 | | 4 | | | 62 | | | 2 | | | 68 |
| 7:30 - 7:45 | | 7 | | | 83 | | | 1 | | | 91 |
| 7:45 - 8:00 | | 9 | | | 80 | | | 3 | | | 92 |
| Hour Total | | 27 | | | 303 | | | 8 | | | 338 |
| 8:00 - 8:15 | | 26 | | | 81 | | | 2 | | | 109 |
| 8:15 - 8:30 | | 12 | | | 77 | | | 10 | | | 99 |
| 8:30 - 8:45 | | 10 | | | 73 | | | 4 | | | 87 |
| 8:45 - 9:00 | | 8 | | | 75 | | | 5 | | | 88 |
| Hour Total | | 56 | | | 306 | | | 21 | | | 383 |
| 9:00 - 9:15 | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | |
| 9:30 - 9:45 | | | | | | | | | | | |
| 9:45 - 10:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 110 | | | 938 | | | 67 | | | |
| Grand Total All Vehicles | | 110 | | | 938 | | | 67 | | | **1115** |

Remarks:

**Eastbound Afternoon**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 11:00 - 13:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | E/B | Clear | Dluong |

| Time | Peds | Left Turn (12) | | | Straight (11) | | | Right Turn (10) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 11:00 - 11:15 | | 12 | | | 41 | | | 2 | | | 55 |
| 11:15 - 11:30 | | 5 | | | 62 | | | 2 | | | 69 |
| 11:30 - 11:45 | | 11 | | | 49 | | | 4 | | | 64 |
| 11:45 - 12:00 | | 15 | | | 73 | | | 5 | | | 93 |
| Hour Total | | 43 | | | 225 | | | 13 | | | 281 |
| 12:00 - 12:15 | 1 | 18 | | | 55 | | | 3 | | | 76 |
| 12:15 - 12:30 | | 13 | | | 63 | | | 6 | | | 82 |
| 12:30 - 12:45 | | 5 | | | 56 | | | 14 | | | 75 |
| 12:45 - 13:00 | | 7 | | | 62 | | | 8 | | | 77 |
| Hour Total | 1 | 43 | | | 236 | | | 31 | | | 310 |
| 13:00 - 13:15 | | | | | | | | | | | |
| 13:15 - 13:30 | | | | | | | | | | | |
| 13:30 - 13:45 | | | | | | | | | | | |
| 13:45 - 14:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| 14:00 - 14:15 | | | | | | | | | | | |
| 14:15 - 14:30 | | | | | | | | | | | |
| 14:30 - 14:45 | | | | | | | | | | | |
| 14:45 - 15:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | 1 | 86 | | | 461 | | | 44 | | | |
| Grand Total All Vehicles | 1 | 86 | | | 461 | | | 44 | | | **591** |

Remarks:

**Eastbound Evening**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 15:00 - 18:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | E/B | Clear | Dluong |

| Time | Peds | Left Turn (12) | | | Straight (11) | | | Right Turn (10) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 15:00 - 15:15 | 1 | 17 | | | 56 | | | 2 | | | 75 |
| 15:15 - 15:30 | | 18 | | | 63 | | | 3 | | | 84 |
| 15:30 - 15:45 | | 5 | | | 79 | | | 6 | | | 90 |
| 15:45 - 16:00 | | 3 | | | 78 | | | 2 | | | 83 |
| Hour Total | 1 | 43 | | | 276 | | | 13 | | | 332 |
| 16:00 - 16:15 | | 4 | | | 83 | | | 2 | | | 89 |
| 16:15 - 16:30 | | 11 | | | 82 | | | 2 | | | 95 |
| 16:30 - 16:45 | | 3 | | | 87 | | | 3 | | | 93 |
| 16:45 - 17:00 | | 2 | | | 79 | | | 8 | | | 89 |
| Hour Total | | 20 | | | 331 | | | 15 | | | 366 |
| 17:00 - 17:15 | | 4 | | | 95 | | | 2 | | | 101 |
| 17:15 - 17:30 | | 8 | | | 86 | | | 3 | | | 97 |
| 17:30 - 17:45 | | 4 | | | 93 | | | 3 | | | 100 |
| 17:45 - 18:00 | | 3 | | | 87 | | | 4 | | | 94 |
| Hour Total | | 19 | | | 361 | | | 12 | | | 392 |
| 18:00 - 18:15 | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | 1 | 82 | | | 968 | | | 40 | | | |
| Grand Total All Vehicles | 1 | 82 | | | 968 | | | 40 | | | 1090 |

Remarks:

**Westbound Morning**

Department Of Transportation ◆ District 7 ◆ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 6:00 - 9:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | W/B | Clear | Mbeltran |

| Time | Peds | Left Turn (6) | | | Straight (5) | | | Right Turn (4) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 6:00 - 6:15 | | 53 | | | 52 | | | 3 | | | 108 |
| 6:15 - 6:30 | | 76 | | | 69 | | | | | | 145 |
| 6:30 - 6:45 | | 68 | | | 89 | | | | | | 157 |
| 6:45 - 7:00 | | 86 | | | 69 | | | 4 | | | 159 |
| Hour Total | | 283 | | | 279 | | | 7 | | | 569 |
| 7:00 - 7:15 | | 89 | | | 100 | | | 2 | | | 191 |
| 7:15 - 7:30 | | 108 | | | 95 | | | 2 | | | 205 |
| 7:30 - 7:45 | | 113 | | | 89 | | | 1 | | | 203 |
| 7:45 - 8:00 | | 109 | | | 82 | | | 1 | | | 192 |
| Hour Total | | 419 | | | 366 | | | 6 | | | 791 |
| 8:00 - 8:15 | | 75 | | | 79 | | | 1 | | | 155 |
| 8:15 - 8:30 | | 64 | | | 84 | | | | | | 148 |
| 8:30 - 8:45 | | 70 | | | 76 | | | 3 | | | 149 |
| 8:45 - 9:00 | | 68 | | | 75 | | | 1 | | | 144 |
| Hour Total | | 277 | | | 314 | | | 5 | | | 596 |
| 9:00 - 9:15 | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | |
| 9:30 - 9:45 | | | | | | | | | | | |
| 9:45 - 10:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 979 | | | 959 | | | 18 | | | |
| Grand Total All Vehicles | | 979 | | | 959 | | | 18 | | | **1956** |

Remarks:

**Westbound Afternoon**

Department Of Transportation ♦ District 7 ♦ Traffic Branch
Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 11:00 - 13:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | W/B | Clear | Mbeltran |

| Time | Peds | Left Turn (6) | | | Straight (5) | | | Right Turn (4) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 11:00 - 11:15 | | 75 | | | 88 | | | 4 | | | 167 |
| 11:15 - 11:30 | | 76 | | | 58 | | | | | | 134 |
| 11:30 - 11:45 | | 80 | | | 82 | | | | | | 162 |
| 11:45 - 12:00 | | 84 | | | 76 | | | | | | 160 |
| Hour Total | | 315 | | | 304 | | | 4 | | | 623 |
| 12:00 - 12:15 | | 65 | | | 55 | | | 1 | | | 121 |
| 12:15 - 12:30 | | 74 | | | 73 | | | | | | 147 |
| 12:30 - 12:45 | | 76 | | | 92 | | | 1 | | | 169 |
| 12:45 - 13:00 | | 70 | | | 86 | | | | | | 156 |
| Hour Total | | 285 | | | 306 | | | 2 | | | 593 |
| 13:00 - 13:15 | | | | | | | | | | | |
| 13:15 - 13:30 | | | | | | | | | | | |
| 13:30 - 13:45 | | | | | | | | | | | |
| 13:45 - 14:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| 14:00 - 14:15 | | | | | | | | | | | |
| 14:15 - 14:30 | | | | | | | | | | | |
| 14:30 - 14:45 | | | | | | | | | | | |
| 14:45 - 15:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 600 | | | 610 | | | 6 | | | |
| Grand Total All Vehicles | | 600 | | | 610 | | | 6 | | | **1216** |

Remarks:

**Westbound Evening**

Department Of Transportation ♦ District 7 ♦ Traffic Branch

Manual Traffic Count

| COUNTY: | ROUTE: | POST MILE: | DAY OF WEEK: | TIME OF DAY: |
|---|---|---|---|---|
| Ventura | 118 | 10.92 | Tuesday | 15:00 - 18:00 |

| INTERSECTION: (N/S) & (E/W) | | | DATE: |
|---|---|---|---|
| Ven 34/Donlon Rd | & | L.A. Ave. (Ven 118) | 9/30/2008 |

| "LEG" DESCRIPTION: | DIRECTION: | WEATHER: | COUNTED BY: |
|---|---|---|---|
| Ven 118 (L.A. Ave) | W/B | Clear | Mbeltran |

| Time | Peds | Left Turn (6) | | | Straight (5) | | | Right Turn (4) | | | 1/4 Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | Bus | Truck | Car | Bus | Truck | Car | Bus | Truck | Total |
| 15:00 - 15:15 | | 75 | | | 100 | | | 3 | | | 178 |
| 15:15 - 15:30 | | 73 | | | 97 | | | 1 | | | 171 |
| 15:30 - 15:45 | | 63 | | | 102 | | | 1 | | | 166 |
| 15:45 - 16:00 | | 83 | | | 112 | | | 3 | | | 198 |
| Hour Total | | 294 | | | 411 | | | 8 | | | 713 |
| 16:00 - 16:15 | | 106 | | | 119 | | | 3 | | | 228 |
| 16:15 - 16:30 | | 86 | | | 101 | | | | | | 187 |
| 16:30 - 16:45 | | 82 | | | 102 | | | | | | 184 |
| 16:45 - 17:00 | | 96 | | | 103 | | | 2 | | | 201 |
| Hour Total | | 370 | | | 425 | | | 5 | | | 800 |
| 17:00 - 17:15 | | 98 | | | 109 | | | 1 | | | 208 |
| 17:15 - 17:30 | | 81 | | | 71 | | | 2 | | | 154 |
| 17:30 - 17:45 | | 48 | | | 85 | | | 1 | | | 134 |
| 17:45 - 18:00 | | 65 | | | 75 | | | | | | 140 |
| Hour Total | | 292 | | | 340 | | | 4 | | | 636 |
| 18:00 - 18:15 | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | |
| Hour Total | | | | | | | | | | | |
| Total | | 956 | | | 1176 | | | 17 | | | |
| Grand Total All Vehicles | | 956 | | | 1176 | | | 17 | | | **2149** |

Remarks:

105960 VEN 118/34 FUTURE PROJECTIONS (2015)
Volume (vph)

AM Peak – Existing Alignment

| EB SR 118 | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | |
|---|---|---|---|---|---|---|---|
| TH | RT | LT | TH | LT | RT | LT | RT |
| 370 | 10 | 530 | 360 | 70 | 510 | 10 | 10 |

AM Peak – Intersection Improvement Alt. & Bridge Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 50 | 320 | 10 | 420 | 360 | 10 | 70 | 30 | 470 | 10 | 100 | 10 |

AM Peak – Save Our Somis (SOS) Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 50 | 320 | 10 | 420 | 360 | 10 | 70 | 30 | 470 | 10 | 100 | 10 |

AM Peak – Roundabout

| | EB SR 118 | WB SR 118 | NB SR 34 | SB Donlon Rd. |
|---|---|---|---|---|
| LT Traffic | 50 | 420 | 70 | 10 |
| TH Traffic | 320 | 360 | 30 | 100 |
| RT Traffic | 10 | 10 | 470 | 10 |

105960 VEN 118/34 FUTURE PROJECTIONS (2015)
Volume (vph)

PM Peak – Existing Alignment

| EB SR 118 | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | |
|---|---|---|---|---|---|---|---|
| TH | RT | LT | TH | LT | RT | LT | RT |
| 360 | 10 | 430 | 450 | 100 | 550 | 30 | 30 |

PM Peak – Intersection Improvement Alt. & Bridge Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 20 | 340 | 10 | 350 | 450 | 10 | 100 | 70 | 490 | 30 | 70 | 30 |

PM Peak – Save Our Somis (SOS) Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 20 | 340 | 10 | 350 | 450 | 10 | 100 | 70 | 490 | 30 | 70 | 30 |

PM Peak – Roundabout

| | EB SR 118 | WB SR 118 | NB SR 34 | SB Donlon Rd. |
|---|---|---|---|---|
| LT Traffic | 20 | 390 | 100 | 30 |
| TH Traffic | 340 | 450 | 70 | 70 |
| RT Traffic | 10 | 10 | 490 | 30 |

105960 VEN 118/34 FUTURE PROJECTIONS (2015)
Volume (vph)

AM Peak - Somis Bypass North Intersection

| EB 118 | | WB 118 | Bypass |
|---|---|---|---|
| TH | LT | TH | RT |
| 330 | 420 | 370 | 470 |

PM Peak - Somis Bypass North Intersection

| EB 118 | | WB 118 | Bypass |
|---|---|---|---|
| TH | LT | TH | RT |
| 370 | 350 | 460 | 490 |

AM Peak - Somis Bypass Southern Intersection

| Bypass | NB 34 | | SB 34 |
|---|---|---|---|
| LT | TH | RT | TH |
| 420 | 100 | 470 | 110 |

PM Peak - Somis Bypass Southern Intersection

| Bypass | NB 34 | | SB 34 |
|---|---|---|---|
| LT | TH | RT | TH |
| 350 | 170 | 490 | 90 |

## FUTURE PROJECTIONS (2035)
Volume (vph)

### AM Peak – Existing Alignment

| EB SR 118 | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | |
|---|---|---|---|---|---|---|---|
| TH | RT | LT | TH | LT | RT | LT | RT |
| 420 | 10 | 600 | 410 | 70 | 570 | 10 | 20 |

### AM Peak – Intersection Improvement Alt. & Bridge Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 50 | 360 | 10 | 480 | 410 | 10 | 70 | 40 | 540 | 10 | 120 | 20 |

### AM Peak – Save Our Somis (SOS) Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 50 | 360 | 10 | 480 | 410 | 10 | 70 | 40 | 540 | 10 | 120 | 20 |

### AM Peak – Roundabout

| | EB | WB | NB | SB |
|---|---|---|---|---|
| LT Traffic | 50 | 480 | 70 | 10 |
| TH Traffic | 360 | 410 | 40 | 120 |
| RT Traffic | 10 | 10 | 540 | 20 |

105960 VEN 118/34 FUTURE PROJECTIONS (2035)
Volume (vph)

AM Peak - Somis Bypass North Intersection

| EB 118 | WB 118 | | Bypass |
|---|---|---|---|
| TH | LT | TH | RT |
| 370 | 480 | 410 | 540 |

PM Peak - Somis Bypass North Intersection

| EB 118 | WB 118 | | Bypass |
|---|---|---|---|
| TH | LT | TH | RT |
| 420 | 400 | 520 | 550 |

AM Peak - Somis Bypass Southern Intersection

| Bypass | NB 34 | | SB 34 |
|---|---|---|---|
| LT | TH | RT | TH |
| 480 | 110 | 540 | 120 |

PM Peak - Somis Bypass Southern Intersection

| Bypass | NB 34 | | SB 34 |
|---|---|---|---|
| LT | TH | RT | TH |
| 400 | 190 | 550 | 100 |

## 105960 VEN 118/34 FUTURE PROJECTIONS (2015)

Volume (vph)

### AM Peak – Existing Alignment with Bypass Alternative

| EB SR 118 | | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | TH | RT | LT | TH | LT | TH | RT |
| 50 | 320 | 10 | 360 | 10 | 70 | 30 | 10 | 100 | 10 |

### PM Peak – Existing Alignment with Bypass Alternative

| EB SR 118 | | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | TH | RT | LT | TH | LT | TH | RT |
| 20 | 340 | 10 | 450 | 10 | 100 | 70 | 30 | 70 | 30 |

## FUTURE PROJECTIONS (2035)

### AM Peak – Existing Alignment with Bypass Alternative

| EB SR 118 | | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | TH | RT | LT | TH | LT | TH | RT |
| 50 | 360 | 10 | 410 | 10 | 70 | 40 | 10 | 120 | 20 |

### PM Peak – Existing Alignment with Bypass Alternative

| EB SR 118 | | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | TH | RT | LT | TH | LT | TH | RT |
| 30 | 380 | 10 | 510 | 10 | 120 | 70 | 30 | 80 | 40 |

CESAR MORENO 7-0687

## FUTURE PROJECTIONS (2035)
Volume (vph)

### PM Peak – Existing Alignment

| EB SR 118 | | WB SR 118 | | NB SR 34 | | SB Donlon Rd. | |
|---|---|---|---|---|---|---|---|
| TH | RT | LT | TH | LT | RT | LT | RT |
| 410 | 10 | 480 | 510 | 120 | 630 | 30 | 40 |

### PM Peak – Intersection Improvement Alt. & Bridge Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 30 | 380 | 10 | 400 | 510 | 10 | 120 | 70 | 550 | 30 | 80 | 40 |

### PM Peak – Save Our Somis (SOS) Alt.

| EB SR 118 | | | WB SR 118 | | | NB SR 34 | | | SB Donlon Rd. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 30 | 350 | 10 | 400 | 510 | 10 | 120 | 70 | 550 | 30 | 80 | 40 |

### PM Peak – Roundabout

| | EB | WB | NB | SB |
|---|---|---|---|---|
| LT Traffic | 30 | 400 | 120 | 30 |
| TH Traffic | 380 | 510 | 70 | 80 |
| RT Traffic | 10 | 10 | 550 | 40 |

| RTE | DIST | CNTY | POST MILE | LEG | DESCRIPTION | VEHICLE AADT TOTAL | TRUCK AADT TOTAL | TRUCK % TOT VEH | TRUCK AADT TOTAL By Axle 2 | 3 | 4 | 5+ | % TRUCK AADT By Axle 2 | 3 | 4 | 5+ | EAL 2-WAY (1000) | YEAR VER/ EST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 118 | 07 | VEN | .516 | A | VENTURA, JCT. RTE. 126, SANTA PAULA FREEWAY | 37500 | 3908 | 10.42 | 1387 | 591 | 258 | 1673 | 35.48 | 15.13 | 6.59 | 42.8 | 718 | 07V |
| 118 | 07 | VEN | 2.2 | B | JCT. RTE. 232, VINEYARD AVENUE | 36500 | 4307 | 11.8 | 1406 | 563 | 269 | 2069 | 32.64 | 13.08 | 6.24 | 48.04 | 854 | 07V |
| 118 | 07 | VEN | 2.2 | A | JCT. RTE. 232, VINEYARD AVENUE | 24800 | 2899 | 11.69 | 893 | 554 | 271 | 1181 | 30.8 | 19.11 | 9.34 | 40.75 | 530 | 07V |
| 118 | 07 | VEN | 10.92 | B | JCT. RTE. 34, SOMIS ROAD | 11700 | 3000 | 25.64 | 936 | 526 | 243 | 1296 | 31.19 | 17.52 | 8.1 | 43.19 | 564 | 07E |
| 118 | 07 | VEN | 10.92 | A | JCT. RTE. 34, SOMIS ROAD | 18400 | 3652 | 19.85 | 1153 | 582 | 250 | 1667 | 31.58 | 15.93 | 6.85 | 45.64 | 706 | 07E |
| 118 | 07 | VEN | 17.494 | B | MOORPARK, WEST JCT. RTE. 23, MOORPARK AVENUE | 33000 | 4307 | 13.05 | 1377 | 618 | 242 | 2071 | 31.97 | 14.34 | 5.61 | 48.08 | 855 | 07V |
| 118 | 07 | VEN | R17.905 | B | MOORPARK, EAST JCT. RTE. 23, AT SPRING ROAD | 36500 | 4763 | 13.05 | 1523 | 683 | 267 | 2290 | 31.97 | 14.34 | 5.61 | 48.08 | 945 | 07E |
| 118 | 07 | VEN | T18.21 | A | MOORPARK, JCT. RTE. 23, MOORPARK FREEWAY | 76000 | 4241 | 5.58 | 1684 | 911 | 240 | 1406 | 39.7 | 21.48 | 5.67 | 33.15 | 663 | 07E |
| 118 | 07 | VEN | R27.811 | O | TAPO STREET | 119000 | 4712 | 3.96 | 1871 | 1012 | 267 | 1562 | 39.7 | 21.48 | 5.67 | 33.15 | 737 | 07V |
| 118 | 07 | LA | R1.799 | B | LOS ANGELES, JCT. RTE. 27, TOPANGA CANYON BOULEVARD INTERCHANGE | 124000 | 6374 | 5.14 | 3002 | 1075 | 327 | 1970 | 47.1 | 16.86 | 5.13 | 30.91 | 932 | 07E |
| 118 | 07 | LA | R1.799 | A | LOS ANGELES, JCT. RTE. 27, TOPANGA CANYON BOULEVARD INTERCHANGE | 133000 | 8033 | 6.04 | 4132 | 1137 | 387 | 2378 | 51.44 | 14.15 | 4.82 | 29.6 | 1127 | 07E |
| 118 | 07 | LA | R9.805 | B | LOS ANGELES, JCT. RTE. 405, SAN DIEGO FREEWAY INTERCHANGE | 234000 | 9688 | 4.14 | 5260 | 1198 | 447 | 2783 | 54.29 | 12.37 | 4.61 | 28.73 | 1320 | 07V |
| 118 | 07 | LA | R9.805 | A | LOS ANGELES, JCT. RTE. 405, SAN DIEGO FREEWAY INTERCHANGE | 212000 | 15773 | 7.44 | 6702 | 2528 | 1142 | 5401 | 42.49 | 16.03 | 7.24 | 34.24 | 2498 | 06V |
| 118 | 07 | LA | R11.447 | A | LOS ANGELES, JCT. RTE. 5, GOLDEN STATE FREEWAY INTERCHANGE | 144000 | 3715 | 2.58 | 2197 | 374 | 150 | 993 | 59.15 | 10.06 | 4.05 | 26.74 | 476 | 06E |

| RTE | DIST | CNTY | POST MILE | LEG | DESCRIPTION | VEHICLE AADT TOTAL | TRUCK AADT TOTAL | TRUCK % TOT VEH | TRUCK AADT TOTAL By Axle 2 | 3 | 4 | 5+ | % TRUCK AADT By Axle 2 | 3 | 4 | 5+ | EAL 2-WAY (1000) | YEAR VER/ EST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 034 | 07 | VEN | 4.295 | A | OXNARD, JCT. RTE. 1, OXNARD BOULEVARD | 13700 | 747 | 5.45 | 482 | 81 | 33 | 151 | 64.48 | 10.9 | 4.47 | 20.15 | 81 | 06V |
| 034 | 07 | VEN | 5.285 | B | OXNARD, ROSE AVENUE | 15300 | 2151 | 14.06 | 1022 | 454 | 139 | 536 | 47.5 | 21.1 | 6.48 | 24.92 | 283 | 06V |
| 034 | 07 | VEN | 6.27 | A | OXNARD, RICE AVENUE | 12500 | 1000 | 8 | 468 | 179 | 91 | 263 | 46.8 | 17.85 | 9.06 | 26.29 | 137 | 06V |
| 034 | 07 | VEN | R13.603 | B | CAMARILLO, JCT. RTE. 101, VENTURA FREEWAY | 22800 | 3516 | 15.42 | 731 | 1043 | 880 | 862 | 20.79 | 29.66 | 25.04 | 24.51 | 548 | 06V |
| 034 | 07 | VEN | 13.603 | A | CAMARILLO, JCT. RTE. 101, VENTURA FREEWAY | 22800 | 4562 | 20.01 | 1088 | 1180 | 1001 | 1293 | 23.86 | 25.86 | 21.94 | 28.34 | 740 | 06V |
| 034 | 07 | VEN | 17.663 | B | SOMIS, JCT. RTE. 118, LOS ANGELES AVENUE | 12600 | 1787 | 14.18 | 612 | 205 | 187 | 783 | 34.24 | 11.45 | 10.48 | 43.83 | 338 | 06V |

# ATTACHMENT 4

# EXISTING TRAFFIC SIGNAL TIMING/PHASING

**CALTRANS**
Model 170 Controller
Traffic Design Branch
District 7

# C8 PROGRAM Version 3.0

LOCATION: *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: 17.66

## CONTROL CODE "F"

PHASE TIMING

| | INTERVAL | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | WALK | 0 | 8 | | 6 | | 0 | | 0 |
| 1 | DON'T WALK | 0 | 10 | | 6 | | 0 | | 0 |
| 2 | MIN GREEN | 15 | 15 | | 2 | | 15 | | 6 |
| 3 | TYPE 3 DET | 0 | 0 | | 0 | | 0 | | 0 |
| 4 | ADDED / ACT | 3.0 | 3.0 | | 0.0 | | 3.0 | | 0.0 |
| 5 | PASSAGE | 6.0 | 6.0 | | 1.0 | | 8.0 | | 3.0 |
| 6 | MAX GAP | 10.0 | 10.0 | | 1.0 | | 12.0 | | 3.0 |
| 7 | MIN GAP | 4.0 | 4.0 | | 1.0 | | 4.0 | | 3.0 |
| 8 | MAX EXT 1 | 65 | 35 | | 5 | | 60 | | 20 |
| 9 | MAX EXT 2 | 110 | 65 | | 5 | | 120 | | 35 |
| A | MAX EXT 3 | 100 | 75 | | 5 | | 110 | | 40 |
| B | | | | | | | | | |
| C | REDUCE BY | 0.2 | 0.2 | | 0.0 | | 0.2 | | 0.0 |
| D | " EVERY | 1.0 | 1.0 | | 0.0 | | 1.0 | | 0.0 |
| E | YELLOW | 4.5 | 4.5 | | 3.0 | | 4.5 | | 4.0 |
| F | ALL RED | 1.5 | 2.0 | | 0.0 | | 2.0 | | 1.5 |
| DIRECTION | | WBLT Los Angeles | E/B Los Angeles | | Ped Phase | | W/B Los Angeles | | N/B Somis |
| DATE | | 04 25 02 | 01 20 05 | | 05 09 98 | | 01 20 05 | | 01 20 05 |
| BY | | RC | RC | | RC | | RC | | RC |

| C | | D | | E | | F FLAGS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAP SET | | TB SEL | 1 | PRE-EMPTION EV SEL | 0 | FZ PERMIT | X | X | | X | | X | | X | 0 |
| MAX SET | | TB HR | | RR1 CLR | | RED LOCK | | | | | | | | | 1 |
| C-SERV | | TB MIN | | EVA DLY | | RED/YEL LOCK | X | X | | | | | | | 2 |
| | | PED SEL | 1 | EVA CLR | | VEH RECALL | X | X | | | | X | | | 3 |
| | | 7W SEL | | EVB DLY | | PED RECALL | | | | | | | | | 4 |
| | | PERM SEL | | EVB CLR | | PED PHASES | | X | | X | | | | | 5 |
| | | | | EVC DLY | | A ARROW | | | | | | | | | 6 |
| | | | | EVC CLR | | B ARROW | | | | | | | | | 7 |
| | | OFF SEEK | 1 | EVD DLY | | DOUBLE ENTRY | | | | X | | | | X | 8 |
| | | | | EVD CLR | | MAX 2 | X | X | | X | | X | | | 9 |
| OLA GRN | | | | EV MAX | | LAG PHASES | OBSERVATION ONLY | | | | | | | | A |
| OLB GRN | | | | RR2 CLR | | RED REST | | | | | | | | | B |
| OLC GRN | | | | EV CLR TMR | | REST IN WALK | | | | | | | | | C |
| OLD GRN | | | | EV DLY TMR | | MAX 3 | X | X | | X | | X | | | D |
| | | | | RR CLR TMR | | YEL START-UP | | | | X | | | | X | E |
| RAM ADD | | | | EV MAX TMR | | FIRST PHASE | X | | | | | X | | | F |

| DATE START: |
|---|
| 01/20/2005 |
| DATE SUPERSEDED: |
| 04/25/2004 |

NOTES AND REMARKS:

| OVERLAP PHASES | |
|---|---|
| A | |
| B | |
| C | |
| D | |

| CONTROL CODE "F" | | |
|---|---|---|
| | 0 | 9 |
| 0 | | CLK RST |
| 9 | | YEAR |
| A | | MONTH |
| B | | DAY OF MO |
| C | LONG FAIL | DAY OF WK |
| D | SHORT FAIL | HOUR |
| E | MAX-VAR-INIT | MINUTE |
| F | RED REVERT | SECOND |
| FILENAME: | somis | |

LOCATION : *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: *17.66* 

# CONTROL CODE "C"

| | 0 | | CONTROL PLANS (MAXIMUM OF 9 PLANS) 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | LOC ADD | CYCLE LENGTH | | | | | | | | | |
| 1 | MANUAL CP | FZ1 GRN FCTR | | | | | | | | | |
| 2 | MASTER CP | | | | | | | | | | |
| 3 | CURRENT CP | FZ3 GRN FCTR | | | | | | | | | |
| 4 | LAST CP | FZ4 GRN FCTR | | | | | | | | | |
| 5 | FLASH | FZ5 GRN FCTR | | | | | | | | | |
| 6 | CURRENT OFS | | | | | | | | | | |
| 7 | TRANS. CP | FZ7 GRN FCTR | | | | | | | | | |
| 8 | 8 KEY BANK | FZ8 GRN FCTR | | | | | | | | | |
| 9 | 9 KEY BANK | MULTI CYCLE | | | | | | | | | |
| A | | OFFSET A | | | | | | | | | |
| B | | OFFSET B | | | | | | | | | |
| C | | OFFSET C | | | | | | | | | |
| D | MANUAL OFS | FZ3 EXTENSION | | | | | | | | | |
| E | | FZ7 EXTENSION | | | | | | | | | |
| F | | OFS INTERRUPT | | | | | | | | | |
| DIRECTION OF PROGRESSION | | | | | | | | | | | |
| DATE | | | | | | | | | | | |
| BY | | | | | | | | | | | |

| A | B | C (Y-CORD "C") | D (Y-CORD "D") | E | F | FLAGS 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCAL TIMER | MASTER TIMER | RAM TEST | | TB TIMR | LAG FREE | | X | | X | | X | | X | 0 |
| FZ1 FO | PERM FZ1 | INITIAL FLASH | | GAP CP1 | LAG CP1 | | | | | | | | | 1 |
| FZ2 FO | | DOWN LOAD 1 | | GAP CP2 | LAG CP2 | | | | | | | | | 2 |
| FZ3 FO | PERM FZ3 | | | GAP CP3 | LAG CP3 | | | | | | | | | 3 |
| FZ4 FO | PERM FZ4 | PERM TIME | PERM TIME | GAP CP4 | LAG CP4 | | | | | | | | | 4 |
| FZ5 FO | PERM FZ5 | LAG OFS | LAG OFS | GAP CP5 | LAG CP5 | | | | | | | | | 5 |
| FZ6 FO | | FORCE OFF | FORCE OFF | GAP CP6 | LAG CP6 | | | | | | | | | 6 |
| FZ7 FO | PERM FZ7 | LONG GRN | LONG GRN | GAP CP7 | LAG CP7 | | | | | | | | | 7 |
| FZ8 FO | PERM FZ8 | NO GRN | NO GRN | GAP CP8 | LAG CP8 | | | | | | | | | 8 |
| | | PERM TIMER | PERM TIMER | GAP CP9 | LAG CP9 | | | | | | | | | 9 |
| PRES OFS | DES OFS | YC OFS | YC OFS | | YC LAG C | | | | | | | | | A |
| | | OFS TIMER | OFS TIMER | | YC LAG D | | | | | | | | | B |
| | | LAG GRN TIMER | LAG GRN TIMER | | COORD FZ | | | | | | | | | C |
| | | FO TIMER | FO TIMER | | HOLD | OBSERVATION ONLY | | | | | | | | D |
| | | LONG GRN TIMER | LONG GRN TIMER | | NEXT FZ | OBSERVATION ONLY | | | | | | | | E |
| LOC CYC | MAS CYC | NO GRN TIMER | NO GRN TIMER | | FORCE | OBSERVATION ONLY | | | | | | | | F |

| QUICNET | | DATE START: |
|---|---|---|
| FIELD MASTER NO. | | 01/20/2005 |
| LOCAL NO. | | DATE SUPERSEDED: |
| SYSTEM: | | 04/25/2004 |
| MASTER LOC: | | |

412 PROM MODULE DIP SWITCH

| | OFF/ON | |
|---|---|---|
| LOCATION | 1 | |
| | 2 | |
| | 3 | |
| | 4 | |
| | 5 | |
| | 6 | |
| | 7 | |
| | 8 | |
| FEATURE | 1 | |
| | 2 | |
| | 3 | |
| | 4 | |
| | 5 | |
| | 6 | |
| | 7 | |
| | 8 | |

NOTES AND REMARKS:

LOCATION : *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: *17.66* 

## CONTROL CODE "E" (THIS PAGE @ F-C-F = 0)

| | E FUNCTION | E PHASE FLAG 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | F FUNCTION | F PHASE FLAG 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | | | | C. SERV. CODE 4 | | | | | | | | | 0 |
| 1 | | | | | | | | | | C. SERV. CODE 5 | | | | | | | | | 1 |
| 2 | | | | | | | | | | Y CORD RECALL C | | | | | | | | | 2 |
| 3 | | | | | | | | | | Y CORD RECALL D | | | | | | | | | 3 |
| 5 | | | | | | | | | | 2 PED OUTPUT | | X | | | | | | | 5 |
| 6 | | | | | | | | | | 6 PED OUTPUT | | | | | | | | | 6 |
| 7 | | | | | | | | | | 4 PED OUTPUT | | | | X | | | | | 7 |
| 8 | | | | | | | | | | 8 PED OUTPUT | | | | | | | | | 8 |
| A | OVERLAP "A" NOT | | | | | | | | | OVERLAP "A" ON | | | | | | | | | A |
| B | OVERLAP "B" NOT | | | | | | | | | OVERLAP "B" ON | | | | | | | | | B |
| C | OVERLAP "C" NOT | | | | | | | | | OVERLAP "C" ON | | | | | | | | | C |
| D | OVERLAP "D" NOT | | | | | | | | | OVERLAP "D" ON | | | | | | | | | D |

NOTES AND REMARKS:

NOTE : IF THIS IS THE MASTER FOR THE SYSTEM, ENTER NO. OF SLAVES IN RAM LOCATION :
**D-0-0 =**

DATE START: 01/20/2005
DATE SUPERSEDED: 04/25/2004

## CONTROL CODE "D"

| | | A | B | C | D MAX RECALL | PHASE FLAG 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | E MIN RECALL | PHASE FLAG 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | F PED RECALL | PHASE FLAG 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | CP1 | | | | | | | | | CP1 | | | | | | | | | CP1 | | | | | | | | | 1 |
| 2 | | | | | CP2 | | | | | | | | | CP2 | | | | | | | | | CP2 | | | | | | | | | 2 |
| 3 | | | | | CP3 | | | | | | | | | CP3 | | | | | | | | | CP3 | | | | | | | | | 3 |
| 4 | | | | | CP4 | | | | | | | | | CP4 | | | | | | | | | CP4 | | | | | | | | | 4 |
| 5 | | | | | CP5 | | | | | | | | | CP5 | | | | | | | | | CP5 | | | | | | | | | 5 |
| 6 | | | | | CP6 | | | | | | | | | CP6 | | | | | | | | | CP6 | | | | | | | | | 6 |
| 7 | | | | | CP7 | | | | | | | | | CP7 | | | | | | | | | CP7 | | | | | | | | | 7 |
| 8 | | | | | CP8 | | | | | | | | | CP8 | | | | | | | | | CP8 | | | | | | | | | 8 |
| 9 | | | | | CP9 | | | | | | | | | CP9 | | | | | | | | | CP9 | | | | | | | | | 9 |
| A | | | | | | | | | | | | | | | | | | | | | | | TOD MAX RECALL1 | | | | | | | | | A |
| B | | | | | | | | | | | | | | | | | | | | | | | TOD MAX RECALL2 | | | | | | | | | B |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | C |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | D |
| E | LAST PWR FAIL | HH | MM | DD | | | | | | | | | | C8 VERSION NUMBER | | | | | | | | | | | | | | | | | | E |
| F | LAST FLASH | HH | MM | DD | | | | | | | | | | LITHIUM BATTERY CONDITION 84=BAD 85=GOOD | | | | | | | | | | | | | | | | | | F |

LOCATION: *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: *17.66*

## CONTROL CODE "9" (C-O-9 = 0 OR 1)

| | HR (HH) | MIN (MM) | CP | OFS | | S 1 | M 2 | T 3 | W 4 | T 5 | F 6 | S 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | E | | | | | | | |
| 1 | | | | | E | | | | | | | |
| 2 | | | | | E | | | | | | | |
| 3 | | | | | E | | | | | | | |
| 4 | | | | | E | | | | | | | |
| 5 | | | | | E | | | | | | | |
| 6 | | | | | E | | | | | | | |
| 7 | | | | | E | | | | | | | |
| 8 | | | | | E | | | | | | | |
| 9 | | | | | E | | | | | | | |
| A | | | | | E | | | | | | | |
| B | | | | | E | | | | | | | |
| C | | | | | E | | | | | | | |
| D | | | | | E | | | | | | | |
| E | | | | | E | | | | | | | |
| F | | | | | E | | | | | | | |

## CONTROL CODE "9" (C-O-9 = 2)

| | HR (HH) | MIN (MM) | CP | OFS | | S 1 | M 2 | T 3 | W 4 | T 5 | F 6 | S 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | E | | | | | | | |
| 1 | | | | | E | | | | | | | |
| 2 | | | | | E | | | | | | | |
| 3 | | | | | E | | | | | | | |
| 4 | | | | | E | | | | | | | |
| 5 | | | | | E | | | | | | | |
| 6 | | | | | E | | | | | | | |
| 7 | | | | | E | | | | | | | |
| 8 | | | | | E | | | | | | | |
| 9 | | | | | E | | | | | | | |
| A | | | | | E | | | | | | | |
| B | | | | | E | | | | | | | |
| C | | | | | E | | | | | | | |
| D | | | | | E | | | | | | | |
| E | | | | | E | | | | | | | |
| F | | | | | E | | | | | | | |

## NOTES AND REMARKS

## CONTROL CODE "7"

| | HR (HH) | MIN (MM) | ACT | | ON 0 | S 1 | M 2 | T 3 | W 4 | T 5 | F 6 | S 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 06 | 00 | 2 | E | X | | X | X | X | X | X | |
| 1 | 09 | 00 | 2 | E | | | X | X | X | X | X | |
| 2 | 15 | 00 | 3 | E | X | | X | X | X | X | X | |
| 3 | 18 | 30 | 3 | E | | | X | X | X | X | X | |
| 4 | | | | E | | | | | | | | |
| 5 | | | | E | | | | | | | | |
| 6 | | | | E | | | | | | | | |
| 7 | | | | E | | | | | | | | |
| 8 | | | | E | | | | | | | | |
| 9 | | | | E | | | | | | | | |
| A | | | | E | | | | | | | | |
| B | | | | E | | | | | | | | |
| C | | | | E | | | | | | | | |
| D | | | | E | | | | | | | | |
| E | | | | E | | | | | | | | |
| F | | | | E | | | | | | | | |

## ACTIVITY CODE (CONTROL CODE "7")

1 = TYPE OF SIMULTANEOUS PHASE TERMINATION
2 = MAX 2
3 = MAX 3
4 = CONDITIONAL SERVICE (1ST SELECT)
5 = CONDITIONAL SERVICE (2ND SELECT)
6 = ENERGIZE AUXILIARY OUTPUT
7 = ENERGIZE AUXILIARY OUTPUT
8 = ENERGIZE AUXILIARY OUTPUT
9 = MAX RECALL 1
A = TRAFFIC ACTUATED MAX 2 OPERATION
B = MAX RECALL2
C = YELLOW YIELD COORDINATION
D = YELLOW YIELD COORDINATION
E = FREE OPERATION
F = FLASHING OPERATION

| | |
|---|---|
| DATE START: | *01/20/2005* |
| DATE SUPERSEDED: | *04/25/2004* |

LOCATION: *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: *17.66* 

## CONTROL CODE "D"

| | SYSTEM DETECTOR 0 | INPUT SLOT | DELAY 1 | CARRYOVER 3 | INPUT SLOT | DELAY 2 | CARRYOVER 4 | |
|---|---|---|---|---|---|---|---|---|
| 0 | | I1 | | | J1 | | | 0 |
| 1 | | I2U | | | J2U | | | 1 |
| 2 | | I2L | | | J2L | | | 2 |
| 3 | | I3U | | | J3U | | | 3 |
| 4 | | I3L | | | J3L | | | 4 |
| 5 | | I4 | | | J4 | | | 5 |
| 6 | | I5 | | | J5 | | | 6 |
| 7 | | I6U | | | J6U | | | 7 |
| 8 | | I6L | | | J6L | | | 8 |
| 9 | | I7U | | | J7U | | | 9 |
| A | | I7L | | | J7L | | | A |
| B | | I8 | | | J8 | | | B |
| C | | I9U | | | J9U | | | C |
| D | | I9L | | | J9L | | | D |

NOTES AND REMARKS:

| | |
|---|---|
| DATE START: | 01/20/2005 |
| DATE SUPERSEDED: | 04/25/2004 |

DETECTOR COUNT SAMPLING PERIOD
F-C-F = 120

E-1-6

## CONTROL CODE "E"

(THIS PAGE @ FCF=123)

| | INPUT FILE | C (PHASE DISPLAY) 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | D (FUNCTION DISPLAY) RL 1 | YL 2 | 3 | 4 | EX 5 | CO 6 | CA 7 | T3 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | I1 | * | | | | | | | | | | | | * | * | | |
| 1 | I2U | | * | | | | | | | | | | | * | * | | |
| 2 | I2L | | * | | | | | | | | | | | * | * | | |
| 3 | I3U | | * | | | | | | | | | | | * | * | | |
| 4 | I3L | | * | | | | | | | | | | | * | | | |
| 5 | I4 | | * | | | | | | | | | | | | | * | * |
| 6 | I5 | | | * | | | | | | | | | | * | * | | |
| 7 | I6U | | | | * | | | | | | | | | * | * | | |
| 8 | I6L | | | | * | | | | | | | | | * | * | | |
| 9 | I7U | | | | * | | | | | | | | | * | * | | |
| A | I7L | | | | * | | | | | | | | | * | | | |
| B | I8 | | | | * | | | | | | | | | | | * | * |
| C | I9U | * | | | | | | | | | | | | * | * | | |
| D | I9L | | | * | | | | | | | | | | * | * | | |

| | INPUT FILE | E (PHASE DISPLAY) 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | F (FUNCTION DISPLAY) RL 1 | YL 2 | 3 | 4 | EX 5 | CO 6 | CA 7 | T3 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | J1 | | | | | * | | | | | | | | * | * | | |
| 1 | J2U | | | | | | * | | | | | | | * | * | | |
| 2 | J2L | | | | | | * | | | | | | | * | * | | |
| 3 | J3U | | | | | | * | | | | | | | * | * | | |
| 4 | J3L | | | | | | * | | | | | | | * | | | |
| 5 | J4 | | | | | | * | | | | | | | | | * | * |
| 6 | J5 | | | | | | | * | | | | | | * | * | | |
| 7 | J6U | | | | | | | | * | | | | | * | * | | |
| 8 | J6L | | | | | | | | * | | | | | * | * | | |
| 9 | J7U | | | | | | | | * | | | | | * | * | | |
| A | J7L | | | | | | | | * | | | | | * | | | |
| B | J8 | | | | | | | | * | | | | | | | * | * |
| C | J9U | | | | | * | | | | | | | | * | * | | |
| D | J9L | | | | | | | * | | | | | | * | * | | |

* = Default Settings X = New Settings NOTE: Default settings (*) should remain unless replaced with new settings (X).

LOCATION: *Los Angeles Avenue at Somis Road* CO: *Ven* RTE: *34* P.M.: *17.66* 

## CONTROL CODE "8": HOLIDAY 1-16 (C-0-8=11)

| | DAY (DD) | YEAR (YY) | MONTH (M) | | TYPE 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | E | | | | | | | |
| 1 | | | | E | | | | | | | |
| 2 | | | | E | | | | | | | |
| 3 | | | | E | | | | | | | |
| 4 | | | | E | | | | | | | |
| 5 | | | | E | | | | | | | |
| 6 | | | | E | | | | | | | |
| 7 | | | | E | | | | | | | |
| 8 | | | | E | | | | | | | |
| 9 | | | | E | | | | | | | |
| A | | | | E | | | | | | | |
| B | | | | E | | | | | | | |
| C | | | | E | | | | | | | |
| D | | | | E | | | | | | | |
| E | | | | E | | | | | | | |
| F | | | | E | | | | | | | |

## CONTROL CODE "8": HOLIDAY 17-32 (C-0-8=12)

| | DAY (DD) | YEAR (YY) | MONTH (M) | | TYPE 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | E | | | | | | | |
| 1 | | | | E | | | | | | | |
| 2 | | | | E | | | | | | | |
| 3 | | | | E | | | | | | | |
| 4 | | | | E | | | | | | | |
| 5 | | | | E | | | | | | | |
| 6 | | | | E | | | | | | | |
| 7 | | | | E | | | | | | | |
| 8 | | | | E | | | | | | | |
| 9 | | | | E | | | | | | | |
| A | | | | E | | | | | | | |
| B | | | | E | | | | | | | |
| C | | | | E | | | | | | | |
| D | | | | E | | | | | | | |
| E | | | | E | | | | | | | |
| F | | | | E | | | | | | | |

NOTES:

## CONTROL CODE "9": HOLIDAY EVENT 1-16 (C-0-9=11)

| | TIME (HHMM) | CP | OFS | | TYPE 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | E | | | | | | | |
| 1 | | | | E | | | | | | | |
| 2 | | | | E | | | | | | | |
| 3 | | | | E | | | | | | | |
| 4 | | | | E | | | | | | | |
| 5 | | | | E | | | | | | | |
| 6 | | | | E | | | | | | | |
| 7 | | | | E | | | | | | | |
| 8 | | | | E | | | | | | | |
| 9 | | | | E | | | | | | | |
| A | | | | E | | | | | | | |
| B | | | | E | | | | | | | |
| C | | | | E | | | | | | | |
| D | | | | E | | | | | | | |
| E | | | | E | | | | | | | |
| F | | | | E | | | | | | | |

## CONTROL CODE "9": HOLIDAY EVENT 17-32(C-0-9=12)

| | TIME (HHMM) | CP | OFS | | TYPE 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | E | | | | | | | |
| 1 | | | | E | | | | | | | |
| 2 | | | | E | | | | | | | |
| 3 | | | | E | | | | | | | |
| 4 | | | | E | | | | | | | |
| 5 | | | | E | | | | | | | |
| 6 | | | | E | | | | | | | |
| 7 | | | | E | | | | | | | |
| 8 | | | | E | | | | | | | |
| 9 | | | | E | | | | | | | |
| A | | | | E | | | | | | | |
| B | | | | E | | | | | | | |
| C | | | | E | | | | | | | |
| D | | | | E | | | | | | | |
| E | | | | E | | | | | | | |
| F | | | | E | | | | | | | |

| DATE START: |
|---|
| 01/20/2005 |
| DATE SUPERSEDED: |
| 04/25/2004 |

# ATTACHMENT 5

# LOS AND DELAY ANALYSIS

# SUMMARY

Update June 2010

| ALTERNATIVE | LOS (Level Of Service) | DELAY (Seconds) | VOL/CAPACITY RANGE |
|---|---|---|---|
| 2008 AM Peak Hour | | | |
| Existing Alignment, AM Peak Hour | F | 108.0 | |
| 2 Wb Left Turn Lane Alignment, AM Peak Hour | C | 29.0 | |
| 1 Wb Left Turn Lane Alignment, AM Peak Hour | C | 31.4 | |
| Roundabout Alignment, AM Peak Hour | | | 0.16 - 0.73 |
| Bypass Align - Exist 118/34 Intersect., AM Peak Hour | B | 19.4 | |
| Bypass Align - East Intersect., AM Peak Hour | C | 25.9 | |
| Bypass Align - South Intersect., AM Peak Hour | B | 13.6 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | C | 29.0 | |
| 2008 PM Peak Hour | | | |
| Existing Alignment, PM Peak Hour | F | 188.9 | |
| 2 Wb Left Turn Lane Alignment, PM Peak Hour | C | 29.6 | |
| 1 Wb Left Turn Lane Alignment, PM Peak Hour | D | 35.3 | |
| Roundabout Alignment, PM Peak Hour | | | 0.19 - 0.79 |
| Bypass Align - Exist 118/34 Intersect., PM Peak Hour | D | 40.4 | |
| Bypass Align - East Intersect., PM Peak Hour | C | 29.7 | |
| Bypass Align - South Intersect., PM Peak Hour | B | 12.3 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | C | 29.6 | |
| 2015 AM Peak Hour | | | |
| Existing Alignment, AM Peak Hour | F | 135.5 | |
| 2 Wb Left Turn Lane Alignment, AM Peak Hour | C | 28.9 | |
| 1 Wb Left Turn Lane Alignment, AM Peak Hour | C | 32.1 | |
| Roundabout Alignment, AM Peak Hour | | | 0.18 - 0.77 |
| Bypass Align - Exist 118/34, Donl Realign., AM Peak | B | 16.4 | |
| Bypass Align - Exist 118/34 Intersect., AM Peak Hour | C | 20.7 | |
| Bypass Align - East Intersect., AM Peak Hour | C | 27.5 | |
| Bypass Align - South Intersect., AM Peak Hour | B | 13.8 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | C | 28.9 | |
| 2015 PM Peak Hour | | | |
| Existing Alignment, PM Peak Hour | F | 194.9 | |
| 2 Wb Left Turn Lane Alignment, PM Peak Hour | C | 30.7 | |
| 1 Wb Left Turn Lane Alignment, PM Peak Hour | D | 36.7 | |
| Roundabout Alignment, PM Peak Hour | | | 0.20 - 0.86 |
| Bypass Align - Exist 118/34, Donl Realign., PM Peak | B | 18.0 | |
| Bypass Align - Exist 118/34 Intersect., PM Peak Hour | C | 22.2 | |
| Bypass Align - East Intersect., PM Peak Hour | C | 34.0 | |
| Bypass Align - South Intersect., PM Peak Hour | B | 12.5 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | C | 30.7 | |
| 2035 AM Peak Hour | | | |
| Existing Alignment, AM Peak Hour | F | 267.5 | |
| 2 Wb Left Turn Lane Alignment, AM Peak Hour | C | 31.6 | |
| 1 Wb Left Turn Lane Alignment, AM Peak Hour | D | 39.6 | |
| Roundabout Alignment, AM Peak Hour | | | 0.23 - 0.89 |
| Bypass Align - Exist 118/34, Donl Realign., AM Peak | B | 17.3 | |
| Bypass Align - Exist 118/34 Intersect., AM Peak Hour | C | 27.4 | |
| Bypass Align - East Intersect., AM Peak Hour | C | 30.5 | |
| Bypass Align - South Intersect., AM Peak Hour | B | 14.4 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | C | 31.6 | |

| ALTERNATIVE | LOS (Level Of Service) | DELAY (Seconds) | VOL/CAPACITY RANGE |
|---|---|---|---|
| 2035 PM Peak Hour | | | |
| Existing Alignment, PM Peak Hour | F | 315.0 | |
| 2 Wb Left Turn Lane Alignment, PM Peak Hour | D | 35.8 | |
| 1 Wb Left Turn Lane Alignment, PM Peak Hour | D | 52.1 | |
| Roundabout Alignment, PM Peak Hour | | | 0.25 - 0.96 |
| Bypass Align - Exist 118/34, Donl Realign., PM Peak | B | 19.0 | |
| Bypass Align - Exist 118/34 Intersect., PM Peak Hour | C | 32.0 | |
| Bypass Align - East Intersect., PM Peak Hour | C | 31.1 | |
| Bypass Align - South Intersect., PM Peak Hour | B | 13.2 | |
| Bridge Alt. (same config as 2 WB Left Turn Lane) | D | 35.8 | |

# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 2/2/09 | Analysis Year | Current (2008) |
| Time Period | A.M. Peak - 9/30/08 Data | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Exist. Align |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 352 | 8 | 502 | 358 | | 63 | | 484 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 120.0 | G = 65.0 | G = | G = | G = 20.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 223.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 360 | | | 860 | | 63 | | 484 | | | |
| Lane group capacity, c | | 437 | | | 826 | | 142 | | 922 | | | |
| v/c ratio, X | | 0.82 | | | 1.04 | | 0.44 | | 0.52 | | | |
| Total green ratio, g/C | | 0.29 | | | 0.54 | | 0.09 | | 0.65 | | | |
| Uniform delay, $d_1$ | | 73.9 | | | 51.8 | | 96.5 | | 20.7 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 18.2 | | | 110.9 | | 10.0 | | 2.2 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 92.1 | | | 162.7 | | 106.5 | | 22.8 | | | |
| Lane group LOS | | F | | | F | | F | | C | | | |
| Approach delay | 92.1 | | | 162.7 | | | 32.5 | | | | | |
| Approach LOS | F | | | F | | | C | | | | | |
| Intersection delay | 108.0 | | | $X_c$ = 0.91 | | | Intersection LOS | | | F | | |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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 2/9/2009 | Analysis Year | Current (2008) |
| Time Period | A.M. Peak - 9/30/08 Data | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 2 WB LT Lanes |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 46 | 306 | 8 | 405 | 345 | 5 | 63 | 32 | 452 | 8 | 97 | 13 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 35.0 | G = | G = | G = 23.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 98.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 46 | 306 | 8 | 405 | 350 | | | 95 | 452 | | 118 | |
| Lane group capacity, c | 364 | 536 | 456 | 741 | 561 | | | 302 | 755 | | 430 | |
| v/c ratio, X | 0.13 | 0.57 | 0.02 | 0.55 | 0.62 | | | 0.31 | 0.60 | | 0.27 | |
| Total green ratio, g/C | 0.25 | 0.36 | 0.36 | 0.25 | 0.36 | | | 0.23 | 0.53 | | 0.23 | |
| Uniform delay, $d_1$ | 28.3 | 25.7 | 20.6 | 31.8 | 26.3 | | | 31.2 | 15.8 | | 30.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.7 | 4.4 | 0.1 | 2.9 | 5.3 | | | 2.7 | 3.5 | | 1.6 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 29.0 | 30.1 | 20.7 | 34.8 | 31.6 | | | 34.0 | 19.3 | | 32.5 | |
| Lane group LOS | C | C | C | C | C | | | C | B | | C | |
| Approach delay | 29.8 | | | 33.3 | | | 21.9 | | | 32.5 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 29.0 | | | $X_c$ = 0.61 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 2/5/2009 |
| Time Period | A.M. Peak - 9/30/08 Data |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 & Ven 34/Donlon Rd |
| Area Type | All other areas |
| Jurisdiction | |
| Analysis Year | Current (2008) |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 1 WB LT Lane |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 46 | 306 | 8 | 405 | 345 | 5 | 63 | 32 | 452 | 8 | 97 | 13 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 33.0 | G = 30.0 | G = | G = | G = 16.0 | G = | G = | G = |
| | | | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 94.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 46 | 306 | 8 | 405 | 350 | | | 95 | 452 | | 118 | |
| Lane group capacity, c | 500 | 479 | 407 | 525 | 502 | | | 193 | 802 | | 311 | |
| v/c ratio, X | 0.09 | 0.64 | 0.02 | 0.77 | 0.70 | | | 0.49 | 0.56 | | 0.38 | |
| Total green ratio, g/C | 0.35 | 0.32 | 0.32 | 0.35 | 0.32 | | | 0.17 | 0.57 | | 0.17 | |
| Uniform delay, $d_1$ | 20.7 | 27.6 | 22.2 | 27.4 | 28.3 | | | 35.6 | 13.1 | | 34.8 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 6.6 | 0.1 | 11.3 | 8.1 | | | 9.0 | 2.9 | | 3.5 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 21.0 | 34.2 | 22.2 | 38.7 | 36.4 | | | 44.5 | 15.9 | | 38.4 | |
| Lane group LOS | C | C | C | D | D | | | D | B | | D | |
| Approach delay | 32.2 | | | 37.6 | | | 20.9 | | | 38.4 | | |
| Approach LOS | C | | | D | | | C | | | D | | |
| Intersection delay | 31.4 | | | $X_c$ = 0.69 | | | Intersection LOS | | | C | | |


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# ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

## General Information

| | |
|---|---|
| Analyst | *trung duong* |
| Agency/Co. | *Ventura* |
| Date Performed | *2/10/09* |
| Time Period | *A.M. Peak - 9/30/2008* |

## Site Information

| | |
|---|---|
| Intersection | *Ven 118/34/Donlon Rd* |
| Jurisdiction | |
| Analysis Year | *Current (2008)* |

Project Description *Ven 118 & Ven 34/Donlon Intersection Improvement*

## Volume Adjustments

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| LT Traffic | Volume, veh/h | *46* | *405* | *63* | *8* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *46* | *405* | *63* | *8* |
| TH Traffic | Volume, veh/h | *306* | *345* | *32* | *97* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *306* | *345* | *32* | *97* |
| RT Traffic | Volume, veh/h | *8* | *5* | *452* | *13* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *8* | *5* | *452* | *13* |

## Approach Flow Computation

| Approach Flow (veh/h) | Va (veh/h) |
|---|---|
| $V_{ae}$ | *360* |
| $V_{aw}$ | *755* |
| $V_{an}$ | *547* |
| $V_{as}$ | *118* |

## Circulating Flow Computation

| Approach Flow (veh/h) | Vc (veh/h) |
|---|---|
| $V_{ce}$ | *510* |
| $V_{cw}$ | *141* |
| $V_{cn}$ | *360* |
| $V_{cs}$ | *813* |

## Capacity Computation

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Capacity | Upper bound | *925* | *1240* | *1043* | *725* |
| | Lower bound | *747* | *1029* | *852* | *571* |
| v/c Ratio | Upper bound | *0.39* | *0.61* | *0.52* | *0.16* |
| | Lower bound | *0.48* | *0.73* | *0.64* | *0.21* |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 3/19/09 | Analysis Year | 2008 (current) |
| Time Period | A.M. Peak | Project ID | Ven 118 & Ven 34/Donlon Inter. - Bypass - Exist. Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 352 | 8 | 97 | 358 | | 63 | | 32 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | Thru & RT | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 35.0 | G = 50.0 | G = | G = | G = 20.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 121.0 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 360 | | | 455 | | 63 | | 32 | | | |
| Lane group capacity, c | | 621 | | | 1172 | | 262 | | 703 | | | |
| v/c ratio, X | | 0.58 | | | 0.39 | | 0.24 | | 0.05 | | | |
| Total green ratio, g/C | | 0.41 | | | 0.75 | | 0.17 | | 0.50 | | | |
| Uniform delay, $d_1$ | | 27.4 | | | 5.4 | | 43.9 | | 15.7 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 4.0 | | | 1.0 | | 2.2 | | 0.1 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 31.4 | | | 6.4 | | 46.1 | | 15.9 | | | |
| Lane group LOS | | C | | | A | | D | | B | | | |
| Approach delay | 31.4 | | | 6.4 | | | 35.9 | | | | | |
| Approach LOS | C | | | A | | | D | | | | | |
| Intersection delay | 19.4 | | | $X_c$ = 0.36 | | | Intersection LOS | | | B | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 3/24/09 | Jurisdiction | |
| Time Period | A.M. Peak | Analysis Year | 2008 (current) |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-East Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | T | R | L | T | | L | | R | | | |
| Volume, V (vph) | | 306 | 0 | 405 | 350 | | 0 | | 452 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 40.0 | G = 25.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 5 | Y = | Y = | Y = |
| Duration of Analysis, T = | | | | | | Cycle Length, C = 99.0 | | |

1.00

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 306 | 0 | 405 | 350 | | 0 | | 452 | | | |
| Lane group capacity, c | | 381 | 324 | 1179 | 640 | | 288 | | 902 | | | |
| v/c ratio, X | | 0.80 | 0.00 | 0.34 | 0.55 | | 0.00 | | 0.50 | | | |
| Total green ratio, g/C | | 0.25 | 0.25 | 0.40 | 0.40 | | 0.18 | | 0.64 | | | |
| Uniform delay, $d_1$ | | 34.7 | 27.7 | 20.4 | 22.6 | | 33.1 | | 9.6 | | | |
| Progression factor, PF | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | 0.50 | 0.50 | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 18.3 | 0.0 | 0.8 | 3.4 | | 0.0 | | 2.0 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 53.0 | 27.7 | 21.2 | 25.9 | | 33.1 | | 11.6 | | | |
| Lane group LOS | | D | C | C | C | | C | | B | | | |
| Approach delay | 53.0 | | | 23.4 | | | 11.6 | | | | | |
| Approach LOS | D | | | C | | | B | | | | | |
| Intersection delay | 25.9 | | | $X_c$ = 0.59 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 34 (Somis Rd)& Bypass St |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 3/24/09 | Analysis Year | 2008 (current) |
| Time Period | A.M. Peak | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-South Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | | | | L | | R | | T | R | | LT | |
| Volume, V (vph) | | | | 405 | | 0 | | 95 | 452 | 0 | 105 | |
| % Heavy vehicles, %HV | | | | 20 | | 0 | | 0 | 14 | 0 | 0 | |
| Peak-hour factor, PHF | | | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Pretimed (P) or actuated (A) | | | | P | | P | | P | P | A | P | |
| Start-up lost time, $l_1$ | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | | | | 3 | | 3 | | 3 | 3 | | 3 | |
| Unit extension, UE | | | | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | | | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | | 0 | | 0 | 0 | | 0 | | | |
| Lane width | | | | 12.0 | | 12.0 | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | | | 0 | | 0 | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | | | |

| Phasing | WB Only | 02 | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 55.0 | G = | G = | G = | G = 50.0 | G = | G = | G = |
| | Y = 5.5 | Y = | Y = | Y = | Y = 5 | Y = | Y = | Y = |

Duration of Analysis, T = 1.00

Cycle Length, C = 115.5

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | | | 405 | | 0 | | 95 | 452 | | 105 | |
| Lane group capacity, c | | | | 716 | | 769 | | 823 | 1417 | | 823 | |
| v/c ratio, X | | | | 0.57 | | 0.00 | | 0.12 | 0.32 | | 0.13 | |
| Total green ratio, g/C | | | | 0.48 | | 0.48 | | 0.43 | 1.00 | | 0.43 | |
| Uniform delay, $d_1$ | | | | 21.7 | | 15.8 | | 19.5 | 0.0 | | 19.7 | |
| Progression factor, PF | | | | 1.000 | | 1.000 | | 1.000 | 0.950 | | 1.000 | |
| Delay calibration, k | | | | 0.50 | | 0.50 | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | | | | 3.3 | | 0.0 | | 0.3 | 0.6 | | 0.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | | | 24.9 | | 15.8 | | 19.8 | 0.6 | | 20.0 | |
| Lane group LOS | | | | C | | B | | B | A | | B | |
| Approach delay | | | | 24.9 | | | 3.9 | | | 20.0 | | |
| Approach LOS | | | | C | | | A | | | B | | |
| Intersection delay | 13.6 | | | $X_c$ = 0.36 | | | Intersection LOS | | | B | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 6/9/2009 | Jurisdiction | |
| Time Period | A.M. Peak - 9/30/08 Data | Analysis Year | Current (2008) |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Impr - Bridge Alt |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 46 | 306 | 8 | 405 | 345 | 5 | 63 | 32 | 452 | 8 | 97 | 13 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 35.0 | G = | G = | G = 23.0 | G = | G = | G = |
| | Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 98.5 |
|---|---|---|

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 46 | 306 | 8 | 405 | 350 | | | 95 | 452 | | 118 | |
| Lane group capacity, c | 364 | 536 | 456 | 741 | 561 | | | 302 | 755 | | 430 | |
| v/c ratio, X | 0.13 | 0.57 | 0.02 | 0.55 | 0.62 | | | 0.31 | 0.60 | | 0.27 | |
| Total green ratio, g/C | 0.25 | 0.36 | 0.36 | 0.25 | 0.36 | | | 0.23 | 0.53 | | 0.23 | |
| Uniform delay, $d_1$ | 28.3 | 25.7 | 20.6 | 31.8 | 26.3 | | | 31.2 | 15.8 | | 30.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.7 | 4.4 | 0.1 | 2.9 | 5.3 | | | 2.7 | 3.5 | | 1.6 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 29.0 | 30.1 | 20.7 | 34.8 | 31.6 | | | 34.0 | 19.3 | | 32.5 | |
| Lane group LOS | C | C | C | C | C | | | C | B | | C | |
| Approach delay | 29.8 | | | 33.3 | | | 21.9 | | | 32.5 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 29.0 | | | $X_c$ = 0.61 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 4/20/2009 | Analysis Year | Current (2008) |
| Time Period | P.M. Peak - 9/30/08 Data | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Exist. Cond |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 345 | 12 | 409 | 464 | | 98 | | 529 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 110.0 | G = 75.0 | G = | G = | G = 20.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 223.5 |
|---|---|---|

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 357 | | | 873 | | 98 | | 529 | | | |
| Lane group capacity, c | | 504 | | | 761 | | 142 | | 859 | | | |
| v/c ratio, X | | 0.71 | | | 1.15 | | 0.69 | | 0.62 | | | |
| Total green ratio, g/C | | 0.34 | | | 0.49 | | 0.09 | | 0.61 | | | |
| Uniform delay, $d_1$ | | 64.7 | | | 56.8 | | 98.7 | | 27.6 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 8.5 | | | 282.2 | | 26.9 | | 3.3 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 73.3 | | | 339.0 | | 125.7 | | 31.0 | | | |
| Lane group LOS | | E | | | F | | F | | C | | | |
| Approach delay | 73.3 | | | 339.0 | | | 45.8 | | | | | |
| Approach LOS | E | | | F | | | D | | | | | |
| Intersection delay | 188.9 | | | $X_c$ = 0.94 | | | Intersection LOS | | | F | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 4/20/2009 | Analysis Year | Current (2008) |
| Time Period | P.M. Peak - 9/30/08 Data | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 2 WB LT Lanes |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 23 | 322 | 12 | 338 | 434 | 7 | 98 | 63 | 466 | 29 | 71 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 20.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 90.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 23 | 322 | 12 | 338 | 441 | | | 161 | 466 | | 130 | |
| Lane group capacity, c | 317 | 583 | 496 | 645 | 611 | | | 261 | 697 | | 350 | |
| v/c ratio, X | 0.07 | 0.55 | 0.02 | 0.52 | 0.72 | | | 0.62 | 0.67 | | 0.37 | |
| Total green ratio, g/C | 0.22 | 0.39 | 0.39 | 0.22 | 0.39 | | | 0.22 | 0.49 | | 0.22 | |
| Uniform delay, $d_1$ | 27.9 | 21.6 | 17.2 | 31.1 | 23.6 | | | 31.8 | 17.4 | | 29.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 3.8 | 0.1 | 3.1 | 7.5 | | | 10.9 | 5.2 | | 3.0 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 28.4 | 25.4 | 17.3 | 34.1 | 31.1 | | | 42.7 | 22.6 | | 32.9 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 25.3 | | | 32.4 | | | 27.8 | | | 32.9 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 29.6 | | | $X_c$ = 0.69 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 4/20/2009 | Jurisdiction | |
| Time Period | P.M. Peak - 9/30/08 Data | Analysis Year | Current (2008) |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 1 WB LT Lane |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 23 | 322 | 12 | 338 | 434 | 7 | 98 | 63 | 466 | 29 | 71 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 30.0 | G = | G = | G = 20.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 90.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 23 | 322 | 12 | 338 | 441 | | | 161 | 466 | | 130 | |
| Lane group capacity, c | 396 | 500 | 425 | 415 | 524 | | | 261 | 775 | | 350 | |
| v/c ratio, X | 0.06 | 0.64 | 0.03 | 0.81 | 0.84 | | | 0.62 | 0.60 | | 0.37 | |
| Total green ratio, g/C | 0.28 | 0.33 | 0.33 | 0.28 | 0.33 | | | 0.22 | 0.55 | | 0.22 | |
| Uniform delay, $d_1$ | 24.1 | 25.7 | 20.4 | 30.6 | 28.0 | | | 31.8 | 13.8 | | 29.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.3 | 6.4 | 0.1 | 18.1 | 17.2 | | | 10.9 | 3.5 | | 3.0 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 24.4 | 32.2 | 20.5 | 48.6 | 45.3 | | | 42.7 | 17.3 | | 32.9 | |
| Lane group LOS | C | C | C | D | D | | | D | B | | C | |
| Approach delay | 31.3 | | | 46.7 | | | 23.8 | | | 32.9 | | |
| Approach LOS | C | | | D | | | C | | | C | | |
| Intersection delay | 35.3 | | | $X_c$ = 0.77 | | | Intersection LOS | | | D | | |

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# ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *trung duong* | Intersection | *Ven 118/34/Donlon Rd* |
| Agency/Co. | *Ventura* | Jurisdiction | |
| Date Performed | *10/30/2008* | Analysis Year | *Current (2008)* |
| Time Period | *PM Peak - 9/30/2008* | | |

Project Description *Ven 118 & Ven 34/Donlon Intersection Improvement*

## Volume Adjustments

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| LT Traffic | Volume, veh/h | *23* | *338* | *98* | *29* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *23* | *338* | *98* | *29* |
| TH Traffic | Volume, veh/h | *322* | *434* | *63* | *71* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *322* | *434* | *63* | *71* |
| RT Traffic | Volume, veh/h | *12* | *7* | *466* | *30* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *12* | *7* | *466* | *30* |

## Approach Flow Computation

| Approach Flow (veh/h) | Va (veh/h) |
|---|---|
| Vae | *357* |
| Vaw | *779* |
| Van | *627* |
| Vas | *130* |

## Circulating Flow Computation

| Approach Flow (veh/h) | Vc (veh/h) |
|---|---|
| Vce | *438* |
| Vcw | *184* |
| Vcn | *374* |
| Vcs | *870* |

## Capacity Computation

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Capacity | Upper bound | *980* | *1199* | *1031* | *692* |
| | Lower bound | *796* | *992* | *842* | *542* |
| v/c Ratio | Upper bound | *0.36* | *0.65* | *0.61* | *0.19* |
| | Lower bound | *0.45* | *0.79* | *0.74* | *0.24* |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 3/26/2009 | Analysis Year | Current (2008) |
| Time Period | P.M. Peak - 9/30/08 Data | Project ID | Ven 118 & Ven 34/Donlon Improv - Bypass - Exist. Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 345 | 12 | 71 | 464 | | 98 | | 63 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 40.0 | G = 30.0 | G = | G = | G = 10.0 | G = | G = | G = |
| | Y = 6 | Y = 6 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 97.5 |
|---|---|---|

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 357 | | | 535 | | 98 | | 63 | | | |
| Lane group capacity, c | | 462 | | | 645 | | 162 | | 807 | | | |
| v/c ratio, X | | 0.77 | | | 0.83 | | 0.60 | | 0.08 | | | |
| Total green ratio, g/C | | 0.31 | | | 0.41 | | 0.10 | | 0.57 | | | |
| Uniform delay, $d_1$ | | 30.7 | | | 25.7 | | 41.9 | | 9.5 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 12.8 | | | 13.0 | | 16.6 | | 0.2 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 43.5 | | | 38.7 | | 58.5 | | 9.7 | | | |
| Lane group LOS | | D | | | D | | E | | A | | | |
| Approach delay | 43.5 | | | 38.7 | | | 39.4 | | | | | |
| Approach LOS | D | | | D | | | D | | | | | |
| Intersection delay | 40.4 | | | $X_c$ = 0.78 | | | Intersection LOS | | | D | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 3/18/09 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2008 (Current) |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-East Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | T | R | L | T | | L | | R | | | |
| Volume, V (vph) | | 322 | 0 | 338 | 441 | | 0 | | 466 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 38.0 | G = 25.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | Y = 6 | Y = 6 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 98.5

1.00

## Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 322 | 0 | 338 | 441 | | 0 | | 466 | | | |
| Lane group capacity, c | | 383 | 325 | 1126 | 611 | | 289 | | 885 | | | |
| v/c ratio, X | | 0.84 | 0.00 | 0.30 | 0.72 | | 0.00 | | 0.53 | | | |
| Total green ratio, g/C | | 0.25 | 0.25 | 0.39 | 0.39 | | 0.18 | | 0.62 | | | |
| Uniform delay, $d_1$ | | 34.9 | 27.4 | 21.0 | 25.7 | | 32.9 | | 10.4 | | | |
| Progression factor, PF | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | 0.50 | 0.50 | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 23.0 | 0.0 | 0.7 | 7.5 | | 0.0 | | 2.3 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 57.8 | 27.4 | 21.7 | 33.3 | | 32.9 | | 12.6 | | | |
| Lane group LOS | | E | C | C | C | | C | | B | | | |
| Approach delay | 57.8 | | | 28.3 | | | 12.6 | | | | | |
| Approach LOS | E | | | C | | | B | | | | | |
| Intersection delay | 29.7 | | | $X_c$ = 0.62 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 34 (Somis RD)& Bypass St |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 3/20/09 | Analysis Year | 2008 (Current) |
| Time Period | P.M. Peak | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-South Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | | | | L | | R | | T | R | | LT | |
| Volume, V (vph) | | | | 338 | | 0 | | 161 | 466 | 0 | 83 | |
| % Heavy vehicles, %HV | | | | 20 | | 0 | | 0 | 14 | 0 | 0 | |
| Peak-hour factor, PHF | | | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Pretimed (P) or actuated (A) | | | | P | | P | | P | P | A | P | |
| Start-up lost time, $l_1$ | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | | | | 3 | | 3 | | 3 | 3 | | 3 | |
| Unit extension, UE | | | | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | | | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | | 0 | | 0 | 0 | | 0 | | | |
| Lane width | | | | 12.0 | | 12.0 | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | | | 0 | | 0 | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | | | |

| Phasing | WB Only | 02 | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 55.0 | G = | G = | G = | G = 50.0 | G = | G = | G = |
| | Y = 5.5 | Y = | Y = | Y = | Y = 5 | Y = | Y = | Y = |

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 115.5 |
|---|---|---|

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | | | 338 | | 0 | | 161 | 466 | | 83 | |
| Lane group capacity, c | | | | 716 | | 769 | | 823 | 1417 | | 823 | |
| v/c ratio, X | | | | 0.47 | | 0.00 | | 0.20 | 0.33 | | 0.10 | |
| Total green ratio, g/C | | | | 0.48 | | 0.48 | | 0.43 | 1.00 | | 0.43 | |
| Uniform delay, $d_1$ | | | | 20.4 | | 15.8 | | 20.3 | 0.0 | | 19.4 | |
| Progression factor, PF | | | | 1.000 | | 1.000 | | 1.000 | 0.950 | | 1.000 | |
| Delay calibration, k | | | | 0.50 | | 0.50 | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | | | | 2.2 | | 0.0 | | 0.5 | 0.6 | | 0.2 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | | | 22.7 | | 15.8 | | 20.8 | 0.6 | | 19.7 | |
| Lane group LOS | | | | C | | B | | C | A | | B | |
| Approach delay | | | | 22.7 | | | 5.8 | | | 19.7 | | |
| Approach LOS | | | | C | | | A | | | B | | |
| Intersection delay | 12.3 | | | $X_c$ = 0.33 | | | Intersection LOS | | | B | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 6/8/2009 | Jurisdiction | |
| Time Period | P.M. Peak - 9/30/08 Data | Analysis Year | Current (2008) |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Bridge Alt |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 23 | 322 | 12 | 338 | 434 | 7 | 98 | 63 | 466 | 29 | 71 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 20.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

Detailed Report

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

Duration of Analysis, T = 1.00

Cycle Length, C = 90.5

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 23 | 322 | 12 | 338 | 441 | | | 161 | 466 | | 130 | |
| Lane group capacity, c | 317 | 583 | 496 | 645 | 611 | | | 261 | 697 | | 350 | |
| v/c ratio, X | 0.07 | 0.55 | 0.02 | 0.52 | 0.72 | | | 0.62 | 0.67 | | 0.37 | |
| Total green ratio, g/C | 0.22 | 0.39 | 0.39 | 0.22 | 0.39 | | | 0.22 | 0.49 | | 0.22 | |
| Uniform delay, $d_1$ | 27.9 | 21.6 | 17.2 | 31.1 | 23.6 | | | 31.8 | 17.4 | | 29.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 3.8 | 0.1 | 3.1 | 7.5 | | | 10.9 | 5.2 | | 3.0 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 28.4 | 25.4 | 17.3 | 34.1 | 31.1 | | | 42.7 | 22.6 | | 32.9 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 25.3 | | | 32.4 | | | 27.8 | | | 32.9 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 29.6 | | | $X_c$ = 0.69 | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 8/11/09 | Jurisdiction | |
| Time Period | A.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improv - Exist. Alignment |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 370 | 10 | 530 | 360 | | 70 | | 510 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 120.0 | G = 65.0 | G = | G = | G = 20.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 223.5

1.00

## Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 380 | | | 890 | | 70 | | 510 | | | |
| Lane group capacity, c | | 437 | | | 826 | | 142 | | 922 | | | |
| v/c ratio, X | | 0.87 | | | 1.08 | | 0.49 | | 0.55 | | | |
| Total green ratio, g/C | | 0.29 | | | 0.54 | | 0.09 | | 0.65 | | | |
| Uniform delay, $d_1$ | | 75.2 | | | 51.8 | | 96.9 | | 21.3 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 24.8 | | | 165.1 | | 12.2 | | 2.4 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 100.1 | | | 216.8 | | 109.1 | | 23.7 | | | |
| Lane group LOS | | F | | | F | | F | | C | | | |
| Approach delay | 100.1 | | | 216.8 | | | 34.0 | | | | | |
| Approach LOS | F | | | F | | | C | | | | | |
| Intersection delay | 135.5 | | | $X_c = 0.95$ | | | Intersection LOS | | | F | | |

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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 2/12/2009 |
| Time Period | A.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 & Ven 34/Donlon Rd |
| Area Type | All other areas |
| Jurisdiction | |
| Analysis Year | 2015 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 2 WB LT Lanes |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 50 | 320 | 10 | 420 | 360 | 10 | 70 | 30 | 470 | 10 | 100 | 10 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 95.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 50 | 320 | 10 | 420 | 370 | | | 100 | 470 | | 120 | |
| Lane group capacity, c | 375 | 553 | 470 | 764 | 578 | | | 252 | 734 | | 385 | |
| v/c ratio, X | 0.13 | 0.58 | 0.02 | 0.55 | 0.64 | | | 0.40 | 0.64 | | 0.31 | |
| Total green ratio, g/C | 0.26 | 0.37 | 0.37 | 0.26 | 0.37 | | | 0.21 | 0.52 | | 0.21 | |
| Uniform delay, $d_1$ | 27.0 | 24.3 | 19.3 | 30.4 | 25.0 | | | 32.5 | 16.6 | | 31.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.7 | 4.4 | 0.1 | 2.9 | 5.5 | | | 4.7 | 4.3 | | 2.1 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 27.7 | 28.8 | 19.4 | 33.3 | 30.5 | | | 37.2 | 20.9 | | 34.0 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 28.4 | | | 32.0 | | | 23.8 | | | 34.0 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 28.9 | | | $X_c$ = 0.64 | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/13/2009 | Jurisdiction | |
| Time Period | A.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 1 WB LT Lane |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 50 | 320 | 10 | 420 | 360 | 10 | 70 | 30 | 470 | 10 | 100 | 10 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 33.0 | G = 29.0 | G = | G = | G = 14.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 91.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 50 | 320 | 10 | 420 | 370 | | | 100 | 470 | | 120 | |
| Lane group capacity, c | 517 | 478 | 406 | 542 | 500 | | | 162 | 798 | | 280 | |
| v/c ratio, X | 0.10 | 0.67 | 0.02 | 0.77 | 0.74 | | | 0.62 | 0.59 | | 0.43 | |
| Total green ratio, g/C | 0.36 | 0.32 | 0.32 | 0.36 | 0.32 | | | 0.15 | 0.56 | | 0.15 | |
| Uniform delay, $d_1$ | 19.4 | 27.1 | 21.5 | 26.0 | 27.9 | | | 36.2 | 13.1 | | 35.1 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 7.5 | 0.1 | 11.1 | 10.0 | | | 17.5 | 3.2 | | 4.8 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 19.7 | 34.6 | 21.6 | 37.1 | 37.9 | | | 53.7 | 16.3 | | 39.9 | |
| Lane group LOS | B | C | C | D | D | | | D | B | | D | |
| Approach delay | 32.3 | | | 37.5 | | | 22.9 | | | 39.9 | | |
| Approach LOS | C | | | D | | | C | | | D | | |
| Intersection delay | 32.1 | | | $X_c$ = 0.73 | | | Intersection LOS | | | C | | |


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# ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

## General Information

| | |
|---|---|
| Analyst | *trung duong* |
| Agency/Co. | *Ventura* |
| Date Performed | *2/12/09* |
| Time Period | *A.M. Peak* |

## Site Information

| | |
|---|---|
| Intersection | *Ven 118/34/Donlon Rd* |
| Jurisdiction | |
| Analysis Year | *2015 Projection* |

Project Description *Ven 118 & Ven 34/Donlon Intersection Improvement*

## Volume Adjustments

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| LT Traffic | Volume, veh/h | *50* | *420* | *70* | *10* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *50* | *420* | *70* | *10* |
| TH Traffic | Volume, veh/h | *320* | *360* | *30* | *100* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *320* | *360* | *30* | *100* |
| RT Traffic | Volume, veh/h | *10* | *10* | *470* | *10* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *10* | *10* | *470* | *10* |

## Approach Flow Computation

| Approach Flow (veh/h) | Va (veh/h) |
|---|---|
| Vae | *380* |
| Vaw | *790* |
| Van | *570* |
| Vas | *120* |

## Circulating Flow Computation

| Approach Flow (veh/h) | Vc (veh/h) |
|---|---|
| Vce | *530* |
| Vcw | *150* |
| Vcn | *380* |
| Vcs | *850* |

## Capacity Computation

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Capacity | Upper bound | *911* | *1231* | *1027* | *703* |
| | Lower bound | *734* | *1021* | *837* | *552* |
| v/c Ratio | Upper bound | *0.42* | *0.64* | *0.56* | *0.17* |
| | Lower bound | *0.52* | *0.77* | *0.68* | *0.22* |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/23/09 | Jurisdiction | |
| Time Period | A.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. - Bypass - Exist. Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 370 | 10 | 0 | 360 | | 70 | | 0 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | Thru & RT | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 20.0 | G = 40.0 | G = | G = | G = 25.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 101.0 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 380 | | | 360 | | 70 | | 0 | | | |
| Lane group capacity, c | | 595 | | | 1027 | | 392 | | 701 | | | |
| v/c ratio, X | | 0.64 | | | 0.35 | | 0.18 | | 0.00 | | | |
| Total green ratio, g/C | | 0.40 | | | 0.65 | | 0.25 | | 0.50 | | | |
| Uniform delay, $d_1$ | | 24.7 | | | 8.1 | | 29.9 | | 12.9 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 5.3 | | | 0.9 | | 1.0 | | 0.0 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 30.0 | | | 9.0 | | 30.9 | | 12.9 | | | |
| Lane group LOS | | C | | | A | | C | | B | | | |
| Approach delay | 30.0 | | | 9.0 | | | 30.9 | | | | | |
| Approach LOS | C | | | A | | | C | | | | | |
| Intersection delay | 20.7 | | | $X_c = 0.30$ | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/23/09 | Jurisdiction | |
| Time Period | A.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-East Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | T | R | L | T | | L | | R | | | |
| Volume, V (vph) | | 330 | 0 | 420 | 370 | | 0 | | 470 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 35.0 | G = 30.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 99.0

## *Lane Group Capacity, Control Delay, and LOS Determination*

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 330 | 0 | 420 | 370 | | 0 | | 470 | | | |
| Lane group capacity, c | | 457 | 388 | 1032 | 560 | | 288 | | 830 | | | |
| v/c ratio, X | | 0.72 | 0.00 | 0.41 | 0.66 | | 0.00 | | 0.57 | | | |
| Total green ratio, g/C | | 0.30 | 0.30 | 0.35 | 0.35 | | 0.18 | | 0.59 | | | |
| Uniform delay, $d_1$ | | 30.8 | 24.0 | 24.2 | 27.0 | | 33.1 | | 12.7 | | | |
| Progression factor, PF | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | 0.50 | 0.50 | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 10.0 | 0.0 | 1.2 | 6.2 | | 0.0 | | 2.8 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 40.8 | 24.0 | 25.4 | 33.2 | | 33.1 | | 15.5 | | | |
| Lane group LOS | | D | C | C | C | | C | | B | | | |
| Approach delay | 40.8 | | | 29.0 | | | 15.5 | | | | | |
| Approach LOS | D | | | C | | | B | | | | | |
| Intersection delay | 27.5 | | | $X_c = 0.62$ | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 34 (Somis Rd)& Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| | | Jurisdiction | |
| Date Performed | 2/24/09 | Analysis Year | 2015 Projection |
| Time Period | A.M. Peak | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-South Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | | | | L | | R | | T | R | | LT | |
| Volume, V (vph) | | | | 420 | | 0 | | 100 | 470 | 0 | 110 | |
| % Heavy vehicles, %HV | | | | 20 | | 0 | | 0 | 14 | 0 | 0 | |
| Peak-hour factor, PHF | | | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Pretimed (P) or actuated A) | | | | P | | P | | P | P | A | P | |
| Start-up lost time, $l_1$ | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | | | | 3 | | 3 | | 3 | 3 | | 3 | |
| Unit extension, UE | | | | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | | | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | | 0 | | 0 | 0 | | 0 | | | |
| Lane width | | | | 12.0 | | 12.0 | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | | | 0 | | 0 | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | | | |

| Phasing | WB Only | 02 | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 55.0 | G = | G = | G = | G = 50.0 | G = | G = | G = |
| | Y = 5.5 | Y = | Y = | Y = | Y = 5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 115.5

1.00

## Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | | | 420 | | 0 | | 100 | 470 | | 110 | |
| Lane group capacity, c | | | | 716 | | 769 | | 823 | 1417 | | 823 | |
| v/c ratio, X | | | | 0.59 | | 0.00 | | 0.12 | 0.33 | | 0.13 | |
| Total green ratio, g/C | | | | 0.48 | | 0.48 | | 0.43 | 1.00 | | 0.43 | |
| Uniform delay, $d_1$ | | | | 22.0 | | 15.8 | | 19.6 | 0.0 | | 19.7 | |
| Progression factor, PF | | | | 1.000 | | 1.000 | | 1.000 | 0.950 | | 1.000 | |
| Delay calibration, k | | | | 0.50 | | 0.50 | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | | | | 3.6 | | 0.0 | | 0.3 | 0.6 | | 0.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | | | 25.5 | | 15.8 | | 19.9 | 0.6 | | 20.1 | |
| Lane group LOS | | | | C | | B | | B | A | | C | |
| Approach delay | | | | 25.5 | | | 4.0 | | | 20.1 | | |
| Approach LOS | | | | C | | | A | | | C | | |
| Intersection delay | 13.8 | | | $X_c = 0.37$ | | | Intersection LOS | | | B | | |

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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 6/9/2009 |
| Time Period | A.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 & Ven 34/Donlon Rd |
| Area Type | All other areas |
| Jurisdiction | |
| Analysis Year | 2015 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Bridge Alt |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 50 | 320 | 10 | 420 | 360 | 10 | 70 | 30 | 470 | 10 | 100 | 10 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 95.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 50 | 320 | 10 | 420 | 370 | | | 100 | 470 | | 120 | |
| Lane group capacity, c | 375 | 553 | 470 | 764 | 578 | | | 252 | 734 | | 385 | |
| v/c ratio, X | 0.13 | 0.58 | 0.02 | 0.55 | 0.64 | | | 0.40 | 0.64 | | 0.31 | |
| Total green ratio, g/C | 0.26 | 0.37 | 0.37 | 0.26 | 0.37 | | | 0.21 | 0.52 | | 0.21 | |
| Uniform delay, $d_1$ | 27.0 | 24.3 | 19.3 | 30.4 | 25.0 | | | 32.5 | 16.6 | | 31.9 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.7 | 4.4 | 0.1 | 2.9 | 5.5 | | | 4.7 | 4.3 | | 2.1 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 27.7 | 28.8 | 19.4 | 33.3 | 30.5 | | | 37.2 | 20.9 | | 34.0 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 28.4 | | | 32.0 | | | 23.8 | | | 34.0 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 28.9 | | | $X_c$ = 0.64 | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 8/11/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Exist. Align |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 360 | 10 | 430 | 450 | | 100 | | 550 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | | 3.2 | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 110.0 | G = 75.0 | G = | G = | G = 20.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

Duration of Analysis, T = 1.00

Cycle Length, C = 223.5

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 370 | | | 880 | | 100 | | 550 | | | |
| Lane group capacity, c | | 504 | | | 761 | | 142 | | 859 | | | |
| v/c ratio, X | | 0.73 | | | 1.16 | | 0.70 | | 0.64 | | | |
| Total green ratio, g/C | | 0.34 | | | 0.49 | | 0.09 | | 0.61 | | | |
| Uniform delay, $d_1$ | | 65.5 | | | 56.8 | | 98.9 | | 28.3 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 9.7 | | | 298.0 | | 28.6 | | 3.7 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 75.1 | | | 354.7 | | 127.5 | | 32.0 | | | |
| Lane group LOS | | E | | | F | | F | | C | | | |
| Approach delay | 75.1 | | | 354.7 | | | 46.7 | | | | | |
| Approach LOS | E | | | F | | | D | | | | | |
| Intersection delay | 194.9 | | | $X_c = 0.96$ | | | Intersection LOS | | | F | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/23/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 2 WB LT Lanes |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 20 | 340 | 10 | 350 | 450 | 10 | 100 | 70 | 490 | 30 | 70 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 20.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 90.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 20 | 340 | 10 | 350 | 460 | | | 170 | 490 | | 130 | |
| Lane group capacity, c | 317 | 583 | 496 | 645 | 610 | | | 264 | 697 | | 337 | |
| v/c ratio, X | 0.06 | 0.58 | 0.02 | 0.54 | 0.75 | | | 0.64 | 0.70 | | 0.39 | |
| Total green ratio, g/C | 0.22 | 0.39 | 0.39 | 0.22 | 0.39 | | | 0.22 | 0.49 | | 0.22 | |
| Uniform delay, $d_1$ | 27.8 | 22.0 | 17.2 | 31.2 | 24.0 | | | 32.0 | 17.9 | | 30.0 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 4.3 | 0.1 | 3.3 | 8.9 | | | 12.1 | 6.0 | | 3.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 28.2 | 26.3 | 17.2 | 34.5 | 32.9 | | | 44.1 | 23.9 | | 33.4 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 26.1 | | | 33.6 | | | 29.1 | | | 33.4 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 30.7 | | | $X_c$ = 0.73 | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/23/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 1 WB LT Lane |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 20 | 340 | 10 | 350 | 450 | 10 | 100 | 70 | 490 | 30 | 70 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 25.0 | G = 32.0 | G = | G = | G = 18.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 90.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 20 | 340 | 10 | 350 | 460 | | | 170 | 490 | | 130 | |
| Lane group capacity, c | 396 | 533 | 453 | 415 | 558 | | | 234 | 744 | | 276 | |
| v/c ratio, X | 0.05 | 0.64 | 0.02 | 0.84 | 0.82 | | | 0.73 | 0.66 | | 0.47 | |
| Total green ratio, g/C | 0.28 | 0.35 | 0.35 | 0.28 | 0.35 | | | 0.20 | 0.52 | | 0.20 | |
| Uniform delay, $d_1$ | 24.0 | 24.4 | 19.1 | 30.9 | 26.7 | | | 33.9 | 15.6 | | 32.0 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.2 | 5.9 | 0.1 | 21.7 | 14.5 | | | 19.6 | 4.6 | | 5.8 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 24.3 | 30.3 | 19.1 | 52.6 | 41.2 | | | 53.6 | 20.2 | | 37.8 | |
| Lane group LOS | C | C | B | D | D | | | D | C | | D | |
| Approach delay | 29.7 | | | 46.1 | | | 28.8 | | | 37.8 | | |
| Approach LOS | C | | | D | | | C | | | D | | |
| Intersection delay | 36.7 | | | $X_c$ = 0.81 | | | Intersection LOS | | | D | | |

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# ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | *trung duong* | Intersection | *Ven 118/34/Donlon Rd* |
| Agency/Co. | *Ventura* | Jurisdiction | |
| Date Performed | *2/23/2009* | Analysis Year | *2015 Projection* |
| Time Period | *PM Peak* | | |

Project Description *Ven 118 & Ven 34/Donlon Intersection Improvement*

## Volume Adjustments

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| LT Traffic | Volume, veh/h | *20* | *390* | *100* | *30* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *20* | *390* | *100* | *30* |
| TH Traffic | Volume, veh/h | *340* | *450* | *70* | *70* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *340* | *450* | *70* | *70* |
| RT Traffic | Volume, veh/h | *10* | *10* | *490* | *30* |
| | PHF | *1.00* | *1.00* | *1.00* | *1.00* |
| | Flow rate, veh/h | *10* | *10* | *490* | *30* |

## Approach Flow Computation

| Approach Flow (veh/h) | Va (veh/h) |
|---|---|
| Vae | *370* |
| Vaw | *850* |
| Van | *660* |
| Vas | *130* |

## Circulating Flow Computation

| Approach Flow (veh/h) | Vc (veh/h) |
|---|---|
| Vce | *490* |
| Vcw | *190* |
| Vcn | *390* |
| Vcs | *940* |

## Capacity Computation

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Capacity | Upper bound | *940* | *1193* | *1018* | *653* |
| | Lower bound | *761* | *987* | *830* | *509* |
| v/c Ratio | Upper bound | *0.39* | *0.71* | *0.65* | *0.20* |
| | Lower bound | *0.49* | *0.86* | *0.80* | *0.26* |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/23/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. - Bypass - Exist. Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 360 | 10 | 0 | 450 | | 100 | | 0 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | Thru & RT | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 30.0 | G = 30.0 | G = | G = | G = 15.0 | G = | G = | G = |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 91.0 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 370 | | | 450 | | 100 | | 0 | | | |
| Lane group capacity, c | | 495 | | | 1139 | | 261 | | 779 | | | |
| v/c ratio, X | | 0.75 | | | 0.40 | | 0.38 | | 0.00 | | | |
| Total green ratio, g/C | | 0.33 | | | 0.72 | | 0.16 | | 0.55 | | | |
| Uniform delay, $d_1$ | | 27.1 | | | 5.0 | | 33.9 | | 9.2 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 10.5 | | | 1.0 | | 4.3 | | 0.0 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 37.7 | | | 6.0 | | 38.1 | | 9.2 | | | |
| Lane group LOS | | D | | | A | | D | | A | | | |
| Approach delay | 37.7 | | | 6.0 | | | 38.1 | | | | | |
| Approach LOS | D | | | A | | | D | | | | | |
| Intersection delay | 22.2 | | | $X_c$ = 0.39 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/24/09 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-East Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | T | R | L | T | | L | | R | | | |
| Volume, V (vph) | | 370 | 0 | 350 | 460 | | 0 | | 490 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 40.0 | G = 32.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 108.5

## *Lane Group Capacity, Control Delay, and LOS Determination*

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 370 | 0 | 350 | 460 | | 0 | | 490 | | | |
| Lane group capacity, c | | 445 | 378 | 1076 | 584 | | 263 | | 829 | | | |
| v/c ratio, X | | 0.83 | 0.00 | 0.33 | 0.79 | | 0.00 | | 0.59 | | | |
| Total green ratio, g/C | | 0.29 | 0.29 | 0.37 | 0.37 | | 0.17 | | 0.59 | | | |
| Uniform delay, $d_1$ | | 35.7 | 27.0 | 24.6 | 30.5 | | 37.7 | | 14.3 | | | |
| Progression factor, PF | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | 0.50 | 0.50 | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 18.8 | 0.0 | 0.8 | 11.1 | | 0.0 | | 3.1 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 54.5 | 27.0 | 25.4 | 41.6 | | 37.7 | | 17.4 | | | |
| Lane group LOS | | D | C | C | D | | D | | B | | | |
| Approach delay | 54.5 | | | 34.6 | | | 17.4 | | | | | |
| Approach LOS | D | | | C | | | B | | | | | |
| Intersection delay | 34.0 | | | $X_c = 0.67$ | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 34 (Somis RD)& Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 2/24/09 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-South Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | | | | L | | R | | T | R | | LT | |
| Volume, V (vph) | | | | 350 | | 0 | | 170 | 490 | 0 | 90 | |
| % Heavy vehicles, %HV | | | | 20 | | 0 | | 0 | 14 | 0 | 0 | |
| Peak-hour factor, PHF | | | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Pretimed (P) or actuated A) | | | | P | | P | | P | P | A | P | |
| Start-up lost time, $l_1$ | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | | | | 3 | | 3 | | 3 | 3 | | 3 | |
| Unit extension, UE | | | | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | | | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | | 0 | | 0 | 0 | | 0 | | | |
| Lane width | | | | 12.0 | | 12.0 | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | | | 0 | | 0 | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | | | |

| Phasing | WB Only | 02 | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 55.0 | G = | G = | G = | G = 50.0 | G = | G = | G = |
| | Y = 5.5 | Y = | Y = | Y = | Y = 5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 115.5

1.00

## Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | | | 350 | | 0 | | 170 | 490 | | 90 | |
| Lane group capacity, c | | | | 716 | | 769 | | 823 | 1417 | | 823 | |
| v/c ratio, X | | | | 0.49 | | 0.00 | | 0.21 | 0.35 | | 0.11 | |
| Total green ratio, g/C | | | | 0.48 | | 0.48 | | 0.43 | 1.00 | | 0.43 | |
| Uniform delay, $d_1$ | | | | 20.7 | | 15.8 | | 20.4 | 0.0 | | 19.5 | |
| Progression factor, PF | | | | 1.000 | | 1.000 | | 1.000 | 0.950 | | 1.000 | |
| Delay calibration, k | | | | 0.50 | | 0.50 | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | | | | 2.4 | | 0.0 | | 0.6 | 0.7 | | 0.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | | | 23.1 | | 15.8 | | 21.0 | 0.7 | | 19.8 | |
| Lane group LOS | | | | C | | B | | C | A | | B | |
| Approach delay | | | | 23.1 | | | 5.9 | | | 19.8 | | |
| Approach LOS | | | | C | | | A | | | B | | |
| Intersection delay | 12.5 | | | $X_c = 0.35$ | | | Intersection LOS | | | B | | |

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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 6/9/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2015 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Bridge Alt |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 20 | 340 | 10 | 350 | 450 | 10 | 100 | 70 | 490 | 30 | 70 | 30 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 20.0 | G = 35.0 | G = | G = | G = 20.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 90.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 20 | 340 | 10 | 350 | 460 | | | 170 | 490 | | 130 | |
| Lane group capacity, c | 317 | 583 | 496 | 645 | 610 | | | 264 | 697 | | 337 | |
| v/c ratio, X | 0.06 | 0.58 | 0.02 | 0.54 | 0.75 | | | 0.64 | 0.70 | | 0.39 | |
| Total green ratio, g/C | 0.22 | 0.39 | 0.39 | 0.22 | 0.39 | | | 0.22 | 0.49 | | 0.22 | |
| Uniform delay, $d_1$ | 27.8 | 22.0 | 17.2 | 31.2 | 24.0 | | | 32.0 | 17.9 | | 30.0 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 4.3 | 0.1 | 3.3 | 8.9 | | | 12.1 | 6.0 | | 3.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 28.2 | 26.3 | 17.2 | 34.5 | 32.9 | | | 44.1 | 23.9 | | 33.4 | |
| Lane group LOS | C | C | B | C | C | | | D | C | | C | |
| Approach delay | 26.1 | | | 33.6 | | | 29.1 | | | 33.4 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Intersection delay | 30.7 | | | $X_c$ = 0.73 | | | Intersection LOS | | | C | | |

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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 8/11/2009 |
| Time Period | P.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Area Type | All other areas |
| Jurisdiction | |
| Analysis Year | 2035 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Exist. Align |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 410 | 10 | 480 | 510 | | 120 | | 630 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | EB Only | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 110.0 | G = 75.0 | G = | G = | G = 20.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

Duration of Analysis, T = 1.00

Cycle Length, C = 223.5

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 420 | | | 990 | | 120 | | 630 | | | |
| Lane group capacity, c | | 504 | | | 761 | | 142 | | 859 | | | |
| v/c ratio, X | | 0.83 | | | 1.30 | | 0.85 | | 0.73 | | | |
| Total green ratio, g/C | | 0.34 | | | 0.49 | | 0.09 | | 0.61 | | | |
| Uniform delay, $d_1$ | | 68.5 | | | 56.8 | | 100.2 | | 31.2 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 16.9 | | | 551.7 | | 57.3 | | 5.7 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 85.4 | | | 608.4 | | 157.6 | | 36.9 | | | |
| Lane group LOS | | F | | | F | | F | | D | | | |
| Approach delay | 85.4 | | | 608.4 | | | 56.2 | | | | | |
| Approach LOS | F | | | F | | | E | | | | | |
| Intersection delay | 315.0 | | | $X_c$ = 1.09 | | | Intersection LOS | | | F | | |


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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 2/1/2009 |
| Time Period | P.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 & Ven 34/Donlon Rd |
| Area Type Jurisdiction | All other areas |
| Analysis Year | 2035 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 2 WB LT Lanes |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 30 | 380 | 10 | 400 | 510 | 10 | 120 | 70 | 550 | 30 | 80 | 40 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 17.0 | G = 35.0 | G = | G = | G = 24.0 | G = | G = | G = |
| | | | | | | | | |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

Duration of Analysis, T = 1.00

Cycle Length, C = 91.5

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 30 | 380 | 10 | 400 | 520 | | | 190 | 550 | | 150 | |
| Lane group capacity, c | 266 | 577 | 490 | 542 | 604 | | | 299 | 705 | | 435 | |
| v/c ratio, X | 0.11 | 0.66 | 0.02 | 0.74 | 0.86 | | | 0.64 | 0.78 | | 0.34 | |
| Total green ratio, g/C | 0.19 | 0.38 | 0.38 | 0.19 | 0.38 | | | 0.26 | 0.50 | | 0.26 | |
| Uniform delay, $d_1$ | 31.0 | 23.3 | 17.6 | 35.1 | 26.0 | | | 29.9 | 18.9 | | 27.4 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.9 | 6.0 | 0.1 | 9.2 | 17.3 | | | 10.3 | 8.9 | | 2.2 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 31.8 | 29.3 | 17.7 | 44.3 | 43.3 | | | 40.2 | 27.8 | | 29.5 | |
| Lane group LOS | C | C | B | D | D | | | D | C | | C | |
| Approach delay | 29.2 | | | 43.7 | | | 31.0 | | | 29.5 | | |
| Approach LOS | C | | | D | | | C | | | C | | |
| Intersection delay | 35.8 | | | $X_c$ = 0.82 | | | Intersection LOS | | | D | | |


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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 2/1/2009 |
| Time Period | P.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 & Ven 34/Donlon Rd |
| Area Type | All other areas |
| Jurisdiction | |
| Analysis Year | 2035 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - 1 WB LT Lane |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 30 | 350 | 10 | 400 | 510 | 10 | 120 | 70 | 550 | 30 | 80 | 40 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 26.0 | G = 32.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | | | | | | | | |

| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 91.5 |
|---|---|---|

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 30 | 350 | 10 | 400 | 520 | | | 190 | 550 | | 150 | |
| Lane group capacity, c | 407 | 527 | 448 | 427 | 552 | | | 212 | 751 | | 252 | |
| v/c ratio, X | 0.07 | 0.66 | 0.02 | 0.94 | 0.94 | | | 0.90 | 0.73 | | 0.60 | |
| Total green ratio, g/C | 0.28 | 0.35 | 0.35 | 0.28 | 0.35 | | | 0.20 | 0.53 | | 0.20 | |
| Uniform delay, $d_1$ | 23.9 | 25.2 | 19.5 | 31.9 | 28.9 | | | 35.8 | 16.5 | | 33.4 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.4 | 6.7 | 0.1 | 44.8 | 38.7 | | | 56.3 | 6.5 | | 10.4 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 24.3 | 31.9 | 19.6 | 76.8 | 67.5 | | | 92.2 | 23.0 | | 43.8 | |
| Lane group LOS | C | C | B | E | E | | | F | C | | D | |
| Approach delay | 31.0 | | | 71.5 | | | 40.8 | | | 43.8 | | |
| Approach LOS | C | | | E | | | D | | | D | | |
| Intersection delay | 52.1 | | | $X_c$ = 0.93 | | | Intersection LOS | | | D | | |


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# ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

## General Information

| | |
|---|---|
| Analyst | *trung duong* |
| Agency/Co. | *Ventura* |
| Date Performed | *2/10/09* |
| Time Period | *P.M. Peak* |

## Site Information

| | |
|---|---|
| Intersection | *Ven 118/34/Donlon Rd* |
| Jurisdiction | |
| Analysis Year | *2035 Projection* |

Project Description *Ven 118 & Ven 34/Donlon Intersection Improvement*

## Volume Adjustments

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| LT Traffic | Volume, veh/h | 30 | 400 | 120 | 30 |
| | PHF | 1.00 | 1.00 | 1.00 | 1.00 |
| | Flow rate, veh/h | 30 | 400 | 120 | 30 |
| TH Traffic | Volume, veh/h | 380 | 510 | 70 | 80 |
| | PHF | 1.00 | 1.00 | 1.00 | 1.00 |
| | Flow rate, veh/h | 380 | 510 | 70 | 80 |
| RT Traffic | Volume, veh/h | 10 | 10 | 550 | 40 |
| | PHF | 1.00 | 1.00 | 1.00 | 1.00 |
| | Flow rate, veh/h | 10 | 10 | 550 | 40 |

## Approach Flow Computation

| Approach Flow (veh/h) | Va (veh/h) |
|---|---|
| Vae | 420 |
| Vaw | 920 |
| Van | 740 |
| Vas | 150 |

## Circulating Flow Computation

| Approach Flow (veh/h) | Vc (veh/h) |
|---|---|
| Vce | 510 |
| Vcw | 220 |
| Vcn | 440 |
| Vcs | 1030 |

## Capacity Computation

| | | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Capacity | Upper bound | 925 | 1165 | 979 | 607 |
| | Lower bound | 747 | 962 | 795 | 469 |
| v/c Ratio | Upper bound | 0.45 | 0.79 | 0.76 | 0.25 |
| | Lower bound | 0.56 | 0.96 | 0.93 | 0.32 |


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# HCS2000™ DETAILED REPORT

## General Information

| | |
|---|---|
| Analyst | trung duong |
| Agency or Co. | Ventura |
| Date Performed | 2/23/2009 |
| Time Period | P.M. Peak |

## Site Information

| | |
|---|---|
| Intersection | Ven 118 (L.A. Ave.) & Ven 34 |
| Area Type Jurisdiction | All other areas |
| Analysis Year | 2035 Projection |
| Project ID | Ven 118 & Ven 34/Donlon Impr - Bypass - Exist. 118/34 Inter |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | TR | | | LT | | L | | R | | | |
| Volume, V (vph) | | 410 | 10 | 0 | 510 | | 120 | | 0 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | | | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | | | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | | | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | | | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | | | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | Thru & RT | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 50.0 | G = 43.0 | G = | G = | G = 15.0 | G = | G = | G = |
| | | | | | | | | |

| Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |
|---|---|---|---|---|---|---|---|

| Duration of Analysis, T = 1.00 | | Cycle Length, C = 126.5 |
|---|---|---|

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 420 | | | 510 | | 120 | | 0 | | | |
| Lane group capacity, c | | 511 | | | 1245 | | 188 | | 790 | | | |
| v/c ratio, X | | 0.82 | | | 0.41 | | 0.64 | | 0.00 | | | |
| Total green ratio, g/C | | 0.34 | | | 0.79 | | 0.12 | | 0.56 | | | |
| Uniform delay, $d_1$ | | 38.2 | | | 4.3 | | 53.2 | | 12.4 | | | |
| Progression factor, PF | | 1.000 | | | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | | | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 15.5 | | | 1.0 | | 16.5 | | 0.0 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 53.8 | | | 5.3 | | 69.6 | | 12.4 | | | |
| Lane group LOS | | D | | | A | | E | | B | | | |
| Approach delay | 53.8 | | | 5.3 | | | 69.6 | | | | | |
| Approach LOS | D | | | A | | | E | | | | | |
| Intersection delay | 32.0 | | | $X_c$ = 0.44 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Bypass St |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 3/24/09 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2035 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-East Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Lane group | | T | R | L | T | | L | | R | | | |
| Volume, V (vph) | | 420 | 0 | 400 | 520 | | 0 | | 550 | | | |
| % Heavy vehicles, %HV | | 26 | 26 | 20 | 20 | | 14 | | 14 | | | |
| Peak-hour factor, PHF | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Pretimed (P) or actuated (A) | | P | P | P | P | | P | | P | | | |
| Start-up lost time, $l_1$ | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Extension of effective green, e | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | | 2.0 | | | |
| Arrival type, AT | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Unit extension, UE | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Filtering/metering, I | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | 1.000 | | | |
| Initial unmet demand, $Q_b$ | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Ped / Bike / RTOR volumes | 1 | | 0 | | | | 0 | | 0 | 0 | | |
| Lane width | | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | | | | 3.2 | | | 3.2 | | |

| Phasing | WB Only | Thru & RT | 03 | 04 | NB Only | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 35.0 | G = 40.0 | G = | G = | G = 18.0 | G = | G = | G = |
| | Y = 6.5 | Y = 6.5 | Y = | Y = | Y = 5.5 | Y = | Y = | Y = |

1.00

**Lane Group Capacity, Control Delay, and LOS Determination**

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | 420 | 0 | 400 | 520 | | 0 | | 550 | | | |
| Lane group capacity, c | | 541 | 460 | 916 | 1157 | | 256 | | 743 | | | |
| v/c ratio, X | | 0.78 | 0.00 | 0.44 | 0.45 | | 0.00 | | 0.74 | | | |
| Total green ratio, g/C | | 0.36 | 0.36 | 0.31 | 0.73 | | 0.16 | | 0.52 | | | |
| Uniform delay, $d_1$ | | 31.8 | 22.9 | 30.4 | 6.0 | | 39.2 | | 20.6 | | | |
| Progression factor, PF | | 1.000 | 1.000 | 1.000 | 1.000 | | 1.000 | | 1.000 | | | |
| Delay calibration, k | | 0.50 | 0.50 | 0.50 | 0.50 | | 0.50 | | 0.50 | | | |
| Incremental delay, $d_2$ | | 11.2 | 0.0 | 1.5 | 1.3 | | 0.0 | | 6.8 | | | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | 43.0 | 22.9 | 31.9 | 7.3 | | 39.2 | | 27.4 | | | |
| Lane group LOS | | D | C | C | A | | D | | C | | | |
| Approach delay | 43.0 | | | 18.0 | | | 27.4 | | | | | |
| Approach LOS | D | | | B | | | C | | | | | |
| Intersection delay | 26.3 | | | $X_c$ = 0.75 | | | Intersection LOS | | | C | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 34 (Somis RD)& Bypass St |
| Agency or Co. | Ventura | Area Type Jurisdiction | All other areas |
| Date Performed | 3/24/09 | Analysis Year | 2035 Projection |
| Time Period | P.M. Peak | Project ID | Ven 118 & Ven 34/Donlon Improv-Bypass-South Intersect |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | | | | L | | R | | T | R | | LT | |
| Volume, V (vph) | | | | 400 | | 0 | | 190 | 550 | 0 | 100 | |
| % Heavy vehicles, %HV | | | | 20 | | 0 | | 0 | 14 | 0 | 0 | |
| Peak-hour factor, PHF | | | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Pretimed (P) or actuated A) | | | | P | | P | | P | P | A | P | |
| Start-up lost time, $l_1$ | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | | | | 2.0 | | 2.0 | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | | | | 3 | | 3 | | 3 | 3 | | 3 | |
| Unit extension, UE | | | | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | | | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 1 | | | 0 | | 0 | 0 | | 0 | | | |
| Lane width | | | | 12.0 | | 12.0 | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | | | | 0 | | 0 | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | | | |

| Phasing | WB Only | 02 | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 55.0 | G = | G = | G = | G = 50.0 | G = | G = | G = |
| | Y = 5.5 | Y = | Y = | Y = | Y = 5 | Y = | Y = | Y = |

Duration of Analysis, T =

Cycle Length, C = 115.5

1.00

## Lane Group Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | | | | 400 | | 0 | | 190 | 550 | | 100 | |
| Lane group capacity, c | | | | 716 | | 769 | | 823 | 1417 | | 823 | |
| v/c ratio, X | | | | 0.56 | | 0.00 | | 0.23 | 0.39 | | 0.12 | |
| Total green ratio, g/C | | | | 0.48 | | 0.48 | | 0.43 | 1.00 | | 0.43 | |
| Uniform delay, $d_1$ | | | | 21.6 | | 15.8 | | 20.6 | 0.0 | | 19.6 | |
| Progression factor, PF | | | | 1.000 | | 1.000 | | 1.000 | 0.950 | | 1.000 | |
| Delay calibration, k | | | | 0.50 | | 0.50 | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | | | | 3.2 | | 0.0 | | 0.7 | 0.8 | | 0.3 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | | | | 24.8 | | 15.8 | | 21.3 | 0.8 | | 19.9 | |
| Lane group LOS | | | | C | | B | | C | A | | B | |
| Approach delay | | | | 24.8 | | | 6.1 | | | 19.9 | | |
| Approach LOS | | | | C | | | A | | | B | | |
| Intersection delay | 13.2 | | | $X_c$ = 0.39 | | | Intersection LOS | | | B | | |


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# HCS2000™ DETAILED REPORT

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | trung duong | Intersection | Ven 118 & Ven 34/Donlon Rd |
| Agency or Co. | Ventura | Area Type | All other areas |
| Date Performed | 6/10/2009 | Jurisdiction | |
| Time Period | P.M. Peak | Analysis Year | 2035 Projection |
| | | Project ID | Ven 118 & Ven 34/Donlon Inter. Improvement - Bridge Alt |

## Volume and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Number of lanes, $N_1$ | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Lane group | L | T | R | L | TR | | | LT | R | | LTR | |
| Volume, V (vph) | 30 | 380 | 10 | 400 | 510 | 10 | 120 | 70 | 550 | 30 | 80 | 40 |
| % Heavy vehicles, %HV | 26 | 26 | 26 | 20 | 20 | 20 | 14 | 14 | 14 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Pretimed (P) or actuated (A) | P | P | P | P | P | P | P | P | P | P | P | P |
| Start-up lost time, $l_1$ | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Extension of effective green, e | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 | | 2.0 | |
| Arrival type, AT | 3 | 3 | 3 | 3 | 3 | | | 3 | 3 | | 3 | |
| Unit extension, UE | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Filtering/metering, I | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Initial unmet demand, $Q_b$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Ped / Bike / RTOR volumes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | 12.0 | | 12.0 | |
| Parking / Grade / Parking | N | 0 | N | N | 0 | N | N | 0 | N | N | 0 | N |
| Parking maneuvers, $N_m$ | | | | | | | | | | | | |
| Buses stopping, $N_B$ | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | |
| Min. time for pedestrians, $G_p$ | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| Phasing | Excl. Left | Thru & RT | 03 | 04 | NS Perm | 06 | 07 | 08 |
|---|---|---|---|---|---|---|---|---|
| Timing | G = 17.0 | G = 35.0 | G = | G = | G = 24.0 | G = | G = | G = |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Y = 5.5 | Y = 5.5 | Y = | Y = | Y = 4.5 | Y = | Y = | Y = |

| | | |
|---|---|---|
| Duration of Analysis, T = 1.00 | | Cycle Length, C = 91.5 |

***Lane Group Capacity, Control Delay, and LOS Determination***

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Adjusted flow rate, v | 30 | 380 | 10 | 400 | 520 | | | 190 | 550 | | 150 | |
| Lane group capacity, c | 266 | 577 | 490 | 542 | 604 | | | 299 | 705 | | 435 | |
| v/c ratio, X | 0.11 | 0.66 | 0.02 | 0.74 | 0.86 | | | 0.64 | 0.78 | | 0.34 | |
| Total green ratio, g/C | 0.19 | 0.38 | 0.38 | 0.19 | 0.38 | | | 0.26 | 0.50 | | 0.26 | |
| Uniform delay, $d_1$ | 31.0 | 23.3 | 17.6 | 35.1 | 26.0 | | | 29.9 | 18.9 | | 27.4 | |
| Progression factor, PF | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | 1.000 | 1.000 | | 1.000 | |
| Delay calibration, k | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | | 0.50 | 0.50 | | 0.50 | |
| Incremental delay, $d_2$ | 0.9 | 6.0 | 0.1 | 9.2 | 17.3 | | | 10.3 | 8.9 | | 2.2 | |
| Initial queue delay, $d_3$ | | | | | | | | | | | | |
| Control delay | 31.8 | 29.3 | 17.7 | 44.3 | 43.3 | | | 40.2 | 27.8 | | 29.5 | |
| Lane group LOS | C | C | B | D | D | | | D | C | | C | |
| Approach delay | 29.2 | | | 43.7 | | | 31.0 | | | 29.5 | | |
| Approach LOS | C | | | D | | | C | | | C | | |
| Intersection delay | 35.8 | | | $X_c$ = 0.82 | | | Intersection LOS | | | D | | |

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# ATTACHMENT 6

# TSAR & TABLE B

# OTM22130

## Table B - Selective Accident Rate Calculation

**Report Parameters-**

**Event ID:** 2890955

**Request Name:** TRUNG 583

**Ref Date:** 03/11/2010

| Request-& Line | LOC | DIR | LSC | Route/Location | Begin Date | End Date | Rate Type | Out Seq | Override Rates Rate | Override Rates Inj% | Override Rates Fat% | Override ADT Main | Override ADT Cross | Req. Type | Com-bine? | Excl Ramp? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 1 | I | T | I | 07 VEN 118 010.920 - 07 VEN 118 010.921 | 01-APR-06 | 31-MAR-09 | N | L | | | | | | N | N | N |

**Event Log:**

*Job id is : 3757 Accidents Table B Request TRUNG 583 Submitted by T7YSFAIL*
*07 VEN 118 10.92 - 07 VEN 118 10.921 04/01/2006 TO 03/31/2009*

California Department of Transportation
**Table B - Selective Accident Rate Calculation**



| Location Description | Rate Group (RUS) | No. of Accidents / Significance Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Pers Kld Inj | ADT Main X-St | Total MV+ or MVM | Accident Rates Actual Fat | F+I | Tot | Average Fat | F+I | Tot |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07 VEN 118 010.920 LOS ANGELES AVE;JCT 118 - | I 24 | 14 | 0 | 1 | 1 | 8 | 0 | 2 | 0 | 14.8 | 29.77 + | 0.000 | .03 | .47 | 0.002 | .11 | .30 |
| 0001-0001 2006-04-01 2009-03-31 *36 mo.* | S | **H90** | | | | | | | 3 | 12.4 | | | | | | | |

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

# California Department of Transportation

## OTM22200

## TSAR - ACCIDENT DETAIL

**REPORT PARAMETERS:**

| | | |
|---|---|---|
| REPORT DATE | : | 03/11/2010 |
| REFERENCE DATE | : | 03/11/2010 |
| SUBMITTOR | : | T7YSFAIL |
| REPORT TITLE | : | ' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 ' |
| EVENT ID | : | 2891109 |

**Total Accidents Retrieved:**

14

**LOCATION CRITERIA:**

FROM: 07-VEN-118 010.873 TO: 07-VEN-118 010.967
FROM: 07-VEN-034 017.613 TO: 07-VEN-034 017.663

**SELECTION CRITERIA:**

1 1 AND 508 - FILE TYPE IN I,H

**Accidents Date Range:**

From -- 04/01/2006 To -- 03/31/2009

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT DETAIL
' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 '



Event ID : 2891109

| DI | RTE NO | SUF | CO | PREF | POST MILE | HGC | ACT | MTA | BZA | HIGHWAY LANES LT | HIGHWAY LANES RT | RUT | FTL | ISOH | DAY | ACCIDENT DATE MM-DD-YY | TIME HHMM | COMMON ACCIDENT NUMBER | PCF | ENVIR COND WL | ENVIR COND S | RC | RWC | TOC | NO MTR VEH | PT | DIR | VHI | SI | PERSON K | PERSON I | OSP | LOC | OSO | LOC | OSO | LOC | OAF 12 | MOV | SDP 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07 | 034 | | VEN | | 017.620 | U | C | B | Z | 01 | 01 | U | H | | W | 5 | 06-14-07 | 1700 | 977014694 | 3 | A | A | A | H | D | B | 02 | A | W | 1 | C | 00 | 00 | V2 | G | ---- | ---- | ---- | N< | E | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | D | W | 1 | C | 00 | 00 | V1 | F | ---- | ---- | ---- | N< | B | A< |
| 07 | 034 | | VEN | | 017.640 | U | C | B | Z | 01 | 01 | U | H | | E | 6 | 09-12-08 | 1500 | 977017617 | 6 | A | A | A | H | A | B | 02 | D | E | 1 | C | 00 | 00 | V2 | D | ---- | ---- | ---- | N< | I | G< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | E | 1 | C | 00 | 00 | V1 | F | ---- | ---- | ---- | N< | A | G< |
| 07 | 034 | | VEN | | 017.650 | U | C | B | Z | 01 | 01 | U | H | | W | 4 | 06-20-07 | 0535 | 977018024 | 5 | A | A | A | H | D | F | 01 | 2 | W | 1 | C | 00 | 00 | 44 | H | 13 | H | ---- | ---- | N< | E | A< |
| 07 | 034 | | VEN | | 017.650 | U | C | B | Z | 01 | 01 | U | H | | E | 3 | 06-26-07 | 1628 | 977014694 | 6 | A | A | A | H | A | C | 02 | A | E | 1 | C | 00 | 00 | V2 | F | ---- | ---- | ---- | N< | B | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | E | 1 | C | 00 | 00 | V1 | F | ---- | ---- | ---- | N< | A | A< |
| 07 | 034 | | VEN | | 017.650 | U | C | B | Z | 01 | 01 | U | H | | E | 7 | 03-22-08 | 1430 | 977011127 | 5 | A | A | A | H | A | C | 02 | D | E | 1 | C | 00 | 00 | V2 | J | ---- | ---- | ---- | N< | H | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | E | 1 | C | 00 | 00 | V1 | J | ---- | ---- | ---- | N< | A | A< |
| 07 | 118 | | VEN | | 010.890 | U | C | B | Z | 01 | 01 | R | H | | E | 3 | 06-13-06 | 1020 | 976515739 | 5 | A | A | A | H | D | C | 03 | 2 | E | 1 | C | 00 | 00 | V2 | F | ---- | ---- | ---- | N< | B | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | D | E | 1 | C | 00 | 01 | V1 | F | V3 | F | ---- | ---- | N< | A | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | E | 1 | C | 00 | 02 | ---- | | V2 | F | ---- | ---- | N< | A | A< |
| 07 | 118 | | VEN | | 010.910 | U | C | B | Z | 01 | 01 | R | H | | E | 2 | 06-19-06 | 1233 | 976515696 | 6 | A | A | A | H | A | E | 01 | A | E | 1 | C | 00 | 00 | 10 | H | ---- | ---- | ---- | N< | I | G< |
| 07 | 118 | | VEN | | 010.910 | U | C | B | Z | 01 | 01 | R | H | | E | 1 | 09-03-06 | 1800 | 976518099 | 1 | A | A | A | H | A | C | 02 | D | E | 1 | C | 00 | 00 | V2 | F | ---- | ---- | ---- | 5< | B | B< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | E | 1 | C | 00 | 00 | V1 | F | ---- | ---- | ---- | N< | A | A< |
| 07 | 118 | | VEN | | 010.910 | U | C | B | Z | 01 | 01 | R | H | | E | 2 | 08-20-07 | 1500 | 976518332 | 4 | A | A | A | H | A | E | 01 | M | E | 1 | C | 00 | 00 | 10 | H | ---- | ---- | ---- | N< | D | G< |
| 07 | 118 | | VEN | | 010.910 | U | C | B | Z | 01 | 01 | R | H | | E | 5 | 09-20-07 | 0120 | 977017982 | 4 | A | C | A | H | A | E | 01 | M | < | 1 | < | 00 | 00 | 10 | H | ---- | ---- | ---- | N< | C | G< |
| 07 | 118 | | VEN | | 010.930 | U | C | B | Z | 01 | 01 | R | H | | W | 1 | 12-10-06 | 1430 | 977017732 | 6 | A | A | A | H | D | B | 02 | D | W | 1 | C | 00 | 00 | V2 | D | ---- | ---- | ---- | 6< | I | A< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | W | 1 | C | 00 | 00 | V1 | J | ---- | ---- | ---- | N< | J | A< |
| 07 | 118 | | VEN | | 010.930 | U | C | B | Z | 01 | 01 | R | H | | W | 4 | 03-14-07 | 1145 | 977011779 | D | A | A | A | H | A | C | 01 | A | W | 1 | C | 00 | 00 | 99 | F | ---- | ---- | ---- | N< | A | A< |
| 07 | 118 | | VEN | | 010.930 | U | C | B | Z | 01 | 01 | R | H | | W | 2 | 05-26-08 | 1430 | 977018881 | 1 | B | A | A | H | A | C | 02 | A | W | 1 | C | 00 | 00 | V2 | F | ---- | ---- | ---- | 5< | B | B< |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | W | 1 | C | 00 | 00 | V1 | F | ---- | ---- | ---- | N< | A | A< |
| 07 | 118 | | VEN | | 010.930 | U | C | B | Z | 01 | 01 | R | H | | W | 2 | 03-02-09 | 1917 | 977018660 | 4 | B | C | A | H | D | E | 01 | A | W | 1 | C | 00 | 00 | 23 | H | ---- | ---- | ---- | N< | M | D< |

Total Accidents: 14

# California Department of Transportation

## OTM22215

## TSAR - ACCIDENT SUMMARY

**REPORT PARAMETERS:**

| | | |
|---|---|---|
| REPORT DATE | : | 03/11/2010 |
| REFERENCE DATE | : | 03/11/2010 |
| SUBMITTOR | : | T7YSFAIL |
| REPORT TITLE | : | ' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 ' |
| EVENT ID | : | 2891109 |

**LOCATION CRITERIA:**

FROM: 07-VEN-118 010.873 TO: 07-VEN-118 010.967
FROM: 07-VEN-034 017.613 TO: 07-VEN-034 017.663

**SELECTION CRITERIA:**

1 1 AND 508 - FILE TYPE IN I,H

**Accidents Date Range:**

From -- 04/01/2006 To -- 03/31/2009

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 '

| TOTAL ACCIDENTS | FATAL | INJURY | PDO | PERSONS KILLED | PERSONS INJURED |
|---|---|---|---|---|---|
| 14 | 0 | 1 | 13 | 0 | 3 |

| MOTOR VEHICLES INVOLVED NUMBER | PCT | CODE |
|---|---|---|
| 6 | 42.9 | 1 |
| 7 | 50.0 | 2 |
| 1 | 7.1 | 3 |
| 0 | 0.0 | >3 |

| <---LINES CODED---> NUMBER | PCT | CODE |
|---|---|---|
| 6 | 42.9 | 1 |
| 7 | 50.0 | 2 |
| 1 | 7.1 | 3 |
| 0 | 0.0 | 4 |
| 0 | 0.0 | 5 |
| 0 | 0.0 | 6 |
| 0 | 0.0 | 7 |
| 0 | 0.0 | 8 |
| 0 | 0.0 | 9 |

| <---- HOUR OF DAY ----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 00- 12 MID. |
| 1 | 7.1 | 01- 1 A.M. |
| 0 | 0.0 | 02- 2 A.M. |
| 0 | 0.0 | 03- 3 A.M. |
| 0 | 0.0 | 04- 4 A.M. |
| 1 | 7.1 | 05- 5 A.M. |
| 0 | 0.0 | 06- 6 A.M. |
| 0 | 0.0 | 07- 7 A.M. |
| 0 | 0.0 | 08- 8 A.M. |
| 0 | 0.0 | 09- 9 A.M. |
| 1 | 7.1 | 10- 10 A.M. |
| 1 | 7.1 | 11- 11 A.M. |
| 1 | 7.1 | 12- 12 NOON |
| 0 | 0.0 | 13- 1 P.M. |
| 3 | 21.4 | 14- 2 P.M. |
| 2 | 14.3 | 15- 3 P.M. |
| 1 | 7.1 | 16- 4 P.M. |
| 1 | 7.1 | 17- 5 P.M. |
| 1 | 7.1 | 18- 6 P.M. |
| 1 | 7.1 | 19- 7 P.M. |
| 0 | 0.0 | 20- 8 P.M. |
| 0 | 0.0 | 21- 9 P.M. |
| 0 | 0.0 | 22- 10 P.M. |
| 0 | 0.0 | 23- 11 P.M. |
| 0 | 0.0 | 25- UNKNOWN |

| <--- ACCESS CONTROL ---> NUMBER | PCT | CODE |
|---|---|---|
| 14 | 100.0 | C-CONVENTIONAL |
| 0 | 0.0 | E-EXPRESSWAY |
| 0 | 0.0 | F-FREEWAY |
| 0 | 0.0 | S-1-WAY CITY ST |
| 0 | 0.0 | --INVALID DATA |
| 0 | 0.0 | +-NO DATA |

| <--- SIDE OF HIGHWAY ---> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | N-NORTHBOUND |
| 0 | 0.0 | S-SOUTHBOUND |
| 8 | 57.1 | E-EASTBOUND |
| 6 | 42.9 | W-WESTBOUND |

| <----- YEAR -----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1999 |
| 0 | 0.0 | 2000 |
| 0 | 0.0 | 2001 |
| 0 | 0.0 | 2002 |
| 0 | 0.0 | 2003 |
| 0 | 0.0 | 2004 |
| 0 | 0.0 | 2005 |
| 4 | 28.6 | 2006 |
| 6 | 42.9 | 2007 |
| 3 | 21.4 | 2008 |
| 1 | 7.1 | 2009 |
| 0 | 0.0 | 2010 |

| <----- MONTH -----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 01-JANUARY |
| 0 | 0.0 | 02-FEBRUARY |
| 3 | 21.4 | 03-MARCH |
| 0 | 0.0 | 04-APRIL |
| 1 | 7.1 | 05-MAY |
| 5 | 35.7 | 06-JUNE |
| 0 | 0.0 | 07-JULY |
| 1 | 7.1 | 08-AUGUST |
| 3 | 21.4 | 09-SEPTEMBER |
| 0 | 0.0 | 10-OCTOBER |
| 0 | 0.0 | 11-NOVEMBER |
| 1 | 7.1 | 12-DECEMBER |

| <---- DAY OF WEEK ----> NUMBER | PCT | CODE |
|---|---|---|
| 2 | 14.3 | 1-SUNDAY |
| 4 | 28.6 | 2-MONDAY |
| 2 | 14.3 | 3-TUESDAY |
| 2 | 14.3 | 4-WEDNESDAY |
| 2 | 14.3 | 5-THURSDAY |
| 1 | 7.1 | 6-FRIDAY |
| 1 | 7.1 | 7-SATURDAY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 '

<-- PRIMARY COLLISION FACTOR -->

| NUMBER | PCT | CODE |
|---|---|---|
| 2 | 14.3 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 1 | 7.1 | 3-FAILURE TO YIELD |
| 3 | 21.4 | 4-IMPROPER TURN |
| 3 | 21.4 | 5-SPEEDING |
| 4 | 28.6 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | B-IMPROPER DRIVING |
| 0 | 0.0 | C-OTHER THAN DRIVER |
| 1 | 7.1 | D-UNKNOWN |
| 0 | 0.0 | E-FELL SLEEP |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- TYPE OF COLLISION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HEAD-ON |
| 3 | 21.4 | B-SIDESWIPE |
| 6 | 42.9 | C-REAR END |
| 0 | 0.0 | D-BROADSIDE |
| 4 | 28.6 | E-HIT OBJECT |
| 1 | 7.1 | F-OVERTURN |
| 0 | 0.0 | G-AUTO-PEDESTRIAN |
| 0 | 0.0 | H-OTHER |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- ROADWAY CONDITION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HOLES, RUTS |
| 0 | 0.0 | B-LOOSE MATERIAL |
| 0 | 0.0 | C-OBSTRUCTION ON ROAD |
| 0 | 0.0 | D-CONSTRUCT-REPAIR-ZONE |
| 0 | 0.0 | E-REDUCED ROAD WIDTH |
| 0 | 0.0 | F-FLOODED |
| 0 | 0.0 | G-OTHER |
| 14 | 100.0 | H-NO UNUSUAL CONDITION |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--------- WEATHER --------->

| NUMBER | PCT | CODE |
|---|---|---|
| 12 | 85.7 | A-CLEAR |
| 2 | 14.3 | B-CLOUDY |
| 0 | 0.0 | C-RAINING |
| 0 | 0.0 | D-SNOWING |
| 0 | 0.0 | E-FOG |
| 0 | 0.0 | F-OTHER |
| 0 | 0.0 | G-WIND |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<---------- LIGHTING ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 12 | 85.7 | A-DAY LIGHT |
| 0 | 0.0 | B-DUSK/DAWN |
| 2 | 14.3 | C-DARK-STREET LIGHT |
| 0 | 0.0 | D-DARK-NO STREET LIGHT |
| 0 | 0.0 | E-DARK-INOPR STREET LIGHT |
| 0 | 0.0 | F-DARK-NOT STATED |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<----- ROAD SURFACE ----->

| NUMBER | PCT | CODE |
|---|---|---|
| 14 | 100.0 | A-DRY |
| 0 | 0.0 | B-WET |
| 0 | 0.0 | C-SNOWY, ICY |
| 0 | 0.0 | D-SLIPPERY |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<------ RIGHT OF WAY CONTROL ------>

| NUMBER | PCT | CODE |
|---|---|---|
| 9 | 64.3 | A-CONTROL FUNCTIONING |
| 0 | 0.0 | B-CONTROL NOT FUNCTIONING |
| 0 | 0.0 | C-CONTROLS OBSCURED |
| 5 | 35.7 | D-NO CONTROLS PRESENT |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<-------- HIGHWAY GROUP -------->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | R-IND. ALIGN RIGHT |
| 0 | 0.0 | L-IND. ALIGN LEFT |
| 0 | 0.0 | D-DIVIDED |
| 14 | 100.0 | U-UNDIVIDED |

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1-RAMP INTERSECTION (EXIT) |
| 0 | 0.0 | 2-RAMP |
| 0 | 0.0 | 3-RAMP ENTRY |
| 0 | 0.0 | 4-RAMP AREA, INTERSECTION STREET |
| 0 | 0.0 | 5-IN INTERSECTION |
| 0 | 0.0 | 6-OUTSIDE INTRSCT-NONSTATE RTE |
| 14 | 100.0 | --DOES NOT APPLY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
### ' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 '

<---------- PARTY TYPE ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 11 | 78.6 | A-PASNGR CAR/STA WAGON |
| 0 | 0.0 | B-PASNGR CAR W/TRAILER |
| 0 | 0.0 | C-MOTORCYCLE |
| 6 | 42.9 | D-PICKUP/PANEL TRUCK |
| 0 | 0.0 | E-PICKUP/PANEL W/TRAILER |
| 0 | 0.0 | F-TRUCK/TRUCK TRACTOR |
| 0 | 0.0 | G-TRUCK/TRACTOR & 1 TRAILER |
| 2 | 14.3 | 2-TRUCK/TRACTOR & 2 TRAILER |
| 0 | 0.0 | 3-TRUCK/TRACTOR & 3 TRAILER |
| 0 | 0.0 | 4-SINGLE UNIT TANKER |
| 0 | 0.0 | 5-TRUCK/TRA & 1 TANK TRALR |
| 0 | 0.0 | 6-TRUCK/TRA & 2 TANK TRALR |
| 0 | 0.0 | H-SCHOOL BUS |
| 0 | 0.0 | I-OTHER BUS |
| 0 | 0.0 | J-EMERGENCY VEHICLE |
| 0 | 0.0 | K-HIGHWAY CONST EQUP.** |
| 0 | 0.0 | L-BICYCLE |
| 2 | 14.3 | M-OTHER-MOTOR VEH |
| 0 | 0.0 | N-OTHER-NON-MOTOR VEH |
| 0 | 0.0 | O-SPILLED LOADS |
| 0 | 0.0 | P-DISENGAGED TOW |
| 0 | 0.0 | Q-UNINVOLVED VEHICLE |
| 0 | 0.0 | R-MOPED |
| 0 | 0.0 | T-TRAIN |
| 0 | 0.0 | U-PEDESTRIAN |
| 0 | 0.0 | V-DISMOUNT PEDESTRIAN |
| 0 | 0.0 | W-ANIMAL - LIVESTOCK |
| 0 | 0.0 | X-ANIMAL - DEER |
| 0 | 0.0 | Z-ANIMAL - OTHER |

<- MOVEMENT PRECEDING COLLISION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 7 | 50.0 | A-STOPPED |
| 5 | 35.7 | B-PROCEDED STRAIGHT |
| 1 | 7.1 | C-RAN OFF ROAD |
| 1 | 7.1 | D-MAKING RIGHT TURN |
| 2 | 14.3 | E-MAKING LEFT TURN |
| 0 | 0.0 | F-MAKING U TURN |
| 0 | 0.0 | G-BACKING |
| 1 | 7.1 | H-SLOWING, STOPPING |
| 3 | 21.4 | I-PASS OTHER VEHICLE |
| 1 | 7.1 | J-CHANGING LANES |
| 0 | 0.0 | K-PARKING |
| 0 | 0.0 | L-ENTER FROM SHLDR |
| 1 | 7.1 | M-OTHER UNSAFE TURN |
| 0 | 0.0 | N-CROSS INTO OPP LN |
| 0 | 0.0 | O-PARKED |
| 0 | 0.0 | P-MERGING |
| 0 | 0.0 | Q-TRAVEL WRONG WAY |
| 0 | 0.0 | R-OTHER |
| 0 | 0.0 | <-NOT STATED |

PEDESTRIAN

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 2- XING XWALK - INTRST |
| 0 | 0.0 | 3- XING XWALK - NOT INTR |
| 0 | 0.0 | 4- XING NOT XWALK |
| 0 | 0.0 | 5- ROADWAY - INCL SHLDR |
| 0 | 0.0 | 6- NOT IN ROADWAY |
| 0 | 0.0 | 7- APRH-LEAVE SCHL BUS |
| 0 | 0.0 | - INVALID CODES |

<---- OTHER ASSOCIATED FACTORS ---->

| #1 NUMBER | #1 PCT | #2 NUMBER | #2 PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 0 | 0.0 | 0 | 0.0 | 3-FAILURE TO YIELD |
| 0 | 0.0 | 0 | 0.0 | 4-IMPROPER TURN |
| 2 | 14.3 | 0 | 0.0 | 5-SPEEDING |
| 1 | 7.1 | 0 | 0.0 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | 0 | 0.0 | A-CELL PHONE* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | B-ELECTRC EQUIP*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | C-RADIO/CD/HDPHN*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | D-SMOKING* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | E-VISION OBSCUREMENT |
| 0 | 0.0 | 0 | 0.0 | F-INATTENTION - OTHER |
| 0 | 0.0 | 0 | 0.0 | G-STOP & GO TRAFFIC |
| 0 | 0.0 | 0 | 0.0 | H-ENTER/LEAVE RAMP |
| 0 | 0.0 | 0 | 0.0 | I-PREVIOUS COLLISION |
| 0 | 0.0 | 0 | 0.0 | J-UNFAMILIAR WITH ROAD |
| 0 | 0.0 | 0 | 0.0 | K-DEFECT VEHICLE EQUIP |
| 0 | 0.0 | 0 | 0.0 | L-UNINVOLVED VEHICLE |
| 0 | 0.0 | 0 | 0.0 | M-OTHER |
| 14 | 100.0 | 0 | 0.0 | N-NONE APPARENT |
| 0 | 0.0 | 0 | 0.0 | P-WIND |
| 0 | 0.0 | 0 | 0.0 | R-RAMP ACCIDENT |
| 0 | 0.0 | 0 | 0.0 | S-RUNAWAY VEHICLE |
| 0 | 0.0 | 0 | 0.0 | T-EATING* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | U-CHILDREN* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | V-ANIMALS* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | W-PERSNL HYGIENE*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | X-READING* (INATTN) |
| 0 | 0.0 | 14 | 100.0 | <-NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | N-N, NE, NW BOUND |
| 0 | 0.0 | S-S, SE, SW BOUND |
| 7 | 50.0 | E-EASTBOUND |
| 6 | 42.9 | W-WESTBOUND |
| 1 | 7.1 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HAZARDOUS MATERIALS |
| 0 | 0.0 | B-CELL PHONE IN USE* |
| 13 | 92.9 | C-CELL PHONE NOT IN USE* |
| 0 | 0.0 | D-CELL PHONE NONE/UNKNOWN* |
| 1 | 7.1 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

* SPECIAL INFORMATION CODES EFF. 04-01-01

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
' ALL INT & HWY ACCIDENTS ON VEN-118, PM 10.920, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #583 '

<---------- OBJECT STRUCK ---------->

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 01-SIDE OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 02-END OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 03-PIER, COLUMN, ABUTMENT |
| 0 | 0.0 | 0 | 0.0 | 04-BOTTOM OF STRUCTURE |
| 0 | 0.0 | 0 | 0.0 | 05-BRIDGE END POST IN GORE |
| 0 | 0.0 | 0 | 0.0 | 06-END OF GUARD RAIL |
| 0 | 0.0 | 0 | 0.0 | 07-BRIDGE APPROACH GUARD RAIL |
| 3 | 21.4 | 0 | 0.0 | 10-LIGHT OR SIGNAL POLE |
| 0 | 0.0 | 0 | 0.0 | 11-UTILITY POLE |
| 0 | 0.0 | 0 | 0.0 | 12-POLE (TYPE NOT STATED) |
| 0 | 0.0 | 1 | 7.1 | 13-TRAFFIC SIGN/SIGN POST |
| 0 | 0.0 | 0 | 0.0 | 14-OTHER SIGNS NOT TRAFFIC |
| 0 | 0.0 | 0 | 0.0 | 15-GUARDRAIL |
| 0 | 0.0 | 0 | 0.0 | 16-MEDIAN BARRIER |
| 0 | 0.0 | 0 | 0.0 | 17-WALL (EXCEPT SOUND WALL) |
| 0 | 0.0 | 0 | 0.0 | 18-DIKE OR CURB |
| 0 | 0.0 | 0 | 0.0 | 19-TRAFFIC ISLAND |
| 0 | 0.0 | 0 | 0.0 | 20-RAISED BARS |
| 0 | 0.0 | 0 | 0.0 | 21-CONCRETE OBJ (HDWL, D.I.) |
| 0 | 0.0 | 0 | 0.0 | 22-GUIDEPOST, CULVERT, PM |
| 1 | 7.1 | 0 | 0.0 | 23-CUT SLOPE OR EMBANKMENT |
| 0 | 0.0 | 0 | 0.0 | 24-OVER EMBANKMENT |
| 0 | 0.0 | 0 | 0.0 | 25-IN WATER |
| 0 | 0.0 | 0 | 0.0 | 26-DRAINAGE DITCH |
| 0 | 0.0 | 0 | 0.0 | 27-FENCE |
| 0 | 0.0 | 0 | 0.0 | 28-TREES |
| 0 | 0.0 | 0 | 0.0 | 29-PLANTS |
| 0 | 0.0 | 0 | 0.0 | 30-SOUND WALL |
| 0 | 0.0 | 0 | 0.0 | 40-NATURAL MATRL ON ROAD |
| 0 | 0.0 | 0 | 0.0 | 41-TEMP BARRICADES, CONES |
| 0 | 0.0 | 0 | 0.0 | 42-OTHER OBJECT ON ROAD |
| 0 | 0.0 | 0 | 0.0 | 43-OTHER OBJECT OFF ROAD |
| 1 | 7.1 | 0 | 0.0 | 44-OVERTURNED |
| 0 | 0.0 | 0 | 0.0 | 45-CRASH CUSHION (SAND) |
| 0 | 0.0 | 0 | 0.0 | 46-CRASH CUSHION (OTHER) |
| 0 | 0.0 | 0 | 0.0 | 51-CALL BOX |
| 0 | 0.0 | 0 | 0.0 | 98-UNKNOWN OBJECT STRUCK |
| 1 | 7.1 | 0 | 0.0 | 99- NO OBJECT INVOLVED |
| 8 | 57.1 | 1 | 7.1 | V1 THRU V9 VEHICLE 1 TO 9 |
| 0 | 0.0 | 0 | 0.0 | << NOT STATED |
| 1 | 7.1 | 14 | 100.0 | -- DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | - INVALID CODES |

<------ LOCATION OF COLLISION ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | A-BEYOND MEDIAN OR STRIPE-LEFT |
| 0 | 0.0 | 0 | 0.0 | B-BEYOND SHLDER DRIVERS LEFT |
| 0 | 0.0 | 0 | 0.0 | C-LEFT SHOULDER AREA |
| 2 | 14.3 | 0 | 0.0 | D-LEFT LANE |
| 0 | 0.0 | 0 | 0.0 | E-INTERIOR LANES |
| 7 | 50.0 | 1 | 7.1 | F-RIGHT LANE |
| 1 | 7.1 | 0 | 0.0 | G-RIGHT SHOULDER AREA |
| 5 | 35.7 | 1 | 7.1 | H-BEYOND SHLDER DRIVERS RIGHT |
| 0 | 0.0 | 0 | 0.0 | I-GORE AREA |
| 2 | 14.3 | 0 | 0.0 | J-OTHER |
| 0 | 0.0 | 0 | 0.0 | V-HOV LANE(S) |
| 0 | 0.0 | 0 | 0.0 | W-HOV LANE BUFFER AREA |
| 0 | 0.0 | 0 | 0.0 | <-NOT STATED |
| 1 | 7.1 | 14 | 100.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

<------ DRUG/PHYSICAL ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 9 | 64.3 | 0 | 0.0 | A-HAD NOT BEEN DRINKING |
| 2 | 14.3 | 0 | 0.0 | B-HBD - UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | C-HBD - NOT UNDER INFLUENCE |
| 1 | 7.1 | 0 | 0.0 | D-HBD - IMPAIRMENT UNKNOWN |
| 0 | 0.0 | 0 | 0.0 | E-UNDER DRUG INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | F-OTHER PHYSICAL IMPAIRMENT |
| 4 | 28.6 | 0 | 0.0 | G-IMPAIRMENT NOT KNOWN |
| 0 | 0.0 | 0 | 0.0 | H-NOT APPLICABLE |
| 0 | 0.0 | 0 | 0.0 | I-FATIGUE |
| 0 | 0.0 | 14 | 100.0 | < NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

# OTM22130

## Table B - Selective Accident Rate Calculation

**Report Parameters-**

**Event ID:** 2890970

**Request Name:** TRUNG 584

**Ref Date:** 03/11/2010

| Request-& Line | LOC | DIR | LSC | Route/Location | Begin Date | End Date | Rate Type | Out Seq | Override Rates Rate | Override Rates Inj% | Override Rates Fat% | Override ADT Main | Override ADT Cross | Req. Type | Com-bine? | Excl Ramp? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 1 | H | T | I | 07 VEN 118 010.700 - 07 VEN 118 011.801 | 01-APR-06 | 31-MAR-09 | N | L | | | | | | N | N | N |

**Event Log:**

*Job id is : 3769 Accidents Table B Request TRUNG 584 Submitted by T7YSFAIL*
*07 VEN 118 10.7 - 07 VEN 118 11.801 04/01/2006 TO 03/31/2009*

California Department of Transportation
**Table B - Selective Accident Rate Calculation**



| Location Description | Rate Group (RUS) | No. of Accidents / Significance Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Pers Kld Inj | ADT Main X-St | Total MV+ or MVM | Accident Rates Actual Fat | F+I | Average Tot | Fat | F+I | Tot |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07 VEN 118 010.700 - 07 VEN 118 011.800 | **1.101 MI** H 02 | 54 | 0 | 18 | 18 | 45 | 0 | 12 | 0 | 16.7 | 20.19 | 0.000 | .89 | 2.68 | 0.025 | .33 | .77 |
| 0001-0001 2006-04-01 2009-03-31 *36 mo.* | R | **H99** | | **H99** | **H99** | | | **H97** | 34 | | | | | | | | |

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

# California Department of Transportation

## OTM22215

## TSAR - ACCIDENT SUMMARY

**REPORT PARAMETERS:**

| | | |
|---|---|---|
| REPORT DATE | : | 03/11/2010 |
| REFERENCE DATE | : | 03/11/2010 |
| SUBMITTOR | : | T7YSFAIL |
| REPORT TITLE | : | ' ALL ACCIDENTS ON VEN-118, PM 10.70 / 11.80, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #584 ' |
| EVENT ID | : | 2890963 |

**LOCATION CRITERIA:**

FROM: 07-VEN-118 010.700 TO: 07-VEN-118 011.801

**SELECTION CRITERIA:**

**Accidents Date Range:**

From -- 04/01/2006 To -- 03/31/2009

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
' ALL ACCIDENTS ON VEN-118, PM 10.70 / 11.80, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #584 '

| TOTAL ACCIDENTS | FATAL | INJURY | PDO | PERSONS KILLED | PERSONS INJURED |
|---|---|---|---|---|---|
| 55 | 0 | 18 | 37 | 0 | 34 |

| MOTOR VEHICLES INVOLVED NUMBER | PCT | CODE |
|---|---|---|
| 9 | 16.4 | 1 |
| 36 | 65.5 | 2 |
| 4 | 7.3 | 3 |
| 6 | 10.9 | >3 |

| <---LINES CODED---> NUMBER | PCT | CODE |
|---|---|---|
| 9 | 16.4 | 1 |
| 36 | 65.5 | 2 |
| 4 | 7.3 | 3 |
| 4 | 7.3 | 4 |
| 2 | 3.6 | 5 |
| 0 | 0.0 | 6 |
| 0 | 0.0 | 7 |
| 0 | 0.0 | 8 |
| 0 | 0.0 | 9 |

| <---- HOUR OF DAY ----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 00- 12 MID. |
| 1 | 1.8 | 01- 1 A.M. |
| 1 | 1.8 | 02- 2 A.M. |
| 1 | 1.8 | 03- 3 A.M. |
| 1 | 1.8 | 04- 4 A.M. |
| 0 | 0.0 | 05- 5 A.M. |
| 3 | 5.5 | 06- 6 A.M. |
| 3 | 5.5 | 07- 7 A.M. |
| 1 | 1.8 | 08- 8 A.M. |
| 2 | 3.6 | 09- 9 A.M. |
| 3 | 5.5 | 10- 10 A.M. |
| 4 | 7.3 | 11- 11 A.M. |
| 3 | 5.5 | 12- 12 NOON |
| 1 | 1.8 | 13- 1 P.M. |
| 8 | 14.5 | 14- 2 P.M. |
| 3 | 5.5 | 15- 3 P.M. |
| 7 | 12.7 | 16- 4 P.M. |
| 7 | 12.7 | 17- 5 P.M. |
| 3 | 5.5 | 18- 6 P.M. |
| 1 | 1.8 | 19- 7 P.M. |
| 1 | 1.8 | 20- 8 P.M. |
| 0 | 0.0 | 21- 9 P.M. |
| 1 | 1.8 | 22- 10 P.M. |
| 0 | 0.0 | 23- 11 P.M. |
| 0 | 0.0 | 25- UNKNOWN |

| <--- ACCESS CONTROL ---> NUMBER | PCT | CODE |
|---|---|---|
| 55 | 100.0 | C-CONVENTIONAL |
| 0 | 0.0 | E-EXPRESSWAY |
| 0 | 0.0 | F-FREEWAY |
| 0 | 0.0 | S-1-WAY CITY ST |
| 0 | 0.0 | --INVALID DATA |
| 0 | 0.0 | +-NO DATA |

| <--- SIDE OF HIGHWAY ---> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | N-NORTHBOUND |
| 0 | 0.0 | S-SOUTHBOUND |
| 25 | 45.5 | E-EASTBOUND |
| 30 | 54.5 | W-WESTBOUND |

| <----- YEAR -----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1999 |
| 0 | 0.0 | 2000 |
| 0 | 0.0 | 2001 |
| 0 | 0.0 | 2002 |
| 0 | 0.0 | 2003 |
| 0 | 0.0 | 2004 |
| 0 | 0.0 | 2005 |
| 21 | 38.2 | 2006 |
| 18 | 32.7 | 2007 |
| 11 | 20.0 | 2008 |
| 5 | 9.1 | 2009 |
| 0 | 0.0 | 2010 |

| <----- MONTH -----> NUMBER | PCT | CODE |
|---|---|---|
| 4 | 7.3 | 01-JANUARY |
| 2 | 3.6 | 02-FEBRUARY |
| 5 | 9.1 | 03-MARCH |
| 5 | 9.1 | 04-APRIL |
| 5 | 9.1 | 05-MAY |
| 6 | 10.9 | 06-JUNE |
| 4 | 7.3 | 07-JULY |
| 7 | 12.7 | 08-AUGUST |
| 8 | 14.5 | 09-SEPTEMBER |
| 1 | 1.8 | 10-OCTOBER |
| 2 | 3.6 | 11-NOVEMBER |
| 6 | 10.9 | 12-DECEMBER |

| <---- DAY OF WEEK ----> NUMBER | PCT | CODE |
|---|---|---|
| 5 | 9.1 | 1-SUNDAY |
| 10 | 18.2 | 2-MONDAY |
| 7 | 12.7 | 3-TUESDAY |
| 10 | 18.2 | 4-WEDNESDAY |
| 10 | 18.2 | 5-THURSDAY |
| 5 | 9.1 | 6-FRIDAY |
| 8 | 14.5 | 7-SATURDAY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
' ALL ACCIDENTS ON VEN-118, PM 10.70 / 11.80, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #584 '

<-- PRIMARY COLLISION FACTOR -->

| NUMBER | PCT | CODE |
|---|---|---|
| 3 | 5.5 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 6 | 10.9 | 3-FAILURE TO YIELD |
| 7 | 12.7 | 4-IMPROPER TURN |
| 32 | 58.2 | 5-SPEEDING |
| 6 | 10.9 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | B-IMPROPER DRIVING |
| 0 | 0.0 | C-OTHER THAN DRIVER |
| 1 | 1.8 | D-UNKNOWN |
| 0 | 0.0 | E-FELL SLEEP |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- TYPE OF COLLISION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HEAD-ON |
| 2 | 3.6 | B-SIDESWIPE |
| 38 | 69.1 | C-REAR END |
| 7 | 12.7 | D-BROADSIDE |
| 7 | 12.7 | E-HIT OBJECT |
| 1 | 1.8 | F-OVERTURN |
| 0 | 0.0 | G-AUTO-PEDESTRIAN |
| 0 | 0.0 | H-OTHER |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- ROADWAY CONDITION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HOLES, RUTS |
| 0 | 0.0 | B-LOOSE MATERIAL |
| 0 | 0.0 | C-OBSTRUCTION ON ROAD |
| 0 | 0.0 | D-CONSTRUCT-REPAIR-ZONE |
| 0 | 0.0 | E-REDUCED ROAD WIDTH |
| 0 | 0.0 | F-FLOODED |
| 0 | 0.0 | G-OTHER |
| 55 | 100.0 | H-NO UNUSUAL CONDITION |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--------- WEATHER --------->

| NUMBER | PCT | CODE |
|---|---|---|
| 46 | 83.6 | A-CLEAR |
| 8 | 14.5 | B-CLOUDY |
| 0 | 0.0 | C-RAINING |
| 0 | 0.0 | D-SNOWING |
| 1 | 1.8 | E-FOG |
| 0 | 0.0 | F-OTHER |
| 0 | 0.0 | G-WIND |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<---------- LIGHTING ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 41 | 74.5 | A-DAY LIGHT |
| 2 | 3.6 | B-DUSK/DAWN |
| 3 | 5.5 | C-DARK-STREET LIGHT |
| 8 | 14.5 | D-DARK-NO STREET LIGHT |
| 0 | 0.0 | E-DARK-INOPR STREET LIGHT |
| 0 | 0.0 | F-DARK-NOT STATED |
| 1 | 1.8 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<----- ROAD SURFACE ----->

| NUMBER | PCT | CODE |
|---|---|---|
| 55 | 100.0 | A-DRY |
| 0 | 0.0 | B-WET |
| 0 | 0.0 | C-SNOWY, ICY |
| 0 | 0.0 | D-SLIPPERY |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<------ RIGHT OF WAY CONTROL ------>

| NUMBER | PCT | CODE |
|---|---|---|
| 14 | 25.5 | A-CONTROL FUNCTIONING |
| 0 | 0.0 | B-CONTROL NOT FUNCTIONING |
| 0 | 0.0 | C-CONTROLS OBSCURED |
| 41 | 74.5 | D-NO CONTROLS PRESENT |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<-------- HIGHWAY GROUP -------->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | R-IND. ALIGN RIGHT |
| 0 | 0.0 | L-IND. ALIGN LEFT |
| 0 | 0.0 | D-DIVIDED |
| 55 | 100.0 | U-UNDIVIDED |

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1-RAMP INTERSECTION (EXIT) |
| 0 | 0.0 | 2-RAMP |
| 0 | 0.0 | 3-RAMP ENTRY |
| 0 | 0.0 | 4-RAMP AREA, INTERSECTION STREET |
| 3 | 5.5 | 5-IN INTERSECTION |
| 1 | 1.8 | 6-OUTSIDE INTRSCT-NONSTATE RTE |
| 51 | 92.7 | --DOES NOT APPLY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
### ' ALL ACCIDENTS ON VEN-118, PM 10.70 / 11.80, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #584 '

<---------- PARTY TYPE ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 49 | 89.1 | A-PASNGR CAR/STA WAGON |
| 0 | 0.0 | B-PASNGR CAR W/TRAILER |
| 4 | 7.3 | C-MOTORCYCLE |
| 22 | 40.0 | D-PICKUP/PANEL TRUCK |
| 0 | 0.0 | E-PICKUP/PANEL W/TRAILER |
| 3 | 5.5 | F-TRUCK/TRUCK TRACTOR |
| 5 | 9.1 | G-TRUCK/TRACTOR & 1 TRAILER |
| 2 | 3.6 | 2-TRUCK/TRACTOR & 2 TRAILER |
| 0 | 0.0 | 3-TRUCK/TRACTOR & 3 TRAILER |
| 0 | 0.0 | 4-SINGLE UNIT TANKER |
| 0 | 0.0 | 5-TRUCK/TRA & 1 TANK TRALR |
| 0 | 0.0 | 6-TRUCK/TRA & 2 TANK TRALR |
| 0 | 0.0 | H-SCHOOL BUS |
| 0 | 0.0 | I-OTHER BUS |
| 0 | 0.0 | J-EMERGENCY VEHICLE |
| 0 | 0.0 | K-HIGHWAY CONST EQUP.** |
| 0 | 0.0 | L-BICYCLE |
| 3 | 5.5 | M-OTHER-MOTOR VEH |
| 0 | 0.0 | N-OTHER-NON-MOTOR VEH |
| 0 | 0.0 | O-SPILLED LOADS |
| 0 | 0.0 | P-DISENGAGED TOW |
| 0 | 0.0 | Q-UNINVOLVED VEHICLE |
| 0 | 0.0 | R-MOPED |
| 0 | 0.0 | T-TRAIN |
| 0 | 0.0 | U-PEDESTRIAN |
| 0 | 0.0 | V-DISMOUNT PEDESTRIAN |
| 0 | 0.0 | W-ANIMAL - LIVESTOCK |
| 0 | 0.0 | X-ANIMAL - DEER |
| 0 | 0.0 | Z-ANIMAL - OTHER |

<- MOVEMENT PRECEDING COLLISION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 28 | 50.9 | A-STOPPED |
| 39 | 70.9 | B-PROCEDED STRAIGHT |
| 2 | 3.6 | C-RAN OFF ROAD |
| 4 | 7.3 | D-MAKING RIGHT TURN |
| 5 | 9.1 | E-MAKING LEFT TURN |
| 0 | 0.0 | F-MAKING U TURN |
| 0 | 0.0 | G-BACKING |
| 8 | 14.5 | H-SLOWING, STOPPING |
| 5 | 9.1 | I-PASS OTHER VEHICLE |
| 1 | 1.8 | J-CHANGING LANES |
| 0 | 0.0 | K-PARKING |
| 3 | 5.5 | L-ENTER FROM SHLDR |
| 3 | 5.5 | M-OTHER UNSAFE TURN |
| 0 | 0.0 | N-CROSS INTO OPP LN |
| 0 | 0.0 | O-PARKED |
| 0 | 0.0 | P-MERGING |
| 0 | 0.0 | Q-TRAVEL WRONG WAY |
| 2 | 3.6 | R-OTHER |
| 0 | 0.0 | <-NOT STATED |

PEDESTRIAN

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 2- XING XWALK - INTRST |
| 0 | 0.0 | 3- XING XWALK - NOT INTR |
| 0 | 0.0 | 4- XING NOT XWALK |
| 0 | 0.0 | 5- ROADWAY - INCL SHLDR |
| 0 | 0.0 | 6- NOT IN ROADWAY |
| 0 | 0.0 | 7- APRH-LEAVE SCHL BUS |
| 0 | 0.0 | - INVALID CODES |

<---- OTHER ASSOCIATED FACTORS ---->

| #1 NUMBER | #1 PCT | #2 NUMBER | #2 PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 0 | 0.0 | 0 | 0.0 | 3-FAILURE TO YIELD |
| 2 | 3.6 | 0 | 0.0 | 4-IMPROPER TURN |
| 3 | 5.5 | 0 | 0.0 | 5-SPEEDING |
| 1 | 1.8 | 0 | 0.0 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | 0 | 0.0 | A-CELL PHONE* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | B-ELECTRC EQUIP*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | C-RADIO/CD/HDPHN*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | D-SMOKING* (INATTN) |
| 2 | 3.6 | 0 | 0.0 | E-VISION OBSCUREMENT |
| 4 | 7.3 | 0 | 0.0 | F-INATTENTION - OTHER |
| 19 | 34.5 | 6 | 10.9 | G-STOP & GO TRAFFIC |
| 0 | 0.0 | 0 | 0.0 | H-ENTER/LEAVE RAMP |
| 0 | 0.0 | 0 | 0.0 | I-PREVIOUS COLLISION |
| 0 | 0.0 | 0 | 0.0 | J-UNFAMILIAR WITH ROAD |
| 0 | 0.0 | 1 | 1.8 | K-DEFECT VEHICLE EQUIP |
| 1 | 1.8 | 0 | 0.0 | L-UNINVOLVED VEHICLE |
| 0 | 0.0 | 0 | 0.0 | M-OTHER |
| 34 | 61.8 | 0 | 0.0 | N-NONE APPARENT |
| 0 | 0.0 | 0 | 0.0 | P-WIND |
| 0 | 0.0 | 0 | 0.0 | R-RAMP ACCIDENT |
| 1 | 1.8 | 0 | 0.0 | S-RUNAWAY VEHICLE |
| 0 | 0.0 | 0 | 0.0 | T-EATING* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | U-CHILDREN* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | V-ANIMALS* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | W-PERSNL HYGIENE*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | X-READING* (INATTN) |
| 0 | 0.0 | 55 | 100.0 | <-NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 2 | 3.6 | N-N, NE, NW BOUND |
| 4 | 7.3 | S-S, SE, SW BOUND |
| 27 | 49.1 | E-EASTBOUND |
| 31 | 56.4 | W-WESTBOUND |
| 1 | 1.8 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HAZARDOUS MATERIALS |
| 0 | 0.0 | B-CELL PHONE IN USE* |
| 54 | 98.2 | C-CELL PHONE NOT IN USE* |
| 0 | 0.0 | D-CELL PHONE NONE/UNKNOWN* |
| 2 | 3.6 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

* SPECIAL INFORMATION CODES EFF. 04-01-01

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
' ALL ACCIDENTS ON VEN-118, PM 10.70 / 11.80, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #584 '

<---------- OBJECT STRUCK ---------->

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 01-SIDE OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 02-END OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 03-PIER, COLUMN, ABUTMENT |
| 0 | 0.0 | 0 | 0.0 | 04-BOTTOM OF STRUCTURE |
| 0 | 0.0 | 0 | 0.0 | 05-BRIDGE END POST IN GORE |
| 0 | 0.0 | 0 | 0.0 | 06-END OF GUARD RAIL |
| 0 | 0.0 | 0 | 0.0 | 07-BRIDGE APPROACH GUARD RAIL |
| 3 | 5.5 | 0 | 0.0 | 10-LIGHT OR SIGNAL POLE |
| 1 | 1.8 | 1 | 1.8 | 11-UTILITY POLE |
| 0 | 0.0 | 0 | 0.0 | 12-POLE (TYPE NOT STATED) |
| 0 | 0.0 | 0 | 0.0 | 13-TRAFFIC SIGN/SIGN POST |
| 0 | 0.0 | 0 | 0.0 | 14-OTHER SIGNS NOT TRAFFIC |
| 0 | 0.0 | 0 | 0.0 | 15-GUARDRAIL |
| 0 | 0.0 | 0 | 0.0 | 16-MEDIAN BARRIER |
| 0 | 0.0 | 0 | 0.0 | 17-WALL (EXCEPT SOUND WALL) |
| 0 | 0.0 | 0 | 0.0 | 18-DIKE OR CURB |
| 0 | 0.0 | 0 | 0.0 | 19-TRAFFIC ISLAND |
| 0 | 0.0 | 0 | 0.0 | 20-RAISED BARS |
| 0 | 0.0 | 0 | 0.0 | 21-CONCRETE OBJ (HDWL, D.I.) |
| 0 | 0.0 | 0 | 0.0 | 22-GUIDEPOST, CULVERT, PM |
| 1 | 1.8 | 0 | 0.0 | 23-CUT SLOPE OR EMBANKMENT |
| 1 | 1.8 | 2 | 3.6 | 24-OVER EMBANKMENT |
| 0 | 0.0 | 0 | 0.0 | 25-IN WATER |
| 1 | 1.8 | 0 | 0.0 | 26-DRAINAGE DITCH |
| 0 | 0.0 | 0 | 0.0 | 27-FENCE |
| 0 | 0.0 | 0 | 0.0 | 28-TREES |
| 0 | 0.0 | 0 | 0.0 | 29-PLANTS |
| 0 | 0.0 | 0 | 0.0 | 30-SOUND WALL |
| 0 | 0.0 | 0 | 0.0 | 40-NATURAL MATRL ON ROAD |
| 0 | 0.0 | 0 | 0.0 | 41-TEMP BARRICADES, CONES |
| 0 | 0.0 | 0 | 0.0 | 42-OTHER OBJECT ON ROAD |
| 1 | 1.8 | 2 | 3.6 | 43-OTHER OBJECT OFF ROAD |
| 0 | 0.0 | 4 | 7.3 | 44-OVERTURNED |
| 0 | 0.0 | 0 | 0.0 | 45-CRASH CUSHION (SAND) |
| 0 | 0.0 | 0 | 0.0 | 46-CRASH CUSHION (OTHER) |
| 0 | 0.0 | 0 | 0.0 | 51-CALL BOX |
| 0 | 0.0 | 0 | 0.0 | 98-UNKNOWN OBJECT STRUCK |
| 1 | 1.8 | 0 | 0.0 | 99- NO OBJECT INVOLVED |
| 46 | 83.6 | 10 | 18.2 | V1 THRU V9 VEHICLE 1 TO 9 |
| 0 | 0.0 | 0 | 0.0 | << NOT STATED |
| 10 | 18.2 | 55 | 100.0 | -- DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | - INVALID CODES |

<------ LOCATION OF COLLISION ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | A-BEYOND MEDIAN OR STRIPE-LEFT |
| 1 | 1.8 | 0 | 0.0 | B-BEYOND SHLDER DRIVERS LEFT |
| 1 | 1.8 | 0 | 0.0 | C-LEFT SHOULDER AREA |
| 5 | 9.1 | 2 | 3.6 | D-LEFT LANE |
| 0 | 0.0 | 0 | 0.0 | E-INTERIOR LANES |
| 42 | 76.4 | 10 | 18.2 | F-RIGHT LANE |
| 1 | 1.8 | 2 | 3.6 | G-RIGHT SHOULDER AREA |
| 10 | 18.2 | 5 | 9.1 | H-BEYOND SHLDER DRIVERS RIGHT |
| 0 | 0.0 | 0 | 0.0 | I-GORE AREA |
| 1 | 1.8 | 0 | 0.0 | J-OTHER |
| 0 | 0.0 | 0 | 0.0 | V-HOV LANE(S) |
| 0 | 0.0 | 0 | 0.0 | W-HOV LANE BUFFER AREA |
| 0 | 0.0 | 0 | 0.0 | <-NOT STATED |
| 10 | 18.2 | 55 | 100.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

<------ DRUG/PHYSICAL ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 50 | 90.9 | 0 | 0.0 | A-HAD NOT BEEN DRINKING |
| 3 | 5.5 | 0 | 0.0 | B-HBD - UNDER INFLUENCE |
| 1 | 1.8 | 0 | 0.0 | C-HBD - NOT UNDER INFLUENCE |
| 1 | 1.8 | 0 | 0.0 | D-HBD - IMPAIRMENT UNKNOWN |
| 0 | 0.0 | 0 | 0.0 | E-UNDER DRUG INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | F-OTHER PHYSICAL IMPAIRMENT |
| 8 | 14.5 | 0 | 0.0 | G-IMPAIRMENT NOT KNOWN |
| 0 | 0.0 | 0 | 0.0 | H-NOT APPLICABLE |
| 0 | 0.0 | 0 | 0.0 | I-FATIGUE |
| 0 | 0.0 | 55 | 100.0 | < NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

# OTM22130

## Table B - Selective Accident Rate Calculation

**Report Parameters-**

**Event ID:** 2890972

**Request Name:** TRUNG 585

**Ref Date:** 03/11/2010

| Request-& Line | LOC | DIR | LSC | Route/Location | Begin Date | End Date | Rate Type | Out Seq | Override Rates Rate | Override Rates Inj% | Override Rates Fat% | Override ADT Main | Override ADT Cross | Req. Type | Com-bine? | Excl Ramp? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 1 | H | T | I | 07 VEN 034 016.800 - 07 VEN 034 017.663 | 01-APR-06 | 31-MAR-09 | N | L | | | | | | N | N | N |

**Event Log:**

*Job id is : 3772 Accidents Table B Request TRUNG 585 Submitted by T7YSFAIL*
*07 VEN 034 16.8 - 07 VEN 034 17.663 04/01/2006 TO 03/31/2009*

California Department of Transportation
**Table B - Selective Accident Rate Calculation**



| Location Description | Rate Group (RUS) | No. of Accidents / Significance Tot | Fat | Inj | F+I | Veh | Multi Wet | Dark | Pers Kld Inj | ADT Main X-St | Total MV+ or MVM | Accident Rates Actual Fat | F+I | Tot | Average Fat | F+I | Tot |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07 VEN 034 016.800 - 07 VEN 034 017.662 | .863 MI H 09 | 41 | 0 | 10 | 10 | 26 | 13 | 11 | 0 | 13.2 | 12.47 | 0.000 | .80 | 3.29 | 0.016 | .52 | 1.35 |
| 0001-0001 2006-04-01 2009-03-31 *36 mo.* | S | **H99** | | | | | **H99** | **H92** | 12 | | | | | | | | |

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

# California Department of Transportation

## OTM22215

## TSAR - ACCIDENT SUMMARY

**REPORT PARAMETERS:**

| | | |
|---|---|---|
| REPORT DATE | : | 03/11/2010 |
| REFERENCE DATE | : | 03/11/2010 |
| SUBMITTOR | : | T7YSFAIL |
| REPORT TITLE | : | ' ALL ACCIDENTS ON VEN-034, PM 16.80 / 17.663, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #585 ' |
| EVENT ID | : | 2890965 |

**LOCATION CRITERIA:**

FROM: 07-VEN-034 016.800 TO: 07-VEN-034 017.663

**SELECTION CRITERIA:**

**Accidents Date Range:**

From -- 04/01/2006 To -- 03/31/2009

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
### ' ALL ACCIDENTS ON VEN-034, PM 16.80 / 17.663, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #585 '

| TOTAL ACCIDENTS | FATAL | INJURY | PDO | PERSONS KILLED | PERSONS INJURED |
|---|---|---|---|---|---|
| 41 | 0 | 10 | 31 | 0 | 12 |

| MOTOR VEHICLES INVOLVED NUMBER | PCT | CODE |
|---|---|---|
| 15 | 36.6 | 1 |
| 24 | 58.5 | 2 |
| 2 | 4.9 | 3 |
| 0 | 0.0 | >3 |

| <---LINES CODED---> NUMBER | PCT | CODE |
|---|---|---|
| 15 | 36.6 | 1 |
| 24 | 58.5 | 2 |
| 2 | 4.9 | 3 |
| 0 | 0.0 | 4 |
| 0 | 0.0 | 5 |
| 0 | 0.0 | 6 |
| 0 | 0.0 | 7 |
| 0 | 0.0 | 8 |
| 0 | 0.0 | 9 |

| <---- HOUR OF DAY ----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 00- 12 MID. |
| 1 | 2.4 | 01- 1 A.M. |
| 1 | 2.4 | 02- 2 A.M. |
| 2 | 4.9 | 03- 3 A.M. |
| 1 | 2.4 | 04- 4 A.M. |
| 1 | 2.4 | 05- 5 A.M. |
| 1 | 2.4 | 06- 6 A.M. |
| 3 | 7.3 | 07- 7 A.M. |
| 2 | 4.9 | 08- 8 A.M. |
| 2 | 4.9 | 09- 9 A.M. |
| 1 | 2.4 | 10- 10 A.M. |
| 3 | 7.3 | 11- 11 A.M. |
| 1 | 2.4 | 12- 12 NOON |
| 4 | 9.8 | 13- 1 P.M. |
| 4 | 9.8 | 14- 2 P.M. |
| 3 | 7.3 | 15- 3 P.M. |
| 3 | 7.3 | 16- 4 P.M. |
| 3 | 7.3 | 17- 5 P.M. |
| 0 | 0.0 | 18- 6 P.M. |
| 0 | 0.0 | 19- 7 P.M. |
| 3 | 7.3 | 20- 8 P.M. |
| 0 | 0.0 | 21- 9 P.M. |
| 1 | 2.4 | 22- 10 P.M. |
| 1 | 2.4 | 23- 11 P.M. |
| 0 | 0.0 | 25- UNKNOWN |

| <--- ACCESS CONTROL ---> NUMBER | PCT | CODE |
|---|---|---|
| 41 | 100.0 | C-CONVENTIONAL |
| 0 | 0.0 | E-EXPRESSWAY |
| 0 | 0.0 | F-FREEWAY |
| 0 | 0.0 | S-1-WAY CITY ST |
| 0 | 0.0 | --INVALID DATA |
| 0 | 0.0 | +-NO DATA |

| <--- SIDE OF HIGHWAY ---> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | N-NORTHBOUND |
| 0 | 0.0 | S-SOUTHBOUND |
| 21 | 51.2 | E-EASTBOUND |
| 20 | 48.8 | W-WESTBOUND |

| <----- YEAR -----> NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1999 |
| 0 | 0.0 | 2000 |
| 0 | 0.0 | 2001 |
| 0 | 0.0 | 2002 |
| 0 | 0.0 | 2003 |
| 0 | 0.0 | 2004 |
| 0 | 0.0 | 2005 |
| 7 | 17.1 | 2006 |
| 19 | 46.3 | 2007 |
| 13 | 31.7 | 2008 |
| 2 | 4.9 | 2009 |
| 0 | 0.0 | 2010 |

| <----- MONTH -----> NUMBER | PCT | CODE |
|---|---|---|
| 5 | 12.2 | 01-JANUARY |
| 4 | 9.8 | 02-FEBRUARY |
| 1 | 2.4 | 03-MARCH |
| 4 | 9.8 | 04-APRIL |
| 1 | 2.4 | 05-MAY |
| 5 | 12.2 | 06-JUNE |
| 3 | 7.3 | 07-JULY |
| 2 | 4.9 | 08-AUGUST |
| 3 | 7.3 | 09-SEPTEMBER |
| 1 | 2.4 | 10-OCTOBER |
| 6 | 14.6 | 11-NOVEMBER |
| 6 | 14.6 | 12-DECEMBER |

| <---- DAY OF WEEK ----> NUMBER | PCT | CODE |
|---|---|---|
| 2 | 4.9 | 1-SUNDAY |
| 5 | 12.2 | 2-MONDAY |
| 4 | 9.8 | 3-TUESDAY |
| 9 | 22.0 | 4-WEDNESDAY |
| 11 | 26.8 | 5-THURSDAY |
| 5 | 12.2 | 6-FRIDAY |
| 5 | 12.2 | 7-SATURDAY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - ACCIDENT SUMMARY
' ALL ACCIDENTS ON VEN-034, PM 16.80 / 17.663, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #585 '

<-- PRIMARY COLLISION FACTOR -->

| NUMBER | PCT | CODE |
|---|---|---|
| 4 | 9.8 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 5 | 12.2 | 3-FAILURE TO YIELD |
| 6 | 14.6 | 4-IMPROPER TURN |
| 20 | 48.8 | 5-SPEEDING |
| 6 | 14.6 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | B-IMPROPER DRIVING |
| 0 | 0.0 | C-OTHER THAN DRIVER |
| 0 | 0.0 | D-UNKNOWN |
| 0 | 0.0 | E-FELL SLEEP |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- TYPE OF COLLISION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 2 | 4.9 | A-HEAD-ON |
| 3 | 7.3 | B-SIDESWIPE |
| 11 | 26.8 | C-REAR END |
| 7 | 17.1 | D-BROADSIDE |
| 13 | 31.7 | E-HIT OBJECT |
| 3 | 7.3 | F-OVERTURN |
| 0 | 0.0 | G-AUTO-PEDESTRIAN |
| 2 | 4.9 | H-OTHER |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--- ROADWAY CONDITION --->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HOLES, RUTS |
| 0 | 0.0 | B-LOOSE MATERIAL |
| 0 | 0.0 | C-OBSTRUCTION ON ROAD |
| 0 | 0.0 | D-CONSTRUCT-REPAIR-ZONE |
| 0 | 0.0 | E-REDUCED ROAD WIDTH |
| 0 | 0.0 | F-FLOODED |
| 0 | 0.0 | G-OTHER |
| 41 | 100.0 | H-NO UNUSUAL CONDITION |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<--------- WEATHER --------->

| NUMBER | PCT | CODE |
|---|---|---|
| 23 | 56.1 | A-CLEAR |
| 17 | 41.5 | B-CLOUDY |
| 0 | 0.0 | C-RAINING |
| 0 | 0.0 | D-SNOWING |
| 0 | 0.0 | E-FOG |
| 0 | 0.0 | F-OTHER |
| 0 | 0.0 | G-WIND |
| 1 | 2.4 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<---------- LIGHTING ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 30 | 73.2 | A-DAY LIGHT |
| 1 | 2.4 | B-DUSK/DAWN |
| 1 | 2.4 | C-DARK-STREET LIGHT |
| 9 | 22.0 | D-DARK-NO STREET LIGHT |
| 0 | 0.0 | E-DARK-INOPR STREET LIGHT |
| 0 | 0.0 | F-DARK-NOT STATED |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<----- ROAD SURFACE ----->

| NUMBER | PCT | CODE |
|---|---|---|
| 28 | 68.3 | A-DRY |
| 13 | 31.7 | B-WET |
| 0 | 0.0 | C-SNOWY, ICY |
| 0 | 0.0 | D-SLIPPERY |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<------ RIGHT OF WAY CONTROL ------>

| NUMBER | PCT | CODE |
|---|---|---|
| 3 | 7.3 | A-CONTROL FUNCTIONING |
| 0 | 0.0 | B-CONTROL NOT FUNCTIONING |
| 0 | 0.0 | C-CONTROLS OBSCURED |
| 38 | 92.7 | D-NO CONTROLS PRESENT |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

<-------- HIGHWAY GROUP -------->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | R-IND. ALIGN RIGHT |
| 0 | 0.0 | L-IND. ALIGN LEFT |
| 0 | 0.0 | D-DIVIDED |
| 41 | 100.0 | U-UNDIVIDED |

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 1-RAMP INTERSECTION (EXIT) |
| 0 | 0.0 | 2-RAMP |
| 0 | 0.0 | 3-RAMP ENTRY |
| 0 | 0.0 | 4-RAMP AREA, INTERSECTION STREET |
| 4 | 9.8 | 5-IN INTERSECTION |
| 0 | 0.0 | 6-OUTSIDE INTRSCT-NONSTATE RTE |
| 37 | 90.2 | --DOES NOT APPLY |

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
' ALL ACCIDENTS ON VEN-034, PM 16.80 / 17.663, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #585 '

<---------- PARTY TYPE ---------->

| NUMBER | PCT | CODE |
|---|---|---|
| 31 | 75.6 | A-PASNGR CAR/STA WAGON |
| 0 | 0.0 | B-PASNGR CAR W/TRAILER |
| 0 | 0.0 | C-MOTORCYCLE |
| 18 | 43.9 | D-PICKUP/PANEL TRUCK |
| 1 | 2.4 | E-PICKUP/PANEL W/TRAILER |
| 1 | 2.4 | F-TRUCK/TRUCK TRACTOR |
| 2 | 4.9 | G-TRUCK/TRACTOR & 1 TRAILER |
| 1 | 2.4 | 2-TRUCK/TRACTOR & 2 TRAILER |
| 0 | 0.0 | 3-TRUCK/TRACTOR & 3 TRAILER |
| 0 | 0.0 | 4-SINGLE UNIT TANKER |
| 0 | 0.0 | 5-TRUCK/TRA & 1 TANK TRALR |
| 0 | 0.0 | 6-TRUCK/TRA & 2 TANK TRALR |
| 0 | 0.0 | H-SCHOOL BUS |
| 0 | 0.0 | I-OTHER BUS |
| 0 | 0.0 | J-EMERGENCY VEHICLE |
| 0 | 0.0 | K-HIGHWAY CONST EQUP.** |
| 0 | 0.0 | L-BICYCLE |
| 2 | 4.9 | M-OTHER-MOTOR VEH |
| 0 | 0.0 | N-OTHER-NON-MOTOR VEH |
| 0 | 0.0 | O-SPILLED LOADS |
| 0 | 0.0 | P-DISENGAGED TOW |
| 0 | 0.0 | Q-UNINVOLVED VEHICLE |
| 0 | 0.0 | R-MOPED |
| 0 | 0.0 | T-TRAIN |
| 0 | 0.0 | U-PEDESTRIAN |
| 0 | 0.0 | V-DISMOUNT PEDESTRIAN |
| 0 | 0.0 | W-ANIMAL - LIVESTOCK |
| 0 | 0.0 | X-ANIMAL - DEER |
| 0 | 0.0 | Z-ANIMAL - OTHER |

<- MOVEMENT PRECEDING COLLISION ->

| NUMBER | PCT | CODE |
|---|---|---|
| 13 | 31.7 | A-STOPPED |
| 23 | 56.1 | B-PROCEDED STRAIGHT |
| 1 | 2.4 | C-RAN OFF ROAD |
| 0 | 0.0 | D-MAKING RIGHT TURN |
| 4 | 9.8 | E-MAKING LEFT TURN |
| 1 | 2.4 | F-MAKING U TURN |
| 2 | 4.9 | G-BACKING |
| 4 | 9.8 | H-SLOWING, STOPPING |
| 1 | 2.4 | I-PASS OTHER VEHICLE |
| 0 | 0.0 | J-CHANGING LANES |
| 0 | 0.0 | K-PARKING |
| 2 | 4.9 | L-ENTER FROM SHLDR |
| 7 | 17.1 | M-OTHER UNSAFE TURN |
| 3 | 7.3 | N-CROSS INTO OPP LN |
| 2 | 4.9 | O-PARKED |
| 0 | 0.0 | P-MERGING |
| 0 | 0.0 | Q-TRAVEL WRONG WAY |
| 2 | 4.9 | R-OTHER |
| 0 | 0.0 | <-NOT STATED |

PEDESTRIAN

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | 2- XING XWALK - INTRST |
| 0 | 0.0 | 3- XING XWALK - NOT INTR |
| 0 | 0.0 | 4- XING NOT XWALK |
| 0 | 0.0 | 5- ROADWAY - INCL SHLDR |
| 0 | 0.0 | 6- NOT IN ROADWAY |
| 0 | 0.0 | 7- APRH-LEAVE SCHL BUS |
| 0 | 0.0 | - INVALID CODES |

<---- OTHER ASSOCIATED FACTORS ---->

| #1 NUMBER | #1 PCT | #2 NUMBER | #2 PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 0 | 0.0 | 0 | 0.0 | 3-FAILURE TO YIELD |
| 3 | 7.3 | 0 | 0.0 | 4-IMPROPER TURN |
| 3 | 7.3 | 0 | 0.0 | 5-SPEEDING |
| 1 | 2.4 | 0 | 0.0 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | 0 | 0.0 | A-CELL PHONE* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | B-ELECTRC EQUIP*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | C-RADIO/CD/HDPHN*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | D-SMOKING* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | E-VISION OBSCUREMENT |
| 1 | 2.4 | 0 | 0.0 | F-INATTENTION - OTHER |
| 0 | 0.0 | 0 | 0.0 | G-STOP & GO TRAFFIC |
| 0 | 0.0 | 0 | 0.0 | H-ENTER/LEAVE RAMP |
| 1 | 2.4 | 0 | 0.0 | I-PREVIOUS COLLISION |
| 0 | 0.0 | 0 | 0.0 | J-UNFAMILIAR WITH ROAD |
| 0 | 0.0 | 0 | 0.0 | K-DEFECT VEHICLE EQUIP |
| 0 | 0.0 | 1 | 2.4 | L-UNINVOLVED VEHICLE |
| 0 | 0.0 | 0 | 0.0 | M-OTHER |
| 35 | 85.4 | 0 | 0.0 | N-NONE APPARENT |
| 0 | 0.0 | 0 | 0.0 | P-WIND |
| 0 | 0.0 | 0 | 0.0 | R-RAMP ACCIDENT |
| 0 | 0.0 | 0 | 0.0 | S-RUNAWAY VEHICLE |
| 0 | 0.0 | 0 | 0.0 | T-EATING* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | U-CHILDREN* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | V-ANIMALS* (INATTN) |
| 0 | 0.0 | 0 | 0.0 | W-PERSNL HYGIENE*(INATTN) |
| 0 | 0.0 | 0 | 0.0 | X-READING* (INATTN) |
| 0 | 0.0 | 40 | 97.6 | <-NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 5 | 12.2 | N-N, NE, NW BOUND |
| 2 | 4.9 | S-S, SE, SW BOUND |
| 22 | 53.7 | E-EASTBOUND |
| 21 | 51.2 | W-WESTBOUND |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

| NUMBER | PCT | CODE |
|---|---|---|
| 0 | 0.0 | A-HAZARDOUS MATERIALS |
| 1 | 2.4 | B-CELL PHONE IN USE* |
| 40 | 97.6 | C-CELL PHONE NOT IN USE* |
| 0 | 0.0 | D-CELL PHONE NONE/UNKNOWN* |
| 2 | 4.9 | <-NOT STATED |
| 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | -INVALID CODES |

* SPECIAL INFORMATION CODES EFF. 04-01-01

# TASAS SELECTIVE RECORD RETRIEVAL
## TSAR - PARTY SUMMARY
' ALL ACCIDENTS ON VEN-034, PM 16.80 / 17.663, FOR TIME PERIOD 4/1/06 THRU 3/31/09, TRUNG DUONG, LOG #585 '

<---------- OBJECT STRUCK ---------->

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 01-SIDE OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 02-END OF BRIDGE RAILING |
| 0 | 0.0 | 0 | 0.0 | 03-PIER, COLUMN, ABUTMENT |
| 0 | 0.0 | 0 | 0.0 | 04-BOTTOM OF STRUCTURE |
| 0 | 0.0 | 0 | 0.0 | 05-BRIDGE END POST IN GORE |
| 1 | 2.4 | 1 | 2.4 | 06-END OF GUARD RAIL |
| 0 | 0.0 | 0 | 0.0 | 07-BRIDGE APPROACH GUARD RAIL |
| 0 | 0.0 | 0 | 0.0 | 10-LIGHT OR SIGNAL POLE |
| 1 | 2.4 | 0 | 0.0 | 11-UTILITY POLE |
| 0 | 0.0 | 1 | 2.4 | 12-POLE (TYPE NOT STATED) |
| 1 | 2.4 | 1 | 2.4 | 13-TRAFFIC SIGN/SIGN POST |
| 0 | 0.0 | 0 | 0.0 | 14-OTHER SIGNS NOT TRAFFIC |
| 3 | 7.3 | 0 | 0.0 | 15-GUARDRAIL |
| 0 | 0.0 | 0 | 0.0 | 16-MEDIAN BARRIER |
| 0 | 0.0 | 0 | 0.0 | 17-WALL (EXCEPT SOUND WALL) |
| 1 | 2.4 | 0 | 0.0 | 18-DIKE OR CURB |
| 0 | 0.0 | 0 | 0.0 | 19-TRAFFIC ISLAND |
| 0 | 0.0 | 0 | 0.0 | 20-RAISED BARS |
| 0 | 0.0 | 0 | 0.0 | 21-CONCRETE OBJ (HDWL, D.I.) |
| 0 | 0.0 | 0 | 0.0 | 22-GUIDEPOST, CULVERT, PM |
| 0 | 0.0 | 0 | 0.0 | 23-CUT SLOPE OR EMBANKMENT |
| 0 | 0.0 | 1 | 2.4 | 24-OVER EMBANKMENT |
| 0 | 0.0 | 0 | 0.0 | 25-IN WATER |
| 1 | 2.4 | 0 | 0.0 | 26-DRAINAGE DITCH |
| 6 | 14.6 | 2 | 4.9 | 27-FENCE |
| 0 | 0.0 | 0 | 0.0 | 28-TREES |
| 0 | 0.0 | 0 | 0.0 | 29-PLANTS |
| 0 | 0.0 | 0 | 0.0 | 30-SOUND WALL |
| 0 | 0.0 | 0 | 0.0 | 40-NATURAL MATRL ON ROAD |
| 0 | 0.0 | 0 | 0.0 | 41-TEMP BARRICADES, CONES |
| 0 | 0.0 | 0 | 0.0 | 42-OTHER OBJECT ON ROAD |
| 0 | 0.0 | 2 | 4.9 | 43-OTHER OBJECT OFF ROAD |
| 2 | 4.9 | 1 | 2.4 | 44-OVERTURNED |
| 0 | 0.0 | 0 | 0.0 | 45-CRASH CUSHION (SAND) |
| 0 | 0.0 | 0 | 0.0 | 46-CRASH CUSHION (OTHER) |
| 0 | 0.0 | 0 | 0.0 | 51-CALL BOX |
| 0 | 0.0 | 0 | 0.0 | 98-UNKNOWN OBJECT STRUCK |
| 0 | 0.0 | 0 | 0.0 | 99- NO OBJECT INVOLVED |
| 25 | 61.0 | 3 | 7.3 | V1 THRU V9 VEHICLE 1 TO 9 |
| 0 | 0.0 | 0 | 0.0 | << NOT STATED |
| 3 | 7.3 | 41 | 100.0 | -- DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | - INVALID CODES |

<------ LOCATION OF COLLISION ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | A-BEYOND MEDIAN OR STRIPE-LEFT |
| 9 | 22.0 | 6 | 14.6 | B-BEYOND SHLDER DRIVERS LEFT |
| 0 | 0.0 | 0 | 0.0 | C-LEFT SHOULDER AREA |
| 7 | 17.1 | 1 | 2.4 | D-LEFT LANE |
| 0 | 0.0 | 0 | 0.0 | E-INTERIOR LANES |
| 23 | 56.1 | 3 | 7.3 | F-RIGHT LANE |
| 5 | 12.2 | 0 | 0.0 | G-RIGHT SHOULDER AREA |
| 6 | 14.6 | 3 | 7.3 | H-BEYOND SHLDER DRIVERS RIGHT |
| 0 | 0.0 | 0 | 0.0 | I-GORE AREA |
| 1 | 2.4 | 0 | 0.0 | J-OTHER |
| 0 | 0.0 | 0 | 0.0 | V-HOV LANE(S) |
| 0 | 0.0 | 0 | 0.0 | W-HOV LANE BUFFER AREA |
| 0 | 0.0 | 0 | 0.0 | <-NOT STATED |
| 3 | 7.3 | 41 | 100.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

<------ DRUG/PHYSICAL ------>

| PRIMARY NUMBER | PRIMARY PCT | OTHERS NUMBER | OTHERS PCT | CODE |
|---|---|---|---|---|
| 35 | 85.4 | 0 | 0.0 | A-HAD NOT BEEN DRINKING |
| 3 | 7.3 | 0 | 0.0 | B-HBD - UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | C-HBD - NOT UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | D-HBD - IMPAIRMENT UNKNOWN |
| 0 | 0.0 | 1 | 2.4 | E-UNDER DRUG INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | F-OTHER PHYSICAL IMPAIRMENT |
| 4 | 9.8 | 0 | 0.0 | G-IMPAIRMENT NOT KNOWN |
| 2 | 4.9 | 0 | 0.0 | H-NOT APPLICABLE |
| 0 | 0.0 | 1 | 2.4 | I-FATIGUE |
| 1 | 2.4 | 40 | 97.6 | < NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

# ATTACHMENT 7

# LEFT TURN LANE LENGTH CALCULATION

# STATE ROUTES 118/34 AND DONLON ROAD INTERSECTION IMPROVEMENT PROJECT

## 1. Calculation for Left Turn Lane Length for Westbound State Route 118:

Year 2035 A.M. peak hour left turn volume = 480 vehicles/hour
Cycle Length = 95.5 seconds
Number of cycle/hr = (60 sec./min. x 60 min./hr)/(95.5 sec/cycle) = 38

Use a safety factor of 1.75 (Highway Design Manual recommends between 1.5 to 2)
Number of vehicles/cycle = 1.75 x 480 / 38 = 22
Percent of trucks = 19.9
Number of trucks: 0.199 x 22 = 4.4; use 4
Number of cars: 22 - 4 = 18
Length of truck = 68 ft
Length of car = 25 ft
Storage length for truck: 4 x 68 ft = 272 ft.
Storage length for car: 18 x 25 ft = 450 ft.
**Total length for storage: 272 ft + 450 ft. = 722 ft.**

Deceleration length per Highway Design Manual: 435 ft. for 50 mph. Assume partial deceleration in the through lane is permitted. Posted speed limit is 55 mph.

**Total length for 1 left turn lane: 722 ft. + 435 ft. = 1157 ft.**
**Total length for 2 left turn lanes: 722 ft. / 2 + 435 ft. = 796 ft.**

## 2. Calculation for Left Turn Lane Length for Eastbound State Route 118:

Year 2035 A.M. peak hour left turn volume = 50 vehicles/hour
Cycle Length = 95.5 seconds
Number of cycle/hr = (60 sec./min. x 60 min./hr)/(95.5 sec/cycle) = 38

Use a safety factor of 1.75
Number of vehicles/cycle = 1.75 x 50 / 38 = 2.3; use 2
Percent of trucks = 25.6
Number of trucks: 0.26 x 2 = 0.52; use 1
Number of cars: 2 - 1 = 1
Length of truck = 68 ft
Length of car = 25 ft
Storage length for truck: 1 x 68 ft = 68 ft.
Storage length for car: 1 x 25 ft = 25 ft.
**Total length for storage: 68 + 25 ft. = 93 ft.**

Deceleration length per Highway Design Manual: 435 ft. for 50 mph. Assume partial deceleration in the through lane is permitted. Posted speed limit is 55 mph.

**Total length for left turn lane: 93 ft. + 435 ft. = 528ft.**

3. **Calculation for Left Turn Lane Length for Northbound State Route 34:**

Year 2035 P.M. peak hour left turn volume = 190 vehicles/hour
Cycle Length = 91.5 seconds
Number of cycle/hr = (60 sec./min. x 60 min./hr)/(91.5 sec/cycle) = 39

Use a safety factor of 1.75
Number of vehicles/cycle = 1.75 x 190 / 39 = 8.5; use 9
Percent of trucks = 14
Number of trucks: 0.14 x 9 = 1.25; use 1
Number of cars: 9 - 1 = 8
Length of truck = 68 ft
Length of car = 25 ft
Storage length for truck: 1 x 68 ft = 68 ft.
Storage length for car: 8 x 25 ft = 200 ft.
**Total length for storage: 68 ft + 200 ft. = 268 ft.**

Deceleration length per Highway Design Manual: 340 ft. for 40 mph. Assume partial deceleration in the through lane is permitted.

**Total length for left turn lane: 268 ft. + 340 ft. = 608 ft.**