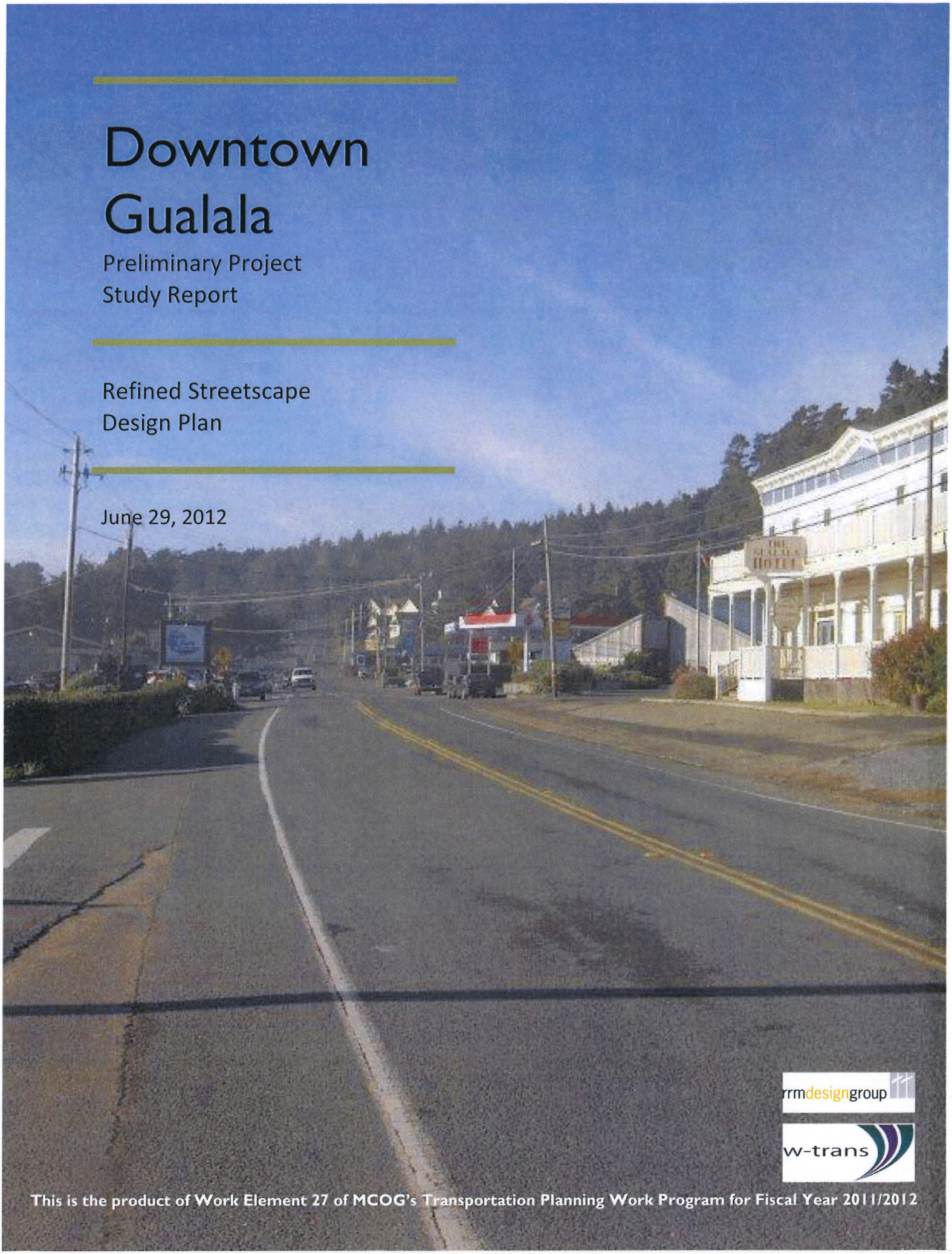
Downtown Gualala

Preliminary Project Study Report

Refined Streetscape Design Plan

June 29, 2012



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w-trans

This is the product of Work Element 27 of MCOG's Transportation Planning Work Program for Fiscal Year 2011/2012

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I. Project Background

A. Introduction

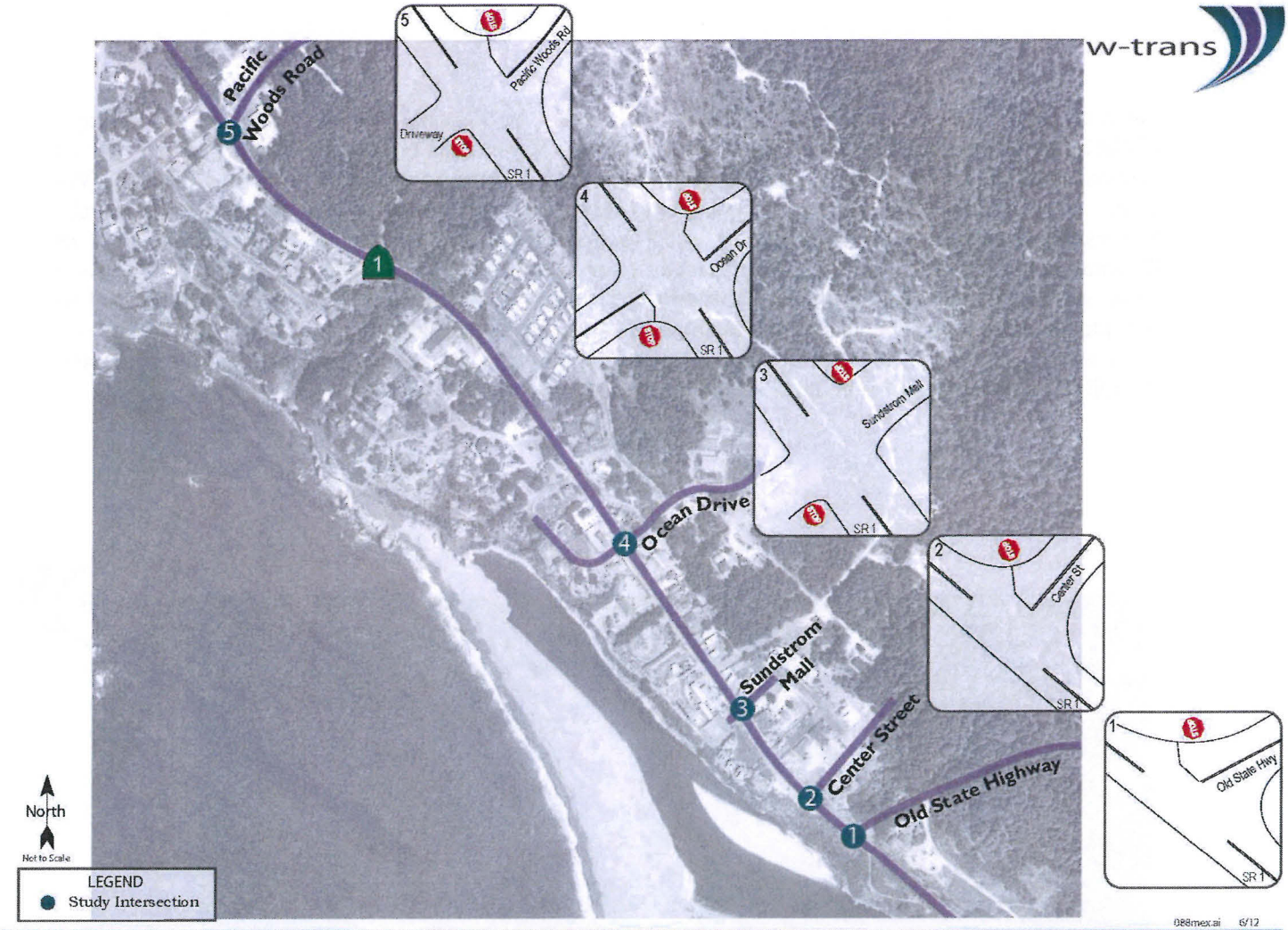
Since 2006, the Mendocino Council of Governments (MCOG), in association with the California Department of Transportation (Caltrans), has been planning a series of transportation improvements along State Route (SR) 1 in the community of Gualala in southern coastal Mendocino County. These improvements would include widening of the roadway to provide a center turn lane and installation of pedestrian walkways and bicycle lanes with the goal of better accommodating all users. The project area is located as shown in Figure 1.

All three plans were prepared in close conjunction with GMAC, MCOG, and the greater community of Gualala through an extensive public outreach process that intimately engaged local residents, property owners, and landowners in the design process. As a result, the recommendations of the Refined Streetscape Design Plan enjoy the widespread and strong support of the community as evidenced by the summary of the results of a public outreach meeting on March 10, 2012 that is provided in Appendix B.

This report as prepared by RRM Design Group (RRM) and Whitlock & Weinberger Transportation (W-Trans) presents the process that led to the creation of the Downtown Gualala Refined Streetscape Design Plan, the principal features of that plan, and an analysis of the potential traffic impacts that would be associated with the improvements envisioned by that plan. The traffic portion of this study was completed in accordance with the criteria established by the MCOG and Caltrans, and is consistent with standard traffic engineering techniques.

B. Historical Background

The Downtown Gualala Streetscape Concept Plan as presented in this document is the culmination of a three-part, grant-funded planning and public outreach process that was commenced in 2006 with the development of the Gualala Community Action Plan (CAP). That plan as sponsored by the Mendocino Council of Governments (MCOG) was intended to improve the overall safety, functionality, and visual character of the greater community of Gualala while focusing upon its downtown area that is bisected by State Route 1 (SR-1). The highest priority recommendation of that plan was to reduce the previously planned right-of-way for SR-1 and to develop a downtown design plan focused upon a streetscape concept plan for SR-1 as it passes through downtown Gualala to improve traffic flow while providing for public facilities to safely accommodate pedestrian and bicycle travel.

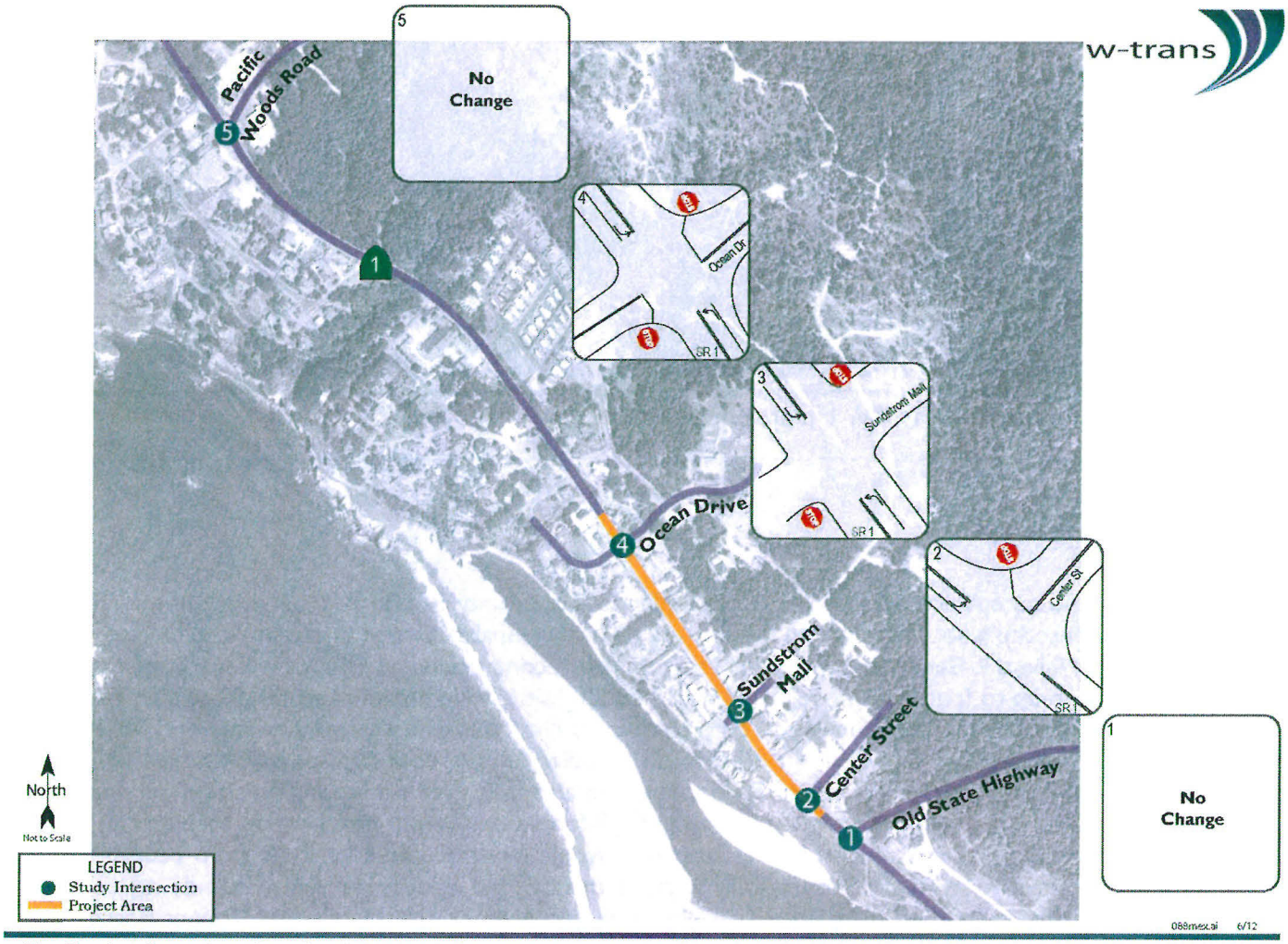


Traffic Analysis for the Gualala/SR 1 Transportation Improvement Project — Figure 1

County of Mendocino — Study Area and Existing Lane Configurations

Following the acceptance of the CAP by the Mendocino County Board of Supervisors in mid-2007, MCOG sponsored a second effort to develop a Downtown Gualala Design Plan that was completed in late 2008. While the Gualala Local Coastal Program had recommended an 80-foot wide right-of-way to accommodate up to four lanes of vehicular traffic on SR-1, it quickly became apparent that such a wide road would disrupt the community and forever alter its character as a charming coastal enclave. As a result, a Streetscape Concept Plan was developed that called for a 64-foot right-of-way with a three-lane configuration including a center left-turn lane. The plan also called for eliminating on-street parking on SR-1, providing a 5.5-foot pedestrian walkway and a 5-foot wide Class II bike lane on each side of the road along with a 4.5-foot wide planting strip that would separate the bike lanes from pedestrians. Other improvements included strategically located median and pedestrian refuge islands on select portions of the center left-turn lane. That plan was accepted by the Mendocino County Board of Supervisors in early 2009.

Between 2009 and 2011, MCOG worked closely with the Gualala Municipal Advisory Committee (GMAC) to address the hardships being faced by some commercial businesses fronting SR-1 with the elimination of parking on certain sections of the road. MCOG subsequently commissioned RRM and W-Trans, the same consulting team that had completed the earlier work on this project, to refine the Streetscape Design Plan for that section of SR-1 that passes through the most constrained area of Downtown Gualala (see Figure 2). Direction was given to utilize a 60-foot right-of-way for SR-1 that was to be achieved by eliminating the planting strips that were recommended in the earlier study, and to provide an alternative section that would allow on-street parallel parking in front of the Surf Market on the west side of SR-1 as an interim solution until their on-site parking improvements can be made and the full street improvements could be made.



Traffic Analysis for the Gualala/SR 1 Transportation Improvement Project — Figure 2

County of Mendocino — Project Lane Configurations

Accordingly, the consulting team worked with MCOG and the community in developing the Refined Streetscape Design Plan (see Appendix A) that calls for two 11-foot wide travel lanes, a 12-foot wide center left-turn lane, 8-foot wide pedestrian walkways on each side of the street, and 5-foot wide bike lanes on both sides of the street (see Figure 3). An Interim Constrained option was also prepared to allow on-street parallel parking in front of the Surf Market property in support of these business owners until such time that adequate on-site parking can be provided and all SR-1 improvements can be properly funded for this stretch of the highway (see Figure 4).

C. Study Area

Gualala is a small coastal community located in the southwestern corner of Mendocino County at the mouth of the Gualala River. The town of Gualala is a service center for the south coast of Mendocino County and the coastal communities of northern Sonoma County. While Gualala serves a modest regional population of about 2,500 persons, the scenic beauty and recreational opportunities of the Gualala area attract many thousands of visitors each year.

This analysis focuses on the core segment of SR-1 through downtown Gualala that extends from Old State Highway to Pacific Woods Road, which is shown in Figure 1. The corridor consists of commercial uses, services, community resources, and residences.

The study area consists of the following intersections:

1. SR-1/Old State Highway
2. SR-1/Center Street
3. SR-1/Sundstrom Mall
4. SR-1/Ocean Drive
5. SR-1/Pacific Woods Road

The study intersection of SR-1/Sundstrom Mall consists of the interface of SR-1 with private driveways and not a formal public intersection, so it typically would not be included in a traffic analysis. However, within Gualala, this location represents the core area for vehicular traffic as well as pedestrian and bicycle activity, therefore it was included in this analysis so that the "worst-case" location is captured.

D. Study Periods

Operating conditions during the weekday p.m. and weekend midday peak periods were evaluated as these time periods reflect the highest traffic volumes in the corridor. The evening peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion of the weekday, while the weekend midday peak occurs during the early afternoon on a Saturday.

II. The Refined Downtown Streetscape Design Plan

This section highlights the purpose and the various features of the Refined Downtown Streetscape Design Plan as presented in Appendix A. The purpose of the Refined Plan was to prepare a conceptual design for improving a reduced 60-foot right-of-way for SR-1 through the most constrained portion of downtown Gualala from just south of the Center Street intersection north to Ocean Drive. The direction to reduce the right-of-way by eliminating the previously recommended curbside planting strips was provided out of concern for preserving on-site parking on the west side of SR-1, particularly along the frontage of the Surf Market site, and minimizing the need for acquisition of additional right-of-way to accommodate the recommended improvement to the SR-1 corridor (see Figure 3).

An "Interim Constrained" street section was also developed to allow parallel parking along the frontage of the Surf Market property in place of the 8-foot wide pedestrian walkway on the west side of SR-1 until such time as the recommended streetscape improvements can be fully funded and implemented (see Figure 4).

A. The Recommended Refined Plan

The Refined Downtown Streetscape Design Plan has been designed to hug the eastern right-of-way boundary through much of the downtown to minimize the acquisition of additional right-of-way in front of the Surf Market, Surf Shop, and Surf Motel properties on the west side of SR-1. This stretch of SR-1 represents the most constrained section through downtown Gualala where the right-of-way appears to narrow down to only 55 feet. As such, approximately 5 feet of additional right-of-way will need to eventually be acquired along these properties in order to fully implement the refined Downtown Streetscape Design Plan.

Figure 3 below illustrates a road section that depicts the recommended improvements associated with the Refined Plan, including:

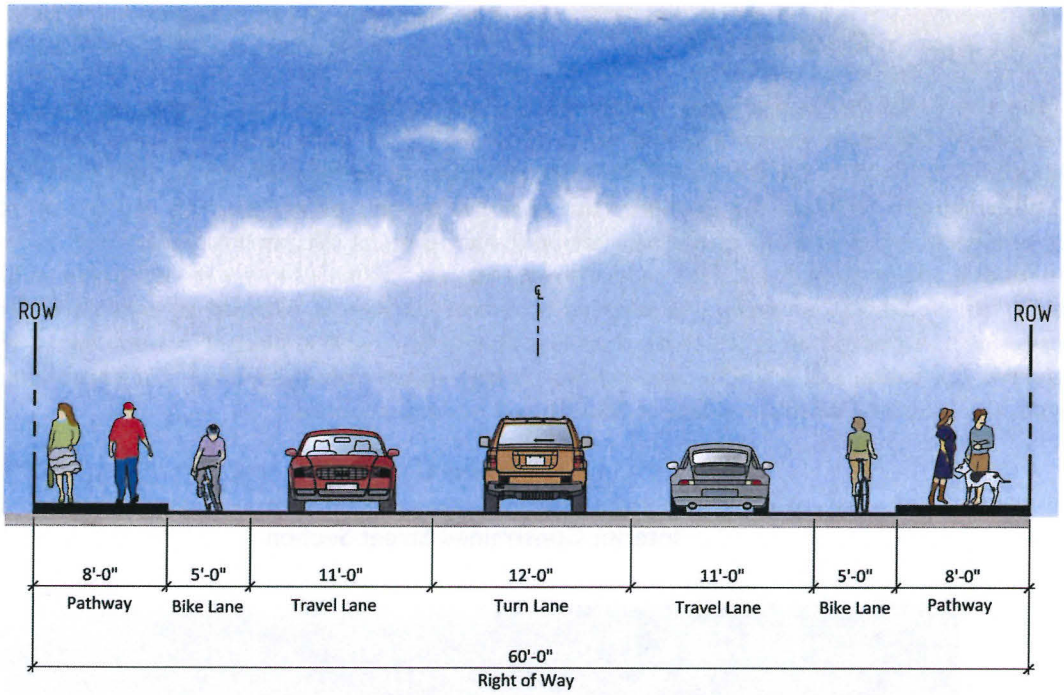
- Two (2) 11-foot wide travel lanes, one northbound and one southbound
- A 12-foot wide center left turn lane
- Two (2) 5-foot wide Class II bicycle lanes, one on each side of SR-1

  A street cross section (Alternative 7B) to provide one 14-foot shared lane for the southbound (downhill) movement and a 5-foot lane for the northbound (uphill) movement was also developed in the Refined Plan process and has widespread community support.

- Two (2) 8-foot wide pedestrian walkways, one on each side of SR-1

Figure 3

Recommended Refined Plan Street Section



Permanent Constrained

In addition to these improvements, the Refined Downtown Streetscape Design Plan also envisions making the following improvements to the SR-1 corridor:

- Three (3) crosswalks with hardscaped pedestrian refuge islands across SR-1, one just south of Sundstrom Street, another between the Surf Market and the Post Office, and another at the Forte Gualala property.
- Three (3) hardscaped median islands in the center left-turn lane, one just south Center Street, one in front of the Gualala Hotel, and one just south of the Ocean Drive intersection with SR-1.
- New crosswalks parallel to SR-1 at Sundstrom Street and Ocean Drive
- ADA accessible ramps where all crosswalks meet the pedestrian walkways.
- Landscape treatments where the SR-1 right-of-way widens south Sundstrom Street and Center Street including a hedgerow separating the pedestrian walkway from the street on the east side of SR-1 to provide a more attractive southern gateway into downtown Gualala.
- A large vehicle overflow parking area on the west side of SR-1 south of downtown Gualala opposite Center Street. This may also be a suitable site for development of a highway or rest area and trailhead to the Gualala Bluff Trail.

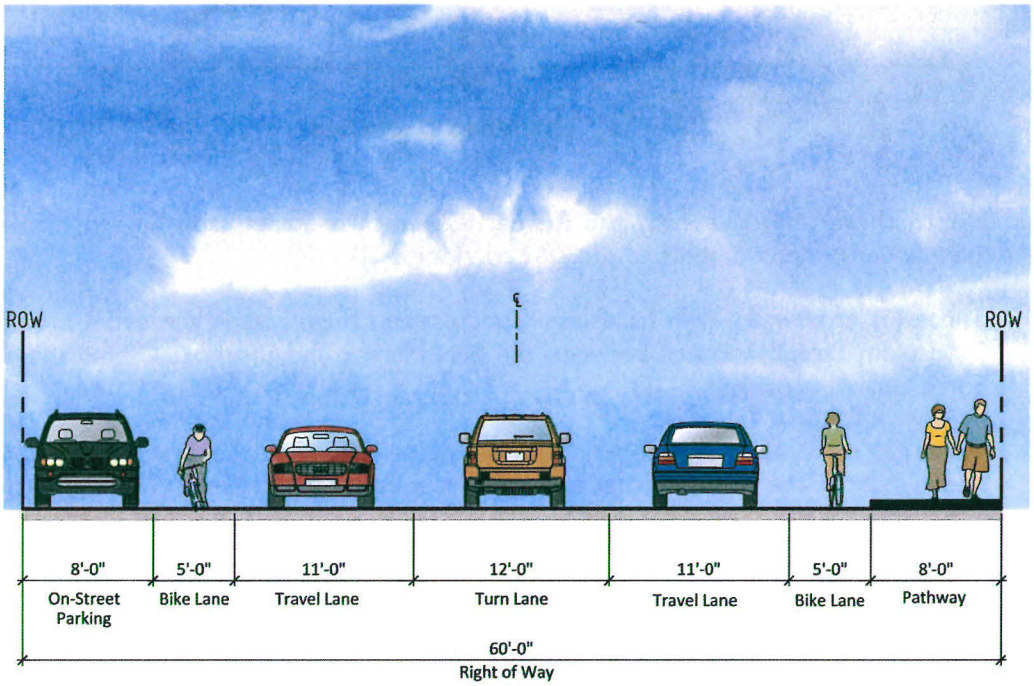
Due to the reluctance of the citizens of Gualala to form a Landscape and Lighting District that would tax an area of benefit for the maintenance and upkeep of on-street landscaping and streetlights, no such improvements are envisioned by the plan. Nonetheless, the plan does encourage property owners abutting SR-1 to provide attractive landscape improvements behind the pedestrian walkways.

B. The Interim Constrained Plan

As for the "Interim Constrained" alternative which is the section depicted in Figure 4, the only difference in the improvements would be to allow an 8-foot wide strip of parallel parking on the west side of SR-1 in place of the 8-foot wide pedestrian walkway in front of the Surf Market. The purpose of this alternative is to allow the property and business owners to continue to use the on-street parking that presently exists in front of the market until such time as the recommended improvements can be fully funded and implemented. This section may also need to be used on the east side of SR-1 opposite the Union 76 Station as well. As long as on-street parking is allowed to remain in front of these properties, the pedestrian facilities on the west side of SR-1 will be discontinuous. Again, this is not the preferred condition, but if funding and on-site parking constraints determine that improvements must be staged, the Interim Constrained Street Section will be implemented.

Figure 4

Interim Constrained Street Section



Interim Constrained

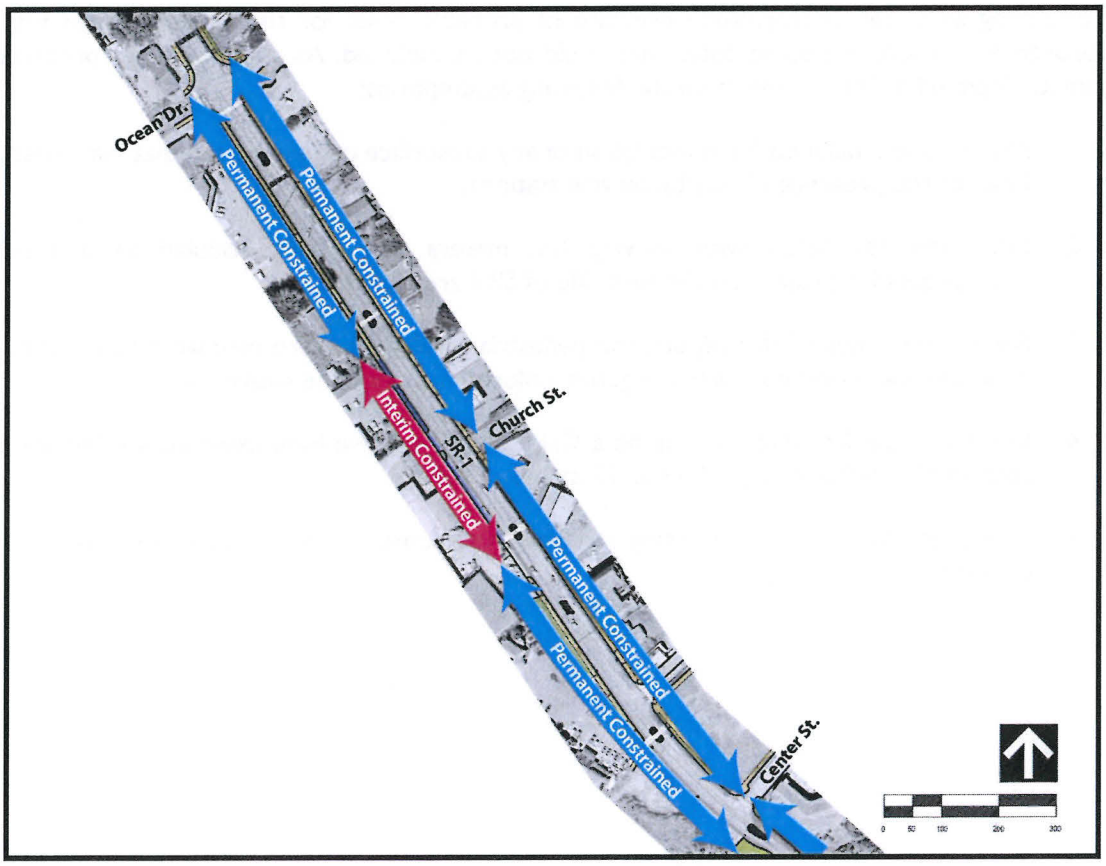
C. Phasing Considerations

In preparing the Refined Plan, it was realized by all involved that the improvements to SR-1 would have to be made over time. Given the challenges of government funding and the impact of right-of-way acquisition and SR-1 parking removal on key west side parcels, improvements to the right-of-way will have to be made incrementally as funding permits. For this reason, MCOG expressed its desire to concentrate on making improvements to the east side of SR-1 as a first phase for the implementation of the Refined Plan.

However, with Caltrans seeking to fund eligible projects as part of its efforts to establish a Coastal Bikeway through Mendocino County, a more aggressive first phase seems to be in order. Therefore, the recommended first phase of improvements is for the full construction of the entire SR-1 roadway improvements envisioned in the Refined Plan, i.e. travel lanes, center left-turn lane, median islands, bike lanes, and pedestrian walkways except for the pedestrian walkway improvements in front of the Surf Market, Surf Shop, and Surf Motel properties (See Figure 5).

Figure 5

Phase I Improvements



In preparing the construction documents for the first phase of improvements, a number of fine-tuned adjustments will likely need to be completed during the design development phase to reflect the recent undergrounding improvements that have been made and continue to be made along the west side of the SR-1 corridor. Of particular concern will be the need to work around the meters and vaults that have been recently installed in the area where the east side pedestrian walkway is proposed to be constructed.

Finally, full implementation of the Refined Plan depends upon the acquisition of approximately 5 feet of additional right-of-way on the west side of SR-1 from the owner of the Surf Shop and the Surf Motel properties and removal of parking on SR-1. The Surf Shop and the adjacent Surf Market properties are woefully underparked according to Mendocino County standards. Redevelopment plans for these key parcels have stalled to the point that streetscape improvements have to be constructed around these properties. Frontage adjacent to these properties would not include a walkway, but street parking would be retained per the Interim Constrained Street section. Therefore, the State may be faced with the option of trying to acquire the additional right-of-way needed via eminent domain or dedication, or the County can condition proposed development to make and dedicate the frontage improvements along SR-1 at the time the owner redevelops this property.

D. Generalized Estimate of Probable Costs

In preparing an order of magnitude estimate of probable costs for the recommended first phase of improvements, there are some costs that could not be included. As such, we have prepared a rough estimate depicted in Table 1 based on the following assumptions:

1. No costs are included for remediation of any subsurface contamination that may exist under SR-1 due to the presence of nearby service stations.

2. No costs associated with moving the meters and vaults installed as a result of the undergrounding project on the east side of SR-1 are included.

3. For the purposes of this report, the pedestrian walkways were estimated to be constructed of concrete with concrete curb and gutter colored to match the native soil.

4. In view of the fact that this will be a Caltrans project, we have assumed a relatively thick road section of 6 inches of asphalt over 12 inches of base.

5. It was assumed that the existing roadway was constructed of asphalt over base rather than concrete.

Table 1

General Estimate of Probable Costs for Phase 1 (2012 Dollars)

Item	# Units	Unit Cost	Cost
Demolition	101,100 s.f.	$2.00/s.f.	$202,200.00
Cleaning and Grubbing	9,910 s.f.	$0.25/s.f.	$2,480.00
Rough Grading	101,100 s.f.	$1.00/s.f.	$101,100.00
Roadway Base	74,140 s.f.	$4.50/s.f.	$333,630.00
Roadway Paving	74,140 s.f.	$3.00/s.f.	$222,420.00
Curb and Gutter	3,000 l.f.	$35.00/s.f.	$105,000.00
Pedestrian Walkways	19,200 s.f.	$8.00/s.f.	$153,600.00
Crosswalks	8	$750.00/each	$6,000.00
AEDA Ramps	11	$1,500.00/each	$16,500.00
Median Islands	1270	$15.00/s.f.	$19,050.00
Landscaping	750 l.f.	$7.50/l.f.	$5,625.00
Signage	10	$350.00/each	$3,500.00
Striping (4x1500)	6000 l.f.	$1.50/l.f.	$9,000.00
Total Base Cost			$1,180,125.00
Engineering/Permitting (10%)			$118,000.00
SUBTOTAL			$1,372,050.00
Contingency (20%)			$274,410.00
TOTAL ESTIMATE OF PROBABLE COST			$1,646,460.00

III. Existing Transportation Setting

A. Inventory of Existing Traffic Conditions

Highways

State Route 1 (SR-1) is a 2-lane north-south State highway that provides regional access between Sonoma, Mendocino, and Humboldt Counties on the Pacific Coast. SR-1 is the only north-south arterial that serves Gualala. The posted speed limit on SR-1 in Gualala is 25 miles per hour (mph). However, it has been observed that actual speeds exceed 25 mph when conditions permit. SR-1 contains two travel lanes that vary in width from approximately 11 to 12 feet. Variable shoulders that range up to 12 feet are provided through the community. SR-1 in Gualala carries an annual average daily traffic volume of approximately 4,000 to 4,500 vehicles per day, and has experienced minimal change over the last decade.

Local Roads

Old Stage Road is a 2-lane local connector that provides access to rural residences located in the hills of the Coast Range east of SR-1 above town. Old Stage Road has posted speed limits of 35 and 40 mph, travel lanes that are approximately 12 feet wide, variable shoulders that are generally less than 2 feet, and occasional turnouts. Old Stage Road is striped with a double yellow centerline and white edge lines. No bicycle, pedestrian, or transit facilities are provided along this rural roadway. Based on machine counts taken for a traffic study in November of 2005, Old Stage Road carries approximately 870 vehicles

per day south of Moonrise Drive, and experiences 2-way peak hour volumes of fewer than 100 vehicles per hour.

Center Street is a 2-lane local road approximately 30 feet in width that provides access to the Gualala Community Center and various business and properties east of SR-1 in southern Gualala.

Sundstrom Street is a 2-lane private drive that extends from SR-1 into the Sundstrom Mall. Sundstrom Street varies in width from approximately 30 to 64 feet.

Ocean Drive is a 2-lane local road approximately 30 feet in width that provides access to commercial and public facilities on the east side of SR 1 and residential properties on the west side of SR-1.

Intersections

- *SR-1/Old State Highway* is a tee intersection with a stop control on the Old State Highway approach to SR-1.
- *SR-1/Center Street* is a tee intersection with a stop control on the Center Street approach to SR-1.
- *SR-1/Ocean Drive* is a four-way intersection with stop controls on the Ocean Drive approaches to SR-1.
- *SR-1/Pacific Woods Road* is a tee intersection with a stop control on the Pacific Woods Road approach to SR-1.

All study intersections are side-street stop-controlled and there are no traffic signals in the study area.

There are numerous uncontrolled driveway intersections along SR-1 between Old Stage Road and Ocean Drive that impact vehicle, bicycle, and pedestrian operations. The primary congestion point in the community is on SR-1 at the driveways with Sundstrom Mall and the Surf Market.

Pedestrian Activity

Pedestrian activity is present along each roadway throughout the community of Gualala, with heavier use focused along SR-1 in the downtown corridor. Despite a lack of pedestrian facilities and, in many locations, the availability of little or no space to walk outside of the vehicle travel lanes, residents and tourists can be found walking along roadway shoulders and/or in the roadway along all streets, including SR-1. Well-worn informal pedestrian pathways exist along SR-1 where no roadway shoulders exist, demonstrating a need for pedestrian facilities.

Crosswalks

There is only one marked crosswalk in the study area. A ladder-striped crosswalk is provided across SR-1 between the Surf Market and the Sundstrom Mall. The pedestrian crossing distance at the crosswalk is approximately 52 feet. Standard yellow advanced pedestrian warning and crosswalk warning signs are provided for the crosswalk.

Curb, Gutter and Sidewalks

Curb, gutter and sidewalk facilities are provided in only limited locations throughout the study area. Short stretches of intermittent curb, gutter, and sidewalk exist along the east side of SR-1 along the

frontage of the Sundstrom Mall property. The existing sidewalk segments, which are short and disconnected, range from approximately 4 to 8 feet wide.

Driveway Aprons

Due to the absence of curb, gutter, and sidewalks, driveway aprons are generally absent from driveway locations in Gualala. Instead, at driveway access points, the pavement widens to large paved apron areas.

Bicycle Facilities

SR-1 is part of the Pacific Coast Bike Route and it experiences recreational use along with a seasonal influx of bicycle tourists during the summer months. In the past several years Caltrans has painted an edge-line stripe along the corridor, resulting in a defined shoulder in some area. Although not designated as a bicycle facility, where adequate shoulder width is available, bicyclists can use the space to be separated from vehicular traffic. This shoulder varies in width though, so it does not provide a consistent bicycle facility.

Transit Facilities

The Mendocino Transit Authority (MTA) bus provides public transit in Gualala. Daily AM and PM service is provided to outlying communities and intermodal transit stations. Route 95 provides service between Point Arena and Santa Rosa, and Route 75 provides service between Gualala, Ukiah, and Fort Bragg. MTA currently stops off of SR-1 in Gualala at the Sundstrom Mall. All MTA buses are wheelchair accessible. Two bikes may be carried on Mendocino Transit Authority intercity buses. Rack space is available on a first-come, first-served basis.

On-Street Parking Activity

On-street parking is currently allowed in most locations in Gualala. Parallel parking occurs on SR-1 where conditions permit and is heavily utilized adjacent to services and commercial uses in downtown. There are no signs, curb markings, or parking tees present to control on street parking.

IV. Vehicle Capacity Analysis

A. Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side-street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall age delay for the intersection.

The ranges of delay associated with the various levels of service are indicated in Table 2.

Table 2
Two-Way Stop-Controlled Intersection Level of Service Criteria

LOS A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.
LOS B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.
LOS C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.
LOS D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.
LOS E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.
LOS F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

B. Traffic Operation Standards

In its *Guide for the Preparation of Traffic Impact Studies,* Caltrans has established general statewide significance criteria for operations of Caltrans-operated facilities. However, Caltrans has further acknowledged that due to varying constrains, it is appropriate to establish facility-specific standards in certain areas.

For SR-1 in Mendocino County, in the *Route Concept Report for Route 1*, Caltrans has recommended an LOS E standard. This is lower than the general statewide policy in which Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D.

Based on previous discussions with Caltrans staff, it is understood that the standard is to be applied to the overall average intersection delay, and *not* that associated with any single movement or approach. Under this approach, if one movement experiences very high delay and also has moderate to high traffic volumes, the overall delay and level of service should reflect the critical nature of the condition. However, if one movement is expected to experience high delay, but has very low traffic volumes, the overall intersection operation will likely still meet Caltrans standards.

C. Traffic Volumes

Existing Traffic Volumes

Traffic volume counts were completed for the *Gualala Community Action Plan Base Traffic Conditions Report* in 2005. The age of these data is beyond the time period that is typically considered to be an acceptable representation of existing conditions; however, due to the in economic conditions since 2005 it is expected that current traffic volumes in Gualala are similar to or less than those counted in 2005. To verify this hypothesis, historical trends in traffic volumes in the region were reviewed for the period of 2000 through 2010.

Traffic volumes on SR-1, near Gualala, California were evaluated using the Caltrans Performance Measurement System (PeMS), a system that utilizes data from roadway sensors to provide traffic volumes along Caltrans-operated facilities. The system provides over ten years worth of data for historical analysis. One such sensor is located approximately one-third of a mile north of Big Gulch Road, along SR-1, and about one and a half miles north of the core study area. This is the nearest sensor to Gualala, so its data were used to evaluate trends in the Gualala area. Since there are no significant side streets and development is sparse between Gualala and this sensor location, it is expected to be an accurate representation of traffic trends within Gualala. Data during the summer months, when traffic in Gualala is typically highest, were available for years 2000, 2001, 2004, 2009, and 2010; however, only partial data were available for some of the years evaluated. Using traffic volumes for these years, the average monthly, daily and peak hour volumes were compared at this location. Based on the historical traffic volumes collected from the detector, the average traffic volumes in the Gualala area have decreased by 10 to 15 percent between the years 2000 and 2010. A summary of average peak hour, daily and monthly traffic volumes is provided in Table 3, Table 4 and Table 5, respectively.

Table 3
Average Peak Hour Volumes
(SR-1 near Big Gulch Road)

Year	May	June	July	August
2000	328	354	349	346
2001	339	314	377	359
2004	--	--	--	--
2009	275	287	314	312
2010	271	287	315	316
Percent Change (2000-2010)	-17.40%	-18.91%	-9.85%	-8.65%

Data Source: Caltrans Performance Measurement System (PeMS)

Table 4
Average Daily Volumes
(SR-1 near Big Gulch Road)

Year	May	June	July	August
2000	3,618	3,827	3,781	3,697
2001	3,582	3,556	4,102	4,346
2004	N/A	3,453	3,744	3,813
2009	3,066	3,261	3,397	3,373
2010	3,041	3,238	3,405	3,341
Percent Change (2000-2010)	-15.94%	-15.39%	-9.94%	-9.65%

Data Source: Caltrans Performance Measurement System (PeMS)

Table 5
Average Monthly Volumes
(SR-1 near Big Gulch Road)

Year	May	June	July	August
2000	112,155	114,798	117,197	114,621
2001	111,044	106,665	127,173	--
2004	--	--	116,064	118,209
2009	95,058	97,844	105,320	104,548
2010	94,276	97,135	105,543	103,560
Percent Change (2000-2010)	-15.94%	-15.39%	-9.94%	-9.65%

Data Source: Caltrans Performance Measurement System (PeMS)

In addition to analysis of traffic volume trends, the data collected in 2005 was compared to the PeMS data. The peak hour volumes were calculated for the segment of SR-1 north of Pacific Woods Road, which is approximately one mile south of the sensor location. The summer weekday peak hour volume for this segment in 2005 was 450 vehicles and the weekend peak hour volume was 570 vehicles. The highest traffic volumes reported in PeMS is 354 vehicles per hour which occurred in June 2000, and more recently in 2010, the highest reported traffic volume was 316 vehicles per hour in August. These volumes are reasonably higher than those detected by the sensor, which is expected since the sensor is located further from the town. Based on the fact that volumes in the Gualala area have displayed a downward trend between 2001 and 2010, it is reasonable to conclude that the 2005 traffic counts provide a conservative estimate of current traffic volumes in the area.

Future Traffic Volume Development

Caltrans District 1 has developed regional traffic growth forecasts for state-owned facilities within the district. The Growth Rate Summary was published in 2006, but based on discussion with Caltrans Staff this is the most recent and currently valid growth projections for District 1. The twenty year growth rate published by Caltrans for the route is 1.20, which was applied consistently to all movements on all study intersections to obtain Future, 20-year traffic volumes. This means that traffic volume is expected to increase 20% over a 20-year period.

D. Safety Analysis

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is 2006 through 2010.

As presented in Table 6, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2007 Collision Data on California State Highways*, California Department of Transportation. All five study intersections were found to have a collision rate lower than the statewide average for similar facilities, three of which had no reported collisions for the analysis time period.

Table 6
Collision Rates at the Study Intersections

Study Intersection	Number of Collisions (2006-2010)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. SR-1/Old State Highway	0	0.00	0.22
2. SR-1/Center Street	0	0.00	0.22
3. SR-1/Sundstrom Mall	0	0.00	0.33
4. SR-1/Ocean Drive	2	0.18	0.33
5. SR-1/Pacific Woods Road	1	0.08	0.22

Note: c/mve = collisions per million vehicles entering

E. Existing Intersection Operations

Under existing conditions, all of the study intersections are operating acceptably at LOS A overall and the stop-controlled approaches at LOS C or better. A summary of the intersection level of service calculations is contained in Table 7, and copies of the Level of Service calculations are provided in Appendix C.

Table 7
Summary of Existing Peak Hour
Intersection Level of Service Calculations

Study Intersection *Approach*	Existing Conditions			
	Weekday PM Peak		Weekend Midday Peak	
	Delay	LOS	Delay	LOS
1. SR-1/Old State Highway	2.1	A	0.9	A
Westbound Old State Highway	*11.5*	*B*	*12.2*	*B*
2. SR-1/Center Street	0.3	A	0.3	A
Westbound Center Street	*12.3*	*B*	*12.4*	*B*
3. SR-1/Sundstrom Mall	5.7	A	6.1	A
Eastbound Sundstrom Mall	*17.9*	*C*	*19.0*	*C*
Westbound Sundstrom Mall	*18.3*	*C*	*20.1*	*C*
4. SR-1/Ocean Drive	2.3	A	2.4	A
Eastbound Ocean Drive	*10.9*	*B*	*11.0*	*B*
Westbound Ocean Drive	*14.7*	*B*	*15.4*	*B*
5. SR-1/Pacific Woods Road	3.2	A	1.7	A
Eastbound Pacific Woods Road	*12.2*	*B*	*N/A*	
Westbound Pacific Woods Road	*16.1*	*C*	*15.7*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* N/A = no traffic recorded during analysis period

F. Future Intersection Operations

Under the anticipated (20-year) Future volumes, with the existing two-lane configuration, the study intersections are expected to continue to operate acceptably LOS A overall and with side street approaches at LOS D or better, as summarized in Table 8.

Table 8
Summary of Future (2030) Peak Hour
Intersection Level of Service Calculations

Study Intersection *Approach*	Future Conditions			
	Weekday PM Peak		Weekend Midday Peak	
	Delay	LOS	Delay	LOS
1. SR-1/Old State Highway	2.3	A	1.0	A
Westbound Old State Highway	*12.6*	*B*	*13.7*	*B*
2. SR-1/Center Street	0.3	A	0.3	A
Westbound Center Street	*13.6*	*B*	*13.8*	*B*
3. SR-1/Sundstrom Mall	8.0	A	9.3	A
Eastbound Sundstrom Mall	*24.6*	*C*	*27.4*	*D*
Westbound Sundstrom Mall	*28.2*	*D*	*34.4*	*D*
4. SR-1/Ocean Drive	2.6	A	2.7	A
Eastbound Ocean Drive	*11.7*	*B*	*12.0*	*B*
Westbound Ocean Drive	*17.8*	*C*	*19.2*	*C*
5. SR-1/Pacific Woods Road	4.1	A	2.0	A
Eastbound Pacific Woods Road	*13.6*	*B*	*N/A*	
Westbound Pacific Woods Road	*21.1*	*C*	*19.5*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* N/A = no traffic recorded during analysis period

V. Project Conditions

The proposed project would consist of a series of improvements to SR-1 in the community of Gualala. Since the proposed project would just alter the geometry of the street, it is not expected to alter the volume, pattern or distribution of traffic along the corridor.

The existing two-lane configuration of SR-1 between Center Street and Ocean Drive would be widened to provide three lanes – one in each direction plus a center lane that will be marked as either an intersection left-turn lane or a mid-block two-way left-turn lane – along with consistent Class II bicycle lanes and on-street parallel parking. There will be traffic islands at a few key locations to aid traffic circulation and serve as pedestrian refuge areas. Additionally, full curb, gutter and sidewalk will be provided along with necessary sidewalk ramps at intersections or midblock crossing locations. No modifications to the intersection controls are incorporated as part of the project.

A. Multimodal Transportation

Pedestrian Facilities

Given the fact that Gualala is a regional commercial, recreation and tourism center, it experiences a relatively high level of pedestrian activity for its rural, low-density setting. Pedestrian activity is concentrated around the Sundstrom Mall area where the community's two grocery stores, post office and other retail and service facilities are located. Currently, there is a marked ladder-style crosswalk at the Sundstrom Mall, but no other pedestrian facilities. Although there is a shoulder that pedestrians can walk on, they must share the space with parked vehicles and bicyclists. Generally, walking on a paved shoulder is not as comfortable for most pedestrians compared to a concrete sidewalk.

The proposed project would install sidewalks, crosswalks and intersection curb ramps along SR-1 between Center Street and Ocean Drive. This improves both pedestrian comfort and safety. Further, the project would install a raised median with pedestrian refuge at several midblock crossing locations. This refuge gives pedestrians the opportunity to cross one direction of traffic at a time, making it easier to find an acceptable gap in traffic prior to starting to cross.

Bicycle Facilities

The proposed installation of bicycle lanes along the project area will increase the attractiveness of bicycle use along the corridor, both for recreational and utilitarian trips. The consistent-width bicycle lane will provide an area for cyclists to ride separated from vehicular traffic, improving safety.

Transit

The pedestrian and bicycle improvements discussed above will make it easier for users to walk or bicycle to/from a transit stop. However, otherwise, the project would not change transit operations along the corridor.

B. Safety Considerations

Although the collision records do not indicate that SR-1 in Gualala is experiencing a specific safety problem, the proposed improvements are expected to improve safety for all users. Typically roads with a center turn lane experience a lower number of collisions compared to those without a center turn lane. This is because when a turning vehicle needs to block a through lane there is an increased risk for rear-end collisions. Further, a left-turning driver, when blocking a through lane, may feel pressured to turn quickly, resulting in using a less than acceptable gap in oncoming traffic to complete the turn, increasing the risk for broadside collisions. This is evident by the fact that the statewide average collision rate for a three-lane street in a rural setting is lower than that of a two-lane street, or 1.00 collisions per million vehicle miles traveled (c/mvm) compared to 1.15 (c/mvm), respectively.

The creation of unified, formal driveways, as compared to the wide entryways currently provided, will reduce the number of conflict points along the route and reduce the likelihood of a driver of a parked vehicle needing to back onto SR-1. Additionally, both pedestrians and bicyclists will have a safer environment with separated facilities, as discussed in the previous section.

C. Parking

Although on-street parking is generally currently heavily utilized on that section of SR-1 near the Surf Market due to its lack of adequate off-street parking, the "Interim Constrained" alternative would allow formal on-street parallel parking on the west side of SR-1 in front of the market as an interim solution

until on-site parking problems can be resolved. However, the "Interim Constrained" alternative would supplant the 8-foot wide pedestrian walkway in front of the market and the Surf Shop property, leaving a discontinuous pedestrian walkway along the west side of SR-1 until such time as the project can be fully implemented.

D. Intersection Operation

Existing plus Project Conditions

Upon the modification of the lanes of the project, the study intersections are expected to continue to operate acceptably under Existing Conditions with a negligible decrease in average delay. These results are summarized in Table 9.

Table 9
Summary of Existing and Existing plus Project
Peak Hour Intersection Level of Service Calculations

Study Intersection *Approach*	Existing Conditions				Existing plus Project			
	Weekday PM Peak		Weekend Midday Peak		Weekday PM Peak		Weekend Midday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-1/Old State Highway	2.1	A	0.9	A	2.1	A	0.9	A
Westbound Old State Highway	*11.5*	*B*	*12.2*	*B*	*11.5*	*B*	*12.2*	*B*
2. SR-1/Center Street	0.3	A	0.3	A	0.3	A	0.3	A
Westbound Center Street	*12.3*	*B*	*12.4*	*B*	*12.3*	*B*	*12.4*	*B*
3. SR-1/Sundstrom Mall	5.7	A	6.1	A	5.7	A	6.1	A
Eastbound Sundstrom Mall	*17.9*	*C*	*19.0*	*C*	*17.9*	*C*	*19.0*	*C*
Westbound Sundstrom Mall	*18.3*	*C*	*20.1*	*C*	*18.2*	*C*	*20.0*	*C*
4. SR-1/Ocean Drive	2.3	A	2.4	A	2.3	A	2.4	A
Eastbound Ocean Drive	*10.9*	*B*	*11.0*	*B*	*10.9*	*B*	*11.0*	*B*
Westbound Ocean Drive	*14.7*	*B*	*15.4*	*B*	*14.7*	*B*	*15.4*	*C*
5. SR-1/Pacific Woods Road	3.2	A	1.7	A	3.2	A	1.7	A
Eastbound Pacific Woods Road	*12.2*	*B*	*N/A*		*12.2*	*B*	*N/A*	
Westbound Pacific Woods Road	*16.1*	*C*	*15.7*	*C*	*16.1*	*C*	*15.7*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* N/A = no traffic recorded during analysis period

Future plus Project Conditions

Upon the modification of the lanes of the project, the study intersections are expected to continue to operate acceptably under Future Conditions with a negligible decrease in average delay. The Future plus Project operating conditions are summarized in Table 1010.

Table 10
Summary of Future and Future plus Project
Peak Hour Intersection Level of Service Calculations

Study Intersection *Approach*	Future Conditions				Future plus Project			
	Weekday PM Peak		Weekend Midday Peak		Weekday PM Peak		Weekend Midday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-1/Old State Highway	2.3	A	1.0	A	2.3	A	1.0	A
Westbound Old State Highway	*12.6*	*B*	*13.7*	*B*	*12.6*	*B*	*13.7*	*B*
2. SR-1/Center Street	0.3	A	0.3	A	0.3	A	0.3	A
Westbound Center Street	*13.6*	*B*	*13.8*	*B*	*13.6*	*B*	*13.8*	*B*
3. SR-1/Sundstrom Mall	8.0	A	9.3	A	8.0	A	9.2	A
Eastbound Sundstrom Mall	*24.6*	*C*	*27.4*	*D*	*24.4*	*C*	*27.2*	*D*
Westbound Sundstrom Mall	*28.2*	*D*	*34.4*	*D*	*28.0*	*D*	*33.9*	*D*
4. SR-1/Ocean Drive	2.6	A	2.7	A	2.6	A	2.7	A
Eastbound Ocean Drive	*11.7*	*B*	*12.0*	*B*	*11.7*	*B*	*11.9*	*B*
Westbound Ocean Drive	*17.8*	*C*	*19.2*	*C*	*17.8*	*C*	*19.1*	*C*
5. SR-1/Pacific Woods Road	4.1	A	2.0	A	4.1	A	2.0	A
Eastbound Pacific Woods Road	*13.6*	*B*	*N/A*		*13.9*	*B*	*N/A*	
Westbound Pacific Woods Road	*21.1*	*C*	*19.5*	*C*	*21.1*	*C*	*19.5*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* N/A = no traffic recorded during analysis period

Intersection Operations Discussion

For both the existing plus project and future plus project conditions, the project is expected to result in a negligible change in intersection delay and operations. The project is expected to be beneficial to drivers along the corridor by providing left-turn lanes, which allows for through traffic to proceed without needing to wait behind a left-turning vehicle. This has the potential for reducing delay for individual drivers, but due to the overall existing relatively low traffic volumes, and low amount of delay experienced on the SR-1 approaches, the average decrease to delay is negligible. Rather, the project will impact the interaction of all modes of transportation, which are not captured in the intersection LOS calculations, as discussed in the previous section.

VI. Conclusions and Recommendations

A. Conclusions

- Currently, SR-1 in the community of Gualala lacks unified pedestrian and bicycle facilities; however, due to its use as a regional and tourism center, the route does experience notable pedestrian and bicycle activity.
- All study intersections currently operate acceptably and are expected to continue to do so under future traffic volumes.
- The intersection collision rates are lower than the statewide averages for similar facilities.
- On-street parking along the corridor varies depending upon the availability of shoulders.
- The proposed project would widen the street to provide a center turn lane, consistent shoulders (that will be marked for on-street parallel parking), bicycle lanes, as well as curb, gutter and sidewalks within the core area of Gualala.
- These improvements would make pedestrian and bicycle access more comfortable and lead to an overall safer environment.
- While the project would provide a center turn lane, making it easier for drivers to complete a left-turn movement while minimizing interruptions to through traffic, due to the relatively low existing traffic volumes and average delay, the project would have a negligible impact on intersection operations. Therefore, all study intersections are expected to continue to operate acceptably, both under existing and future plus project conditions.

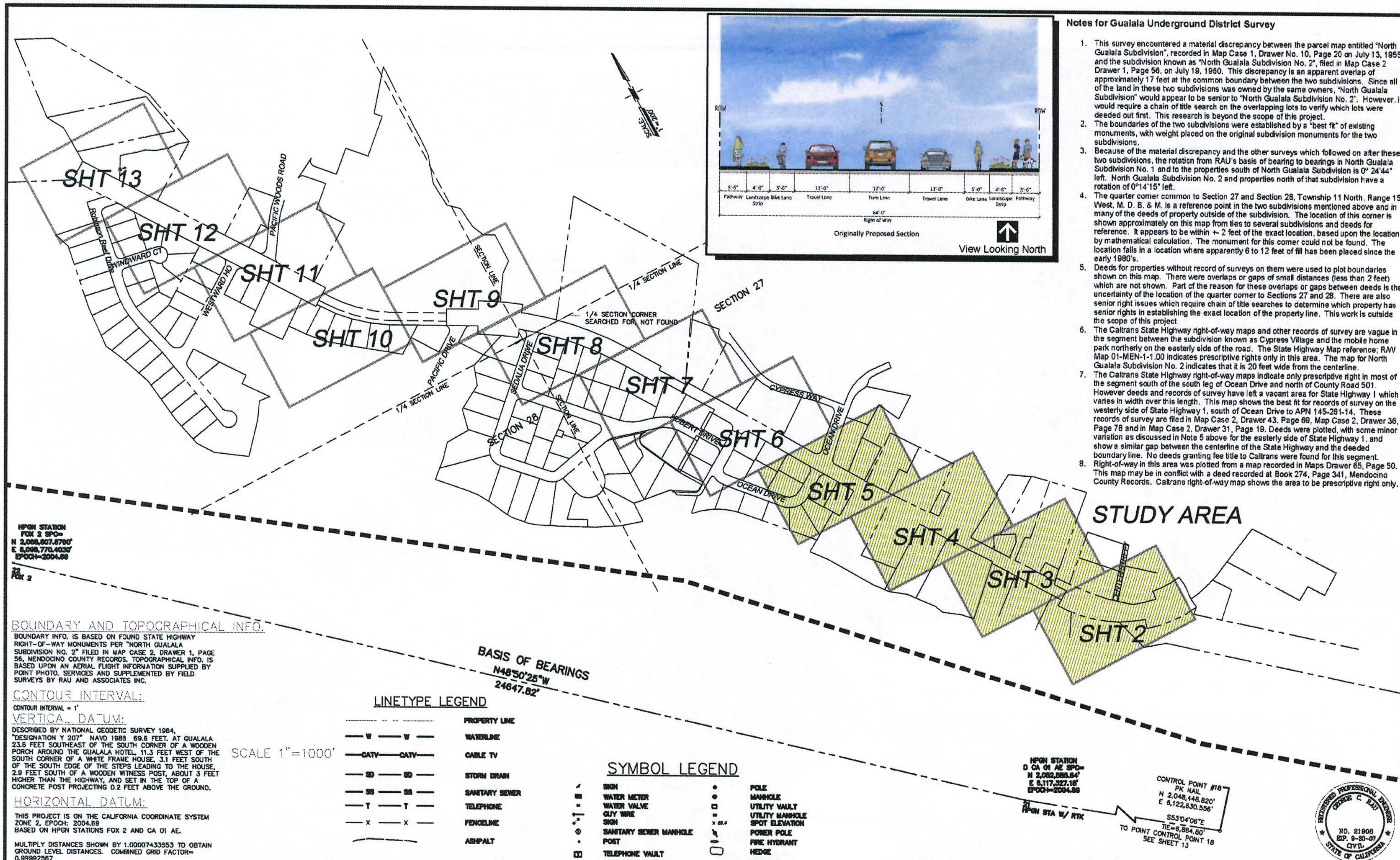
B. Recommendations

The following actions are recommended to realize the *Refined Downtown Gualala Streetscape Design Plan*.

- Submit this report to Caltrans for their review, consideration, and further refinement.
- Work to obtain funding to prepare design development and construction documents for the recommended first phase of improvements to SR-1.
- Work to obtain priority funding to implement the first phase of recommended improvements to SR-1 through downtown Gualala.
- Work with Mendocino County, Caltrans, and the GMAC to engage the land owner of the Surf Market, Surf Shop, and Surf Motel properties to discuss the alternative ways to obtain the additional right-of-way-to make the full frontage improvements along SR-1 and solve the parking problems on these sites as soon as possible.

Appendix A

Refined Downtown Gualala Streetscape Design Plan



Notes for Gualala Underground District Survey

1. This survey encountered a material discrepancy between the parcel map entitled "North Gualala Subdivision", recorded in Map Case 1, Drawer No. 10, Page 20 on July 13, 1955 and the subdivision known as "North Gualala Subdivision No. 2", filed in Map Case 2 Drawer 1, Page 56, on July 19, 1960. This discrepancy is an apparent overlap of approximately 17 feet at the common boundary between the two subdivisions. Since all of the land in these two subdivisions was owned by the same owners, "North Gualala Subdivision" would appear to be senior to "North Gualala Subdivision No. 2". However, it would require a chain of title search on the overlapping lots to verify which lots were deeded out first. This research is beyond the scope of this project.
2. The boundaries of the two subdivisions were established by a "best fit" of existing monuments, with weight placed on the original subdivision monuments for the two subdivisions.
3. Because of the material discrepancy and the other surveys which followed on after these two subdivisions, the rotation from RAU's basis of bearing to bearings in North Gualala Subdivision No. 1 and to the properties south of North Gualala Subdivision is 0° 24'44" left. North Gualala Subdivision No. 2 and properties north of that subdivision have a rotation of 0°14'15" left.
4. The quarter corner common to Section 27 and Section 28, Township 11 North, Range 15 West, M. D. B. & M. is a reference point in the two subdivisions mentioned above and in many of the deeds of property outside of the subdivision. The location of this corner is shown approximately on this map from ties to several subdivisions and deeds for reference. It appears to be within +- 2 feet of the exact location, based upon the location by mathematical calculation. The monument for this corner could not be found. The location falls in a location where apparently 6 to 12 feet of fill has been placed since the early 1980's.
5. Deeds for properties without record of surveys on them were used to plot boundaries shown on this map. There were overlaps or gaps of small distances (less than 2 feet) which are not shown. Part of the reason for these overlaps or gaps between deeds is the uncertainty of the location of the quarter corner to Sections 27 and 28. There are also senior right issues which require chain of title searches to determine which property has senior rights in establishing the exact location of the property line. This work is outside the scope of this project.
6. The Caltrans State Highway right-of-way maps and other records of survey are vague in the segment between the subdivision known as Cypress Village and the mobile home park northerly on the easterly side of the road. The State Highway Map reference; R/W Map 01-MEN-1-1.00 indicates prescriptive rights only in this area. The map for North Gualala Subdivision No. 2 indicates that it is 20 feet wide from the centerline.
7. The Caltrans State Highway right-of-way maps indicate only prescriptive right in most of the segment south of the south leg of Ocean Drive and north of County Road 501. However deeds and records of survey have left a vacant area for State Highway I which varies in width over this length. This map shows the best fit for records of survey on the westerly side of State Highway 1, south of Ocean Drive to APN 145-261-14. These records of survey are filed in Map Case 2, Drawer 43, Page 69, Map Case 2, Drawer 36, Page 78 and in Map Case 2, Drawer 31, Page 19. Deeds were plotted, with some minor variation as discussed in Note 5 above for the easterly side of State Highway 1, and show a similar gap between the centerline of the State Highway and the deeded boundary line. No deeds granting fee title to Caltrans were found for this segment.
8. Right-of-way in this area was plotted from a map recorded in Maps Drawer 65, Page 50. This map may be in conflict with a deed recorded at Book 274, Page 341, Mendocino County Records. Caltrans right-of-way map shows the area to be prescriptive right only.

BOUNDARY AND TOPOGRAPHICAL INFO.

BOUNDARY INFO. IS BASED ON FOUND STATE HIGHWAY RIGHT-OF-WAY MONUMENTS PER "NORTH GUALALA SUBDIVISION NO. 2" FILED IN MAP CASE 2, DRAWER 1, PAGE 56, MENDOCINO COUNTY RECORDS. TOPOGRAPHICAL INFO. IS BASED UPON AN AERIAL FLIGHT INFORMATION SUPPLIED BY POINT PHOTO. SERVICES AND SUPPLEMENTED BY FIELD SURVEYS BY RAU AND ASSOCIATES INC.

CONTOUR INTERVAL:

CONTOUR INTERVAL = 1'

VERTICAL DATUM:

DESCRIBED BY NATIONAL GEODETIC SURVEY 1964, "DESIGNATION Y 207" NAVD 1988 69.6 FEET. AT GUALALA 23.6 FEET SOUTHEAST OF THE SOUTH CORNER OF A WOODEN PORCH AROUND THE GUALALA HOTEL, 11.3 FEET WEST OF THE SOUTH CORNER OF A WHITE FRAME HOUSE, 3.1 FEET SOUTH OF THE SOUTH EDGE OF THE STEPS LEADING TO THE HOUSE, 2.9 FEET SOUTH OF A WOODEN WITNESS POST, ABOUT 3 FEET HIGHER THAN THE HIGHWAY, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.2 FEET ABOVE THE GROUND.

HORIZONTAL DATUM:

THIS PROJECT IS ON THE CALIFORNIA COORDINATE SYSTEM ZONE 2, EPOCH: 2004.69
BASED ON HPGN STATIONS FOX 2 AND CA 01 AE.

MULTIPLY DISTANCES SHOWN BY 1.00007433553 TO OBTAIN GROUND LEVEL DISTANCES. COMBINED GRID FACTOR= 0.99992567

DATE:	REVISION:	BY:	
			COMPUTER NO. 1
			PHOTO:
			FILED: FILE NAME
			POWER:
			MSVP:
			MSVSR:

OWNER: COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION

LOCATION: DOWNTOWN GUALALA GUALALA, CA

RAU AND ASSOCIATES INC.
CIVIL ENGINEERS · LAND SURVEYORS
100 NORTH PINE STREET · (707) 462-6536 · UKIAH, CA 95482

DRAWING: RIGHT OF WAY & UTILITY LOCATION SURVEY

PROJECT: GUALALA UNDERGROUND PROJECT STATE HWY 1, M.P. 0.65 TO M.P. 1.71 (DOWNTOWN GUALALA) DOT PROJECT NO. C-9305

Date:	JUNE, 1999
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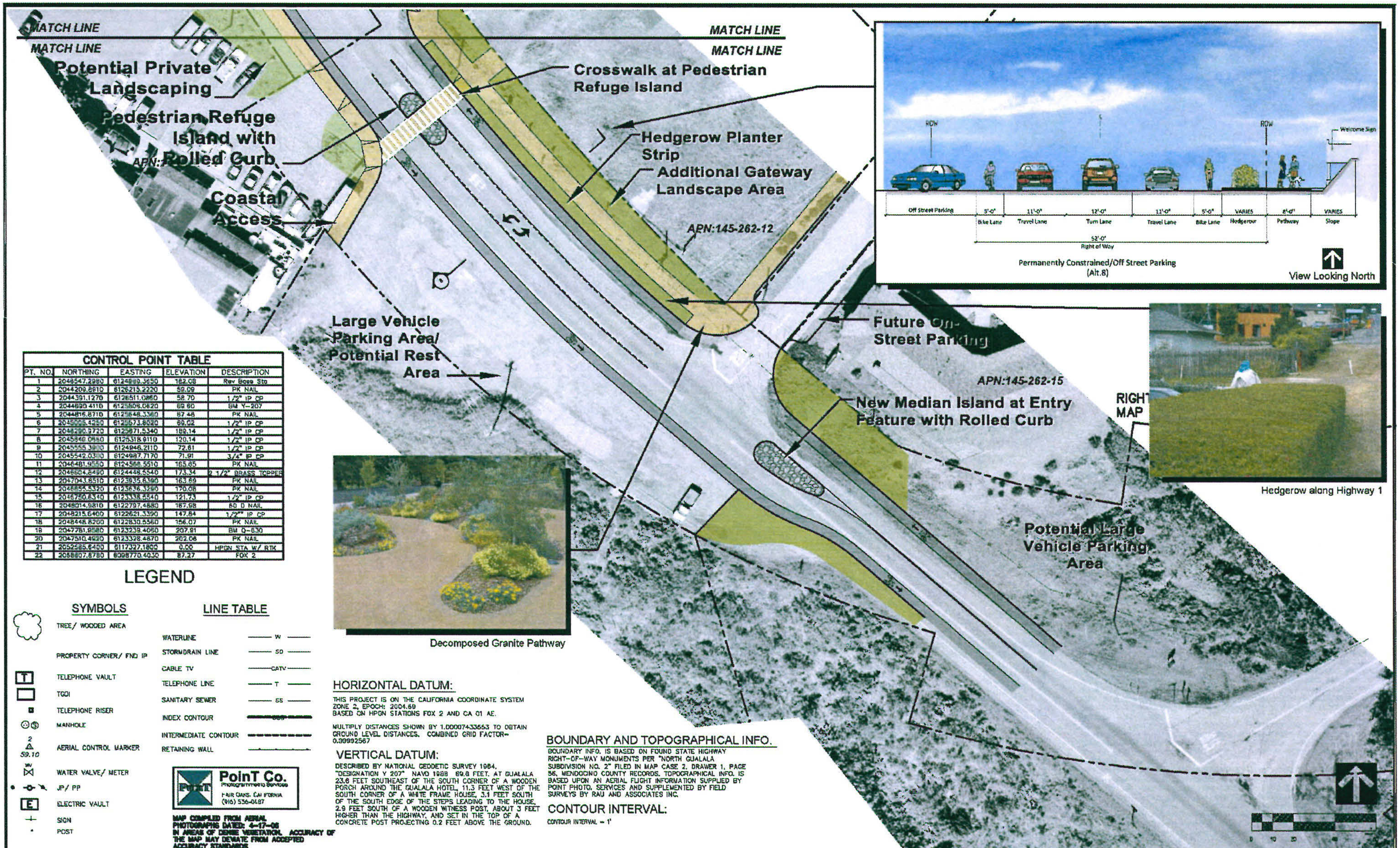
Drawn:	CCC
Checked:	CCD
Revised:	G.C.R.
JOB NO.	JOB NO

SHEET 1 of 13 SHEETS



Permanently Constrained/Off Street Parking (Alt.8)

View Looking North

Hedgerow along Highway 1

Decomposed Granite Pathway

CONTROL POINT TABLE				
PT. NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2048547.2980	6124980.3650	182.08	Rev Boss Sta
2	2044209.8810	6126215.2220	59.09	PK NAIL
3	2044391.1270	6126511.0860	58.70	1/2" IP CP
4	2044690.4110	6125806.0620	69.60	BM Y-207
5	2044816.8710	6125648.3360	67.48	PK NAIL
6	2045006.4250	6125573.8020	69.02	1/2" IP CP
7	2046290.9720	6125671.5340	189.14	1/2" IP CP
8	2045840.0860	6125318.9110	120.14	1/2" IP CP
9	2045555.3900	6124946.2110	72.61	1/2" IP CP
10	2045542.0300	6124987.7170	71.91	3/4" IP CP
11	2046481.9550	6124568.5510	165.65	PK NAIL
12	2046604.8490	6124448.5540	173.34	2 1/2" BRASS TOPPER
13	2047043.8510	6123935.6390	163.69	PK NAIL
14	2046855.5320	6123636.3290	170.08	PK NAIL
15	2046750.6340	6123338.5540	121.73	1/2" IP CP
16	2048014.9810	6122797.4880	167.98	60 D NAIL
17	2048215.6400	6122621.3390	147.84	1/2"" IP CP
18	2048448.8200	6122830.5560	156.07	PK NAIL
19	2047761.9580	6123239.4050	207.91	BM Q-630
20	2047510.4920	6123328.4870	202.06	PK NAIL
21	2052585.6400	6117327.1800	0.00	HPGN STA W/ RTK
22	2058807.8780	6098770.4030	87.27	FOX 2

LEGEND

SYMBOLS

- TREE/ WOODED AREA
- PROPERTY CORNER/ FND IP
- T TELEPHONE VAULT
- TGOI
- TELEPHONE RISER
- MANHOLE
- 2 59.10 AERIAL CONTROL MARKER
- WV WATER VALVE/ METER
- JP/ PP
- E ELECTRIC VAULT
- SIGN
- POST

LINE TABLE

WATERLINE	—— W ——
STORMDRAIN LINE	—— SD ——
CABLE TV	—— CATV ——
TELEPHONE LINE	—— T ——
SANITARY SEWER	—— SS ——
INDEX CONTOUR	
INTERMEDIATE CONTOUR	
RETAINING WALL	

PoinT Co.
Photogrammetric Services
Fair Oaks, California
(916) 536-0487

MAP COMPILED FROM AERIAL PHOTOGRAPHS DATED: 4-17-05
IN AREAS OF DENSE VEGETATION, ACCURACY OF THE MAP MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS

HORIZONTAL DATUM:

THIS PROJECT IS ON THE CALIFORNIA COORDINATE SYSTEM ZONE 2, EPOCH: 2004.69
BASED ON HPGN STATIONS FOX 2 AND CA 01 AE.

MULTIPLY DISTANCES SHOWN BY 1.00007433653 TO OBTAIN GROUND LEVEL DISTANCES. COMBINED GRID FACTOR= 0.99992567

VERTICAL DATUM:

DESCRIBED BY NATIONAL GEODETIC SURVEY 1984. "DESIGNATION Y 207" NAVD 1988 69.8 FEET. AT GUALALA 23.6 FEET SOUTHEAST OF THE SOUTH CORNER OF A WOODEN PORCH AROUND THE GUALALA HOTEL, 11.3 FEET WEST OF THE SOUTH CORNER OF A WHITE FRAME HOUSE, 3.1 FEET SOUTH OF THE SOUTH EDGE OF THE STEPS LEADING TO THE HOUSE, 2.9 FEET SOUTH OF A WOODEN WITNESS POST, ABOUT 3 FEET HIGHER THAN THE HIGHWAY, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.2 FEET ABOVE THE GROUND.

BOUNDARY AND TOPOGRAPHICAL INFO.

BOUNDARY INFO. IS BASED ON FOUND STATE HIGHWAY RIGHT-OF-WAY MONUMENTS PER "NORTH GUALALA SUBDIVISION NO. 2" FILED IN MAP CASE 2, DRAWER 1, PAGE 56, MENDOCINO COUNTY RECORDS. TOPOGRAPHICAL INFO. IS BASED UPON AN AERIAL FLIGHT INFORMATION SUPPLIED BY POINT PHOTO. SERVICES AND SUPPLEMENTED BY FIELD SURVEYS BY RAU AND ASSOCIATES INC.

CONTOUR INTERVAL:

CONTOUR INTERVAL = 1'

DATE	REVISION	BY

OWNER: COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION

LOCATION: DOWNTOWN GUALALA
GUALALA, CA

RAU AND ASSOCIATES INC.
CIVIL ENGINEERS · LAND SURVEYORS
100 NORTH PINE STREET · (707) 462-6536 · UKIAH, CA 95482

DRAWING: RIGHT OF WAY & UTILITY LOCATION SURVEY

PROJECT: GUALALA UNDERGROUND PROJECT STATE HWY 1, M.P. 0.65 TO M.P. 1.71 (DOWNTOWN GUALALA) DOT PROJECT NO. C-9905

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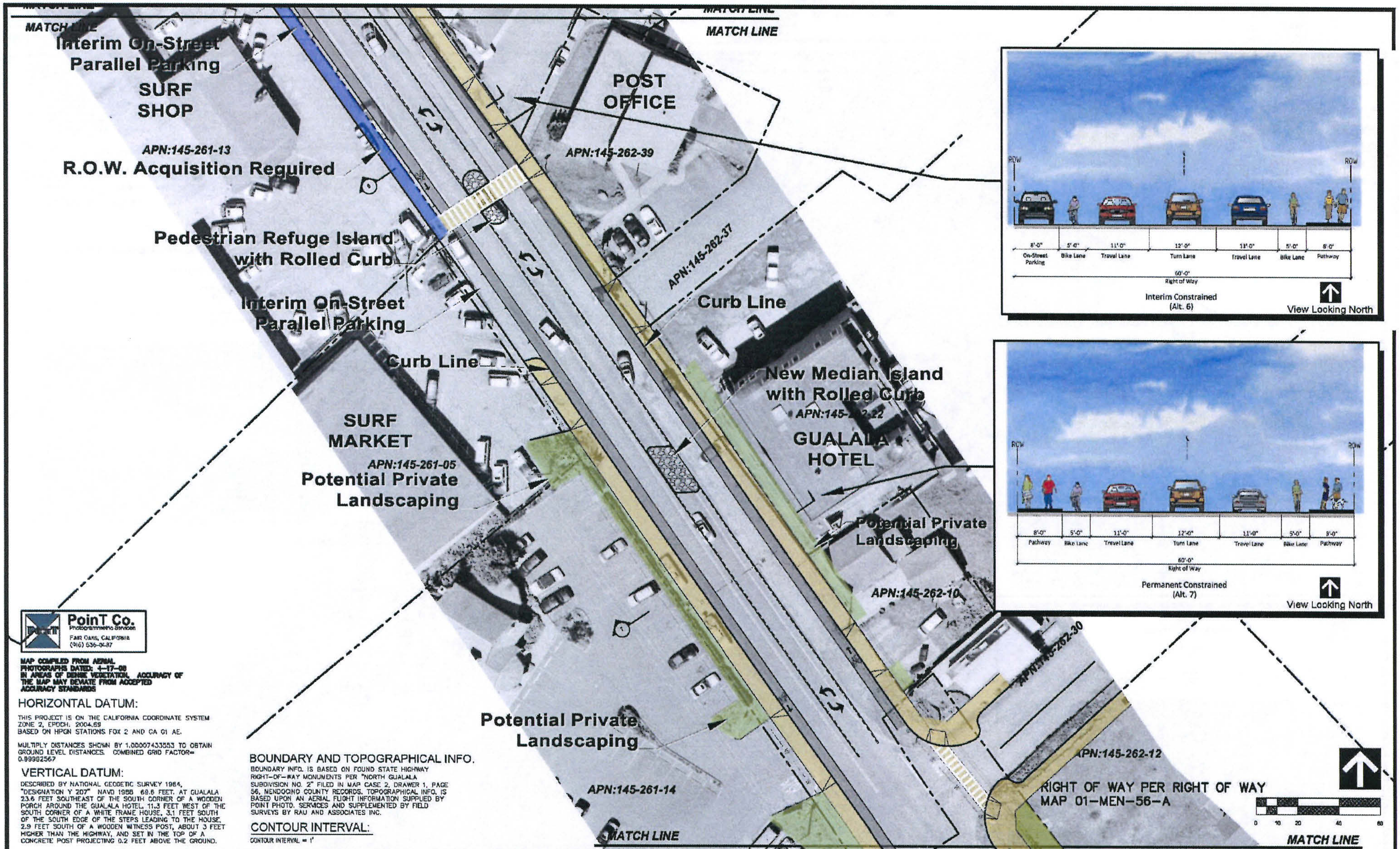
Scale: AS SHOWN
Drawn: JJR
Checked: JJR
SHEET 2 of 13 SHEETS



PoinT Co.
Photogrammetric Services
Fair Oaks, California
(916) 536-0487

MAP COMPILED FROM AERIAL PHOTOGRAPHS DATED: 4-17-08
IN AREAS OF DENSE VEGETATION, ACCURACY OF THE MAP MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS

HORIZONTAL DATUM:

THIS PROJECT IS ON THE CALIFORNIA COORDINATE SYSTEM ZONE 2, EPOCH. 2004.69
BASED ON HPGN STATIONS FOX 2 AND CA 01 AE.

MULTIPLY DISTANCES SHOWN BY 1.00007433553 TO OBTAIN GROUND LEVEL DISTANCES. COMBINED GRID FACTOR= 0.99992567

VERTICAL DATUM:

DESCRIBED BY NATIONAL GEODETIC SURVEY 1984, "DESIGNATION Y 207" NAVD 1988 69.6 FEET. AT GUALALA 23.6 FEET SOUTHEAST OF THE SOUTH CORNER OF A WOODEN PORCH AROUND THE GUALALA HOTEL, 11.3 FEET WEST OF THE SOUTH CORNER OF A WHITE FRAME HOUSE, 3.1 FEET SOUTH OF THE SOUTH EDGE OF THE STEPS LEADING TO THE HOUSE, 2.9 FEET SOUTH OF A WOODEN WITNESS POST, ABOUT 3 FEET HIGHER THAN THE HIGHWAY, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.2 FEET ABOVE THE GROUND.

BOUNDARY AND TOPOGRAPHICAL INFO.

BOUNDARY INFO. IS BASED ON FOUND STATE HIGHWAY RIGHT-OF-WAY MONUMENTS PER "NORTH GUALALA SUBDIVISION NO. 2" FILED IN MAP CASE 2, DRAWER 1, PAGE 56, MENDOCINO COUNTY RECORDS. TOPOGRAPHICAL INFO. IS BASED UPON AN AERIAL FLIGHT INFORMATION SUPPLIED BY POINT PHOTO. SERVICES AND SUPPLEMENTED BY FIELD SURVEYS BY RAU AND ASSOCIATES INC.

CONTOUR INTERVAL:

CONTOUR INTERVAL = 1'

DATE:	REVISION:	BY:

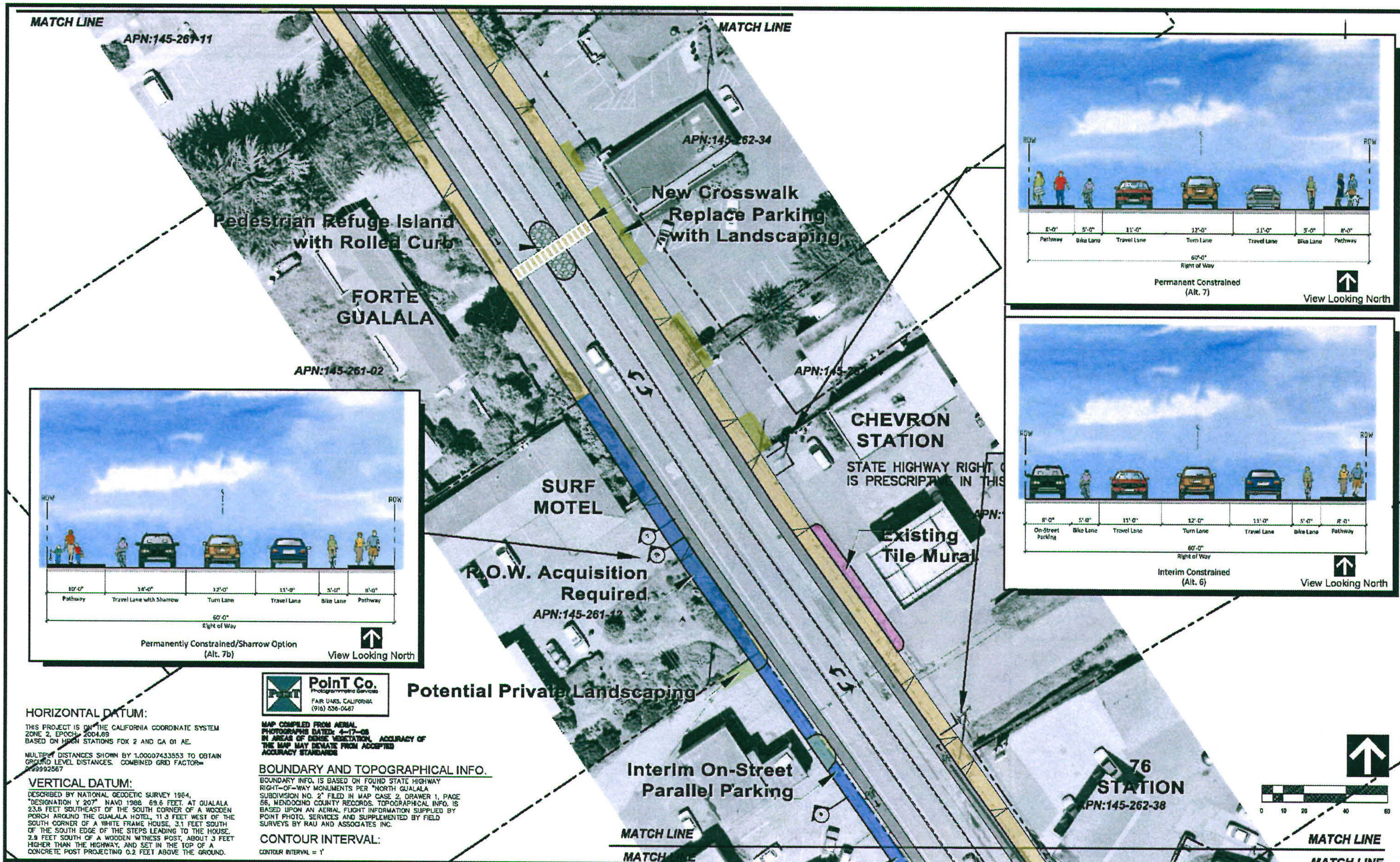
OWNER: COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION
LOCATION: DOWNTOWN GUALALA, GUALALA, CA

RAU AND ASSOCIATES INC.
CIVIL ENGINEERS · LAND SURVEYORS
100 NORTH PINE STREET · (707) 462-6536 · UKIAH, CA 95482

DRAWING: RIGHT OF WAY & UTILITY LOCATION SURVEY
PROJECT: GUALALA UNDERGROUND PROJECT STATE HWY 1, P.M. 0.65 TO P.M. 1.71 (DOWNTOWN GUALALA) DOT PROJECT NO. C-9905

Date: JUNE, 2008
Scale: AS SHOWN
Drawn: JJR
Checked: JJR
Job No.

SHEET 3 of 13 SHEETS



PoInT Co.
Photogrammetric Services
FAIR OAKS, CALIFORNIA
(916) 536-0487

MAP COMPILED FROM AERIAL PHOTOGRAPHS DATED: 4-17-08
IN AREAS OF DENSE VEGETATION, ACCURACY OF THE MAP MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS

HORIZONTAL DATUM:

THIS PROJECT IS ON THE CALIFORNIA COORDINATE SYSTEM ZONE 2, EPOCH 2004.69 BASED ON HIGH STATIONS FOX 2 AND CA 01 AE.

MULTIPLY DISTANCES SHOWN BY 1.00007433553 TO OBTAIN GROUND LEVEL DISTANCES. COMBINED GRID FACTOR= 0.99992567

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CONTOUR INTERVAL:

CONTOUR INTERVAL = 1'

DATE	REVISION

OWNER: COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION

LOCATION: DOWNTOWN GUALALA GUALALA, CA

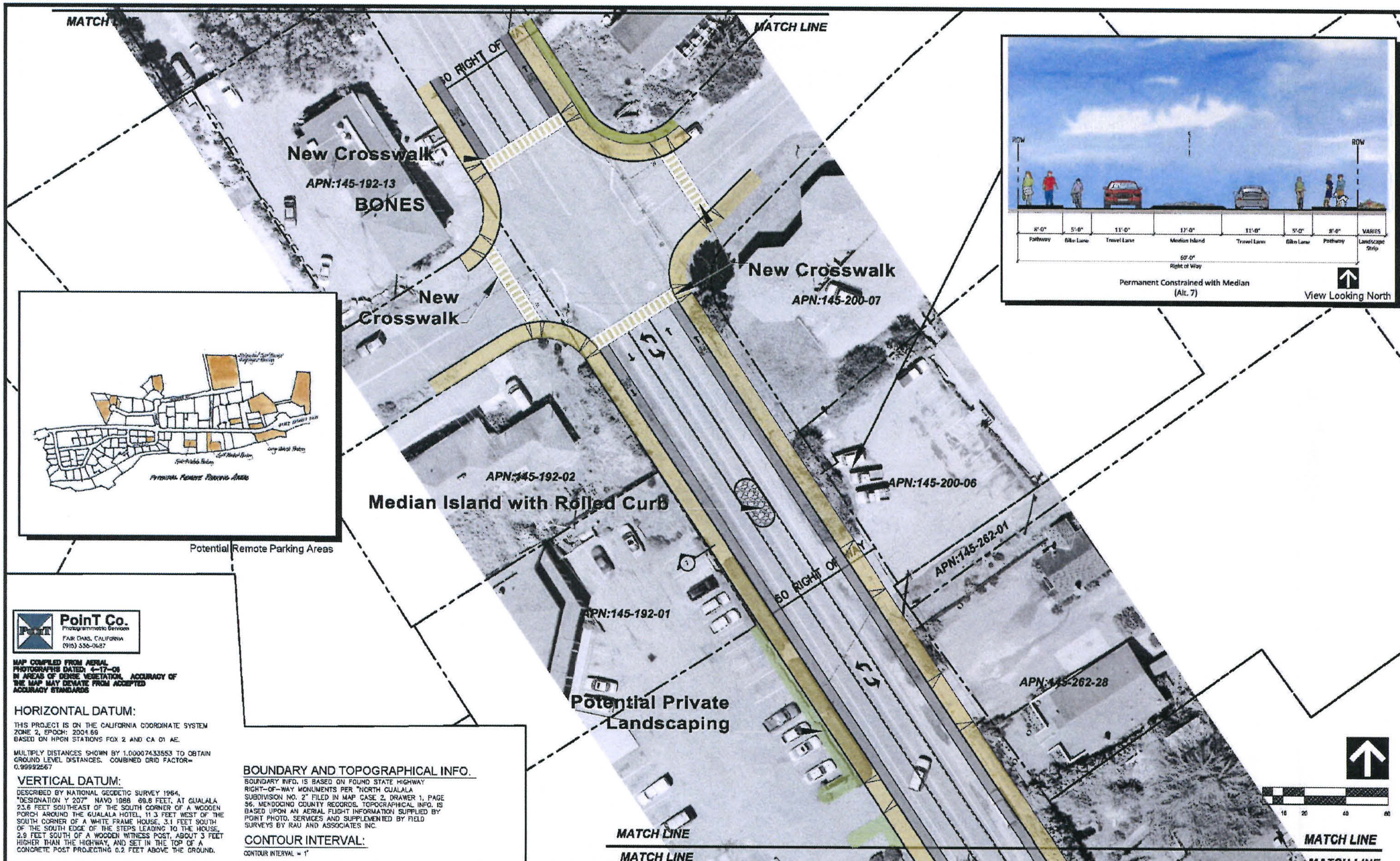
RAU AND ASSOCIATES INC.
CIVIL ENGINEERS · LAND SURVEYORS
100 NORTH PINE STREET · (707) 462-6536 · UKIAH, CA 95482

DRAWING: RIGHT OF WAY & UTILITY LOCATION SURVEY

PROJECT: GUALALA UNDERGROUND PROJECT STATE HWY 1, M.P. 0.85 TO M.P. 1.71 (DOWNTOWN GUALALA) DOT PROJECT NO. C-9903

Date: JUNE, 2008
Scale: AS SHOWN
Drawn: JJR

SHEET 4 of 13 SHEETS



PoinT Co. Photogrammetric Services
FAIR OAKS, CALIFORNIA
(916) 536-0487

MAP COMPILED FROM AERIAL PHOTOGRAPHS DATED: 4-17-08
IN AREAS OF DENSE VEGETATION, ACCURACY OF THE MAP MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS

HORIZONTAL DATUM:

THIS PROJECT IS ON THE CALIFORNIA COORDINATE SYSTEM ZONE 2, EPOCH: 2004.69
BASED ON HPGN STATIONS FOX 2 AND CA 01 AE.

MULTIPLY DISTANCES SHOWN BY 1.00007433553 TO OBTAIN GROUND LEVEL DISTANCES. COMBINED GRID FACTOR= 0.99992567

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CONTOUR INTERVAL:

CONTOUR INTERVAL = 1'

DATE	REVISION	BY	

OWNER: COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION

LOCATION: DOWNTOWN GUALALA, GUALALA, CA

RAU AND ASSOCIATES INC.
CIVIL ENGINEERS · LAND SURVEYORS
100 NORTH PINE STREET · (707) 462-6536 · UKIAH, CA 95482

DRAWING: RIGHT-OF-WAY & UTILITY LOCATION SURVEY

PROJECT: GUALALA UNDERGROUND PROJECT STATE HWY 1, M.P. 0.85 TO M.P. 1.71 (DOWNTOWN GUALALA) DOT PROJECT NO. C-9905

Date: JUNE, 2008
Scale: AS SHOWN

SHEET 5 of 13 SHEETS

Appendix B

Summary of Comments and Responses from March 10, 2012 Public Meeting

Gualala Streetscape Refinement

Summary of Public Comments & Response to Comments

March 10, 2012 Public Meeting

The written comment form that was developed to elicit comments on the refinements to the Gualala Streetscape Plan included three questions (1, 2 & 6) that requested discreet responses from a pre-selected array of options. These questions and tabulated responses from the community are as follows:

1. **Relationship to the community of Gualala:**

Resident	14
Property Owner	6
Business Owner	6
Sea Ranch Resident	4
Other (Point Arena)	1

Note: These responses are not mutually exclusive. Residents can also be property owners as well as business owners. Some Sea Ranch residents are business owners in Gualala as well.

2. **How do you feel about the Refined Concept Plan?**

Strongly Support	14
Moderately Support	3
Oppose	1
No Opinion Expressed	3

Note: Other responses that were provided:

Strong Support if Modified		1
Not Selected/ "Support"*		1
Not Selected/ "Very Pleased"	*	1

*These responses were gathered from respondents that did not use the form but indicated an opinion in written comments.

6. **What do you feel is the best way to address the long term parking issue in Downtown Gualala?**

Keep on street parking, even if it eliminates the bike lanes and bike paths.	3
Have downtown property owners provide more parking on-site.	12
Have downtown property owners provide more parking off-site.	10
Form a parking district that would tax an area of benefit in Gualala to purchase and improve new parking areas off-site.	4

Note: These additional responses were also provided:

Install meters to pay for costs if parking district is formed.

Have property owners provide off-site, especially for large campers/trucks, etc.

Need to know more about Parking District.

Questions 3, 4, and 5 are open-ended questions that were designed to elicit comment pertaining to favorable components/aspects of the plan, unfavorable components/aspects, and suggested changes. The following comments (favorable, unfavorable, and suggested changes) are arranged by topic:

Overall Vision

- Would rather see 65 foot ROW with plantings; condemnation as necessary to achieve width
- Refined Plan respects rural character of Gualala
- Urban applications are unwelcome here
- Pleased with design modifications
- Refined Plan enhances the town
- Refined Plan provides for a walkable community
- Plan should not restrict property owners from providing amenities for visitors on private property (2)
- Plan will produce a more cohesive downtown
- Refined Plan provides for non-motorized travel

Response: The public involvement process that was conducted in conjunction with the Community Action Plan Phase I and Community Action Plan Phase II involved a series of charrettes, focus groups, and stakeholder meetings that sought and acquired a considerable amount of public input. The concepts depicted in the Downtown Design Plan were accepted in the plan as reflective of Gualala's rural character, while still providing for essential operational, safety, aesthetic, and non-motorized improvements.

Aesthetics

- No sculptures in islands
- Fewer signs needed
- Retain and encourage retention of existing landscaping as much as possible
- Plan will reduce clutter
- Plan implementation will beautify town
- A "Gateway Landscape Area" at Community Center area site is a big plus

Response: Although the Refined Plan will eliminate five foot planting strips on both sides of Highway 1, there will be opportunities to provide smaller planting areas within the right-of-way designated for walkway development. Landscaping on private property adjacent to the Highway 1 corridor will be encouraged. There is no plan for sculptures in the limited islands proposed in the plan. Plantings will be minimal, drought resistant, and native.

Bikeway Improvements

- Eliminate bike lanes from the plan
- Use "Sharrows" on both sides of Highway 1 to provide bicycle access
- Supportive of bike lanes on Highway 1
- Consider "Sharrows" instead of full southbound bike lane on Highway 1
- Concern with on-street parking loss to accommodate bikeways

Response: Coastal Element Section 4.14 – Gualala Town Plan (Policy G3.6-12) of the Mendocino County General Plan provides that parking shall be removed along Highway 1 in Gualala. The Refined Plan is consistent with the California Complete Streets Act in providing for non-motorized (bicycle and pedestrian) travel within the Highway 1 corridor through Gualala. The Permanent Constrained (Alt. 7) street section proposes 5-foot bike lanes on both sides of the corridor, while an alternative Permanent Constrained (Alt. 7b) street section provides for a 14-foot "sharrow" lane on the west side (southbound traffic lane) of the corridor. Retention of the Class II bike lanes on both sides of Highway 1 is considered to be an important element in competing for and obtaining grant funding for improvements within the corridor.

Crosswalks

- Relocate planned Forte Gualala crosswalk to north
- Align Highway 1 mid-block crosswalk with Forte Gualala crosswalk
- Crosswalk on Highway 1 at Ocean is on north side as opposed to south side as indicated in current plan

Response: Minor changes will be made in the Refined Plan based on public input, but all suggested changes shall be weighed against overall traffic operations and pedestrian safety.

Economic Development

- Plan is supportive of local economy
- Economic activity will be enhanced due to pedestrian improvements
- Plan needs tourist welcoming provisions
- Refined Plan will support commercial development
- Refined Plan eases impact on Surf Market property

Response: The focus of the Community Action Plan was to create a "livable community". This generally means a place where residents and visitors alike can share a healthful, safe, and convenient system for getting through and around town. To be effective in encouraging economic development, non-motorized travel needs as well as motorized travel needs have to be accommodated.

Funding

- The Refined Plan is grant friendly (2)

Response: Certain grant funding opportunities are enhanced when pedestrian, bikeway, and scenic beautification improvements (islands in this case) are components of improvement plans.

Islands

- Like pedestrian island concept (2)
- Concern over conflict of islands with emergency vehicles (3)
- No pedestrian Islands – this isn't Walnut Creek
- Islands should be painted (no raised islands)
- Add sculptures in islands
- Plan should move island from south of Center Street to south of Old State Highway, or add another island at Old State Highway

Response: The need for and extent of traffic and pedestrian refuge islands was debated during development of the Gualala Downtown Design Plan. There was considerable reduction of island use from that which was first proposed due to public input. That which remains is limited to key areas either to direct traffic flow, provide for traffic safety, or provide for pedestrian safety. Islands are expected to be constructed with rolled mountable curbs that will facilitate emergency vehicle passage within those limited areas that that may be constrained by traffic islands. The total paved area adjacent to islands is likely to be wider than the existing travel lane and usable shoulder. Traffic islands also tend to suppress travel speeds due to perceived corridor width constraints. As envisioned, these islands would not be landscaped but would be paved with rounded rocks or cobbles to minimize maintenance and upkeep. Pedestrian refuge areas decrease pedestrian exposure across what will become a wider paved roadway. This is an important feature in accommodating the needs of an aging population.

Parking (General)

- There is no parking problem in Gualala
- Commercial property owners will suffer if they must foot the bill for parking
- No new parking is created by the Plan
- Develop new parking opportunities at south end of town
- Charge for parking at special events
- Don't tax residents for a "perceived " parking problem
- Not enough parking is provided by the Plan
- Gualala needs parking area for large vehicles and trucks

Response: In general there is not currently a parking ***supply*** *problem, but there is generally a parking* ***distribution*** *issue. There is usually enough parking, but not always near where the demand may develop. It is generally recognized that those property owners with on-site parking insufficient to meet their needs are the parties responsible for development of increased on-site parking. It has also been pointed out that there is a lack of supply of defined parking during periods of "special events" or during peak tourist periods. The Gualala Downtown Design Plan and the Refined Plan concentrate on the Highway 1 corridor. While it is recognized that parking development is a concern to many in the community, it is beyond the scope if the Gualala Downtown Design Plan and refinements to the plan; therefore it should remain a focus of community attention.*

Parking (On-Street)

- Concern over retaining any parking on Highway 1
- Retain on-street parking (3)
- Eliminate Highway 1 parking (3)
- Concern over continued large vehicle parking on Highway 1

Response: The Gualala Town Plan calls for eventual removal of parking along Highway 1. The Gualala Downtown Design Plan, as implemented consistent with the Interim Constrained street section, will provide a transition between existing highway parking and full parking removal on both sides of Highway 1. The strategy will be to start with improvements on the east side of the highway first, providing more time for west-side property owners to develop additional on-site and off-site parking to mitigate the loss of on-street parking. The Refined Plan will also provide for large vehicle parking adjacent to the Highway 1 corridor.

Parking (Off-Street)

- Property owners need to add off-street parking
- Off-site parking needs to be implemented prior to proceeding with Refined Plan
- Develop off-street parking in north, mid, and south areas in conjunction with parks
- Off-street parking needs to be developed
- Reconsider the need for identification of future parking needs for Forte Gualala property
- Plan needs to include a parking layout within Caltrans and Gualala Redwoods right-of-way

Response: Most comments received expressed the opinion that commercial property owners and business owners should be responsible for providing either on-site or off-site parking to the extent that it is needed to sustain their businesses. The Gualala Downtown Design Plan recognizes the need to develop additional off-street parking. The Refined Plan encourages a continued effort to develop off-street parking to meet current and future needs. Implementation of streetscape improvements will proceed as funding becomes available. The Gualala Downtown Design Plan states that on-street parking loss can be mitigated by reorganization of existing parking lots. The existing Gualala Town Plan calls for the removal of parking along Highway 1 regardless of implementation of improvements as envisioned in the Gualala Downtown Design Plan. The Refined Plan anticipates a layout for potential passenger vehicle and large vehicle parking within Caltrans and Gualala Redwoods right-of-way.

Pedestrian Improvements

- Install pedestrian improvements only on one-side on Highway 1
- Pedestrian paths should meander
- Plan increases pedestrian opportunities
- Consider permeable walkway surfaces (3)
- Consider interlocking paving stones
- Pedestrian improvements will enhance safety (2)
- No signs, hydrants and obstructions in pedestrian pathways

Response: Pedestrian walkways will be installed on both sides of Highway 1. There will be some (although limited) ability to construct walkways that vary from a tangent along the highway to produce a more aesthetically pleasing meandering effect. All walkways will be clear of obstructions consistent with the Americans with Disabilities Act. Community preferences are to construct walkways with permeable materials, a decision on which will be made during the design phase, considering all relevant factors (useful life, maintenance, durability, cost, etc.).

Planted Areas

- Planted areas need to be sustainable and/or low maintenance (3)
- Consider native plants in planted areas
- Landscaping may have to be eliminated in some areas in order to accommodate Plan implementation

Response: The Gualala Downtown Design Plan calls for native, drought tolerant, low maintenance species to be planted in the public right-of-way. Existing landscaping that is consistent with the Refined Plan will be retained where feasible.

Process

- Consider another "charrette' process prior to finalization of Plan
- The process is working...there are new ideas, there is discussion and compromise

Response: Considerable public input was received through a variety of mechanisms (including charrettes) during development of the Community Action Plan (Phase I and Phase II). The focus of the recent effort was to determine the level of support for a very specific range of refinements to the Streetscape Plan component of the Gualala Downtown Design Plan. Leaders of this effort concur there is widespread support for these refinements as proposed. Budget and timing do not allow further public input opportunities.

Project Limits

- Plan needs to extend further north to Pacific Woods (2)
- Plan needs to be extended south to include Old State Highway (2)

Response: The focus of the Gualala Downtown Design Plan is on improvement of the most developed part of the community, where the providers of most goods and services are located. Although the existing plan is limited in scope, it is already ambitious as far as what may be achievable in the next 10-20 years. This Plan certainly doesn't preclude extension of the Plan to the north as feasible. Extension of the Plan to include the Old State Highway junction is already a part of the Refined Plan. This area is in close proximity to the southern limits of the Plan and will be consistent with development of off-street parking opportunities at the south end of Gualala.

Rest Area (Southwest Area)

- Rest area is possibility at southwest end of town
- Concern over restroom maintenance if parking/rest area is developed in southwest area of Gualala

Response: The dual use of the proposed oversized vehicle and passenger vehicle parking area directly west and north of the Center Street junction as a rest area has been proposed. It is an idea consistent with the visitor-serving identity of the community. Funding for such a facility will be investigated in the future. Concern over maintenance is an issue that must be addressed if restrooms are to be a component of improvements.

Right-of Way

- Too much property take would be required from property owners in town
- Plan will produce more definition of right-of-way in corridor

Response: The Gualala Town Plan in the Coastal Element of the Mendocino County General Plan calls for a right-of-way width on Highway 1 of 80 feet through Gualala. The Gualala Downtown Design Plan calls for a right-of-way width of 64 feet. Refinements to this plan, as proposed, will reduce the right-of-way take to 60 feet. Poorly defined right-of-way and prescriptive right-of-way will be perfected prior to construction.

Side Streets/Highway 1 Access

- Left turn lanes are needed on side streets
- Ingress/egress for Seacliff Center not indicated on draft plans

Response: *The scope of the Gualala Downtown Design Plan and the Refined Plan considers only the Highway 1 corridor and improvements within the Highway 1 right-of-way. Operational improvements to some County road approaches as well as private driveways may be desirable in the future to improve overall traffic operations in Gualala.*

Time Frame

- Time frame for improvements is too long
- Initiate environmental phase of project prior to 2017
- Move quickly into implementation

Response: *The time frame for improvements is too long. Unfortunately, not only do all transportation improvements take years to implement, the current financial outlook is not bright. Refinements to the Gualala Downtown Design Plan will move improvements closer toward implementation.*

Traffic Flow (Operations)

- Refined Plan improves traffic flow (2)
- Draft plan needs to better indicate transition (to two lanes) north of Ocean Drive
- Supportive of Center Turn Lane
- Need a Roundabout at Center Street
- Large vehicle parking area in southwest is poor use for a visually prominent site and provides poor "first impression" of Gualala for travelers

Response: *The Gualala Downtown Design Plan and the Refined Plan that is the subject of this effort are both concept documents. Details of transitions will be developed in the design phase once construction funding is obtained. Roundabouts are design features that are often used to as substitutes for STOP signs and traffic signals. They are also useful as "gateways" to communities. Although it is unlikely that a roundabout would work well with proposed adjacent parking in the area, a roundabout may make an excellent gateway at the Old State Highway junction. At this time no roundabouts are proposed. Most public comments indicate support for parking development at the southwest corner of Gualala. Landscaping, grading, and street furniture may be able to minimize visual impacts.*

PJD

6/21/12

Appendix C

Intersection Level of Service Calculations

PM Peak Hour - Existing Conditions
Gualala/SR 1 Transportation Improvement Project
County of Mendocino

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.5]

Street Name:	SR 1									Old State Hwy		
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:	0 0	0	1 0	0 1	0	0 0	0	0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	202	32	81	194	0	0	0	0	11	0	35
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	202	32	81	194	0	0	0	0	11	0	35
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	253	40	101	243	0	0	0	0	14	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	253	40	101	243	0	0	0	0	14	0	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	293	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	718	273
Potent Cap.:	xxxx	xxxx	xxxxx	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx	399	358	771
Move Cap.:	xxxx	xxxx	xxxxx	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	328	771
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	615	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Existing Conditions
Gualala/SR 1 Transportation Improvement Project
County of Mendocino

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.2]

Street Name:	SR 1									Old State Hwy		
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:	0 0	0	1 0	0 1	0	0 0	0	0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	232	16	16	285	0	0	0	0	15	0	18
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	232	16	16	285	0	0	0	0	15	0	18
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	290	20	20	356	0	0	0	0	19	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	290	20	20	356	0	0	0	0	19	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	696	696	300
Potent Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	368	744
Move Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	362	744
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	539	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

Street Name:	SR 1						Center St					
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:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	232	8	4	282	0	0	0	0	6	0	3
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	232	8	4	282	0	0	0	0	6	0	3
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	290	10	5	353	0	0	0	0	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	290	10	5	353	0	0	0	0	8	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	300	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	658	295
Potent Cap.:	xxxx	xxxx	xxxxx	1273	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	387	749
Move Cap.:	xxxx	xxxx	xxxxx	1273	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	385	749
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	502	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.4]

Street Name:	SR 1						Center St					
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:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	244	8	5	296	0	0	0	0	6	0	4
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	244	8	5	296	0	0	0	0	6	0	4
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	305	10	6	370	0	0	0	0	8	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	305	10	6	370	0	0	0	0	8	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	693	310
Potent Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	370	735
Move Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	368	735
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	499	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C[18.3]

Street Name:	SR 1						Sundstrom Mall					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	23	170	43	85	208	24	26	3	24	53	3	76
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:	23	170	43	85	208	24	26	3	24	53	3	76
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	29	213	54	106	260	30	33	4	30	66	4	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	213	54	106	260	30	33	4	30	66	4	95
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	290	xxxx	xxxxx	266	xxxx	xxxxx	834	811	275	801	799	239
Potent Cap.:	1283	xxxx	xxxxx	1309	xxxx	xxxxx	290	316	769	305	321	804
Move Cap.:	1283	xxxx	xxxxx	1309	xxxx	xxxxx	232	282	769	266	286	804
Volume/Cap:	0.02	xxxx	xxxx	0.08	xxxx	xxxx	0.14	0.01	0.04	0.25	0.01	0.12
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	345	xxxxx	xxxx	434	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.9			18.3		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[20.1]

Street Name:	SR 1						Sundstrom Mall					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	24	179	45	89	219	26	27	3	26	56	3	80
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	179	45	89	219	26	27	3	26	56	3	80
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	30	224	56	111	274	33	34	4	33	70	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	224	56	111	274	33	34	4	33	70	4	100
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	306	xxxx	xxxxx	280	xxxx	xxxxx	876	853	290	843	841	252
Potent Cap.:	1266	xxxx	xxxxx	1294	xxxx	xxxxx	271	299	754	286	304	792
Move Cap.:	1266	xxxx	xxxxx	1294	xxxx	xxxxx	214	265	754	247	269	792
Volume/Cap:	0.02	xxxx	xxxx	0.09	xxxx	xxxx	0.16	0.01	0.04	0.28	0.01	0.13
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	410	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	20.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.0			20.1		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.7]

Street Name:	SR 1						Ocean Dr					
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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	205	22	23	235	1	1	3	24	25	3	18
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:	23	205	22	23	235	1	1	3	24	25	3	18
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	29	256	28	29	294	1	1	4	30	31	4	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	256	28	29	294	1	1	4	30	31	4	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	295	xxxx	xxxxx	284	xxxx	xxxxx	693	693	294	696	680	270
Potent Cap.:	1278	xxxx	xxxxx	1290	xxxx	xxxxx	361	369	750	359	376	774
Move Cap.:	1278	xxxx	xxxxx	1290	xxxx	xxxxx	335	353	750	330	359	774
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.01	0.04	0.09	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	644	xxxxx	xxxx	428	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	14.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.9			14.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	SR 1						Ocean Dr					
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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	215	23	24	247	1	1	3	26	27	3	19
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	215	23	24	247	1	1	3	26	27	3	19
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	30	269	29	30	309	1	1	4	33	34	4	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	269	29	30	309	1	1	4	33	34	4	24
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	310	xxxx	xxxxx	298	xxxx	xxxxx	726	727	309	731	713	283
Potent Cap.:	1262	xxxx	xxxxx	1275	xxxx	xxxxx	342	353	735	340	360	761
Move Cap.:	1262	xxxx	xxxxx	1275	xxxx	xxxxx	317	336	735	311	343	761
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.01	0.04	0.11	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	633	xxxxx	xxxx	406	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	15.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.0			15.4		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.1]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	193	99	23	198	1	1	0	1	78	1	34
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:	1	193	99	23	198	1	1	0	1	78	1	34
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	241	124	29	248	1	1	0	1	98	1	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	241	124	29	248	1	1	0	1	98	1	43
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	249	xxxx	xxxxx	365	xxxx	xxxxx	633	673	248	612	612	303
Potent Cap.:	1329	xxxx	xxxxx	1205	xxxx	xxxxx	395	379	796	408	411	741
Move Cap.:	1329	xxxx	xxxxx	1205	xxxx	xxxxx	364	370	796	400	401	741
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.24	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	500	xxxxx	xxxx	464	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.2			16.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Existing Conditions
Gualala/SR 1 Transportation Improvement Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[15.7]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	254	41	16	288	1	0	0	0	51	0	11
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	254	41	16	288	1	0	0	0	51	0	11
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	318	51	20	360	1	0	0	0	64	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	318	51	20	360	1	0	0	0	64	0	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	369	xxxx	xxxxx	751	769	361	744	744	343
Potent Cap.:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	330	334	688	385	345	704
Move Cap.:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	319	328	688	380	339	704
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.17	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	414	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Gualala/SR 1 Transportation Improvement Project
County of Mendocino

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.5]

Street Name:	SR 1						Old State Hwy					
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:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	202	32	81	194	0	0	0	0	11	0	35
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	202	32	81	194	0	0	0	0	11	0	35
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	253	40	101	243	0	0	0	0	14	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	253	40	101	243	0	0	0	0	14	0	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	293	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	718	273
Potent Cap.:	xxxx	xxxx	xxxxx	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx	399	358	771
Move Cap.:	xxxx	xxxx	xxxxx	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	328	771
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	615	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Existing plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.2]

Street Name:	SR 1						Old State Hwy					
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:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	232	16	16	285	0	0	0	0	15	0	18
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	232	16	16	285	0	0	0	0	15	0	18
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	290	20	20	356	0	0	0	0	19	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	290	20	20	356	0	0	0	0	19	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	696	696	300
Potent Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	368	744
Move Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	362	744
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	539	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

Street Name:	SR 1						Center St					
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:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	232	8	4	282	0	0	0	0	6	0	3
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	232	8	4	282	0	0	0	0	6	0	3
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	290	10	5	353	0	0	0	0	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	290	10	5	353	0	0	0	0	8	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	300	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	658	295
Potent Cap.:	xxxx	xxxx	xxxxx	1273	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	387	749
Move Cap.:	xxxx	xxxx	xxxxx	1273	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	385	749
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	502	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Existing plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.4]

Street Name:	SR 1						Center St					
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:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	244	8	5	296	0	0	0	0	6	0	4
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	244	8	5	296	0	0	0	0	6	0	4
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	305	10	6	370	0	0	0	0	8	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	305	10	6	370	0	0	0	0	8	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	693	310
Potent Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	370	735
Move Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	368	735
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	499	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Gualala/SR 1 Transportation Improvement Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C[18.2]

Street Name:	SR 1						Sundstrom Mall					
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	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	170	43	85	208	24	26	3	24	53	3	76
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:	23	170	43	85	208	24	26	3	24	53	3	76
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	29	213	54	106	260	30	33	4	30	66	4	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	213	54	106	260	30	33	4	30	66	4	95
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	290	xxxx	xxxxx	266	xxxx	xxxxx	834	811	275	801	799	239
Potent Cap.:	1283	xxxx	xxxxx	1309	xxxx	xxxxx	290	316	769	305	321	804
Move Cap.:	1283	xxxx	xxxxx	1309	xxxx	xxxxx	233	284	769	268	288	804
Volume/Cap:	0.02	xxxx	xxxx	0.08	xxxx	xxxx	0.14	0.01	0.04	0.25	0.01	0.12
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	346	xxxxx	xxxx	436	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	18.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.9			18.2		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[20.0]

Street Name:	SR 1						Sundstrom Mall					
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	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	179	45	89	219	26	27	3	26	56	3	80
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	179	45	89	219	26	27	3	26	56	3	80
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	30	224	56	111	274	33	34	4	33	70	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	224	56	111	274	33	34	4	33	70	4	100
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	306	xxxx	xxxxx	280	xxxx	xxxxx	876	853	290	843	841	252
Potent Cap.:	1266	xxxx	xxxxx	1294	xxxx	xxxxx	271	299	754	286	304	792
Move Cap.:	1266	xxxx	xxxxx	1294	xxxx	xxxxx	215	267	754	248	271	792
Volume/Cap:	0.02	xxxx	xxxx	0.09	xxxx	xxxx	0.16	0.01	0.04	0.28	0.01	0.13
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	327	xxxxx	xxxx	412	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	20.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.0			20.0		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Gualala/SR 1 Transportation Improvement Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.7]

Street Name:	SR 1						Ocean Dr					
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 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	205	22	23	235	1	1	3	24	25	3	18
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:	23	205	22	23	235	1	1	3	24	25	3	18
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	29	256	28	29	294	1	1	4	30	31	4	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	256	28	29	294	1	1	4	30	31	4	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	295	xxxx	xxxxx	284	xxxx	xxxxx	693	693	294	696	680	270
Potent Cap.:	1278	xxxx	xxxxx	1290	xxxx	xxxxx	361	369	750	359	376	774
Move Cap.:	1278	xxxx	xxxxx	1290	xxxx	xxxxx	336	353	750	330	359	774
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.01	0.04	0.09	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	644	xxxxx	xxxx	428	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	14.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.9			14.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Existing plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	SR 1						Ocean Dr					
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 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	215	23	24	247	1	1	3	26	27	3	19
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	215	23	24	247	1	1	3	26	27	3	19
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	30	269	29	30	309	1	1	4	33	34	4	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	269	29	30	309	1	1	4	33	34	4	24
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	310	xxxx	xxxxx	298	xxxx	xxxxx	726	727	309	731	713	283
Potent Cap.:	1262	xxxx	xxxxx	1275	xxxx	xxxxx	342	353	735	340	360	761
Move Cap.:	1262	xxxx	xxxxx	1275	xxxx	xxxxx	317	337	735	311	343	761
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.01	0.04	0.11	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	633	xxxxx	xxxx	406	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	15.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.0			15.4		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.1]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	193	99	23	198	1	1	0	1	78	1	34
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:	1	193	99	23	198	1	1	0	1	78	1	34
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	241	124	29	248	1	1	0	1	98	1	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	241	124	29	248	1	1	0	1	98	1	43
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	249	xxxx	xxxxx	365	xxxx	xxxxx	633	673	248	612	612	303
Potent Cap.:	1329	xxxx	xxxxx	1205	xxxx	xxxxx	395	379	796	408	411	741
Move Cap.:	1329	xxxx	xxxxx	1205	xxxx	xxxxx	364	370	796	400	401	741
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.24	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	500	xxxxx	xxxx	464	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.2			16.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[15.7]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	254	41	16	288	1	0	0	0	51	0	11
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	254	41	16	288	1	0	0	0	51	0	11
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	318	51	20	360	1	0	0	0	64	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	318	51	20	360	1	0	0	0	64	0	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	369	xxxx	xxxxx	751	769	361	744	744	343
Potent Cap.:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	330	334	688	385	345	704
Move Cap.:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	319	328	688	380	339	704
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.17	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	414	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Future Conditions
Gualala/SR 1 Transportation Improvement Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.6]

Street Name:	SR 1						Old State Hwy					
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:	0	0	1 0	0	1	0 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	202	32	81	194	0	0	0	0	11	0	35
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	242	38	97	233	0	0	0	0	13	0	42
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	303	48	122	291	0	0	0	0	17	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	303	48	122	291	0	0	0	0	17	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	351	xxxx	xxxxx	xxxx	xxxx	xxxxx	861	861	327
Potent Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	295	719
Move Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	264	719
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Future Conditions
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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.7]

Street Name:	SR 1						Old State Hwy					
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:	0	0	1 0	0	1	0 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	232	16	16	285	0	0	0	0	15	0	18
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	278	19	19	342	0	0	0	0	18	0	22
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	24	24	428	0	0	0	0	23	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	348	24	24	428	0	0	0	0	23	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	836	360
Potent Cap.:	xxxx	xxxx	xxxxx	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	306	689
Move Cap.:	xxxx	xxxx	xxxxx	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	299	689
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	465	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.6]

Street Name:	SR 1						Center St					
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:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	232	8	4	282	0	0	0	0	6	0	3
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	278	10	5	338	0	0	0	0	7	0	4
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	12	6	423	0	0	0	0	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	348	12	6	423	0	0	0	0	9	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	789	789	354
Potent Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	362	325	694
Move Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	361	324	694
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	430	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.8]

Street Name:	SR 1						Center St					
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:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	244	8	5	296	0	0	0	0	6	0	4
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	293	10	6	355	0	0	0	0	7	0	5
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	366	12	8	444	0	0	0	0	9	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	366	12	8	444	0	0	0	0	9	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	831	372
Potent Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	307	678
Move Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	306	678
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	425	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: D[28.2]

Street Name:	SR 1						Sundstrom Mall					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	23	170	43	85	208	24	26	3	24	53	3	76
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	28	204	52	102	250	29	31	4	29	64	4	91
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	255	65	128	312	36	39	5	36	80	5	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	255	65	128	312	36	39	5	36	80	5	114
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	348	xxxx	xxxxx	320	xxxx	xxxxx	1001	974	330	962	959	287
Potent Cap.:	1222	xxxx	xxxxx	1252	xxxx	xxxxx	224	254	716	238	259	757
Move Cap.:	1222	xxxx	xxxxx	1252	xxxx	xxxxx	168	220	716	199	224	757
Volume/Cap:	0.03	xxxx	xxxx	0.10	xxxx	xxxx	0.23	0.02	0.05	0.40	0.02	0.15
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	347	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.6	xxxxx	xxxxx	28.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			24.6			28.2		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: D[34.4]

Street Name:	SR 1						Sundstrom Mall					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	24	179	45	89	219	26	27	3	26	56	3	80
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	215	54	107	263	31	32	4	31	67	4	96
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	36	269	68	134	329	39	41	5	39	84	5	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	269	68	134	329	39	41	5	39	84	5	120
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	368	xxxx	xxxxx	336	xxxx	xxxxx	1052	1023	348	1011	1009	302
Potent Cap.:	1202	xxxx	xxxxx	1235	xxxx	xxxxx	206	238	700	220	242	742
Move Cap.:	1202	xxxx	xxxxx	1235	xxxx	xxxxx	151	203	700	182	207	742
Volume/Cap:	0.03	xxxx	xxxx	0.11	xxxx	xxxx	0.27	0.02	0.06	0.46	0.02	0.16
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	243	xxxxx	xxxx	323	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	4.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.4	xxxxx	xxxxx	34.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			27.4			34.4		
ApproachLOS:	*			*			D			D		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.8]

Street Name:	SR 1						Ocean Dr					
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:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	23	205	22	23	235	1	1	3	24	25	3	18
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	28	246	26	28	282	1	1	4	29	30	4	22
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	308	33	35	353	2	2	5	36	38	5	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	308	33	35	353	2	2	5	36	38	5	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	354	xxxx	xxxxx	341	xxxx	xxxxx	831	832	353	836	816	324
Potent Cap.:	1216	xxxx	xxxxx	1230	xxxx	xxxxx	291	307	695	289	314	722
Move Cap.:	1216	xxxx	xxxxx	1230	xxxx	xxxxx	265	290	695	259	296	722
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.02	0.05	0.14	0.02	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	575	xxxxx	xxxx	350	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.7			17.8		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[19.2]

Street Name:	SR 1						Ocean Dr					
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:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	24	215	23	24	247	1	1	3	26	27	3	19
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	258	28	29	296	1	1	4	31	32	4	23
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	36	323	35	36	371	2	2	5	39	41	5	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	323	35	36	371	2	2	5	39	41	5	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	372	xxxx	xxxxx	357	xxxx	xxxxx	872	872	371	877	856	340
Potent Cap.:	1198	xxxx	xxxxx	1213	xxxx	xxxxx	273	291	679	271	297	707
Move Cap.:	1198	xxxx	xxxxx	1213	xxxx	xxxxx	247	274	679	241	280	707
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.02	0.06	0.17	0.02	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	563	xxxxx	xxxx	327	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.0			19.2		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[21.1]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	193	99	23	198	1	1	0	1	78	1	34
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	1	232	119	28	238	1	1	0	1	94	1	41
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	2	290	149	35	297	2	2	0	2	117	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	290	149	35	297	2	2	0	2	117	2	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	299	xxxx	xxxxx	438	xxxx	xxxxx	760	808	298	734	734	364
Potent Cap.:	1274	xxxx	xxxxx	1133	xxxx	xxxxx	325	317	746	338	350	686
Move Cap.:	1274	xxxx	xxxxx	1133	xxxx	xxxxx	293	307	746	329	338	686
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.00	0.36	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	420	xxxxx	xxxx	390	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	21.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.6			21.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[19.5]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	254	41	16	288	1	0	0	0	51	0	11
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	305	49	19	346	1	0	0	0	61	0	13
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	381	61	24	432	2	0	0	0	77	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	381	61	24	432	2	0	0	0	77	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	443	xxxx	xxxxx	901	923	433	893	893	412
Potent Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	261	272	627	315	283	644
Move Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	250	266	627	310	277	644
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.25	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	341	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Future plus Project Conditions
Gualala/SR 1 Transportation Improvement Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.6]

Street Name:	SR 1						Old State Hwy					
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:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	202	32	81	194	0	0	0	0	11	0	35
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	242	38	97	233	0	0	0	0	13	0	42
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	303	48	122	291	0	0	0	0	17	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	303	48	122	291	0	0	0	0	17	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	351	xxxx	xxxxx	xxxx	xxxx	xxxxx	861	861	327
Potent Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	295	719
Move Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	264	719
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1/Old State Hwy

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.7]

Street Name:	SR 1						Old State Hwy					
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:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	232	16	16	285	0	0	0	0	15	0	18
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	278	19	19	342	0	0	0	0	18	0	22
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	24	24	428	0	0	0	0	23	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	348	24	24	428	0	0	0	0	23	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	836	360
Potent Cap.:	xxxx	xxxx	xxxxx	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	306	689
Move Cap.:	xxxx	xxxx	xxxxx	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	299	689
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	465	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.6]

Street Name:	SR 1						Center St					
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:	0 0 0	1	0	1	0 1	0	0 0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	232	8	4	282	0	0	0	0	6	0	3
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	278	10	5	338	0	0	0	0	7	0	4
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	12	6	423	0	0	0	0	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	348	12	6	423	0	0	0	0	9	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	789	789	354
Potent Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	362	325	694
Move Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	361	324	694
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	430	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Future plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1/Center St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.8]

Street Name:	SR 1						Center St					
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:	0 0 0	1	0	1	0 1	0	0 0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	244	8	5	296	0	0	0	0	6	0	4
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	293	10	6	355	0	0	0	0	7	0	5
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	366	12	8	444	0	0	0	0	9	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	366	12	8	444	0	0	0	0	9	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	831	372
Potent Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	307	678
Move Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	306	678
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
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	425	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Future plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: D[28.0]

Street Name:	SR 1						Sundstrom Mall					
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 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	170	43	85	208	24	26	3	24	53	3	76
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	28	204	52	102	250	29	31	4	29	64	4	91
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	255	65	128	312	36	39	5	36	80	5	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	255	65	128	312	36	39	5	36	80	5	114
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	348	xxxx	xxxxx	320	xxxx	xxxxx	1001	974	330	962	959	287
Potent Cap.:	1222	xxxx	xxxxx	1252	xxxx	xxxxx	224	254	716	238	259	757
Move Cap.:	1222	xxxx	xxxxx	1252	xxxx	xxxxx	169	222	716	201	226	757
Volume/Cap:	0.03	xxxx	xxxx	0.10	xxxx	xxxx	0.23	0.02	0.05	0.40	0.02	0.15
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	264	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	3.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.4	xxxxx	xxxxx	28.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			24.4			28.0		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: D[33.9]

Street Name:	SR 1						Sundstrom Mall					
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 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	179	45	89	219	26	27	3	26	56	3	80
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	215	54	107	263	31	32	4	31	67	4	96
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	36	269	68	134	329	39	41	5	39	84	5	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	269	68	134	329	39	41	5	39	84	5	120
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	368	xxxx	xxxxx	336	xxxx	xxxxx	1052	1023	348	1011	1009	302
Potent Cap.:	1202	xxxx	xxxxx	1235	xxxx	xxxxx	206	238	700	220	242	742
Move Cap.:	1202	xxxx	xxxxx	1235	xxxx	xxxxx	153	206	700	183	210	742
Volume/Cap:	0.03	xxxx	xxxx	0.11	xxxx	xxxx	0.27	0.02	0.06	0.46	0.02	0.16
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	245	xxxxx	xxxx	325	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	4.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.2	xxxxx	xxxxx	33.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			27.2			33.9		
ApproachLOS:	*			*			D			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.8]

Street Name:	SR 1									Ocean Dr					
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	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	205	22	23	235	1	1	3	24	25	3	18
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	28	246	26	28	282	1	1	4	29	30	4	22
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	308	33	35	353	2	2	5	36	38	5	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	308	33	35	353	2	2	5	36	38	5	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	354	xxxx	xxxxx	341	xxxx	xxxxx	831	832	353	836	816	324
Potent Cap.:	1216	xxxx	xxxxx	1230	xxxx	xxxxx	291	307	695	289	314	722
Move Cap.:	1216	xxxx	xxxxx	1230	xxxx	xxxxx	265	290	695	259	296	722
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.02	0.05	0.14	0.02	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	576	xxxxx	xxxx	350	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.7			17.8		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Weekend Midday Peak Hour - Future plus Project Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Ocean Dr

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[19.1]

Street Name:	SR 1									Ocean Dr					
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	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	215	23	24	247	1	1	3	26	27	3	19
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	258	28	29	296	1	1	4	31	32	4	23
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	36	323	35	36	371	2	2	5	39	41	5	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	323	35	36	371	2	2	5	39	41	5	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	372	xxxx	xxxxx	357	xxxx	xxxxx	872	872	371	877	856	340
Potent Cap.:	1198	xxxx	xxxxx	1213	xxxx	xxxxx	273	291	679	271	297	707
Move Cap.:	1198	xxxx	xxxxx	1213	xxxx	xxxxx	248	274	679	241	280	707
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.02	0.06	0.17	0.02	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	563	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	19.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.9			19.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[21.1]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	193	99	23	198	1	1	0	1	78	1	34
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	1	232	119	28	238	1	1	0	1	94	1	41
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	2	290	149	35	297	2	2	0	2	117	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	290	149	35	297	2	2	0	2	117	2	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	299	xxxx	xxxxx	438	xxxx	xxxxx	760	808	298	734	734	364
Potent Cap.:	1274	xxxx	xxxxx	1133	xxxx	xxxxx	325	317	746	338	350	686
Move Cap.:	1274	xxxx	xxxxx	1133	xxxx	xxxxx	293	307	746	329	338	686
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.00	0.36	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	420	xxxxx	xxxx	390	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	21.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.6			21.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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Intersection #5 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[19.5]

Street Name:	SR 1						Pacific Woods Rd					
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:	0 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	254	41	16	288	1	0	0	0	51	0	11
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	305	49	19	346	1	0	0	0	61	0	13
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	381	61	24	432	2	0	0	0	77	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	381	61	24	432	2	0	0	0	77	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	443	xxxx	xxxxx	901	923	433	893	893	412
Potent Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	261	272	627	315	283	644
Move Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	250	266	627	310	277	644
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.25	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	341	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.