

DOCKETED

Docket Number:	15-AFC-01
Project Title:	Puente Power Project
TN #:	204220-11
Document Title:	Appendix K Traffic and Transportation
Description:	AFC Volume II
Filer:	Sabrina Savala
Organization:	NRG Oxnard Energy Center, LLC
Submitter Role:	Applicant
Submission Date:	4/16/2015 11:22:10 AM
Docketed Date:	4/15/2015

APPENDIX K

TRAFFIC AND TRANSPORTATION

APPENDIX K-1

TRAFFIC VOLUME DATA

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-001

Day: Thursday

City: Oxnard

Date: 1/22/2015

AM													
NS/EW Streets:	Victoria Ave			Victoria Ave			Gonzales Rd			Gonzales Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
7:00 AM	10	382	53	21	147	5	5	9	2	47	25	91	797
7:15 AM	11	396	108	28	196	6	10	9	3	31	27	127	952
7:30 AM	2	447	204	41	188	8	15	29	0	66	45	136	1181
7:45 AM	12	396	258	47	236	5	4	20	4	130	42	138	1292
8:00 AM	7	371	52	35	243	4	11	9	2	67	32	77	910
8:15 AM	7	362	50	37	232	9	10	15	5	44	43	123	937
8:30 AM	17	371	33	37	208	5	8	14	5	29	30	89	846
8:45 AM	8	385	45	25	204	11	12	20	0	35	21	105	871
TOTAL VOLUMES :	NL 74	NT 3110	NR 803	SL 271	ST 1654	SR 53	EL 75	ET 125	ER 21	WL 449	WT 265	WR 886	TOTAL 7786
APPROACH %'s :	1.86%	78.00%	20.14%	13.70%	83.62%	2.68%	33.94%	56.56%	9.50%	28.06%	16.56%	55.38%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	32	1610	622	151	863	23	40	67	9	294	146	478	4335
PEAK HR FACTOR :	0.850			0.900			0.659			0.740			0.839

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-001

Day: Thursday

City: Oxnard

Date: 1/22/2015

PM													
NS/EW Streets:	Victoria Ave			Victoria Ave			Gonzales Rd			Gonzales Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
4:00 PM	8	279	71	103	416	2	9	37	14	63	27	67	1096
4:15 PM	4	310	71	52	413	5	3	33	8	53	33	67	1052
4:30 PM	14	289	77	81	410	2	16	36	8	68	36	75	1112
4:45 PM	4	323	79	87	439	13	5	28	14	77	27	81	1177
5:00 PM	8	331	88	102	401	8	17	50	42	81	32	86	1246
5:15 PM	6	306	67	108	451	6	8	36	12	89	15	74	1178
5:30 PM	6	285	91	101	433	8	1	42	10	86	30	83	1176
5:45 PM	2	268	69	99	476	8	11	32	7	85	21	69	1147
TOTAL VOLUMES :	NL 52	NT 2391	NR 613	SL 733	ST 3439	SR 52	EL 70	ET 294	ER 115	WL 602	WT 221	WR 602	TOTAL 9184
APPROACH %'s :	1.70%	78.24%	20.06%	17.35%	81.42%	1.23%	14.61%	61.38%	24.01%	42.25%	15.51%	42.25%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	24	1245	325	398	1724	35	31	156	78	333	104	324	4777
PEAK HR FACTOR :	0.933			0.954			0.608			0.956			0.958

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

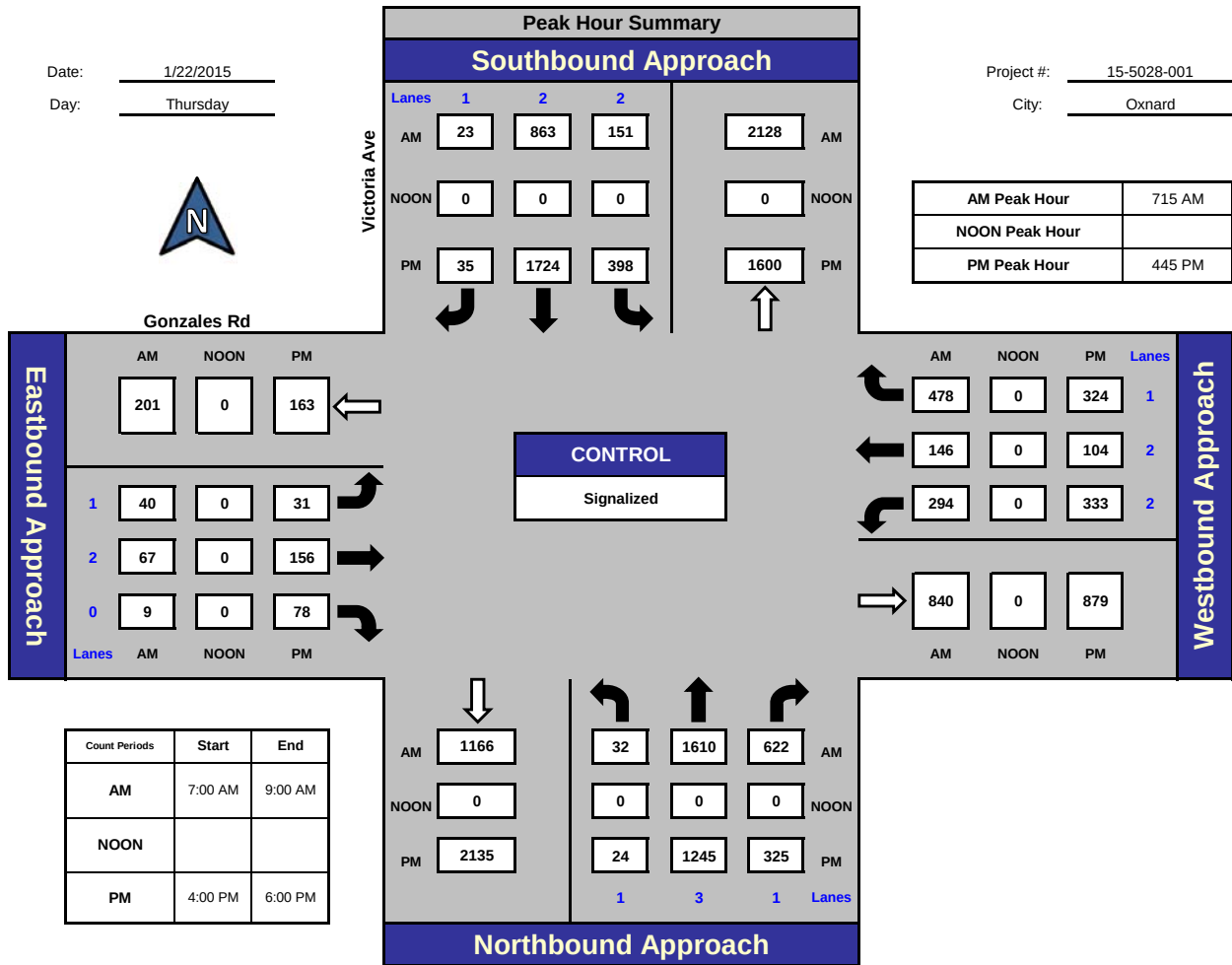
Victoria Ave and Gonzales Rd , Oxnard

Date: 1/22/2015

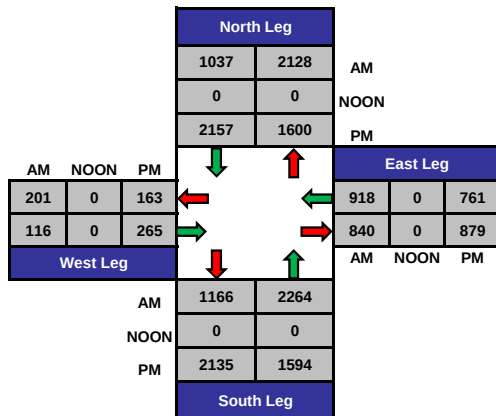
Day: Thursday

Project #: 15-5028-001

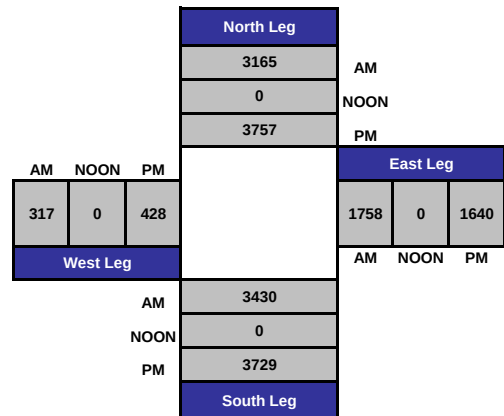
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-002

Day: Thursday

City: Oxnard

Date: 1/22/2015

AM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			Gonzales Rd			Gonzales Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	1	1	0	0	0	0	0	1	1	
7:00 AM		186	10	4	77					4		25	306
7:15 AM		216	17	8	96					6		32	375
7:30 AM		320	26	16	91					4		46	503
7:45 AM		309	13	10	117					7		39	495
8:00 AM		208	10	5	124					8		30	385
8:15 AM		211	10	17	100					11		36	385
8:30 AM		188	15	8	88					8		26	333
8:45 AM		185	17	6	86					10		29	333
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1823	118	74	779	0	0	0	0	58	0	263	3115
	0.00%	93.92%	6.08%	8.68%	91.32%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	18.07%	0.00%	81.93%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1048	59	48	432	0	0	0	0	30	0	151	1768
PEAK HR FACTOR :	0.800			0.930			0.000			0.905			0.879

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-002

Day: Thursday

City: Oxnard

Date: 1/22/2015

PM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			Gonzales Rd			Gonzales Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	1	1	0	0	0	0	0	1	1	
4:00 PM		128	15	30	182					10		25	390
4:15 PM		168	5	31	208					12		27	451
4:30 PM		145	12	36	234					11		28	466
4:45 PM		151	7	32	245					16		28	479
5:00 PM		141	14	41	261					14		25	496
5:15 PM		124	7	32	293					10		23	489
5:30 PM		135	11	44	259					13		32	494
5:45 PM		98	12	29	223					11		24	397
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1090	83	275	1905	0	0	0	0	97	0	212	3662
	0.00%	92.92%	7.08%	12.61%	87.39%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	31.39%	0.00%	68.61%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	551	39	149	1058	0	0	0	0	53	0	108	1958
PEAK HR FACTOR :	0.934			0.928			0.000			0.894			0.987

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

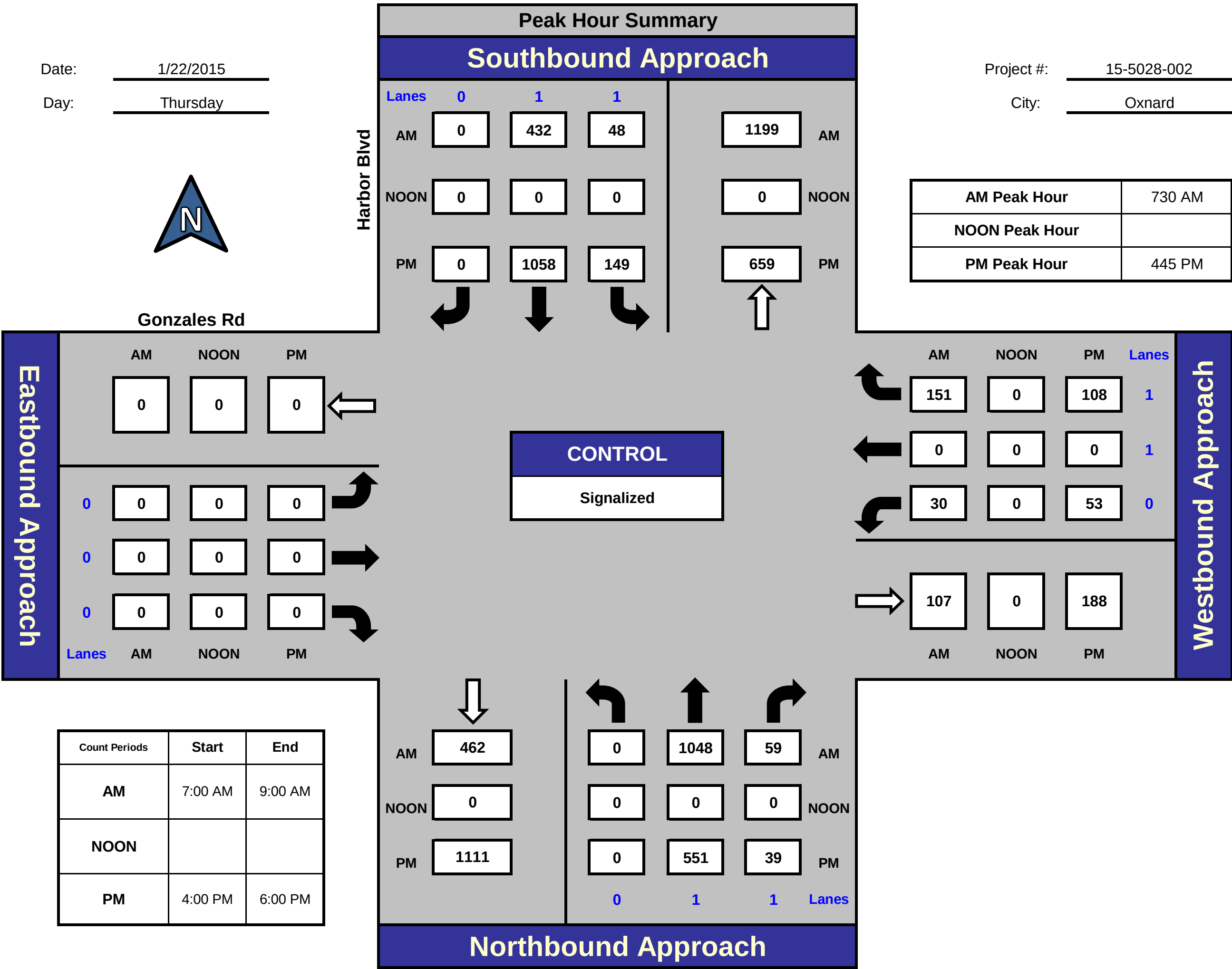


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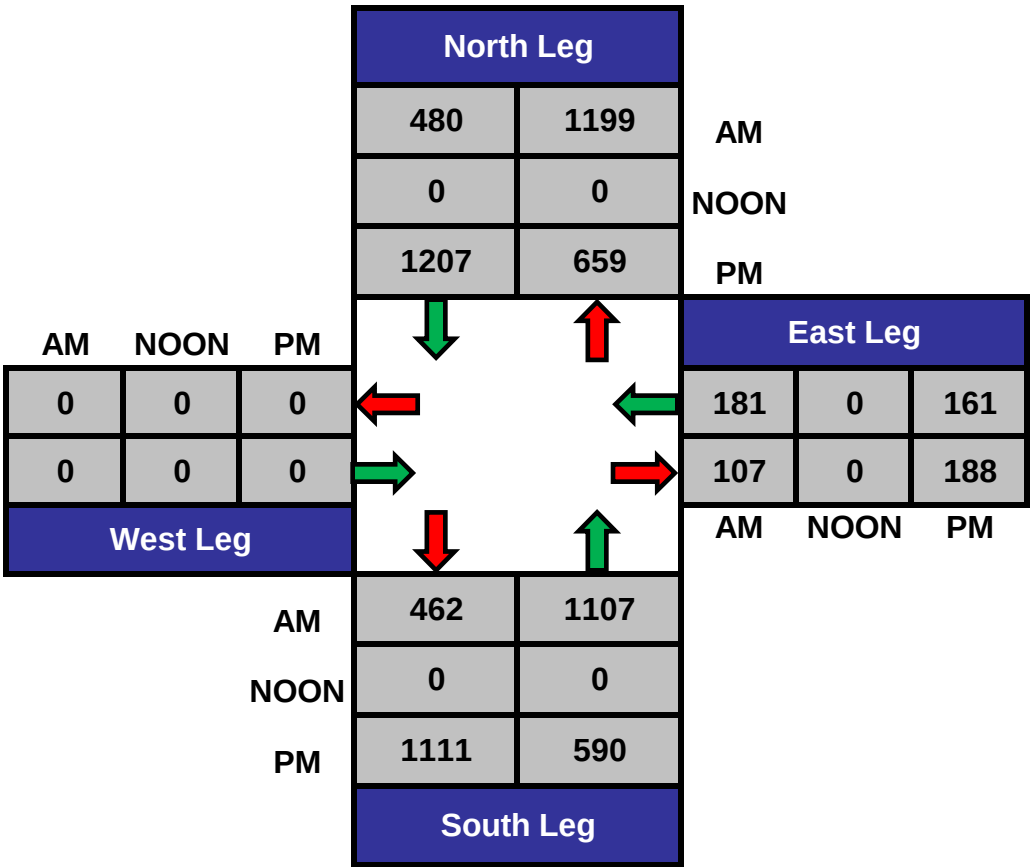
Harbor Blvd and Gonzales Rd , Oxnard

Date: 1/22/2015
Day: Thursday

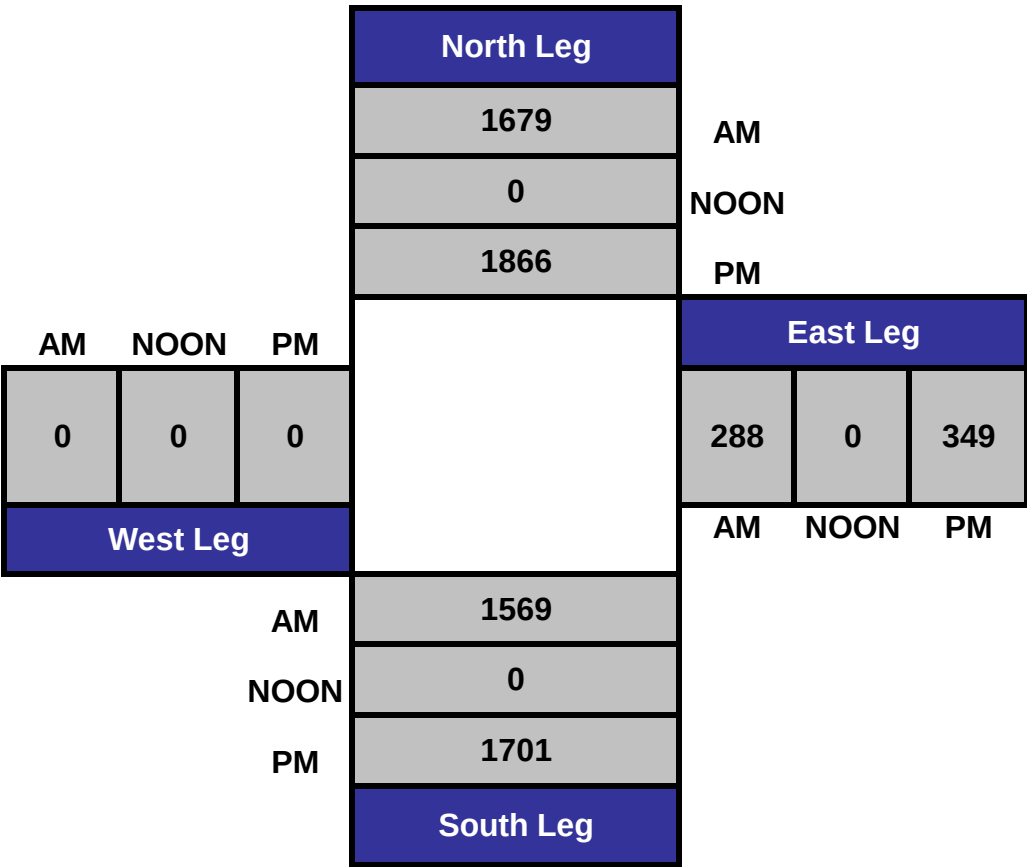
Project #: 15-5028-002
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-003

Day: Thursday

City: Oxnard

Date: 1/22/2015

AM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			MEC Entrance			MEC Entrance			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
7:00 AM	0	197			77	0	0		1				275
7:15 AM	0	242			106	0	0		0				348
7:30 AM	0	351			95	0	0		0				446
7:45 AM	2	310			123	0	1		0				436
8:00 AM	0	224			125	0	0		0				349
8:15 AM	1	212			116	0	0		0				329
8:30 AM	0	206			93	0	0		0				299
8:45 AM	1	204			98	2	0		0				305
TOTAL VOLUMES :	NL 4	NT 1946	NR 0	SL 0	ST 833	SR 2	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL 2787
APPROACH %'s :	0.21%	99.79%	0.00%	0.00%	99.76%	0.24%	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	1127	0	0	449	0	1	0	0	0	0	0	1579
PEAK HR FACTOR :	0.804			0.898			0.250			0.000			0.885

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-003

Day: Thursday

City: Oxnard

Date: 1/22/2015

PM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			MEC Entrance			MEC Entrance			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	0	137			190	0	9		1				337
4:15 PM	0	171			222	0	0		1				394
4:30 PM	0	168			242	0	4		1				415
4:45 PM	2	143			263	0	1		0				409
5:00 PM	0	153			276	0	0		1				430
5:15 PM	0	132			297	1	1		0				431
5:30 PM	0	148			274	3	1		0				426
5:45 PM	1	103			231	0	0		2				337
TOTAL VOLUMES :	NL 3	NT 1155	NR 0	SL 0	ST 1995	SR 4	EL 16	ET 0	ER 6	WL 0	WT 0	WR 0	TOTAL 3179
APPROACH %'s :	0.26%	99.74%	0.00%	0.00%	99.80%	0.20%	72.73%	0.00%	27.27%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	2	576	0	0	1110	4	3	0	1	0	0	0	1696
PEAK HR FACTOR :	0.944			0.935			1.000			0.000			0.984

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

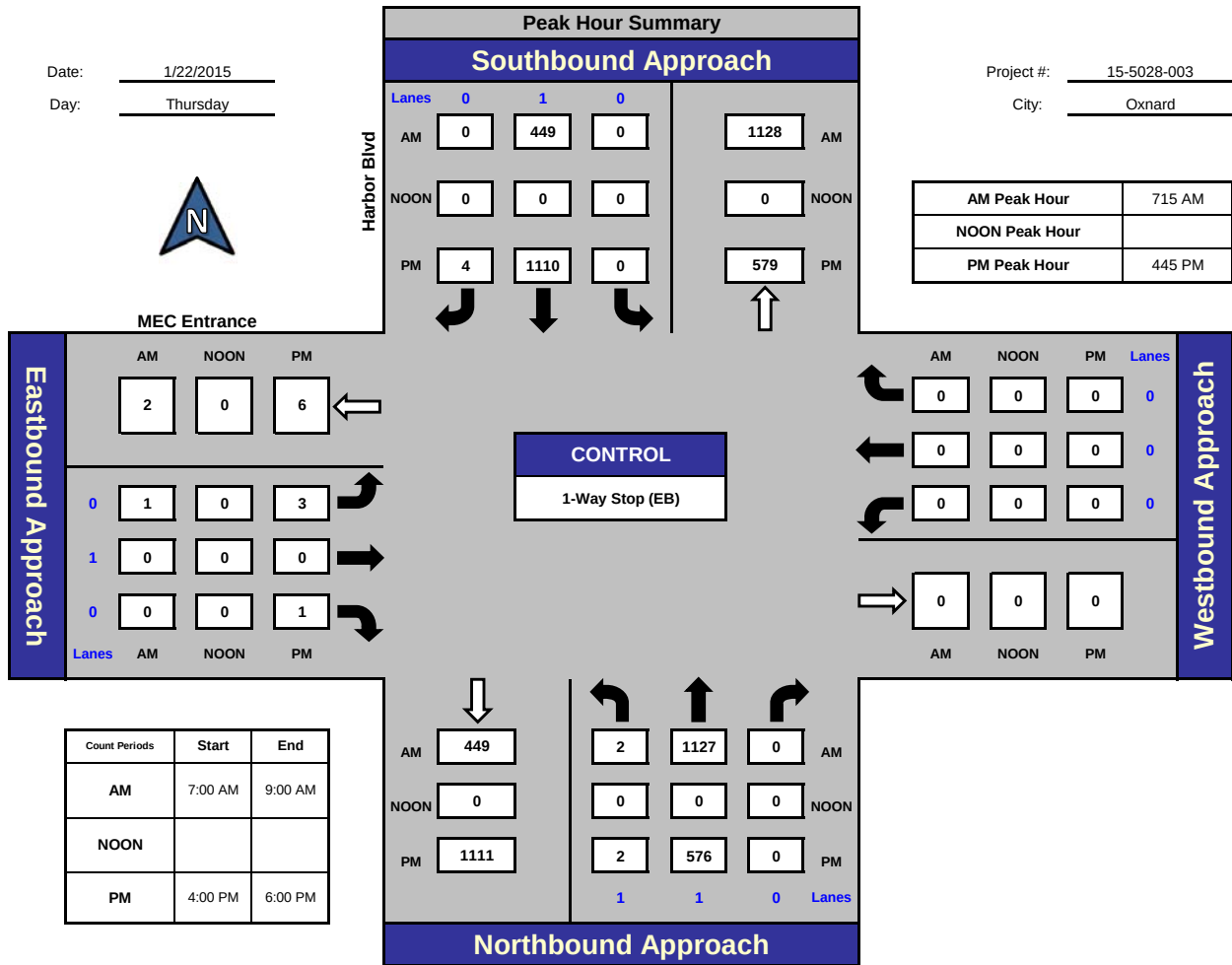


National Data & Surveying Services

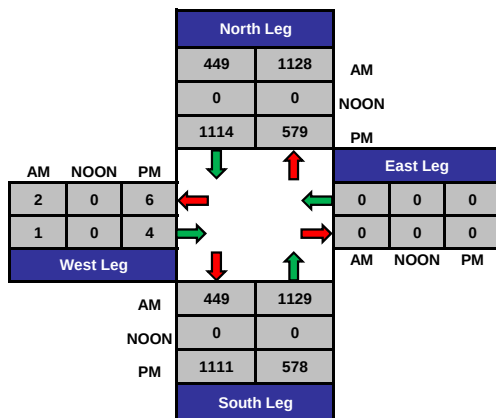
Harbor Blvd and MEC Entrance, Oxnard

Date: 1/22/2015
Day: Thursday

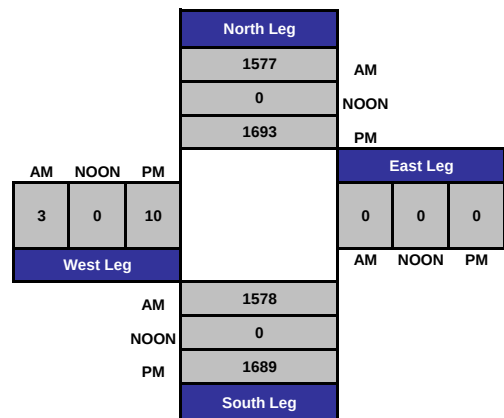
Project #: 15-5028-003
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-004

Day: Thursday

City: Oxnard

Date: 1/22/2015

AM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			5th St			5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
7:00 AM	1	152	16	7	64	2	14	5	3	5	3	26	298
7:15 AM	1	201	19	13	86	5	23	7	2	11	2	21	391
7:30 AM	1	274	30	7	86	3	27	6	3	3	10	57	507
7:45 AM	2	240	29	16	94	5	23	8	1	18	3	41	480
8:00 AM	3	182	17	20	108	7	10	10	5	10	5	27	404
8:15 AM	2	173	14	9	108	1	13	7	2	8	4	31	372
8:30 AM	5	170	15	19	74	5	14	12	5	9	3	19	350
8:45 AM	3	171	18	13	83	4	12	9	5	12	2	22	354
TOTAL VOLUMES :	NL 18	NT 1563	NR 158	SL 104	ST 703	SR 32	EL 136	ET 64	ER 26	WL 76	WT 32	WR 244	TOTAL 3156
APPROACH %'s :	1.04%	89.88%	9.09%	12.40%	83.79%	3.81%	60.18%	28.32%	11.50%	21.59%	9.09%	69.32%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	7	897	95	56	374	20	83	31	11	42	20	146	1782
PEAK HR FACTOR :	0.819			0.833			0.868			0.743			0.879

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5028-004

Day: Thursday

City: Oxnard

Date: 1/22/2015

PM													
NS/EW Streets:	Harbor Blvd			Harbor Blvd			5th St			5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
4:00 PM	3	111	8	28	162	10	7	7	2	16	13	25	392
4:15 PM	3	148	8	29	187	12	10	5	2	31	12	22	469
4:30 PM	4	124	11	23	198	8	12	11	6	18	11	21	447
4:45 PM	5	127	4	42	221	13	3	11	2	25	12	17	482
5:00 PM	2	130	7	23	232	9	4	8	2	19	9	15	460
5:15 PM	3	109	9	38	249	18	5	13	6	17	14	19	500
5:30 PM	3	123	14	37	210	22	9	10	4	17	11	15	475
5:45 PM	2	79	10	29	202	10	9	9	5	16	14	18	403
TOTAL VOLUMES :	NL 25	NT 951	NR 71	SL 249	ST 1661	SR 102	EL 59	ET 74	ER 29	WL 159	WT 96	WR 152	TOTAL 3628
APPROACH %'s :	2.39%	90.83%	6.78%	12.38%	82.55%	5.07%	36.42%	45.68%	17.90%	39.07%	23.59%	37.35%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	13	489	34	140	912	62	21	42	14	78	46	66	1917
PEAK HR FACTOR :	0.957			0.913			0.802			0.880			0.959

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

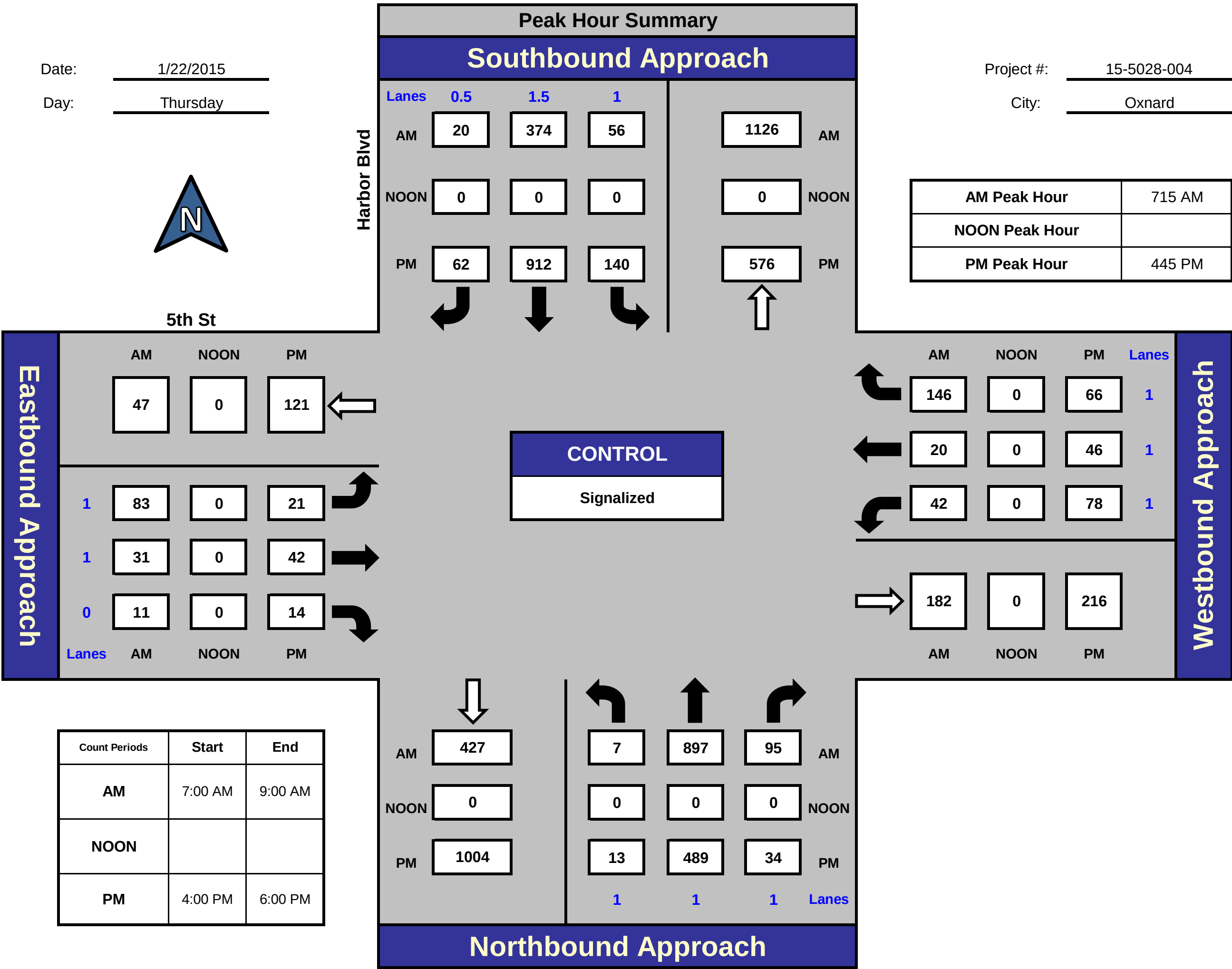


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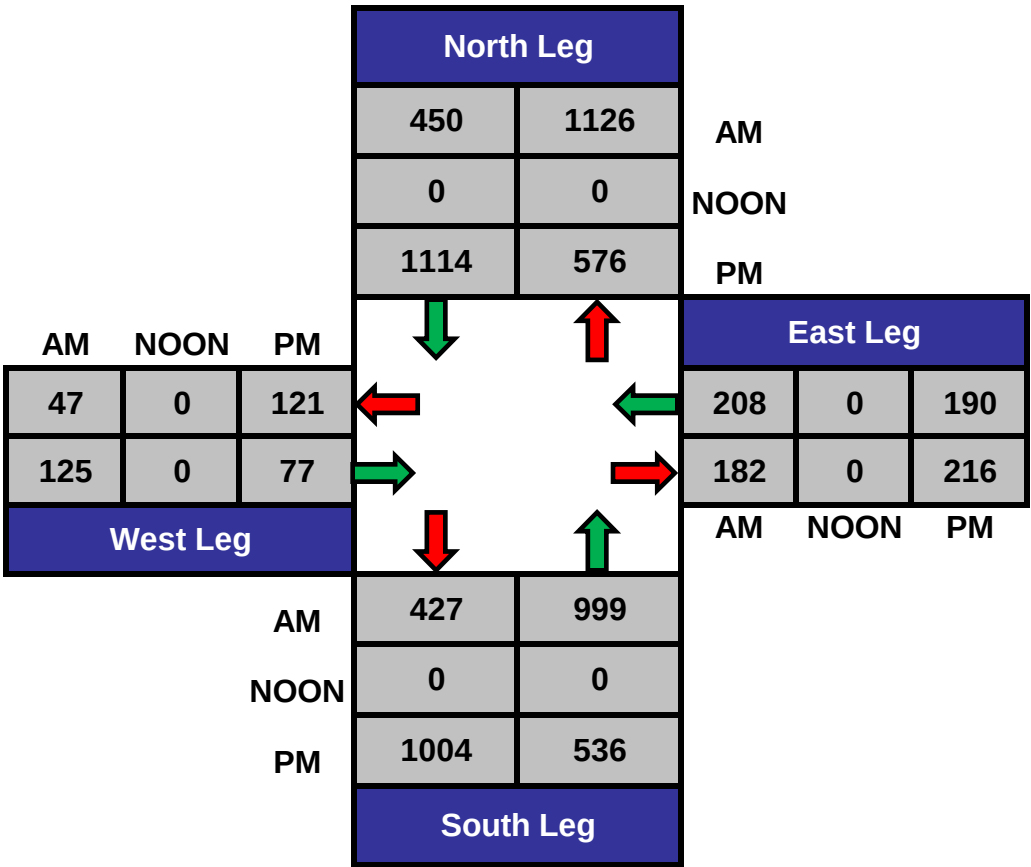
Harbor Blvd and 5th St , Oxnard

Date: 1/22/2015
Day: Thursday

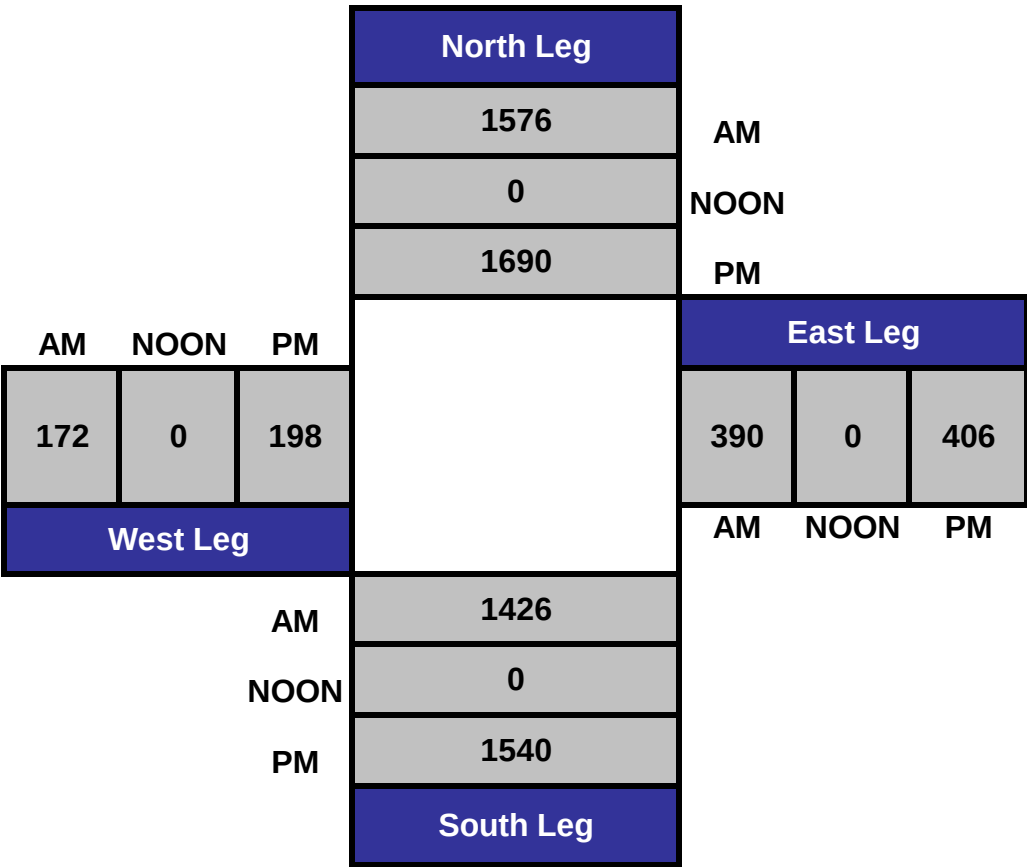
Project #: 15-5028-004
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



VOLUME

Harbor Blvd N/O Gonzales Rd

Day: Thursday
Date: 1/22/2015City: Oxnard
Project #: CA15_5029_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					9,369	8,661						0	0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	9	25			34		12:00	110	91			201			
00:15	10	14			24		12:15	114	91			205			
00:30	5	14			19		12:30	145	104			249			
00:45	5	29	6	59	11	88	12:45	114	483	138	424	252	907		
01:00	3	11			14		13:00	106	116			222			
01:15	3	9			12		13:15	140	131			271			
01:30	2	8			10		13:30	108	143			251			
01:45	5	13	6	34	11	47	13:45	135	489	141	531	276	1020		
02:00	2	6			8		14:00	115	128			243			
02:15	1	5			6		14:15	139	130			269			
02:30	4	1			5		14:30	142	142			284			
02:45	4	11	6	18	10	29	14:45	143	539	152	552	295	1091		
03:00	3	5			8		15:00	141	162			303			
03:15	3	2			5		15:15	144	168			312			
03:30	6	4			10		15:30	152	226			378			
03:45	6	18	4	15	10	33	15:45	172	609	247	803	419	1412		
04:00	9	5			14		16:00	151	211			362			
04:15	10	4			14		16:15	197	231			428			
04:30	18	7			25		16:30	169	274			443			
04:45	33	70	4	20	37	90	16:45	182	699	273	989	455	1688		
05:00	21	9			30		17:00	159	306			465			
05:15	49	13			62		17:15	148	321			469			
05:30	87	27			114		17:30	166	310			476			
05:45	122	279	28	77	150	356	17:45	128	601	245	1182	373	1783		
06:00	165	41			206		18:00	107	209			316			
06:15	219	46			265		18:15	117	160			277			
06:30	186	84			270		18:30	107	156			263			
06:45	221	791	82	253	303	1044	18:45	91	422	109	634	200	1056		
07:00	217	70			287		19:00	61	126			187			
07:15	254	107			361		19:15	66	94			160			
07:30	360	101			461		19:30	56	107			163			
07:45	341	1172	133	411	474	1583	19:45	61	244	102	429	163	673		
08:00	245	123			368		20:00	49	66			115			
08:15	243	120			363		20:15	28	74			102			
08:30	222	92			314		20:30	29	78			107			
08:45	213	923	98	433	311	1356	20:45	35	141	63	281	98	422		
09:00	156	77			233		21:00	24	64			88			
09:15	147	82			229		21:15	42	68			110			
09:30	128	71			199		21:30	26	59			85			
09:45	138	569	76	306	214	875	21:45	36	128	69	260	105	388		
10:00	143	79			222		22:00	34	53			87			
10:15	124	76			200		22:15	21	40			61			
10:30	130	80			210		22:30	11	54			65			
10:45	118	515	81	316	199	831	22:45	13	79	23	170	36	249		
11:00	139	79			218		23:00	14	36			50			
11:15	124	97			221		23:15	13	33			46			
11:30	116	85			201		23:30	14	27			41			
11:45	111	490	82	343	193	833	23:45	14	55	25	121	39	176		
TOTALS	4880	2285			7165		TOTALS	4489	6376			10865			
SPLIT %	68.1%	31.9%			39.7%		SPLIT %	41.3%	58.7%			60.3%			

DAILY TOTALS				NB	SB	EB				WB	Total			
				9,369	8,661					0				
AM Peak Hour	07:15	07:30			07:30		PM Peak Hour	16:15	16:45			16:45		
AM Pk Volume	1200	477			1666		PM Pk Volume	707	1210			1865		
Pk Hr Factor	0.833	0.897			0.879		Pk Hr Factor	0.897	0.942			0.980		
7 - 9 Volume	2095	844	0	0	2939		4 - 6 Volume	1300	2171	0	0	3471		
7 - 9 Peak Hour	07:15	07:30			07:30		4 - 6 Peak Hour	16:15	16:45			16:45		
7 - 9 Pk Volume	1200	477	0	0	1666		4 - 6 Pk Volume	707	1210	0	0	1865		
Pk Hr Factor	0.833	0.897	0.000	0.000	0.879		Pk Hr Factor	0.897	0.942	0.000	0.000	0.980		

Prepared by NDS/ATD

Project #: CA15_5029_001

City: Oxnard

Location: Harbor Blvd N/O Gonzales Rd

Date: 1/22/2015



CLASSIFICATION

Harbor Blvd n/o MEC Dwy

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	23
01:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
02:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
03:00	1	22	0	0	0	0	0	0	0	0	0	0	0	23
04:00	0	59	11	0	8	0	0	0	0	0	0	0	0	78
05:00	1	238	50	0	24	0	0	1	0	0	0	0	0	314
06:00	1	601	144	0	67	0	0	1	0	0	0	0	0	814
07:00	1	880	140	3	61	0	0	1	0	0	0	0	0	1086
08:00	3	746	69	0	45	0	0	2	1	0	0	0	0	866
09:00	1	432	65	1	35	0	0	0	0	0	0	0	0	534
10:00	1	377	54	0	33	1	0	3	0	0	0	0	0	469
11:00	5	347	50	0	38	1	1	0	0	0	0	0	0	442
12:00 PM	5	325	57	1	39	0	0	1	2	0	0	0	0	430
13:00	0	374	60	0	33	1	0	1	0	0	0	0	0	469
14:00	2	384	64	2	48	1	0	1	1	0	0	0	0	503
15:00	1	422	70	1	52	0	0	1	2	0	0	0	0	549
16:00	4	503	82	1	50	1	0	0	0	0	0	0	0	641
17:00	3	429	57	1	32	0	0	0	0	0	0	0	0	522
18:00	1	320	44	0	16	0	0	0	0	0	0	0	0	381
19:00	0	181	24	0	8	0	0	1	0	0	0	0	0	214
20:00	0	114	12	0	8	0	0	0	0	0	0	0	0	134
21:00	0	113	14	0	4	0	0	0	0	0	0	0	0	131
22:00	0	59	6	0	2	0	0	0	0	0	0	0	0	67
23:00	0	39	5	0	3	0	0	0	0	0	0	0	0	47
Totals	30	7003	1084	10	609	5	1	13	6					8761
% of Totals	0%	80%	12%	0%	7%	0%	0%	0%	0%					100%

AM Volumes	14	3740	589	4	314	2	1	8	1	0	0	0	0	4673
% AM	0%	43%	7%	0%	4%	0%	0%	0%	0%					53%
AM Peak Hour	11:00	07:00	06:00	07:00	06:00	10:00	11:00	10:00	08:00					07:00
Volume	5	880	144	3	67	1	1	3	1					1086
PM Volumes	16	3263	495	6	295	3	0	5	5	0	0	0	0	4088
% PM	0%	37%	6%	0%	3%	0%		0%	0%					47%
PM Peak Hour	12:00	16:00	16:00	14:00	15:00	13:00		12:00	12:00					16:00
Volume	5	503	82	2	52	1		1	2					641
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1952	↔	22%	899	↔	10%	1163	↔	13%	4747	↔	54%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Harbor Blvd n/o MEC Dwy

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	5	0	1	0	0	0	0	0	0	0	0	53
01:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
02:00	0	13	4	0	2	0	0	0	0	0	0	0	0	19
03:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
04:00	0	17	2	0	2	0	0	1	0	0	0	0	0	22
05:00	0	48	22	0	17	0	0	0	0	0	0	0	0	87
06:00	1	181	35	1	30	1	0	0	1	0	0	0	0	250
07:00	2	280	64	2	46	1	0	2	0	0	0	0	0	397
08:00	0	315	78	2	42	0	0	2	0	0	0	0	0	439
09:00	0	190	62	1	39	1	0	3	0	0	0	0	0	296
10:00	2	229	46	1	30	0	0	1	0	0	0	0	0	309
11:00	4	269	38	0	22	1	0	1	0	0	0	0	0	335
12:00 PM	1	312	62	1	38	0	0	0	0	0	0	0	0	414
13:00	4	389	61	2	40	0	0	0	2	0	0	0	0	498
14:00	3	414	60	0	48	1	0	1	0	0	0	0	0	527
15:00	5	601	113	1	56	0	0	0	1	0	0	0	0	777
16:00	2	715	126	0	69	0	0	0	0	0	0	0	0	912
17:00	4	870	135	1	73	0	0	1	0	0	0	0	0	1084
18:00	3	492	67	1	31	0	0	0	1	0	0	0	0	595
19:00	3	336	40	1	33	0	0	0	0	0	0	0	0	413
20:00	3	267	22	0	10	0	0	0	0	0	0	0	0	302
21:00	1	230	22	0	11	0	0	0	2	0	0	0	0	266
22:00	1	145	16	0	2	0	0	0	0	0	0	0	0	164
23:00	0	106	12	0	2	0	0	0	0	0	0	0	0	120
Totals	39	6513	1096	14	644	5		12	7					8330
% of Totals	0%	78%	13%	0%	8%	0%		0%	0%					100%

AM Volumes	9	1636	360	7	231	4	0	10	1	0	0	0	0	2258
% AM	0%	20%	4%	0%	3%	0%		0%	0%					27%
AM Peak Hour	11:00	08:00	08:00	07:00	07:00	06:00		09:00	06:00					08:00
Volume	4	315	78	2	46	1		3	1					439
PM Volumes	30	4877	736	7	413	1	0	2	6	0	0	0	0	6072
% PM	0%	59%	9%	0%	5%	0%		0%	0%					73%
PM Peak Hour	15:00	17:00	17:00	13:00	17:00	14:00		14:00	13:00					17:00
Volume	5	870	135	2	73	1		1	2					1084
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes	
All Classes		Volume			%	Volume			%	Volume			Volume	%
		836	↔		10%	912	↔		11%	1996	↔		4586	55%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Harbor Blvd n/o MEC Dwy

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	67	7	0	2	0	0	0	0	0	0	0	0	76
01:00	0	40	4	0	1	0	0	0	0	0	0	0	0	45
02:00	0	21	7	0	3	0	0	0	0	0	0	0	0	31
03:00	1	39	1	0	0	0	0	0	0	0	0	0	0	41
04:00	0	76	13	0	10	0	0	1	0	0	0	0	0	100
05:00	1	286	72	0	41	0	0	1	0	0	0	0	0	401
06:00	2	782	179	1	97	1	0	1	1	0	0	0	0	1064
07:00	3	1160	204	5	107	1	0	3	0	0	0	0	0	1483
08:00	3	1061	147	2	87	0	0	4	1	0	0	0	0	1305
09:00	1	622	127	2	74	1	0	3	0	0	0	0	0	830
10:00	3	606	100	1	63	1	0	4	0	0	0	0	0	778
11:00	9	616	88	0	60	2	1	1	0	0	0	0	0	777
12:00 PM	6	637	119	2	77	0	0	1	2	0	0	0	0	844
13:00	4	763	121	2	73	1	0	1	2	0	0	0	0	967
14:00	5	798	124	2	96	2	0	2	1	0	0	0	0	1030
15:00	6	1023	183	2	108	0	0	1	3	0	0	0	0	1326
16:00	6	1218	208	1	119	1	0	0	0	0	0	0	0	1553
17:00	7	1299	192	2	105	0	0	1	0	0	0	0	0	1606
18:00	4	812	111	1	47	0	0	0	1	0	0	0	0	976
19:00	3	517	64	1	41	0	0	1	0	0	0	0	0	627
20:00	3	381	34	0	18	0	0	0	0	0	0	0	0	436
21:00	1	343	36	0	15	0	0	0	2	0	0	0	0	397
22:00	1	204	22	0	4	0	0	0	0	0	0	0	0	231
23:00	0	145	17	0	5	0	0	0	0	0	0	0	0	167
Totals	69	13516	2180	24	1253	10	1	25	13					17091
% of Totals	0%	79%	13%	0%	7%	0%	0%	0%	0%					100%

AM Volumes	23	5376	949	11	545	6	1	18	2	0	0	0	0	6931
% AM	0%	31%	6%	0%	3%	0%	0%	0%	0%					41%
AM Peak Hour	11:00	07:00	07:00	07:00	07:00	11:00	11:00	08:00	06:00					07:00
Volume	9	1160	204	5	107	2	1	4	1					1483
PM Volumes	46	8140	1231	13	708	4	0	7	11	0	0	0	0	10160
% PM	0%	48%	7%	0%	4%	0%		0%	0%					59%
PM Peak Hour	17:00	17:00	16:00	12:00	16:00	14:00		14:00	15:00					17:00
Volume	7	1299	208	2	119	2		2	3					1606
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes	
All Classes		Volume			%	Volume			%	Volume			Volume	%
		2788	↔		16%	1811	↔		11%	3159	↔		9333	55%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Harbor Blvd S/O MEC Dwy

Day: Thursday
Date: 1/22/2015City: Oxnard
Project #: CA15_5029_003

DAILY TOTALS					NB	SB						EB	WB	Total
					8,764	8,309						0	0	17,073
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	8	18			26		12:00	96	83			179		
00:15	7	17			24		12:15	122	93			215		
00:30	7	8			15		12:30	116	95			211		
00:45	4	26	5	48	9	74	12:45	105	439	122	393	227	832	
01:00	5	11			16		13:00	110	126			236		
01:15	5	8			13		13:15	131	115			246		
01:30	1	6			7		13:30	104	127			231		
01:45	2	13	8	33	10	46	13:45	129	474	142	510	271	984	
02:00	1	7			8		14:00	111	125			236		
02:15	1	5			6		14:15	134	126			260		
02:30	2	3			5		14:30	133	131			264		
02:45	4	8	5	20	9	28	14:45	119	497	150	532	269	1029	
03:00	2	4			6		15:00	143	151			294		
03:15	2	3			5		15:15	124	176			300		
03:30	9	3			12		15:30	115	201			316		
03:45	5	18	5	15	10	33	15:45	156	538	245	773	401	1311	
04:00	9	5			14		16:00	141	197			338		
04:15	11	4			15		16:15	179	215			394		
04:30	18	6			24		16:30	159	243			402		
04:45	37	75	3	18	40	93	16:45	147	626	277	932	424	1558	
05:00	28	8			36		17:00	148	257			405		
05:15	52	9			61		17:15	134	316			450		
05:30	90	25			115		17:30	147	266			413		
05:45	133	303	27	69	160	372	17:45	105	534	246	1085	351	1619	
06:00	178	32			210		18:00	104	181			285		
06:15	205	43			248		18:15	114	171			285		
06:30	203	71			274		18:30	92	147			239		
06:45	217	803	81	227	298	1030	18:45	72	382	112	611	184	993	
07:00	197	79			276		19:00	66	110			176		
07:15	239	105			344		19:15	59	113			172		
07:30	360	95			455		19:30	57	96			153		
07:45	300	1096	117	396	417	1492	19:45	49	231	91	410	140	641	
08:00	222	133			355		20:00	48	74			122		
08:15	216	117			333		20:15	28	79			107		
08:30	201	96			297		20:30	29	77			106		
08:45	212	851	101	447	313	1298	20:45	35	140	63	293	98	433	
09:00	151	76			227		21:00	32	73			105		
09:15	138	76			214		21:15	34	70			104		
09:30	130	76			206		21:30	29	46			75		
09:45	127	546	65	293	192	839	21:45	30	125	84	273	114	398	
10:00	132	68			200		22:00	24	51			75		
10:15	98	82			180		22:15	22	44			66		
10:30	133	74			207		22:30	11	42			53		
10:45	109	472	87	311	196	783	22:45	13	70	25	162	38	232	
11:00	128	84			212		23:00	11	30			41		
11:15	116	89			205		23:15	9	33			42		
11:30	114	80			194		23:30	10	29			39		
11:45	99	457	91	344	190	801	23:45	10	40	22	114	32	154	
TOTALS	4668	2221			6889		TOTALS	4096	6088			10184		
SPLIT %	67.8%	32.2%			40.4%		SPLIT %	40.2%	59.8%			59.6%		

DAILY TOTALS			NB	SB	EB			WB	Total			
			8,764	8,309				0				0
AM Peak Hour	07:15	07:45			07:15		PM Peak Hour	15:45	16:45			16:45
AM Pk Volume	1121	463			1571		PM Pk Volume	635	1116			1692
Pk Hr Factor	0.778	0.870			0.863		Pk Hr Factor	0.887	0.883			0.940
7 - 9 Volume	1947	843	0	0	2790		4 - 6 Volume	1160	2017	0	0	3177
7 - 9 Peak Hour	07:15	07:45			07:15		4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	1121	463	0	0	1571		4 - 6 Pk Volume	633	1116	0	0	1692
Pk Hr Factor	0.778	0.870	0.000	0.000	0.863		Pk Hr Factor	0.884	0.883	0.000	0.000	0.940

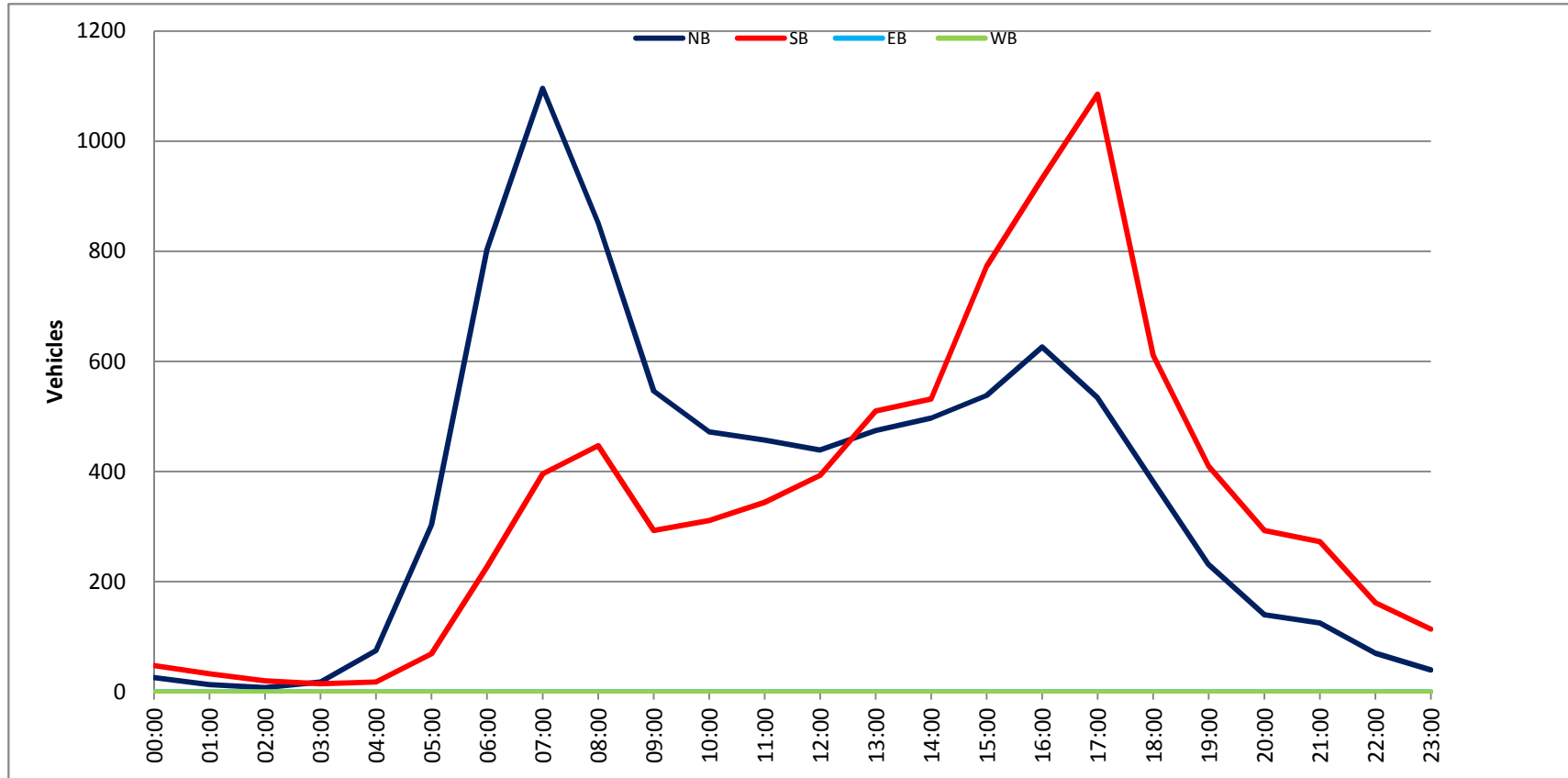
Prepared by NDS/ATD

Project #: CA15_5029_003

City: Oxnard

Location: Harbor Blvd S/O MEC Dwy

Date: 1/22/2015



VOLUME

Harbor Blvd S/O 5th St

Day: Thursday
Date: 1/22/2015City: Oxnard
Project #: CA15_5029_004

DAILY TOTALS					NB	SB	EB					WB	Total
					8,004	7,843						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	4	17			21	12:00	81	76			157		
00:15	7	18			25	12:15	102	91			193		
00:30	5	12			17	12:30	107	88			195		
00:45	3	19	6	53	9	12:45	95	385	111	366	206	751	
01:00	6	8			14	13:00	106	116			222		
01:15	4	6			10	13:15	105	111			216		
01:30	1	5			6	13:30	98	127			225		
01:45	2	13	12	31	14	13:45	123	432	133	487	256	919	
02:00	1	7			8	14:00	105	116			221		
02:15	3	6			9	14:15	135	113			248		
02:30	3	4			7	14:30	117	130			247		
02:45	4	11	9	26	13	14:45	118	475	143	502	261	977	
03:00	2	4			6	15:00	123	137			260		
03:15	2	3			5	15:15	121	165			286		
03:30	9	3			12	15:30	99	158			257		
03:45	4	17	5	15	9	15:45	146	489	210	670	356	1159	
04:00	10	6			16	16:00	117	177			294		
04:15	14	2			16	16:15	160	220			380		
04:30	19	6			25	16:30	134	218			352		
04:45	34	77	5	19	39	16:45	149	560	253	868	402	1428	
05:00	18	8			26	17:00	136	251			387		
05:15	45	7			52	17:15	122	274			396		
05:30	83	20			103	17:30	140	223			363		
05:45	99	245	27	62	126	17:45	92	490	231	979	323	1469	
06:00	160	28			188	18:00	78	163			241		
06:15	177	38			215	18:15	107	172			279		
06:30	182	66			248	18:30	94	139			233		
06:45	173	692	84	216	257	18:45	65	344	99	573	164	917	
07:00	168	74			242	19:00	71	103			174		
07:15	226	99			325	19:15	56	102			158		
07:30	302	86			388	19:30	55	97			152		
07:45	279	975	118	377	397	19:45	41	223	87	389	128	612	
08:00	193	114			307	20:00	44	68			112		
08:15	197	126			323	20:15	26	70			96		
08:30	185	83			268	20:30	25	79			104		
08:45	196	771	105	428	301	20:45	34	129	65	282	99	411	
09:00	137	74			211	21:00	21	70			91		
09:15	131	75			206	21:15	34	66			100		
09:30	138	83			221	21:30	27	49			76		
09:45	126	532	66	298	192	21:45	29	111	82	267	111	378	
10:00	120	60			180	22:00	27	57			84		
10:15	105	76			181	22:15	21	48			69		
10:30	120	71			191	22:30	13	49			62		
10:45	97	442	86	293	183	22:45	10	71	22	176	32	247	
11:00	126	86			212	23:00	13	34			47		
11:15	113	85			198	23:15	7	35			42		
11:30	105	82			187	23:30	14	29			43		
11:45	110	454	97	350	207	23:45	13	47	18	116	31	163	
TOTALS	4248	2168			6416	TOTALS	3756	5675			9431		
SPLIT %	66.2%	33.8%			40.5%	SPLIT %	39.8%	60.2%			59.5%		

DAILY TOTALS					NB	SB					EB	WB	Total	
					8,004	7,843					0	0	15,847	
AM Peak Hour	07:15	07:30			07:15		PM Peak Hour	16:15	16:45				16:45	
AM Pk Volume	1000	444			1417		PM Pk Volume	579	1001				1548	
Pk Hr Factor	0.828	0.881			0.892		Pk Hr Factor	0.905	0.913				0.963	
7 - 9 Volume	1746	805	0	0	2551		4 - 6 Volume	1050	1847	0	0		2897	
7 - 9 Peak Hour	07:15	07:30			07:15		4 - 6 Peak Hour	16:15	16:45				16:45	
7 - 9 Pk Volume	1000	444	0	0	1417		4 - 6 Pk Volume	579	1001	0	0		1548	
Pk Hr Factor	0.828	0.881	0.000	0.000	0.892		Pk Hr Factor	0.905	0.913	0.000	0.000		0.963	

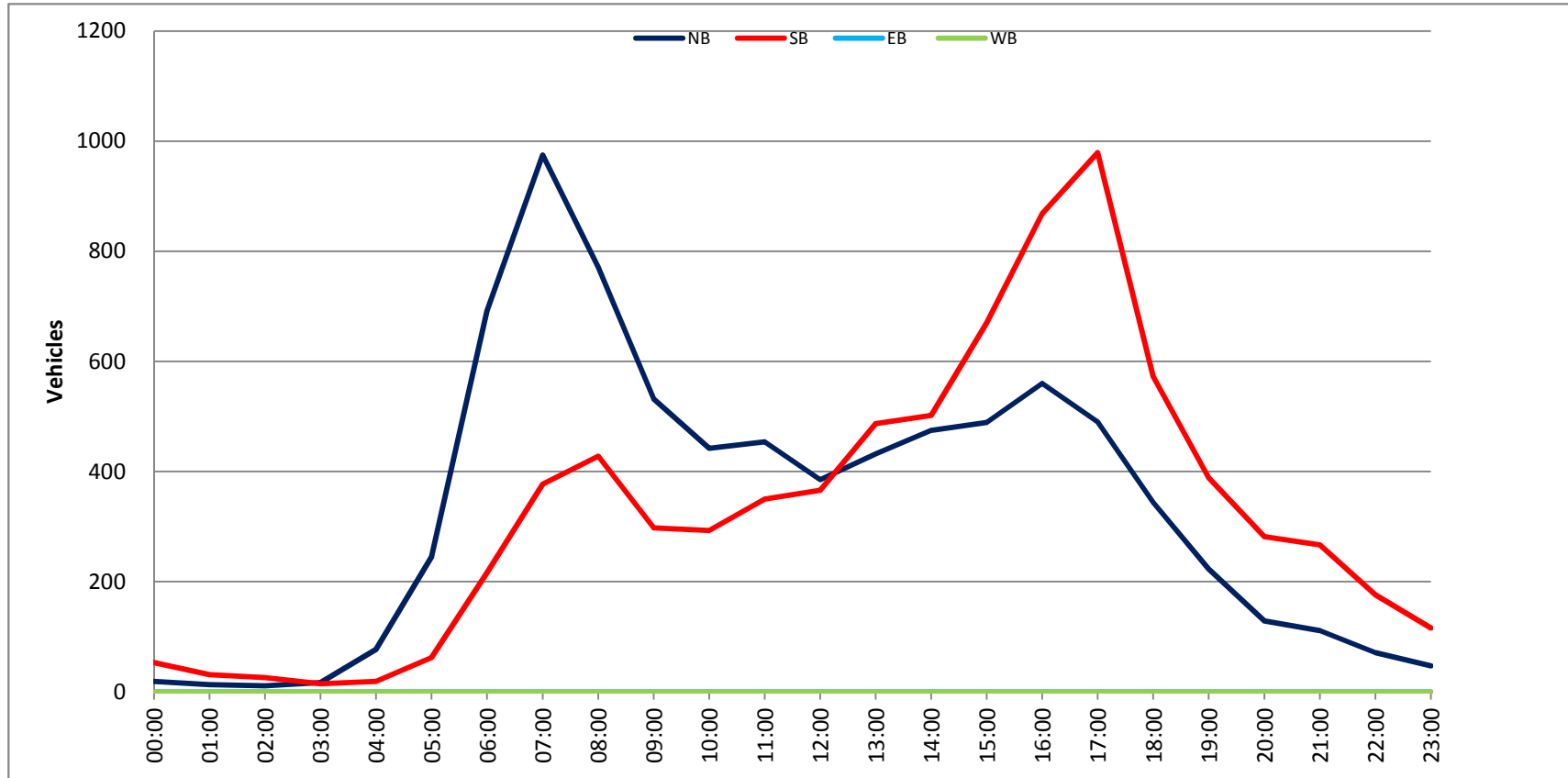
Prepared by NDS/ATD

Project #: CA15_5029_004

City: Oxnard

Location: Harbor Blvd S/O 5th St

Date: 1/22/2015



CLASSIFICATION

Gonzales Rd e/o Harbor Blvd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_005e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	17
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
05:00	0	15	4	0	2	0	0	0	0	0	0	0	0	21
06:00	0	62	15	0	6	0	0	0	0	0	0	0	0	83
07:00	1	78	12	1	2	0	0	0	1	0	0	0	0	95
08:00	1	72	8	0	9	0	0	0	0	0	0	0	0	90
09:00	0	76	18	0	12	0	0	0	0	0	0	0	0	106
10:00	0	66	9	0	4	2	0	1	2	0	0	0	0	84
11:00	3	68	14	0	1	0	0	0	1	0	0	0	0	87
12:00 PM	0	67	14	0	8	0	0	0	2	0	0	0	0	91
13:00	1	96	20	0	6	0	0	0	1	0	0	0	0	124
14:00	3	88	20	1	8	1	0	0	0	0	0	0	0	121
15:00	0	98	25	0	3	2	0	0	0	0	0	0	0	128
16:00	3	121	29	1	5	0	0	0	0	0	0	0	0	159
17:00	2	168	22	0	5	0	0	0	0	0	0	0	0	197
18:00	0	81	17	0	2	0	0	0	0	0	0	0	0	100
19:00	0	50	7	0	1	0	0	0	0	0	0	0	0	58
20:00	0	31	5	0	2	0	0	0	0	0	0	0	0	38
21:00	0	27	5	0	3	0	0	0	0	0	0	0	0	35
22:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
23:00	0	11	2	0	1	0	0	1	0	0	0	0	0	15
Totals	14	1329	257	3	84	5		2	7					1701
% of Totals	1%	78%	15%	0%	5%	0%		0%	0%					100%

AM Volumes	5	463	87	1	39	2	0	1	4	0	0	0	0	602
% AM	0%	27%	5%	0%	2%	0%		0%	0%					35%
AM Peak Hour	11:00	07:00	09:00	07:00	09:00	10:00		10:00	10:00					09:00
Volume	3	78	18	1	12	2		1	2					106
PM Volumes	9	866	170	2	45	3	0	1	3	0	0	0	0	1099
% PM	1%	51%	10%	0%	3%	0%		0%	0%					65%
PM Peak Hour	14:00	17:00	16:00	14:00	12:00	15:00		23:00	12:00					17:00
Volume	3	168	29	1	8	2		1	2					197
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			185	↔	11%	215	↔	13%	356	↔	21%	945	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Gonzales Rd e/o Harbor Blvd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_005w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
01:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
05:00	0	26	9	0	7	0	0	1	0	0	0	0	0	43
06:00	1	64	13	1	8	0	0	0	0	0	0	0	0	87
07:00	0	132	18	1	9	0	0	0	0	0	0	0	0	160
08:00	0	125	26	1	8	1	0	0	0	0	0	0	0	161
09:00	1	74	24	0	15	0	0	1	1	0	0	0	0	116
10:00	1	90	4	0	12	1	1	0	0	0	0	0	0	109
11:00	2	75	8	1	7	0	0	1	2	0	0	0	0	96
12:00 PM	1	88	20	1	10	0	0	0	1	0	0	0	0	121
13:00	1	88	9	0	11	0	0	0	1	0	0	0	0	110
14:00	2	81	15	0	14	0	0	0	0	0	0	0	0	112
15:00	4	123	18	0	10	0	0	0	0	0	0	0	0	155
16:00	2	131	13	1	12	0	0	0	0	0	0	0	0	159
17:00	3	121	17	0	7	0	0	0	1	0	0	0	0	149
18:00	2	60	16	0	7	0	0	0	1	0	0	0	0	86
19:00	0	46	4	0	1	0	0	0	0	0	0	0	0	51
20:00	0	27	8	0	0	0	0	0	0	0	0	0	0	35
21:00	1	27	3	0	2	0	0	0	0	0	0	0	0	33
22:00	1	12	2	0	1	0	0	0	0	0	0	0	0	16
23:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
Totals	23	1431	233	6	145	2	1	3	7					1851
% of Totals	1%	77%	13%	0%	8%	0%	0%	0%	0%					100%

AM Volumes	6	613	106	4	69	2	1	3	3	0	0	0	0	807
% AM	0%	33%	6%	0%	4%	0%	0%	0%	0%					44%
AM Peak Hour	11:00	07:00	08:00	06:00	09:00	08:00	10:00	05:00	11:00					08:00
Volume	2	132	26	1	15	1	1	1	2					161
PM Volumes	17	818	127	2	76	0	0	0	4	0	0	0	0	1044
% PM	1%	44%	7%	0%	4%				0%					56%
PM Peak Hour	15:00	16:00	12:00	12:00	14:00				12:00					16:00
Volume	4	131	20	1	14				1					159
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			321	↔	17%	231	↔	12%	308	↔	17%	991	↔	54%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Gonzales Rd e/o Harbor Blvd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_005

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	17	5	0	3	0	0	0	0	0	0	0	0	25
01:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	13	3	0	3	0	0	0	0	0	0	0	0	19
05:00	0	41	13	0	9	0	0	1	0	0	0	0	0	64
06:00	1	126	28	1	14	0	0	0	0	0	0	0	0	170
07:00	1	210	30	2	11	0	0	0	1	0	0	0	0	255
08:00	1	197	34	1	17	1	0	0	0	0	0	0	0	251
09:00	1	150	42	0	27	0	0	1	1	0	0	0	0	222
10:00	1	156	13	0	16	3	1	1	2	0	0	0	0	193
11:00	5	143	22	1	8	0	0	1	3	0	0	0	0	183
12:00 PM	1	155	34	1	18	0	0	0	3	0	0	0	0	212
13:00	2	184	29	0	17	0	0	0	2	0	0	0	0	234
14:00	5	169	35	1	22	1	0	0	0	0	0	0	0	233
15:00	4	221	43	0	13	2	0	0	0	0	0	0	0	283
16:00	5	252	42	2	17	0	0	0	0	0	0	0	0	318
17:00	5	289	39	0	12	0	0	0	1	0	0	0	0	346
18:00	2	141	33	0	9	0	0	0	1	0	0	0	0	186
19:00	0	96	11	0	2	0	0	0	0	0	0	0	0	109
20:00	0	58	13	0	2	0	0	0	0	0	0	0	0	73
21:00	1	54	8	0	5	0	0	0	0	0	0	0	0	68
22:00	1	40	6	0	2	0	0	0	0	0	0	0	0	49
23:00	0	25	4	0	2	0	0	1	0	0	0	0	0	32
Totals	37	2760	490	9	229	7	1	5	14					3552
% of Totals	1%	78%	14%	0%	6%	0%	0%	0%	0%					100%

AM Volumes	11	1076	193	5	108	4	1	4	7	0	0	0	0	1409
% AM	0%	30%	5%	0%	3%	0%	0%	0%	0%					40%
AM Peak Hour	11:00	07:00	09:00	07:00	09:00	10:00	10:00	05:00	11:00					07:00
Volume	5	210	42	2	27	3	1	1	3					255
PM Volumes	26	1684	297	4	121	3	0	1	7	0	0	0	0	2143
% PM	1%	47%	8%	0%	3%	0%		0%	0%					60%
PM Peak Hour	14:00	17:00	15:00	16:00	14:00	15:00		23:00	12:00					17:00
Volume	5	289	43	2	22	2		1	3					346
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			506	↔	14%	446	↔	13%	664	↔	19%	1936	↔	55%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Victoria Ave n/o Gonzales Rd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_006n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	58	8	0	2	0	0	0	0	0	0	0	0	68
01:00	0	35	4	0	2	0	0	0	0	0	0	0	0	41
02:00	0	45	7	0	2	0	0	0	0	0	0	0	0	54
03:00	0	78	12	0	2	0	0	0	0	0	0	0	0	92
04:00	0	238	38	0	7	2	0	0	1	0	0	0	0	286
05:00	0	650	111	1	33	0	0	1	1	0	0	0	0	797
06:00	2	1261	212	3	69	2	0	3	4	0	0	0	0	1556
07:00	3	1812	226	1	80	1	0	1	9	0	0	0	0	2133
08:00	2	1643	212	3	65	1	0	4	8	0	0	0	0	1938
09:00	1	1241	168	2	50	1	0	3	6	0	0	0	0	1472
10:00	4	1165	175	1	49	3	0	1	13	0	0	0	0	1411
11:00	4	1057	164	4	60	0	1	3	10	0	0	0	0	1303
12:00 PM	2	1083	157	4	47	3	0	3	11	0	0	0	0	1310
13:00	1	1118	176	3	60	2	0	3	7	0	0	0	0	1370
14:00	3	1098	161	3	62	1	0	3	10	0	0	0	0	1341
15:00	2	1204	195	8	67	1	0	1	8	0	0	0	0	1486
16:00	4	1253	182	1	63	0	0	1	7	0	0	0	0	1511
17:00	3	1302	175	1	64	1	0	1	6	0	0	0	0	1553
18:00	1	983	136	1	49	0	1	1	3	0	0	0	0	1175
19:00	0	576	75	1	26	0	0	0	2	0	0	0	0	680
20:00	0	395	46	0	16	0	0	0	1	0	0	0	0	458
21:00	0	299	38	0	13	0	0	0	4	0	0	0	0	354
22:00	0	182	24	0	4	0	0	0	2	0	0	0	0	212
23:00	0	128	22	0	4	0	0	0	0	0	0	0	0	154
Totals	32	18904	2724	37	896	18	2	29	113					22755
% of Totals	0%	83%	12%	0%	4%	0%	0%	0%	0%					100%

AM Volumes	16	9283	1337	15	421	10	1	16	52	0	0	0	0	11151
% AM	0%	41%	6%	0%	2%	0%	0%	0%	0%					49%
AM Peak Hour	10:00	07:00	07:00	11:00	07:00	10:00	11:00	08:00	10:00					07:00
Volume	4	1812	226	4	80	3	1	4	13					2133
PM Volumes	16	9621	1387	22	475	8	1	13	61	0	0	0	0	11604
% PM	0%	42%	6%	0%	2%	0%	0%	0%	0%					51%
PM Peak Hour	16:00	17:00	15:00	15:00	15:00	12:00	18:00	12:00	12:00					17:00
Volume	4	1302	195	8	67	3	1	3	11					1553

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes		Volume	%	Volume	%	Volume	%	Volume	%
		4071	↔ 18%	2680	↔ 12%	3064	↔ 13%	12940	↔ 57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Victoria Ave n/o Gonzales Rd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_006s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	124	17	0	4	0	0	1	0	0	0	0	0	146
01:00	0	71	10	0	6	0	0	1	0	0	0	0	0	88
02:00	1	45	6	1	2	0	0	0	0	0	0	0	0	55
03:00	0	31	3	1	1	0	0	0	0	0	0	0	0	36
04:00	0	66	11	0	7	0	0	0	0	0	0	0	0	84
05:00	0	151	30	0	13	0	0	0	0	0	0	0	0	194
06:00	0	442	89	0	46	0	0	1	1	0	0	0	0	579
07:00	4	748	114	3	53	0	0	2	3	0	0	0	0	927
08:00	0	855	136	3	60	0	0	1	1	0	0	0	0	1056
09:00	1	686	115	2	67	0	0	4	0	0	0	0	0	875
10:00	3	792	120	1	62	1	0	1	0	0	0	0	0	980
11:00	3	844	133	1	66	1	0	2	1	0	0	0	0	1051
12:00 PM	3	1080	139	4	75	0	0	4	3	0	0	0	0	1308
13:00	3	1053	153	2	77	1	0	3	1	0	0	0	0	1293
14:00	3	1221	184	5	84	2	0	1	2	0	0	0	0	1502
15:00	3	1353	174	1	94	1	0	1	1	0	0	0	0	1628
16:00	6	1702	209	2	116	0	0	2	2	0	0	0	0	2039
17:00	4	1842	216	1	105	1	0	7	2	0	0	0	0	2178
18:00	1	1197	153	2	64	0	0	1	1	0	0	0	0	1419
19:00	2	864	99	1	58	0	0	1	0	0	0	0	0	1025
20:00	3	851	120	1	52	0	0	1	0	0	0	0	0	1028
21:00	1	726	81	1	38	0	0	1	0	0	0	0	0	848
22:00	0	375	51	0	21	0	0	0	0	0	0	0	0	447
23:00	0	235	31	0	11	0	0	0	0	0	0	0	0	277
Totals	41	17354	2394	32	1182	7		35	18					21063
% of Totals	0%	82%	11%	0%	6%	0%		0%	0%					100%

AM Volumes	12	4855	784	12	387	2	0	13	6	0	0	0	0	6071
% AM	0%	23%	4%	0%	2%	0%		0%	0%					29%
AM Peak Hour	07:00	08:00	08:00	07:00	09:00	10:00		09:00	07:00					08:00
Volume	4	855	136	3	67	1		4	3					1056
PM Volumes	29	12499	1610	20	795	5	0	22	12	0	0	0	0	14992
% PM	0%	59%	8%	0%	4%	0%		0%	0%					71%
PM Peak Hour	16:00	17:00	17:00	14:00	16:00	14:00		17:00	12:00					17:00
Volume	6	1842	216	5	116	2		7	3					2178
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1983	↔	9%	2601	↔	12%	4217	↔	20%	12262	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Victoria Ave n/o Gonzales Rd

Day: Thursday

Date: 1/22/2015

City: Oxnard

Project #: CA15_5029_006

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	182	25	0	6	0	0	1	0	0	0	0	0	214
01:00	0	106	14	0	8	0	0	1	0	0	0	0	0	129
02:00	1	90	13	1	4	0	0	0	0	0	0	0	0	109
03:00	0	109	15	1	3	0	0	0	0	0	0	0	0	128
04:00	0	304	49	0	14	2	0	0	1	0	0	0	0	370
05:00	0	801	141	1	46	0	0	1	1	0	0	0	0	991
06:00	2	1703	301	3	115	2	0	4	5	0	0	0	0	2135
07:00	7	2560	340	4	133	1	0	3	12	0	0	0	0	3060
08:00	2	2498	348	6	125	1	0	5	9	0	0	0	0	2994
09:00	2	1927	283	4	117	1	0	7	6	0	0	0	0	2347
10:00	7	1957	295	2	111	4	0	2	13	0	0	0	0	2391
11:00	7	1901	297	5	126	1	1	5	11	0	0	0	0	2354
12:00 PM	5	2163	296	8	122	3	0	7	14	0	0	0	0	2618
13:00	4	2171	329	5	137	3	0	6	8	0	0	0	0	2663
14:00	6	2319	345	8	146	3	0	4	12	0	0	0	0	2843
15:00	5	2557	369	9	161	2	0	2	9	0	0	0	0	3114
16:00	10	2955	391	3	179	0	0	3	9	0	0	0	0	3550
17:00	7	3144	391	2	169	2	0	8	8	0	0	0	0	3731
18:00	2	2180	289	3	113	0	1	2	4	0	0	0	0	2594
19:00	2	1440	174	2	84	0	0	1	2	0	0	0	0	1705
20:00	3	1246	166	1	68	0	0	1	1	0	0	0	0	1486
21:00	1	1025	119	1	51	0	0	1	4	0	0	0	0	1202
22:00	0	557	75	0	25	0	0	0	2	0	0	0	0	659
23:00	0	363	53	0	15	0	0	0	0	0	0	0	0	431
Totals	73	36258	5118	69	2078	25	2	64	131					43818
% of Totals	0%	83%	12%	0%	5%	0%	0%	0%	0%					100%

AM Volumes	28	14138	2121	27	808	12	1	29	58	0	0	0	0	17222
% AM	0%	32%	5%	0%	2%	0%	0%	0%	0%					39%
AM Peak Hour	07:00	07:00	08:00	08:00	07:00	10:00	11:00	09:00	10:00					07:00
Volume	7	2560	348	6	133	4	1	7	13					3060
PM Volumes	45	22120	2997	42	1270	13	1	35	73	0	0	0	0	26596
% PM	0%	50%	7%	0%	3%	0%	0%	0%	0%					61%
PM Peak Hour	16:00	17:00	16:00	15:00	16:00	12:00	18:00	17:00	12:00					17:00
Volume	10	3144	391	9	179	3	1	8	14					3731

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes		Volume	%	Volume	%	Volume	%	Volume	%
		6054	↔ 14%	5281	↔ 12%	7281	↔ 17%	25202	↔ 58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

APPENDIX K-2

LOS CALCULATIONS

Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Victoria Ave (NS) at Gonzales	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 3 Harbor Blvd (NS) at MEC Entran	D	35.0	0.000	D	35.0	0.000	+ 0.000 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C

Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	32	1610	622	151	863	23	40	67	9	294	146	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1610	622	151	863	23	40	67	9	294	146	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1610	622	151	863	23	40	67	9	294	146	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1610	622	151	863	23	40	67	9	294	146	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	1610	622	151	863	23	40	67	9	294	146	478

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.34	0.39	0.05	0.27	0.01	0.03	0.02	0.01	0.09	0.05	0.30
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	1048	59	48	432	0	0	0	0	30	0	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1048	59	48	432	0	0	0	0	30	0	151
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1048	0	48	432	0	0	0	0	30	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1048	0	48	432	0	0	0	0	30	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1048	0	48	432	0	0	0	0	30	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.66	0.00	0.03	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****			****						****		

Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: D[35.0]

Harbor Blvd						MEC Entrance						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	2	1127	0	0	449	0	1	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1127	0	0	449	0	1	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1127	0	0	449	0	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	1127	0	0	449	0	1	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	449	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1580	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1122	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	121	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	1122	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	121	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.01	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	35.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.0			xxxxxx		
ApproachLOS:	*			*			D			*		

Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						5th St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	1	0	1

Volume Module:												
Base Vol:	7	897	95	56	374	20	83	31	11	42	20	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	897	95	56	374	20	83	31	11	42	20	146
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	897	0	56	374	20	83	31	11	42	20	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	897	0	56	374	20	83	31	11	42	20	146
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	897	0	56	374	20	83	31	11	42	20	146

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3038	162	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.04	0.12	0.12	0.05	0.02	0.01	0.03	0.01	0.09
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Victoria Ave (NS) at Gonzales	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	35.6	0.000	E	35.6	0.000	+ 0.000 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Victoria Ave						Gonzales Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	24	1245	325	398	1724	35	31	156	78	333	104	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1245	325	398	1724	35	31	156	78	333	104	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1245	325	398	1724	35	31	156	78	333	104	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1245	325	398	1724	35	31	156	78	333	104	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	1245	325	398	1724	35	31	156	78	333	104	324

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.26	0.20	0.12	0.54	0.02	0.02	0.05	0.05	0.10	0.03	0.20
Crit Moves:	****			****			****					****

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name:	Harbor Blvd						Gonzales Rd						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:	Harbor Blvd						Gonzales Rd					
Base Vol:	0	551	39	149	1058	0	0	0	0	53	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	551	39	149	1058	0	0	0	0	53	0	108
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	551	0	149	1058	0	0	0	0	53	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	551	0	149	1058	0	0	0	0	53	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	551	0	149	1058	0	0	0	0	53	0	0

Saturation Flow Module:	Harbor Blvd						Gonzales Rd					
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd						Gonzales Rd					
Vol/Sat:	0.00	0.34	0.00	0.09	0.66	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****				****					****		

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[35.6]

Street Name:	Harbor Blvd						MEC Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	2	576	0	0	1110	4	3	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	576	0	0	1110	4	3	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	576	0	0	1110	4	3	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	576	0	0	1110	4	3	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1114	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1690	xxxx	1110	xxxx	xxxx	xxxxxx
Potent Cap.:	634	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	104	xxxx	257	xxxx	xxxx	xxxxxx
Move Cap.:	634	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	104	xxxx	257	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	10.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	122	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	35.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.6			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Harbor Blvd						5th St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	489	34	140	912	62	21	42	14	78	46	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	489	34	140	912	62	21	42	14	78	46	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	489	0	140	912	62	21	42	14	78	46	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	489	0	140	912	62	21	42	14	78	46	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	489	0	140	912	62	21	42	14	78	46	66

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2996	204	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.31	0.00	0.09	0.30	0.30	0.01	0.03	0.01	0.05	0.03	0.04
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Cons	1.00	Project Constr	9.00	0.00	9	0	9	60.0
	Zone 1 Subtotal					9	0	9	60.0
2	Project Cons	1.00	Project Constr	6.00	0.00	6	0	6	40.0
	Zone 2 Subtotal					6	0	6	40.0
TOTAL						15	0	15	100.0

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Victoria Ave (NS) at Gonzales	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx	0.704	C	xxxxx	0.712	+ 0.008 V/C
# 3 Harbor Blvd (NS) at MEC Entran	D	35.0	0.000	E	35.1	0.000	+ 0.107 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.001 V/C

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	32	1610	622	151	863	23	40	67	9	294	146	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1610	622	151	863	23	40	67	9	294	146	478
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1610	622	151	863	36	40	67	9	294	146	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1610	622	151	863	36	40	67	9	294	146	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1610	622	151	863	36	40	67	9	294	146	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	1610	622	151	863	36	40	67	9	294	146	478

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.34	0.39	0.05	0.27	0.02	0.03	0.02	0.01	0.09	0.05	0.30
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	1048	59	48	432	0	0	0	0	30	0	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1048	59	48	432	0	0	0	0	30	0	151
Added Vol:	0	0	0	0	1	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1048	59	48	433	0	0	0	0	43	0	151
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1048	0	48	433	0	0	0	0	43	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1048	0	48	433	0	0	0	0	43	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1048	0	48	433	0	0	0	0	43	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.66	0.00	0.03	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: E[35.1]

Street Name:	Harbor Blvd						MEC Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	1	0	0	0	0	0
Volume Module:												
Base Vol:	2	1127	0	0	449	0	1	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1127	0	0	449	0	1	0	0	0	0	0
Added Vol:	1	0	0	0	0	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1127	0	0	449	14	1	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1127	0	0	449	14	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	1127	0	0	449	14	1	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	1582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	35.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.1			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Existing Traffic Conditions Plus Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	7	897	95	56	374	20	83	31	11	42	20	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	897	95	56	374	20	83	31	11	42	20	146
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	898	95	56	374	20	83	31	11	42	20	146
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	898	0	56	374	20	83	31	11	42	20	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	898	0	56	374	20	83	31	11	42	20	146
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	898	0	56	374	20	83	31	11	42	20	146

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3038	162	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.56	0.00	0.04	0.12	0.12	0.05	0.02	0.01	0.03	0.01	0.09
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Cons	1.00	Project Constr	0.00	54.00	0	54	54	100.0
	Zone 1 Subtotal					0	54	54	100.0
2	Project Cons	1.00	Project Constr	0.00	0.00	0	0	0	0.0
TOTAL						0	54	54	100.0

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	V/C	LOS	Veh	V/C	
# 1 Victoria Ave (NS) at Gonzales	C	xxxxx	0.776	C	xxxxx	0.790	+ 0.014 V/C
# 2 Harbor Blvd (NS) at Gonzales R	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	35.6	0.000	E	45.2	0.000	+ 9.672 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	A	xxxxx	0.468	A	xxxxx	0.483	+ 0.015 V/C

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	24	1245	325	398	1724	35	31	156	78	333	104	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1245	325	398	1724	35	31	156	78	333	104	324
Added Vol:	0	23	0	0	0	0	23	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1268	325	398	1724	35	54	157	78	333	104	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1268	325	398	1724	35	54	157	78	333	104	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1268	325	398	1724	35	54	157	78	333	104	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	1268	325	398	1724	35	54	157	78	333	104	324

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.26	0.20	0.12	0.54	0.02	0.03	0.05	0.05	0.10	0.03	0.20
Crit Moves:	****			****			****			****		

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	551	39	149	1058	0	0	0	0	53	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	551	39	149	1058	0	0	0	0	53	0	108
Added Vol:	0	3	24	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	554	63	149	1058	0	0	0	0	53	0	108
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	554	0	149	1058	0	0	0	0	53	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	0	149	1058	0	0	0	0	53	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	554	0	149	1058	0	0	0	0	53	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.35	0.00	0.09	0.66	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****						****		

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E[45.2]

Street Name:	Harbor Blvd						MEC Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	2	576	0	0	1110	4	3	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	576	0	0	1110	4	3	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	27	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	576	0	0	1110	4	30	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	576	0	0	1110	4	30	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	576	0	0	1110	4	30	0	28	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx	1690	xxxx	1110	xxxx	xxxx	xxxxx
Potent Cap.:	634	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	257	xxxx	xxxx	xxxxx
Move Cap.:	634	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	257	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	146	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	45.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			45.2			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Existing Traffic Conditions Plus Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	489	34	140	912	62	21	42	14	78	46	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	489	34	140	912	62	21	42	14	78	46	66
Added Vol:	0	0	0	24	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	489	34	164	915	62	21	42	14	78	46	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	489	0	164	915	62	21	42	14	78	46	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	489	0	164	915	62	21	42	14	78	46	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	489	0	164	915	62	21	42	14	78	46	66

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2997	203	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.31	0.00	0.10	0.31	0.31	0.01	0.03	0.01	0.05	0.03	0.04
Crit Moves:	****			****			****			****		

Mandalay AFC
 Future Construction Baseline (2019) - No Project Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Victoria Ave (NS) at Gonzales	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx	0.760	C	xxxxx	0.770	+ 0.010 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	40.9	0.000	E	42.0	0.000	+ 1.047 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	C	xxxxx	0.798	D	xxxxx	0.808	+ 0.010 V/C

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	2	0	2	1	1	0	2

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	32	1610	622	151	863	23	40	67	9	294	146	478
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	35	1739	672	163	932	25	43	72	10	318	158	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1739	672	163	932	25	43	72	10	318	158	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1739	672	163	932	25	43	72	10	318	158	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1739	672	163	932	25	43	72	10	318	158	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	1739	672	163	932	25	43	72	10	318	158	516

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.36	0.42	0.05	0.29	0.02	0.03	0.02	0.01	0.10	0.05	0.32
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1048	59	48	432	0	0	0	0	30	0	151
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	1132	64	52	467	0	0	0	0	32	0	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	1148	64	52	471	0	0	0	0	32	0	163
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1148	0	52	471	0	0	0	0	32	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1148	0	52	471	0	0	0	0	32	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1148	0	52	471	0	0	0	0	32	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.72	0.00	0.03	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: E[42.0]

Harbor Blvd						MEC Entrance						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	2	1127	0	0	449	0	1	0	0	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	1217	0	0	485	0	1	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	2	1233	0	0	489	0	1	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1233	0	0	489	0	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	1233	0	0	489	0	1	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	489	xxxx	xxxxx	xxxx	xxxx	xxxxx	1726	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- ----- ----- -----												
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			42.0			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	7	897	95	56	374	20	83	31	11	42	20	146
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	8	969	103	60	404	22	90	33	12	45	22	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	8	985	103	60	408	22	90	33	12	45	22	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	985	0	60	408	22	90	33	12	45	22	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	985	0	60	408	22	90	33	12	45	22	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	985	0	60	408	22	90	33	12	45	22	158

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3039	161	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.62	0.00	0.04	0.13	0.13	0.06	0.02	0.01	0.03	0.01	0.10
Crit Moves:	****			****			****			****		

Mandalay AFC
 Future Construction Baseline (2019) - No Project Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change
		Del/	V/	Del/	V/	in
		LOS Veh	C	LOS Veh	C	
# 1 Victoria Ave (NS) at Gonzales	D	xxxxx	0.838	D	xxxxx 0.838	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx	0.750	C	xxxxx 0.784	+ 0.034 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	42.1	0.000	E	47.0 0.000	+ 4.878 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	A	xxxxx	0.506	A	xxxxx 0.549	+ 0.043 V/C

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:

Base Vol:	24	1245	325	398	1724	35	31	156	78	333	104	324
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	26	1345	351	430	1862	38	33	168	84	360	112	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1345	351	430	1862	38	33	168	84	360	112	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1345	351	430	1862	38	33	168	84	360	112	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1345	351	430	1862	38	33	168	84	360	112	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	1345	351	430	1862	38	33	168	84	360	112	350

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.22	0.13	0.58	0.02	0.02	0.05	0.05	0.11	0.04	0.22
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	551	39	149	1058	0	0	0	0	53	0	108
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	595	42	161	1143	0	0	0	0	57	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PM Cumu Add:	0	31	0	0	55	0	0	0	0	0	0	0
Initial Fut:	0	626	42	161	1198	0	0	0	0	57	0	117
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	626	0	161	1198	0	0	0	0	57	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	626	0	161	1198	0	0	0	0	57	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	626	0	161	1198	0	0	0	0	57	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.39	0.00	0.10	0.75	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	****			****						****		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[47.0]

Street Name:	Harbor Blvd						MEC Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	2	576	0	0	1110	4	3	0	1	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	622	0	0	1199	4	3	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PM Cumu Add:	0	31	0	0	55	0	0	0	0	0	0	0
Initial Fut:	2	653	0	0	1254	4	3	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	653	0	0	1254	4	3	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	653	0	0	1254	4	3	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1258	xxxx	xxxxx	xxxx	xxxx	xxxxx	1911	xxxx	1254	xxxx	xxxx	xxxxx
Potent Cap.:	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	76	xxxx	212	xxxx	xxxx	xxxxx
Move Cap.:	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	76	xxxx	212	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	90	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	47.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			47.0			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	489	34	140	912	62	21	42	14	78	46	66
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	14	528	37	151	985	67	23	45	15	84	50	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PM Cumu Add:	0	29	4	40	23	0	0	0	0	0	0	0
Initial Fut:	14	557	41	191	1008	67	23	45	15	84	50	71
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	557	0	191	1008	67	23	45	15	84	50	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	557	0	191	1008	67	23	45	15	84	50	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	557	0	191	1008	67	23	45	15	84	50	71

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3001	199	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.35	0.00	0.12	0.34	0.34	0.01	0.03	0.01	0.05	0.03	0.04
Crit Moves:	****			****			****			****		

Mandalay AFC
 Future Construction Baseline (2019) - Plus Project Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Cons	1.00	Project Constr	9.00	0.00	9	0	9	60.0
	Zone 1 Subtotal					9	0	9	60.0
2	Project Cons	1.00	Project Constr	6.00	0.00	6	0	6	40.0
	Zone 2 Subtotal					6	0	6	40.0
TOTAL						15	0	15	100.0

Mandalay AFC
 Future Construction Baseline (2019) - Plus Project Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Victoria Ave (NS) at Gonzales	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx	0.760	C	xxxxx	0.778	+ 0.018 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	40.9	0.000	E	42.1	0.000	+ 1.181 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	C	xxxxx	0.798	D	xxxxx	0.808	+ 0.011 V/C

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	32	1610	622	151	863	23	40	67	9	294	146	478
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	35	1739	672	163	932	25	43	72	10	318	158	516
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1739	672	163	932	38	43	72	10	318	158	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1739	672	163	932	38	43	72	10	318	158	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1739	672	163	932	38	43	72	10	318	158	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	1739	672	163	932	38	43	72	10	318	158	516

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.36	0.42	0.05	0.29	0.02	0.03	0.02	0.01	0.10	0.05	0.32
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	1048	59	48	432	0	0	0	0	30	0	151
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	1132	64	52	467	0	0	0	0	32	0	163
Added Vol:	0	0	0	0	1	0	0	0	0	13	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	1148	64	52	472	0	0	0	0	45	0	163
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1148	0	52	472	0	0	0	0	45	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1148	0	52	472	0	0	0	0	45	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1148	0	52	472	0	0	0	0	45	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.72	0.00	0.03	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: E[42.1]

Harbor Blvd						MEC Entrance						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	2	1127	0	0	449	0	1	0	0	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	1217	0	0	485	0	1	0	0	0	0	0
Added Vol:	1	0	0	0	0	14	0	0	0	0	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	3	1233	0	0	489	14	1	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1233	0	0	489	14	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	1233	0	0	489	14	1	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	503	xxxx	xxxxx	xxxx	xxxx	xxxxx	1728	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1072	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1072	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- ----- ----- -----												
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	42.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			42.1			xxxxxx		
ApproachLOS:	*			*			E			*		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	7	897	95	56	374	20	83	31	11	42	20	146
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	8	969	103	60	404	22	90	33	12	45	22	158
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
AM Cumu Add:	0	16	0	0	4	0	0	0	0	0	0	0
Initial Fut:	8	986	103	60	408	22	90	33	12	45	22	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	986	0	60	408	22	90	33	12	45	22	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	986	0	60	408	22	90	33	12	45	22	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	986	0	60	408	22	90	33	12	45	22	158

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3039	161	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.62	0.00	0.04	0.13	0.13	0.06	0.02	0.01	0.03	0.01	0.10
Crit Moves:	****			****			****			****		

Mandalay AFC
 Future Construction Baseline (2019) - Plus Project Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Cons	1.00	Project Constr	0.00	54.00	0	54	54	100.0
	Zone 1 Subtotal					0	54	54	100.0
2	Project Cons	1.00	Project Constr	0.00	0.00	0	0	0	0.0
TOTAL						0	54	54	100.0

Mandalay AFC
 Future Construction Baseline (2019) - Plus Project Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change
		Del/ V/		Del/ V/		in
		LOS Veh C		LOS Veh C		
# 1 Victoria Ave (NS) at Gonzales	D	xxxxx 0.838	D	xxxxx 0.852	+	0.014 V/C
# 2 Harbor Blvd (NS) at Gonzales R	C	xxxxx 0.750	C	xxxxx 0.784	+	0.034 V/C
# 3 Harbor Blvd (NS) at MEC Entran	E	42.1 0.000	F	70.4 0.000	+	28.288 D/V
# 4 Harbor Blvd (NS) at 5th St (EW	A	xxxxx 0.506	A	xxxxx 0.564	+	0.058 V/C

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Victoria Ave (NS) at Gonzales Rd (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Victoria Ave						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	2	1	1	0	2	0	2	1

Volume Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	24	1245	325	398	1724	35	31	156	78	333	104	324
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	26	1345	351	430	1862	38	33	168	84	360	112	350
Added Vol:	0	23	0	0	0	0	23	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1368	351	430	1862	38	56	169	84	360	112	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1368	351	430	1862	38	56	169	84	360	112	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1368	351	430	1862	38	56	169	84	360	112	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	1368	351	430	1862	38	56	169	84	360	112	350

Saturation Flow Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	1600	3200	1600	3200	3200	1600

Capacity Analysis Module:	Victoria Ave NB			Victoria Ave SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.02	0.28	0.22	0.13	0.58	0.02	0.04	0.05	0.05	0.11	0.04	0.22
Crit Moves:	****			****			****			****		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Harbor Blvd (NS) at Gonzales Rd (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Harbor Blvd						Gonzales Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Base Vol:	0	551	39	149	1058	0	0	0	0	53	0	108
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	595	42	161	1143	0	0	0	0	57	0	117
Added Vol:	0	3	24	0	0	0	0	0	0	0	0	0
PM Cumu Add:	0	31	0	0	55	0	0	0	0	0	0	0
Initial Fut:	0	629	66	161	1198	0	0	0	0	57	0	117
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	629	0	161	1198	0	0	0	0	57	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	0	161	1198	0	0	0	0	57	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	629	0	161	1198	0	0	0	0	57	0	0

Saturation Flow Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:	Harbor Blvd NB			Harbor Blvd SB			Gonzales Rd EB			Gonzales Rd WB		
Vol/Sat:	0.00	0.39	0.00	0.10	0.75	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	****			****						****		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Harbor Blvd (NS) at MEC Entrance (EW) - #3

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F[70.4]

Street Name:	Harbor Blvd						MEC Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	2	576	0	0	1110	4	3	0	1	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	622	0	0	1199	4	3	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	27	0	27	0	0	0
PM Cumu Add:	0	31	0	0	55	0	0	0	0	0	0	0
Initial Fut:	2	653	0	0	1254	4	30	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	653	0	0	1254	4	30	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	653	0	0	1254	4	30	0	28	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1258	xxxx	xxxxx	xxxx	xxxx	xxxxx	1911	xxxx	1254	xxxx	xxxx	xxxxx
Potent Cap.:	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	76	xxxx	212	xxxx	xxxx	xxxxx
Move Cap.:	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	76	xxxx	212	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	109	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	70.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			70.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Harbor Blvd (NS) at 5th St (EW) - #4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Harbor Blvd						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	13	489	34	140	912	62	21	42	14	78	46	66
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	14	528	37	151	985	67	23	45	15	84	50	71
Added Vol:	0	0	0	24	3	0	0	0	0	0	0	0
PM Cumu Add:	0	29	4	40	23	0	0	0	0	0	0	0
Initial Fut:	14	557	41	215	1011	67	23	45	15	84	50	71
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	557	0	215	1011	67	23	45	15	84	50	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	557	0	215	1011	67	23	45	15	84	50	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	557	0	215	1011	67	23	45	15	84	50	71

Saturation Flow Module:

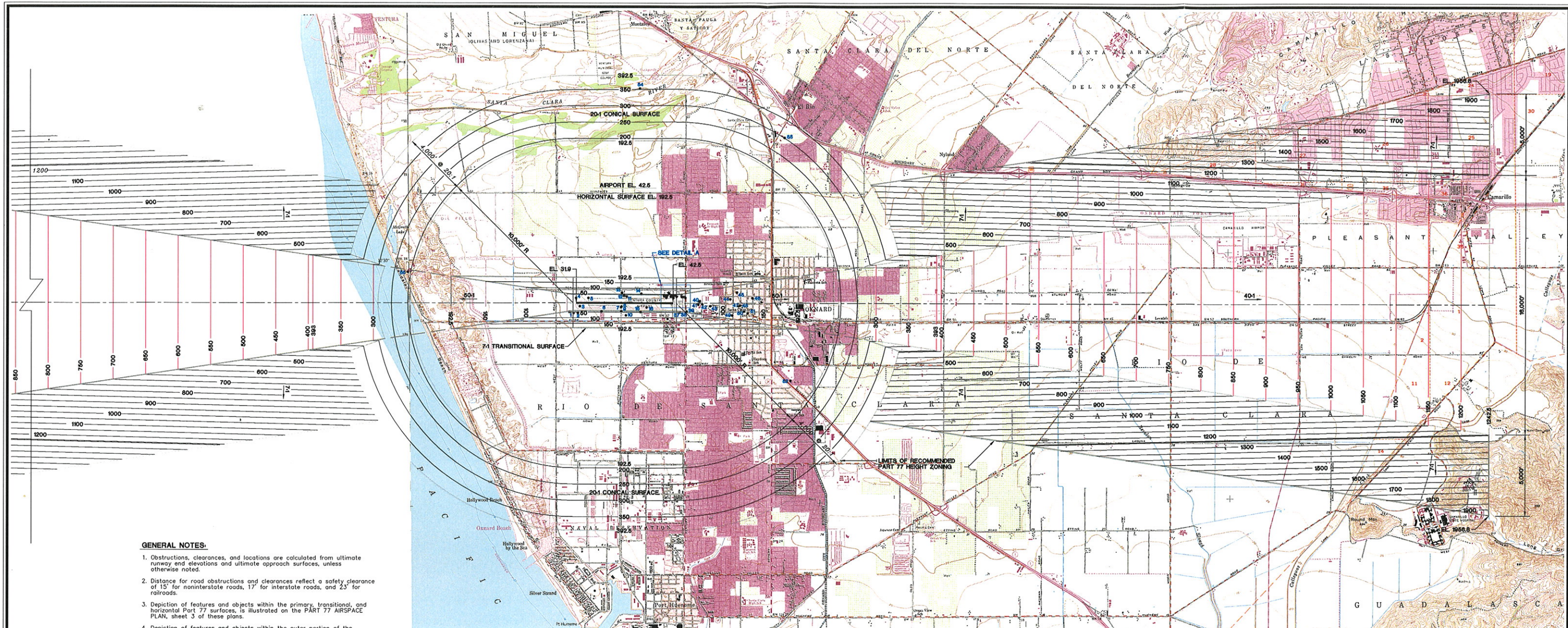
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	3001	199	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.35	0.00	0.13	0.34	0.34	0.01	0.03	0.01	0.05	0.03	0.04
Crit Moves:	****			****			****			****		

APPENDIX K-3

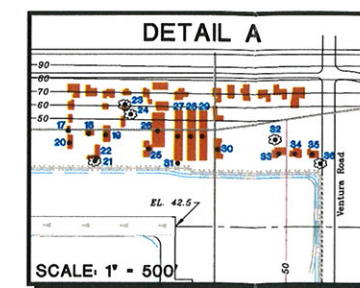
OXNARD AIRPORT INFORMATION



GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway and elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
3. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 3 of these plans.
4. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH SURFACE PROFILES, sheet 4 of these plans.
5. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF APPROACH SURFACES, illustrated on the INNER PORTION OF RUNWAY 7-25 APPROACH SURFACE, sheet 5 and 6 of these plans.
6. Additional obstruction data is illustrated on National Ocean Survey document OC 674, AIRPORT OBSTRUCTION CHART dated May 1991.
7. Existing and future height and hazard ordinances are to be amended, and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

OBSTRUCTION TABLE						OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition	Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. OL ON LIGHT STANDARD	58 MSL	7:1 TRANSITIONAL SURFACE	52 MSL	6'	TO REMAIN LIGHTED	29. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
2. OL ON LIGHT STANDARD	59 MSL	7:1 TRANSITIONAL SURFACE	49 MSL	10'	TO REMAIN LIGHTED	30. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
3. WINDSOCK	41 MSL	PRIMARY SURFACE	32 MSL	9"	FIX BY FUNCTIONAL PURPOSE	31. SIGN/LIGHT	68 MSL	PRIMARY SURFACE	43 MSL	25'	TO BE REMOVED
4. FENCE	34 MSL	PRIMARY SURFACE	32 MSL	2'	TO BE RELOCATED	32. TREE	105 MSL	50:1 APPROACH SURFACE	49 MSL	56'	THRESHOLD DISPLACED
5. FENCE	37 MSL	PRIMARY SURFACE	33 MSL	4'	TO BE RELOCATED	33. BUILDING	56 MSL	PRIMARY SURFACE	49 MSL	5'	REQUEST AERONAUTICAL STUDY
6. VENT ON BUILDING	51 MSL	7:1 TRANSITIONAL SURFACE	38 MSL	13'	TO BE LIGHTED	34. BUILDING	56 MSL	PRIMARY SURFACE	51 MSL	5'	REQUEST AERONAUTICAL STUDY
7. OL ANEMOMETER	57 MSL	PRIMARY SURFACE	36 MSL	21"	TO REMAIN LIGHTED	35. BUILDING	56 MSL	PRIMARY SURFACE	53 MSL	3'	REQUEST AERONAUTICAL STUDY
8. OL WINDSOCK	52 MSL	PRIMARY SURFACE	36 MSL	15'	TO REMAIN LIGHTED	36. TREE	92 MSL	50:1 APPROACH SURFACE	53 MSL	3'	THRESHOLD DISPLACED
9. FENCE	40 MSL	7:1 TRANSITIONAL SURFACE	38 MSL	2'	TO BE RELOCATED	37. SPIRE	72 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	22'	REQUEST AERONAUTICAL STUDY
10. ATCT	115 MSL	7:1 TRANSITIONAL SURFACE	75 MSL	40'	TO REMAIN LIGHTED	38. SPIRE	73 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	23'	REQUEST AERONAUTICAL STUDY
11. BUILDING	53 MSL	PRIMARY SURFACE	36 MSL	17'	REQUEST AERONAUTICAL STUDY	39. LIGHT POLE	76 MSL	50:1 APPROACH SURFACE	55 MSL	21'	THRESHOLD DISPLACED
12. VENT ON BUILDING	60 MSL	PRIMARY SURFACE	36 MSL	24'	TO BE LIGHTED	40. FLAG POLE	88 MSL	50:1 APPROACH SURFACE	71 MSL	17'	THRESHOLD DISPLACED
13. ANTENNA	97 MSL	7:1 TRANSITIONAL SURFACE	55 MSL	42'	TO BE LIGHTED	41. UTILITY POLE	87 MSL	50:1 APPROACH SURFACE	69 MSL	18'	THRESHOLD DISPLACED
14. OL HANGAR	83 MSL	7:1 TRANSITIONAL SURFACE	51 MSL	32'	TO REMAIN LIGHTED	42. UTILITY POLE	93 MSL	50:1 APPROACH SURFACE	74 MSL	19'	THRESHOLD DISPLACED
15. WINDVANE ON HANGAR	62 MSL	7:1 TRANSITIONAL SURFACE	46 MSL	16'	TO BE LIGHTED	43. FLOODLIGHT	116 MSL	50:1 APPROACH SURFACE	84 MSL	32'	THRESHOLD DISPLACED
16. OL GLIDE SLOPE	71 MSL	PRIMARY SURFACE	39 MSL	32'	FIX BY FUNCTIONAL PURPOSE	44. TREE	144 MSL	50:1 APPROACH SURFACE	109 MSL	35'	THRESHOLD DISPLACED
17. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY	45. TREE	143 MSL	50:1 APPROACH SURFACE	117 MSL	26'	THRESHOLD DISPLACED
18. BUILDING	55 MSL	PRIMARY SURFACE	41 MSL	14'	REQUEST AERONAUTICAL STUDY	46. TREE	175 MSL	50:1 APPROACH SURFACE	136 MSL	39'	THRESHOLD DISPLACED
19. BUILDING	60 MSL	PRIMARY SURFACE	42 MSL	18'	REQUEST AERONAUTICAL STUDY	47. CHURCH SPIRE	154 MSL	50:1 APPROACH SURFACE	121 MSL	33'	THRESHOLD DISPLACED
20. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY	48. TREE	163 MSL	50:1 APPROACH SURFACE	121 MSL	42'	THRESHOLD DISPLACED
21. TREE	77 MSL	PRIMARY SURFACE	41 MSL	36'	TO BE REMOVED	49. TREE	132 MSL	50:1 APPROACH SURFACE	111 MSL	21'	THRESHOLD DISPLACED
22. BUILDING	52 MSL	PRIMARY SURFACE	41 MSL	11'	REQUEST AERONAUTICAL STUDY	50. TREE	140 MSL	50:1 APPROACH SURFACE	126 MSL	24'	THRESHOLD DISPLACED
23. TREE	102 MSL	7:1 TRANSITIONAL SURFACE	61 MSL	51'	TO BE REMOVED	51. TREE	140 MSL	50:1 APPROACH SURFACE	131 MSL	9'	THRESHOLD DISPLACED
24. TREE	109 MSL	7:1 TRANSITIONAL SURFACE	54 MSL	55'	TO BE REMOVED	52. OL RADIO TOWER	196 MSL	HORIZONTAL SURFACE	193 MSL	3'	TO REMAIN LIGHTED
25. BUILDING	50 MSL	PRIMARY SURFACE	43 MSL	7'	REQUEST AERONAUTICAL STUDY	53. OL BUILDING	381 MSL	CONICAL SURFACE	301 MSL	80'	TO REMAIN LIGHTED
26. BUILDING	61 MSL	PRIMARY SURFACE	43 MSL	18'	REQUEST AERONAUTICAL STUDY	54. OL RADIO MAST	366 MSL	CONICAL SURFACE	353 MSL	13'	TO REMAIN LIGHTED
27. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY	55. OL ROD ON STACK	218 MSL	CONICAL SURFACE	209 MSL	9'	TO REMAIN LIGHTED
28. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY						



OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

OXNARD AIRPORT
PART 77 AIRSPACE
DRAWING
OXNARD, CALIFORNIA

PLANNED BY: Steven G. Remon, P.E.

DETAILED BY: Maggie Rogers

APPROVED BY: James M. Harris P.E.

August 9, 2004 SHEET 3 OF 8



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