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The background of the cover is a faded photograph of a busy street scene. In the foreground, a blue sedan is driving towards the viewer. To the right, a silver pickup truck is parked. In the background, there are various buildings, including a gas station with a sign for "48¢" and a sign for "OFF SHOP". A pedestrian is visible on the sidewalk. The overall scene is a typical urban or suburban street with traffic and commercial establishments.

Gualala Community Action Plan Base Traffic Conditions Report

for
Mendocino Council of Governments

October 26, 2006

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Setting

This report presents an analysis of base traffic conditions in the community of Gualala. Existing conditions were evaluated so that potential transportation impacts associated with improvements proposed in the Gualala Community Action Plan can be assessed. This traffic analysis was completed in accordance with standard criteria, and is consistent with standard traffic engineering techniques.

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.

The Gualala Community Action Plan focuses on approximately one-mile of SR 1 through downtown Gualala, which consists of commercial uses, services, community resources, and residences. However, the study area includes the larger community and is defined by the Pacific Ocean on the west, Old Stage Road on the east, which climbs and traverses the coast ridge and extends nearly two miles east of and 800 feet above town, the State Route 1 bridge over the Gualala River on the south, and Pacific Woods Road on the north.

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). 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. According to Caltrans 2004 Traffic Counts on the California State Highway System, SR 1 in Gualala between the Gualala River Bridge and the north limits of Gualala has an annual average daily traffic volume of approximately 4,250 vehicles.

Connector Streets

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 a posted speed limit of 35 to 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.

Pacific Woods Road is a 2-lane local connector at the north end of the study area that provides access to Old Stage Road and the rural residences, a community park, properties zoned for industrial activities, and the soon to be constructed Gualala Elementary School in the hills of the Coast Range east of SR 1 above town. Pacific Woods Road has a posted speed limit of 35 mph, travel lanes that are approximately 12 feet wide, variable shoulders that are generally less than 2 feet, and occasional turnouts. Pacific Wood Road is striped

with a double yellow centerline and white edge lines. No bicycle, pedestrian, or transit facilities are provided along this steep rural roadway.

Local Roads

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.

Moonrise Drive is a 2-lane local road approximately 30 feet in width that provides access to Church Street and properties east of SR 1 central Gualala.

Church Street is a 2-lane local road that travels north south on the east side of SR 1 between Moonrise Drive and Ocean Drive.

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.

Cypress Way is a 2-lane local road on the east side of SR 1 that extends north from Ocean Drive to various business and residential properties.

Intersections

Old Stage Road/Pacific Woods Road is a “tee” intersection with a stop control on the Pacific Woods Road approach to Old Stage Road. A slightly askew private driveway makes up the east leg of this intersection.

SR 1/Pacific Woods Road is “tee” intersection with a stop control from Pacific Woods Road onto SR 1. Two offset private driveways on the west side of SR 1 make up the west leg of this intersection.

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.

RR 1/Ocean Drive is a 4-way intersection with stop controls on the Ocean Drive approaches to SR 1.

There are numerous uncontrolled driveway intersections along SR 1 between Old Stage Road and Pacific Woods Road 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. While operation at these driveways was evaluated, Caltrans standards of significance were not applied since the delay is related to private access points and not public streets.

Traffic Signals

There are no traffic signals in the study area.

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 I where no roadway shoulders exist, demonstrating a need for pedestrian facilities.

Crosswalks

There is only one known marked crosswalk in the study area. A ladder-striped crosswalk is provided across SR I 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. Many pedestrians were observed using 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 I 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.

Curb and Pedestrian Ramps

Blended transitions and a curb ramp at the SR I crosswalk transition the existing sidewalks to grade along SR I.

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

There are no known existing bicycle facilities in the study area including on-street, off-street and/or bicycle support facilities such as bicycle parking. However, SR I 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.

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 I 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 I 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.

Streetlights

There are no known streetlights in Gualala. However, several developments adjacent to SR 1 provide some illumination of the commercial district.

Overhead Utilities

Overhead utilities, including power and phone lines, are present throughout the study area. Efforts towards undergrounding public utilities along SR 1 are currently underway.

Relevant Studies

There are a variety of transportation and land use studies that have been developed over the years that address community issues in Gualala. Relevant studies are summarized below:

Redwood Coast Community Transit Plan, 2006

The *Redwood Coast Community Transit Plan* was funded by the United States Department of Agriculture through the Community Transportation Association of America to address community transportation issues and needs along the Redwood Coast from Elk in Mendocino County to Fort Ross in Sonoma County. Key issues identified in the Plan include:

- Intra- versus inter-area trips
- Non-emergency medical trips
- Transit Service off of SR 1 – service to the rural residences located along the coastal ridge
- Improved access between Gualala and Point Arena
- Lack of evening and weekend service
- User needs including visitors, families, and seniors

Transit Service Alternatives discussed in the plan include the potential to provide service to the rural residences and destinations along the coastal ridge in Gualala utilizing Old Stage Road and Pacific Woods Road. The concept of “Route Deviation Transit Service on the Ridge,” which would allow busses to deviate from their route but ultimately return to within one block of their deviation, was also discussed. Additional alternatives included mid-day runs from Gualala to Point Arena and additional morning and evening service.

Redwood Coast Land Conservancy Report to the Community, 2004

The 2004 Redwood Coast Land Conservancy *Report to the Community* details the Conservancy’s efforts to protect land and provide public access to the Redwood Coast. The report discusses existing phases of the Gualala Bluff Trail, which extends from along the coastal bluff from Sea Cliff Commercial Center to the Ocean Song Restaurant.

Caltrans Route 1 Concept Report, 2003

The objective of the Route Concept Report is to have local, regional, and state consensus on route or corridor concepts, improvement goals, and strategies. The *Route 1 Concept Report* provides concept information only and does not determine policy or establish a course of action. Route Concept Reports are

prepared by District staff in each Caltrans District in cooperation with local and regional agencies. The *Route 1 Concept Report* includes the following information relevant to Gualala:

Facility Concept

Route 1 should remain a 2-lane highway, except in the greater Fort Bragg area, where capacity improvements should be considered as necessary. Improvement to four lanes throughout the greater Fort Bragg area may be necessary to maintain stable flow throughout the 20-year planning period. Most of this traffic is generated locally, and most of the congestion impacts are to local and regional traffic. Therefore, it is anticipated that any necessary improvements would be initiated by Mendocino Council of Governments, Mendocino County, or the City of Fort Bragg rather than Caltrans.

Route 1 serves as the main street for a number of small coastal communities, and the two incorporated cities on the Mendocino Coast (Point Arena and Fort Bragg). It carries high volumes of recreational and tourist traffic during the summer months.

The Coastal Zone Act of 1976 requires that "...Route 1 in the rural areas of the Coastal Zone remain a scenic two lane road." Route 1 from the Sonoma/Mendocino County line to north of Westport is within the Coastal Zone.

Level of Service Concept

The recommended concept LOS for Route 1 is "LOS E," except through the City of Fort Bragg, where no concept level of service has been established.

Rehabilitation Strategy

The California Coastal Commission and the Coastal Conservancy are currently studying the possibility of developing a coastal trail from Oregon to Mexico with preferred routing along the coast to afford visitors views of some of the most majestic vistas in California. Reconstruction and rehabilitation strategies involving Route 1 are to incorporate provisions for accommodating the coastal trail where feasible.

Gualala Town Plan, 1995 / Mendocino County General Plan, 2002

The Gualala Town Plan, 1995 was adopted into the Mendocino County General Plan, 2002. It amends the Coastal Element of the Mendocino County General Plan, revised in March 1991. The Gualala Town Plan provides planning goals and policies establishing a scenario for growth within the Gualala Town Plan area over a 30-year planning horizon.

Highway 1 Capacity

In the California Coastal Act of 1976, the California legislature mandated that Highway 1 "in rural areas of the coastal zone remain a scenic two-lane roadway" (PRC Section 30254). While this mandate serves as an overall constraint to future growth on the Mendocino coast, highway improvements within urbanized areas, such as Gualala, can increase the local capacity of the roadway to accommodate growth. The *Gualala Traffic Study* (TJKM Transportation Consultants, February 1995) evaluated existing and projected traffic conditions on Highway 1 in the Gualala area.

The Traffic Study reported that under existing conditions, all intersections and road segments on SR 1 in the Gualala commercial district were operating at “acceptable” levels of service (LOS) in 1994. The heaviest congestion and delays were experienced at the Sundstrom Mall entry/SR 1 intersection, which operated at LOS D (an explanation of LOS is provided later in this report).

The Traffic Study further indicated that projected increases in traffic volumes on SR 1 resulting from build out of commercial and residential lands under the Gualala Town Plan (under the 75/50% Scenario) would degrade operations on SR 1 from Old State Highway to Pacific Woods Road and at five intersections in the commercial district to LOS F, which is unacceptable. However, it was noted that increased traffic volumes can be accommodated if improvements are made to increase the capacity of the SR 1 corridor within Gualala’s commercial district. Recommended improvements necessary to accommodate increased traffic volumes from projected buildout under the Gualala Town Plan, while ensuring SR 1 operates at LOS D or better, included:

- Installation of a 2-way left-turn lane on Highway One from Old State Highway to Bakertown;
- Development of a parallel roadway east of SR 1 (along Church Street alignment), with a bridge over China Gulch;
- Installation of traffic signals on SR 1 at Old State Highway, Sundstrom Mall and Ocean Drive;
- Installation of left-turn channelization on SR 1 at Old State Highway, Center Street, Sundstrom Mall, Ocean Drive and Pacific Woods Road; and
- Installation of northbound right-turn channelization on SR 1 at Old State Highway.

At a public meeting to discuss the findings of the *Gualala Traffic Study* and at subsequent Gualala Municipal Advisory Council meetings, the general consensus was that traffic signals are undesirable, but may eventually be necessary to address public safety concerns. The other recommended improvements are considered acceptable, and alternative approaches to reducing congestion should be encouraged (such as mixed use developments, pedestrian and bicycle facilities, transportation demand management techniques, and public transportation).

General Goals and Policies

Goal G2.5-1: To create safe and pleasant pedestrian circulation within the commercial district and to reduce vehicular congestion and improve safety conditions along the Highway 1 corridor.

Vehicle Access & Parking Goals and Policies

Goal G3.4-13: Street access points should be consolidated to minimize multiple curb cuts. Shared access between adjoining properties minimizes disruption of traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.

Goal G3.4-14: Entrances and exits shall be located at a safe distance from street intersections and shall not create dangerous situations for pedestrians and motorists.

Goal G3.4-15: Parking shall be permitted within established view corridors, provided that required parking lot landscaping and lighting shall not diminish the coastal views. Parking lot design and orientation of parking aisles should provide for unobstructed view corridors.

Goal G3.4-16: Off-street parking shall be screened, either by locating it behind buildings or by providing landscaping which separates the parking from the street frontage. A minimum of 10 percent of the area within or around parking areas shall be landscaped.

Goal G3.4-17: Long, straight uninterrupted rows of parking shall be avoided. Parking areas should incorporate internally looped circulation systems, so that drivers will not be dependent on public streets when making multiple passes through a parking area.

Goal G3.4-18: All parking area lighting shall be positioned to minimize glare and illumination beyond the development. The amount of lighting provided after business hours shall be restricted to the minimum needed for safety and security purposes.

Goal G3.4-19: Bicycle racks shall be provided as appropriate for the nature and intensity of use.

Pedestrian Access Goals and Policies

Goal G3.4-20: All new development in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts shall be required to provide pedestrian walkways along the street frontages in accordance with the guidelines established in the "Circulation, Parking and Pedestrian Access" chapter of the Gualala Town Plan.

Goal G3.4-21: To encourage pedestrian usage, safe and convenient pedestrian access shall be provided from building entries to parking areas and the street. An attractive environment for pedestrian use should be provided. This should incorporate street furniture, creative outdoor spaces, landscaping, etc.

Mendocino County Coastal Element, 1985

The California Coastal Act (California Public Resources Code sections 30000 et seq) was enacted by the State Legislature in 1976 to provide long-term protection of California's 1,100-mile coastline for the benefit of current and future generations. The Mendocino County Coastal Element was prepared according to the California Coastal Act. The community of Gualala is included in the South Coast Planning Area of the Mendocino County Coastal Element.

Coastal Element Policies: Anchor Bay - Gualala

Policy 4.12-2: The urban-rural boundary of the community of Gualala is indicated by boundary lines delineated on Land Use Map 31. The Town Plan area includes all lands within the Gualala Community Services District (GCS D) and the small lot residential subdivisions adjoining the GCS D service area. The Town Plan area was selected to identify where new development could be served by community water and/or sewer systems and where such development would minimize traffic impacts on Highway 1. A primary goal of the Gualala Town Plan is to concentrate new development within the Town Plan area.

Policy 4.12-3: Dedication of a 60-foot half width shall be required as a condition of any development of parcels fronting on Highway 1 within the Gualala CSD unless otherwise approved by Caltrans.

Policy 4.12-4: The County shall initiate an amendment of Section 15.12.040 (B) of the County Code to prohibit parking on Highway 1 between Old State Highway and Ocean Drive.

Policy 4.12-5: All future development projects within the Gualala CSD shall include sufficient off-street parking to accommodate parking demand anticipated to be generated by the proposed use.

Policy 4.12-6: A traffic impact analysis shall be required of all future development projects within the Gualala CSD which will generate 20 or more peak hour trips. The Institute of Traffic Engineers' *Trip Generation* shall be used to determine trip generation potential of proposed projects.

Policy 4.12-7: The County shall request that Caltrans assist in the development of a program for the funding of highway improvements in Gualala to accommodate development allowed by the Coastal Plan and made possible by the wastewater facility. Until such a program is implemented, any development project which will generate 20 or more peak hour trips shall be required to implement any mitigation measures recommended as part of the required traffic impact analysis.

The Coastal Element calls for the development of several recreational trails in and around Gualala including:

- Gualala to Anchor Bay Trail
- Gualala Bluff Trail
- Gualala River Bridge
- Gualala River Trail

Redwood Strategic Issues, 2002

The *Redwood Coast Strategic Issues, Documentation of the Transportation Needs of the Redwood Coast Report* was developed by the Action Network to address transportation needs along the Redwood Coast. The report was developed under the oversight of the Redwood Coast Community Transportation Coalition. The coalition consisted of local representatives, community members, representatives from civic groups, and staff from local and regional transportation agencies. The effort included a public process to evaluate transit and non-motorized transportation needs. Several goals were developed through the planning process along with the follow objectives:

- Objective A.1: Promote Safety
- Objective A.2: Improve Traffic Circulation
- Objective A.3: Integrate Land Use, Housing, and Jobs in Transportation Planning
- Objective A.4: Increase Alternative Transportation Options
- Objective B.1: Coordinate Resources
- Objective C.1: Educate and Keep the Public Active

Traffic Operation Issues

Collision History

The collision history for each of the study intersections was reviewed to determine any trends or patterns that indicate a safety concern. Collision records for 2000 through 2004 were obtained from the California Highway Patrol as published in their SWITRS reports.

Over the 5-year period evaluated, there were 10 collisions reported in the study area. Of these 10 collisions, seven were reported along the SR 1 corridor, and three occurred off of the corridor, one each on Old State Highway, Old Stage Road, and Pacific Woods Road. There were no apparent patterns that would be consistent with a safety concern.

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.

The study intersections were analyzed using the unsignalized methodology from the *Highway Capacity Manual 2000* (HCM), Transportation Research Board, 2000. This method determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. The movement with the highest level of delay is presented as the Worst Case Level of Service.

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

Table I
Unsignalized 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 2000, Transportation Research Board, 2000.

Existing Intersection Conditions

Operation at intersections along SR 1 in the study area was examined, including determining delay at major driveways. Summer 2005 traffic volumes were developed using data from both Caltrans and turning movement volumes collected as part of past traffic studies and factored up to 2005 conditions. It should be noted that these existing 2005 traffic volumes are less than 1995 traffic volumes previously presented in the *State Route 1 Corridor Study* and *Gualala Traffic Study*, TJKM Transportation Consultants, 1995. The volumes

from 1995 were acquired from the SR 1 corridor traffic model, rather than from actual traffic counts. The 2005 traffic volumes contained in this report were based on actual traffic counts.

Although the concept of intersection Level of Service is not appropriate for application to driveways, calculations were performed to determine the level of delay that drivers exiting Gualala's shopping centers would be expected to experience.

Currently, all of the approaches are operating acceptably at LOS C or better during both the summer weekday and weekend periods. A summary of the level of service calculations is contained in Table 2 and copies of the calculations are provided in Appendix A.

**Table 2
Summary of Intersection Delay and Level of Service Calculations**

Intersection Approach	2005 Weekday		2005 Weekend		2025 Weekday		2025 Weekend	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. State Route 1/Old State Hwy WB (Old State Hwy) Approach	11.5	B	12.2	B	14.9	B	17.5	B
2. State Route 1/Center Street WB (Center Street) Approach	12.3	B	12.4	B	15.7	C	17.6	C
3. State Route 1/Sundstrom Mall EB (driveway) Approach	17.9	n/a	19.0	n/a	47.7	n/a	96.2	n/a
WB (driveway) Approach	18.3	n/a	20.1	n/a	91.5	n/a	230.7	n/a
4. State Route 1/Ocean Drive EB (Ocean Drive) Approach	10.9	B	11.0	B	12.7	B	14.3	B
WB (Ocean Drive) Approach	14.7	B	15.4	C	25.2	D	33.9	D
5. State Route 1/Pacific Woods Rd WB (Pacific Woods) Approach	16.1	C	15.7	C	38.6	E	35.2	E
6. Old Stage Road/Pacific Woods EB (Pacific Woods) Approach	9.5	A	9.5	A	10.6	B	10.5	B
WB (Pacific Woods) Approach	9.8	A	9.5	A	10.9	B	10.2	B

Note: Delay is in average seconds per vehicle, LOS = Level of Service

Future Intersection Conditions

Year 2025 traffic volumes were developed using 20-year horizon growth factors developed by Caltrans District 1 as well as traffic projections developed as part of the *State Route 1 Corridor Study*, TJKM Transportation Consultants, 1995. It should be noted that the 20-year horizon traffic volumes presented in this report are moderately less than future traffic volumes presented in the *State Route 1 Corridor Study* and *Gualala Traffic Study*. This change was due to the lower base traffic volumes used for Existing Conditions (see above).



By 2025, traffic on side streets stop-controlled at SR 1 will experience an increase in delay but continue to operate at LOS D or better, except at SR 1/Pacific Wood Road where the westbound approach would operate at LOS E during both the summer weekday and weekend periods. In the *Route 1 Concept Report*, Caltrans has established an operation standard of LOS E or better, so all of the intersections are projected to continue operating acceptably under this standard.

The driveways at Sundstrom Mall and Surf Market would experience the most significant delay, ranging from 48 to 230 seconds during peak hours.

A summary of the level of service calculations is contained in Table 2 and copies of the calculations are provided in Appendix A.

Left Turn Lane Warrants

The need for left-turn channelization in the form of a left-turn pocket or a continuous 2-way left-turn lane on SR 1 through downtown Gualala was evaluated based on safety criteria together with level of service and delay for intersection and driveway traffic.

This need was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation, 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which is referenced in Section 405.2, Left-turn Channelization, of the Caltrans *Highway Design Manual*. This methodology is an update to the methodology, which was applied in the *Gualala Traffic Study*, (TJKM Transportation Consultants, 1995).

Left turn lane warrant analysis was performed for the future 2025 scenario. Under the future scenario, left turn lane warrants were met for the southbound left turn from SR 1 into the Sundstrom Mall during both the weekday and weekend scenario, and the left turn lane warrants were met for the left turn from southbound SR 1 onto Old State Highway during the weekday scenario.

Constraints and Opportunities

A brief summary of opportunities is provided below. The list will be expanded as public input is incorporated into the document.

Constraints

- The existing configuration of SR 1 limits alternative transportation choices.
- There is limited connectivity across SR 1.
- There is limited connectivity between residential areas for bicyclists and pedestrians.
- There are numerous uncontrolled driveway intersections along SR 1 between Old Stage Road and Pacific Woods Road that impact vehicle, bicycle, and pedestrian operations.
- The primary vehicle and pedestrian congestion point in the community is on SR 1 at the driveways with Sundstrom Mall and the Surf Market.
- Traffic growth will increase delay to side street movements in Gualala. The existing stop controlled approaches to SR 1 at Ocean Drive and Pacific Woods Road would be expected to deteriorate to a LOS D and E, respectively.
- Traffic growth will increase safety hazards for left-turn vehicles on SR 1. Future traffic volumes (2025) may cause left-turn lane warrants to be met on SR 1 at the Sundstrom Mall area and at Old State Highway.
- Pedestrian activity is present along each roadway throughout the community of Gualala, with heavier use focused along SR 1 in the downtown corridor. A lack of pedestrian facilities forces residents and tourists to walk along roadway shoulders and/or in the roadway along all streets, including SR 1.
- There is only one marked pedestrian crosswalk in the study area. The crosswalk is provided across SR 1 between the Surf Market and the Sundstrom Mall.

Opportunities

- Development of a north-south local reliever route along the Church Street right-of-way would reduce local pressure on SR 1.
- Development of trails as identified in the Mendocino County Coastal Element, including the Gualala to Anchor Bay Trail, Gualala Bluff Trail, Gualala River Bridge, and the Gualala River Trail will help to facilitate non-motorized travel and recreational access.
- Installing a center left-turn lane on SR 1 will not only provide for safety of left-turning vehicles from SR 1 onto side streets and driveways, but will also provide refuge for left-turning vehicles onto SR 1, thereby reducing this traffic's delay and improving the LOS.
- Pedestrian and bicycle improvements along SR 1 through Gualala will help to provide a range of transportation choices for residents and visitors in Gualala and will help to reduce local vehicle trips.

Study Participants and References

Study Participants

Principal-in-Charge: Steve Weinberger, P.E., PTOE
Project Planner: Josh Abrams
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Technician/Graphics: Deborah Dunn
Data Collection: Jennifer Rhodes

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MEX055



Appendix A

Level of Service Calculations

Summer Weekday 2005
Gualala Community Transportation Plan
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 1 0 0

Volume Module:
Base Vol.: 0 202 32 81 194 0 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 40 101 242 0 0 0 0 14 0 44
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 253 40 101 242 0 0 0 0 14 0 44

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 293 xxxx xxxxx xxxxx xxxx xxxxx 718 xxxx 273
Potent Cap.: xxxx xxxx xxxxx 1281 xxxx xxxxx xxxxx xxxx xxxxx 399 xxxx 771
Move Cap.: xxxx xxxx xxxxx 1281 xxxx xxxxx xxxxx xxxx xxxxx 373 xxxx 771
Volume/Cap: xxxx xxxx xxxxx 0.08 xxxx xxxxx xxxxx xxxx xxxxx 0.04 xxxx 0.06

Level of Service Module:
Queue: xxxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped 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.: xxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 615 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.5 xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 11.5
ApproachLOS: * * * * * B

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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 0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol.: 0 232 16 16 285 0 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 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 0 19 0 23
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 290 20 20 356 0 0 0 0 0 19 0 23

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 310 xxxx xxxxx xxxxx xxxx xxxxx 696 xxxx 300
Potent Cap.: xxxx xxxx xxxxx 1262 xxxx xxxxx xxxxx xxxx xxxxx 411 xxxx 744
Move Cap.: xxxx xxxx xxxxx 1262 xxxx xxxxx xxxxx xxxx xxxxx 406 xxxx 744
Volume/Cap: xxxx xxxx xxxxx 0.02 xxxx xxxxx xxxxx xxxx xxxxx 0.05 xxxx 0.03

Level of Service Module:
Queue: xxxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped 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.: xxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 539 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx 7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 12.2
ApproachLOS: * * * * * B

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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	Uncontrolled	Uncontrolled	
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 0 6	0 3
Growth Adj:	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 0 6	0 3
User Adj:	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
PHF Volume:	0 290	10 5 353	0 0 0	0 0 8	0 4
Reduct Vol:	0 0	0 0	0 0	0 0	0 0
Final Vol.:	0 290	10 5 353	0 0 0	0 0 8	0 4
Critical Gap Module:					
Critical Gp:xxxxx	xxxxx	4.1 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	6.4 xxxx
FollowUpTim:xxxxx	xxxxx	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	3.5 xxxx
Capacity Module:					
Conflict Vol:	xxxxx xxxxx	300 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	658 xxxxx
Potent Cap.:	xxxxx xxxxx	1273 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	433 xxxxx
Move Cap.:	xxxxx xxxxx	1273 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	431 xxxxx
Volume/Cap:	xxxxx xxxxx	0.00 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	0.02 xxxxx
Level Of Service Module:					
Queue:	xxxxxx xxxxx xxxxx	0.0 xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx	xxxxxx
Stopped Del:xxxxx	xxxxx	7.8 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	xxxxxx
LOS by Move:	*	A *	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxx xxxxx	xxxx	502 xxxxx
SharedQueue:xxxxx	xxxx xxxxx	0.0 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	0.1 xxxxx
Shrd StpDel:xxxxx	xxxxx	7.8 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	12.3 xxxxx
Shared LOS:	*	A *	*	*	B *
ApproachDel:	xxxxxx	xxxxxxx	xxxxxxx		12.3
ApproachLOS:	*	*	*		B

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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 [12.4]

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	Uncontrolled	Uncontrolled	
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 0 6	0 4
Growth Adj:	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 0 6	0 4
User Adj:	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
PHF Volume:	0 305	10 6 370	0 0 0	0 0 8	0 5
Reduct Vol:	0 0	0 0	0 0	0 0	0 0
Final Vol.:	0 305	10 6 370	0 0 0	0 0 8	0 5
Critical Gap Module:					
Critical Gp:xxxxx	xxxxx	4.1 xxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxx	6.4 xxxx
FollowUpTim:xxxxx	xxxxx	2.2 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	3.5 xxxxx
Capacity Module:					
Conflict Vol:	xxxxx xxxxx	315 xxxxx xxxxx	xxxxx xxxxx xxxxx	xxxxx	693 xxxxx
Potent Cap.:	xxxxx xxxxx	1257 xxxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	413 xxxxx
Move Cap.:	xxxxx xxxxx	1257 xxxxx xxxxx	xxxxx xxxx xxxxx	xxxxx	411 xxxxx
Volume/Cap:	xxxxx xxxxx	0.00 xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxx	0.02 xxxxx
Level Of Service Module:					
Queue:	xxxxxx xxxxx xxxxx	0.0 xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx	xxxxxx
Stopped Del:xxxxx	xxxxx	7.9 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	xxxxxx
LOS by Move:	*	A *	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxx xxxxx	xxxx	499 xxxxx
SharedQueue:xxxxx	xxxx xxxxx	0.0 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	0.1 xxxxx
Shrd StpDel:xxxxx	xxxxx	7.9 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx	12.4 xxxxx
Shared LOS:	*	A *	*	*	B *
ApproachDel:	xxxxxx	xxxxxxx	xxxxxxx		12.4
ApproachLOS:	*	*	*		B

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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 Uncontrolled Uncontrolled
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
Final Vol.: 29 213 54 106 260 30 33 4 30 66 4 95

Critical Gap Module:

Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol: 290 xxxxx xxxxx 266 xxxxx xxxxx 834 811 275 801 799 239
Potent Cap.: 1283 xxxxx xxxxx 1309 xxxxx xxxxx 290 316 769 305 321 804
Move Cap.: 1283 xxxxx xxxxx 1309 xxxxx xxxxx 232 282 769 266 286 804
Volume/Cap: 0.02 xxxxx xxxxx 0.08 xxxxx xxxxx 0.14 0.01 0.04 0.25 0.01 0.12

Level Of Service Module:

Queue: 0.1 xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 17.9
ApproachLOS: * * * * * C

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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 Uncontrolled Uncontrolled
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
Final Vol.: 30 224 56 111 274 33 34 4 33 70 4 100

Critical Gap Module:

Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol: 306 xxxxx xxxxx 280 xxxxx xxxxx 876 853 290 843 841 252
Potent Cap.: 1266 xxxxx xxxxx 1294 xxxxx xxxxx 271 299 754 286 304 792
Move Cap.: 1266 xxxxx xxxxx 1294 xxxxx xxxxx 214 265 754 247 269 792
Volume/Cap: 0.02 xxxxx xxxxx 0.09 xxxxx xxxxx 0.16 0.01 0.04 0.28 0.01 0.13

Level Of Service Module:

Queue: 0.1 xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 19.0
ApproachLOS: * * * * * C

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Moonrise

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

Street Name: SR 1 Moonrise
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
Growth Adj: 0.00
Initial Bse: 0
User Adj: 0.00
PHF Adj: 0.00
PHF Volume: 0
Reduct Vol: 0
Final Vol.: 0

Critical Gap Module:
Critical Gap: 0.0
FollowUpTim: 0.0

Capacity Module:
Conflict Vol: 0
Potent Cap.: 0
Move Cap.: 1
Volume/Cap: 0.00

Level Of Service Module:
Queue: 0.0
Stopped Del: 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0
Shared Cap.: 0.0
Shrd Stpbel: 1.0
Shared LOS: 0.0
ApproachDel: 0.0
ApproachLOS:

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 1/Moonrise

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

Street Name: SR 1 Moonrise
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
Growth Adj: 0.00
Initial Bse: 0
User Adj: 0.00
PHF Adj: 0.00
PHF Volume: 0
Reduct Vol: 0
Final Vol.: 0

Critical Gap Module:
Critical Gap: 0.0
FollowUpTim: 0.0

Capacity Module:
Conflict Vol: 0
Potent Cap.: 0
Move Cap.: 1
Volume/Cap: 0.00

Level Of Service Module:
Queue: 0.0
Stopped Del: 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0
Shared Cap.: 0.0
Shrd Stpbel: 1.0
Shared LOS: 0.0
ApproachDel: 0.0
ApproachLOS:

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 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 Uncontrolled Uncontrolled
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

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 295 xxxxx xxxxxx 284 xxxxx xxxxxx 693 693 294 696 680 270
Potent Cap.: 1278 xxxxx xxxxxx 1290 xxxxx xxxxxx 361 369 750 359 376 774

Level Of Service Module:
Queue: 0.1 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 xxxxx xxxxxx 7.9 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 644 xxxxx xxxxx 428 xxxxx

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 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 Uncontrolled Uncontrolled
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

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 310 xxxxx xxxxxx 298 xxxxx xxxxxx 726 727 309 731 713 283
Potent Cap.: 1262 xxxxx xxxxxx 1275 xxxxx xxxxxx 342 353 735 340 360 761

Level Of Service Module:
Queue: 0.1 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 xxxxx xxxxxx 7.9 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 633 xxxxx xxxxx 406 xxxxx

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Old Stage Rd/Moonrise

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

Street Name: Old Stage Rd Moonrise
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 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
FollowUpTim: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Move Cap.: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level Of Service Module:
Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Stopped Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Shared Cap.: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Shrd Stpbel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Shared LOS: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachLOS:

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Old Stage Rd/Moonrise

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

Street Name: Old Stage Rd Moonrise
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 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
FollowUpTim: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Move Cap.: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level Of Service Module:
Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Stopped Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Shared Cap.: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Shrd Stpbel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Shared LOS: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachLOS:

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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: C [15.7]

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 1 0 0 0

Volume Module:

Base Vol: 0 385 13 7 468 0 0 0 0 0 10 0 6
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: 0 385 13 7 468 0 0 0 0 10 0 6
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 428 14 8 520 0 0 0 0 11 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 428 14 8 520 0 0 0 0 11 0 7

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx 442 xxxx xxxxx xxxx xxxx xxxxx 971 xxxx 435
Potent Cap.: xxxx xxxx xxxxx 1129 xxxx xxxxx xxxx xxxx xxxxx 283 xxxx 625
Move Cap.: xxxx xxxx xxxxx 1129 xxxx xxxxx xxxx xxxx xxxxx 282 xxxx 625
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.04 xxxx 0.01

Level Of Service Module:

Queue: xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx 8.2 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 1129 xxxx xxxxx xxxx xxxx xxxxx 355 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.7 xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx * * * * *
ApproachLOS: * * * * * * * * * * C

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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): 0.4 Worst Case Level Of Service: C [17.6]

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 1 0 0 0

Volume Module:

Base Vol: 0 429 15 8 521 0 0 0 0 11 0 6
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: 0 429 15 8 521 0 0 0 0 11 0 6
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 477 17 9 579 0 0 0 0 12 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 477 17 9 579 0 0 0 0 12 0 7

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx 493 xxxx xxxxx xxxx xxxx xxxxx 1082 xxxx 485
Potent Cap.: xxxx xxxx xxxxx 1081 xxxx xxxxx xxxx xxxx xxxxx 243 xxxx 586
Move Cap.: xxxx xxxx xxxxx 1081 xxxx xxxxx xxxx xxxx xxxxx 241 xxxx 586
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.05 xxxx 0.01

Level Of Service Module:

Queue: xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx 8.4 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 1081 xxxx xxxxx xxxx xxxx xxxxx 305 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx 8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.6 xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx * * * * *
ApproachLOS: * * * * * * * * * * C

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 21.0 Worst Case Level Of Service: F [91.5]

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: 38 282 71 140 346 41 43 4 41 88 4 126
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: 38 282 71 140 346 41 43 4 41 88 4 126
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 42 313 79 156 384 46 48 4 46 98 4 140
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 42 313 79 156 384 46 48 4 46 98 4 140

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 430 xxxxx xxxxx 392 xxxxx xxxxx 1228 1195 407 1181 1178 353
Potent Cap.: 1140 xxxxx xxxxx 1177 xxxxx xxxxx 156 188 648 169 192 695
Move Cap.: 1140 xxxxx xxxxx 1177 xxxxx xxxxx 106 155 648 133 158 695
Volume/Cap: 0.04 xxxxx xxxxx 0.13 xxxxx xxxxx 0.45 0.03 0.07 0.74 0.03 0.20

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1/Sundstrom Mall

Average Delay (sec/veh): 49.3 Worst Case Level Of Service: F [230.7]

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: 42 314 79 156 385 45 48 5 45 98 5 140
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: 42 314 79 156 385 45 48 5 45 98 5 140
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 47 349 88 173 428 50 53 6 50 109 6 156
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 47 349 88 173 428 50 53 6 50 109 6 156

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 478 xxxxx xxxxx 437 xxxxx xxxxx 1366 1329 453 1313 1311 393
Potent Cap.: 1095 xxxxx xxxxx 1134 xxxxx xxxxx 126 156 611 137 160 660
Move Cap.: 1095 xxxxx xxxxx 1134 xxxxx xxxxx 78 124 611 102 127 660
Volume/Cap: 0.04 xxxxx xxxxx 0.15 xxxxx xxxxx 0.68 0.04 0.08 1.07 0.04 0.24

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.4 xxxxx xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx 96.2
ApproachLOS: * * * * *

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2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #4 SR 1/Moonrise

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

Street Name: SR 1 Moonrise
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
Growth Adj: 0.00
Initial Bse: 0
User Adj: 0.00
PHF Adj: 0.00
PHF Volume: 0
Reduct Vol: 0
Final Vol.: 0

Critical Gap Module:
Critical Gap: 0.0
FollowUpTim: 0.0

Capacity Module:
Conflict Vol: 0
Potent Cap.: 0
Move Cap.: 1
Volume/Cap: 0.00

Level Of Service Module:
Queue: 0.0
Stopped Del: 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0
Shared Cap.: 0
SharedQueue: 0.0
Shrd Stpbel: 1.0
Shared LOS: 0.0
ApproachDel: 0.0
ApproachLOS:

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2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #4 SR 1/Moonrise

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

Street Name: SR 1 Moonrise
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
Growth Adj: 0.00
Initial Bse: 0
User Adj: 0.00
PHF Adj: 0.00
PHF Volume: 0
Reduct Vol: 0
Final Vol.: 0

Critical Gap Module:
Critical Gap: 0.0
FollowUpTim: 0.0

Capacity Module:
Conflict Vol: 0
Potent Cap.: 0
Move Cap.: 1
Volume/Cap: 0.00

Level Of Service Module:
Queue: 0.0
Stopped Del: 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0
Shared Cap.: 0
SharedQueue: 0.0
Shrd Stpbel: 1.0
Shared LOS: 0.0
ApproachDel: 0.0
ApproachLOS:

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Ocean Dr

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: D [25.2]

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 Uncontrolled Uncontrolled
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: 38 340 36 38 391 1 1 4 41 42 4 30
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: 38 340 36 38 391 1 1 4 41 42 4 30
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 42 378 40 42 434 1 1 4 46 47 4 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 42 378 40 42 434 1 1 4 46 47 4 33

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 436 xxxxx xxxxx 418 xxxxx xxxxx 1021 1022 435 1027 1002 398
Potent Cap.: 1135 xxxxx xxxxx 1152 xxxxx xxxxx 217 238 625 215 244 656
Move Cap.: 1135 xxxxx xxxxx 1152 xxxxx xxxxx 191 220 625 185 226 656
Volume/Cap: 0.04 xxxxx xxxxx 0.04 xxxxx xxxxx 0.01 0.02 0.07 0.25 0.02 0.05

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.3 xxxxx xxxxx 8.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 517 xxxxx xxxxx 262 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 1.3 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 12.7 xxxxx xxxxx 25.2 xxxxx
Shared LOS: * * * * * B * * * * * D * * * * *
ApproachDel: xxxxxx 12.7 xxxxxx 25.2
ApproachLOS: * * * * * B * * * * * D

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1/Ocean Dr

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D [33.9]

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 Uncontrolled Uncontrolled
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: 42 379 40 42 435 2 2 5 45 47 5 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: 42 379 40 42 435 2 2 5 45 47 5 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 47 421 44 47 483 2 2 6 50 52 6 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 47 421 44 47 483 2 2 6 50 52 6 38

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 486 xxxxx xxxxx 466 xxxxx xxxxx 1136 1137 484 1142 1116 443
Potent Cap.: 1088 xxxxx xxxxx 1106 xxxxx xxxxx 181 204 587 179 210 619
Move Cap.: 1088 xxxxx xxxxx 1106 xxxxx xxxxx 155 186 587 150 192 619
Volume/Cap: 0.04 xxxxx xxxxx 0.04 xxxxx xxxxx 0.01 0.03 0.09 0.35 0.03 0.06

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.5 xxxxx xxxxx 8.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 446 xxxxx xxxxx 218 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx 2.1 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 14.3 xxxxx xxxxx 33.9 xxxxx
Shared LOS: * * * * * B * * * * * D * * * * *
ApproachDel: xxxxxx 14.3 xxxxxx 33.9
ApproachLOS: * * * * * B * * * * * D

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: E [38.6]

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 Uncontrolled Uncontrolled Stop Sign
Rights: Include 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.: 2 320 165 38 328 2 2 2 129 2 56
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse.: 2 320 165 38 328 2 2 2 129 2 56
User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj.: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 2 356 183 42 364 2 2 2 143 2 62
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0
Final Vol.: 2 356 183 42 364 2 2 2 143 2 62

Critical Gap Module:

Critical Gap: 4.1 xxxxx xxxxx 7.1 xxxxx 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol.: 367 xxxxx xxxxx 539 xxxxx xxxxx 934 xxxxx 366 903 903 447
Potent Cap.: 1203 xxxxx xxxxx 1040 xxxxx xxxxx 248 xxxxx 684 260 279 616
Move Cap.: 1203 xxxxx xxxxx 1040 xxxxx xxxxx 214 xxxxx 684 251 267 616
Volume/Cap.: 0.00 xxxxx xxxxx 0.04 xxxxx xxxxx 0.01 xxxxx 0.00 0.57 0.01 0.10

Level Of Service Module:

Queue: 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 xxxxx xxxxx 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * * E * * * * *
ApproachDel: xxxxxx 16.2 C 38.6 E
ApproachLOS: * * * * * C

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 SR 1/Pacific Woods Rd

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: E [35.2]

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 Uncontrolled Uncontrolled Stop Sign
Rights: Include Include Include Include Include
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:

Base Vol.: 0 446 73 29 507 2 0 0 0 90 0 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
Initial Bse.: 0 446 73 29 507 2 0 0 0 90 0 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
PHF Adj.: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 496 81 32 563 2 0 0 0 100 0 21
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 496 81 32 563 2 0 0 0 100 0 21

Critical Gap Module:

Critical Gap: xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol.: xxxxx xxxxx xxxxx 577 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 1007 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 1007 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap.: xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Queue: xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * E * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 35.2 E
ApproachLOS: * * * * *

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Old Stage Rd/Moonrise

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

Street Name: Old Stage Rd Moonrise
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 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
FollowUpTim: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Move Cap.: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level Of Service Module:
Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Stopped Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Shared Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SharedQueue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Shrd Stpbel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Shared LOS: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachLOS:

Summer Weekend 2025
Gualala Community Transportation Plan
County of Mendocino

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

Intersection #8 Old Stage Rd/Moonrise

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

Street Name: Old Stage Rd Moonrise
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 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
FollowUpTim: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Move Cap.: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level Of Service Module:
Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Stopped Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Shared Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SharedQueue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Shrd Stpbel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Shared LOS: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
ApproachLOS: