January 17, 2007

Mr. Andrew Minor
Chambers Group
302 Brookside Avenue
Redlands, CA 92373

SUBJECT: Traffic Study for the Guasti Specific Plan Project in the City of Ontario

Dear Mr. Minor:

Katz, Okitsu & Associates is pleased to present the attached access study for the Guasti Specific Plan Project in the City of Ontario. The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. The proposed mixed uses include commercial (both retail and restaurants), hotels, and office buildings. A project alternative will also replace some of the commercial and retail uses with a residential (townhome) component. The development is located on the on the south side of Guasti Road, east of Archibald Avenue.

This traffic study is being completed to determine the on-site needs of the project. A traffic study was originally completed as a part of the "Guasti Plaza Specific Plan" in 1996, which analyzed all off-site conditions.

Please contact our office if you have any questions about the report, or if you need additional information to complete your submittal. If there are any comments that require response or revisions, please notify our office as soon as possible for prompt revision.

It has been a pleasure to prepare this study for The Chambers Group and the City of Ontario.

Sincerely,

Mujib Ahmed, P.E.
Vice President

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Traffic Study for the Guasti Specific Plan Project in the City of Ontario

January 17, 2007

Prepared for:

The Chambers Group
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1. Introduction

The Chambers Group is designing a mixed-use development for a site on the south side of Guasti Road, east of Archibald Avenue in the City of Ontario. The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. The project is proposing two alternatives. Alternative 1 will include the retail/restaurant component of the project and Alternative 2 will include the residential (townhome) component of the project. The project vicinity is shown as Figure 1.

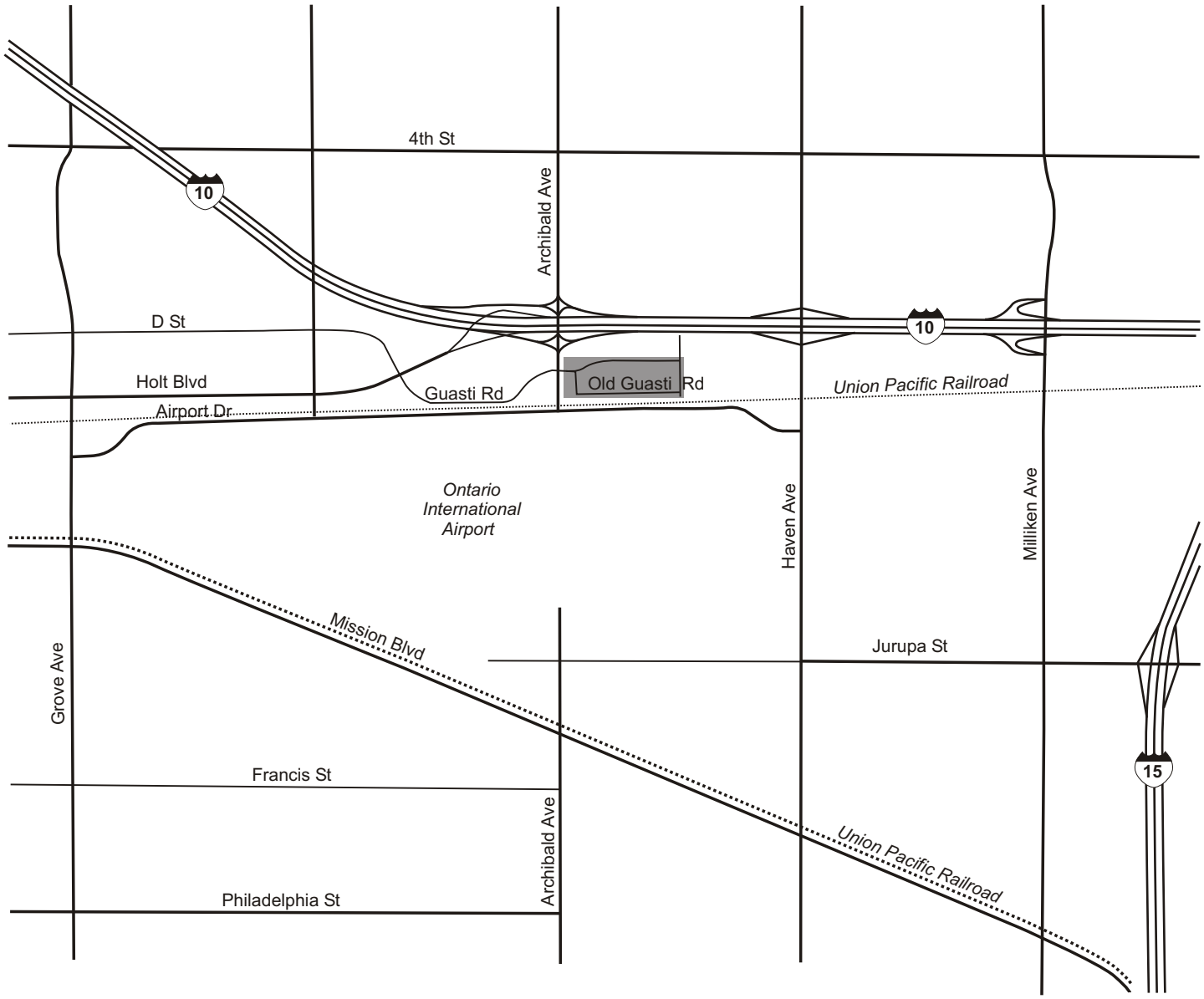
The appendices of this report contain background materials for this study. These materials include manual traffic counts, analysis worksheets and other details.

Project Description and Location

The mixed-use site is located on the south side of Guasti Road, east of Archibald Avenue in the City of Ontario. In the project area, several roadways do not currently exist; however, these roadways will be developed upon project opening. Intersections within the project vicinity that could be affected by the project include:

- Old Guasti Road at Street 1
- Street 2 at Guasti Road
- Street 2 at Street A
- Street 2 at Street C
- Street 2 at Street D
- Street 2 at Old Guasti Road
- Street B at Guasti Road
- Street 3 at Street B
- Street 3 at Street C
- Street 3 at Street D
- Street 3 at Old Guasti Road
- Guasti Road at Parking Structure 1
- Guasti Road at Guasti Lane
- Guasti Lane at Parking Structure 1
- Guasti Lane at Street B
- Guasti Lane at Street C
- Guasti Lane at Street D
- Guasti Lane at Old Guasti Road
- Street 4 at Guasti Road
- Street 4 at Street E
- Street 4 at Old Guasti Road
- Street 5 at Guasti Road
- Street 5 at Street E
- Turner Avenue at Guasti Road
- Turner Avenue at Parking Structure 5
- Turner Avenue at Old Guasti Road

The project site is currently a vacant lot. The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. There are two alternatives proposed for the site: Alternative 1 includes the retail/restaurant component of the site and Alternative 2 includes the residential (townhome) component of the site. A site plan of the project is shown on Figure 2.



LEGEND

Project Site

Union Pacific Railroad

N

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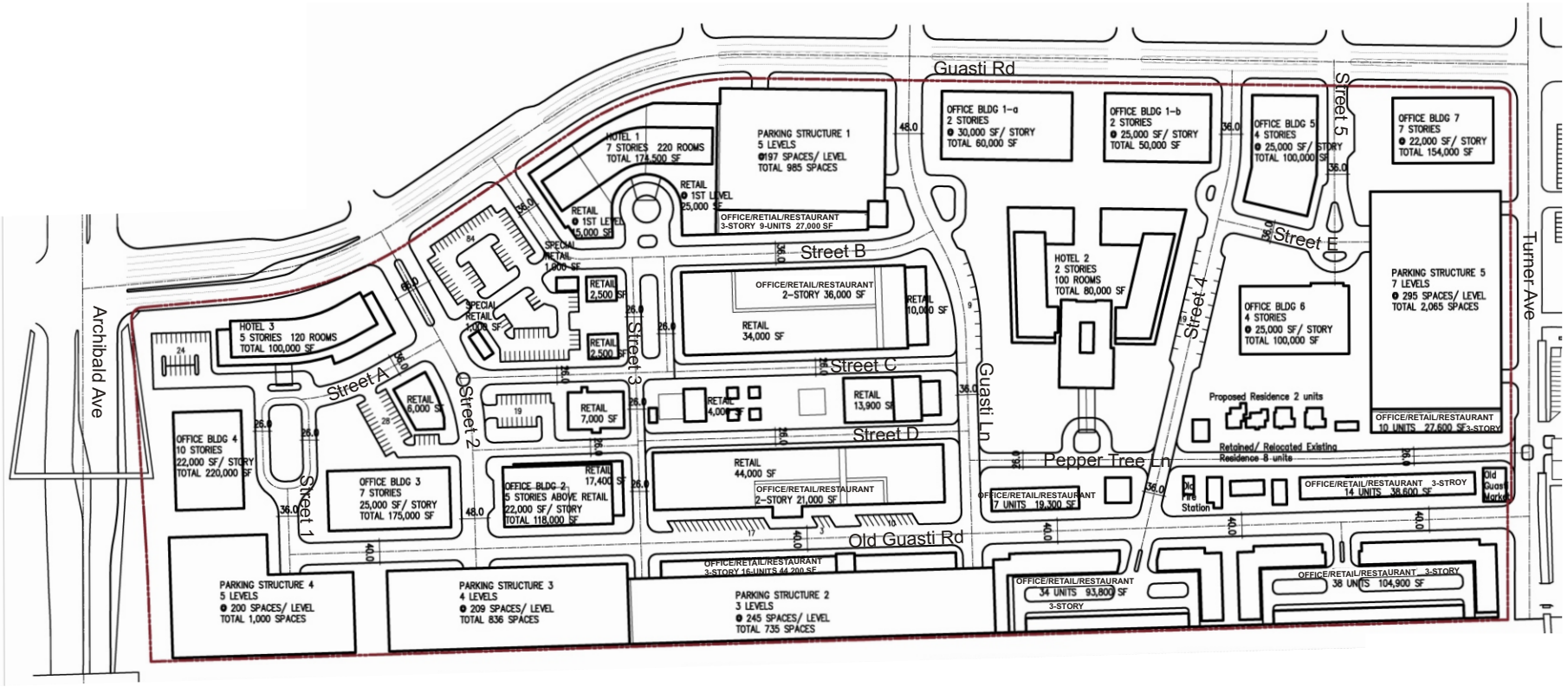
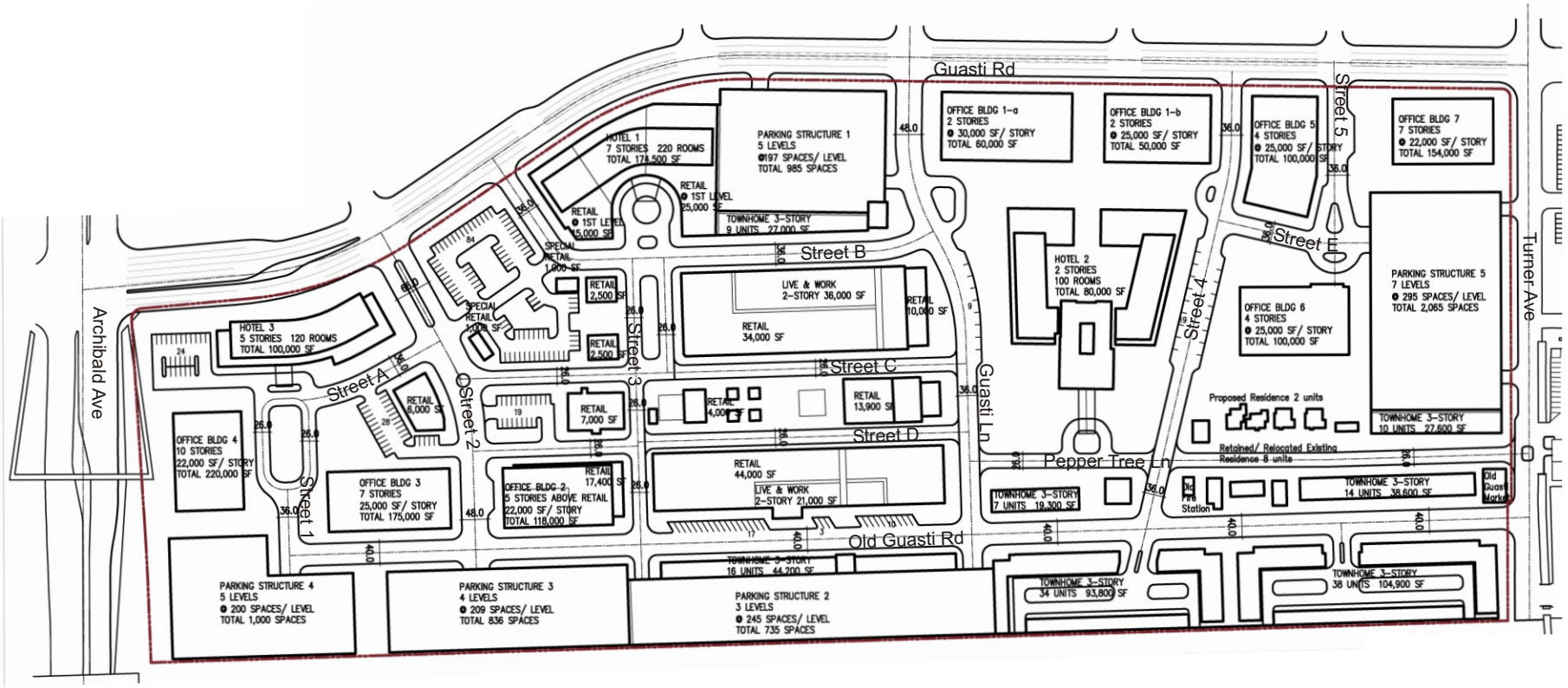
Guasti Project, City of Ontario — Figure 1

Vicinity Map



Katz, Okitsu & Associates *Planning and Engineering*	Guasti Project, City of Ontario	Figure 2A
		Alternative 1 (Retail/Restaurants) Site Plan



Katz, Okitsu & Associates *Planning and Engineering*	Guasti Project, City of Ontario	Figure 2B
		Alternative 2 (With Townhomes) Site Plan

2. Project Study Methodology

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for this proposed project. This section contains the following background information:

- Study timeframes
- Study area description
- Capacity analysis methodologies

Study Timeframes

This report presents an analysis of the intersection operating conditions during the morning and evening peak hours for the anticipated project opening. Since only on-site traffic is being analyzed, the exact year is unknown and not deemed necessary for analysis purposes, as the same amount of traffic will be generated regardless of the year.

Project Study Area

The study area was determined through consultation with City of Ontario staff. As shown in Figure 1, the study area consists only of on-site intersections.

Intersection Capacity Analysis

The analysis of peak hour intersection conditions was conducted using the TRAFFIX software program developed by Dowling Associates. The following peak hours were selected for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

All signalized intersections were analyzed based on the "operational analysis" procedure for signalized intersections, as defined in the 2000 *Highway Capacity Manual (HCM)* and codified by the San Bernardino County Congestion Monitoring Program. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. The San Bernardino County Congestion Monitoring Program guidelines state that for near-term analysis a saturation flow rate of 1,800 is used for through and right-turn lanes, a rate of 1,700 is used for left-turn lanes, and a rate of 1,600 is used for dual left-turn lanes. This saturation flow rate is reduced to account for lane width, on-street parking, conflicting pedestrian flow, traffic composition, (i.e., percent of trucks) and shared lane movements (e.g., through and right-turn movements from the same lane).

In addition, a peak hour factor was applied to all of the volumes to analyze the peak hour. Traffic volumes may fluctuate from minute to minute within the peak periods, so a peak hour factor increases the hourly volume to simulate the higher 15-minute peak period for the entire peak period. The default

HCM peak hour factor of 0.95 was applied to all movements.

Analysis Methodologies

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. These methodologies are found in the *Highway Capacity Manual (HCM)*, a federally supported standard for analysis of transportation performance. Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from Level of Service A (free flow, little congestion) to Level of Service F (forced flow, extreme congestion).

Level of Service for signalized intersections is based upon the average time (seconds) that vehicles approaching an intersection are delayed. There is a specific delay and level of service associated with each approach and an overall average delay for all movements. The overall level of service for the intersection is based upon the overall average delay.

Unsignalized intersection level of service is also based upon the control delay, but delay is only assessed for those traffic movements that are stopped or must yield to through traffic. Some movements, including cross traffic on the minor street or left turns onto the major street, can be subject to long delays, however through traffic and right turns from the major street will not experience any delays at stopped intersections. When delay for cross traffic is severe (Level of Service F) the intersection should be evaluated further for possible improvement with traffic signals. In some cases, this analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. In other cases, the number of stopped vehicles is substantial and traffic signals may be justified as a mitigation measure.

Table 1 shows the relationship between level of service and the performance measures for signalized and unsignalized intersections and lists the HCM delay criteria for signalized intersections.

Table 1 - Signalized Intersection Level-of-Service Definitions

Level of Service	Signalized Intersection Control Delay (in sec/veh)	Unsignalized Intersection Control Delay (in sec/veh)
A	0 – 10	0 – 10
B	10.1 – 20	10.1 – 15
C	20.1 – 35	15.1 – 25
D	35.1 – 55	25.1 – 35
E	55.1 – 80	35.1 – 50
F	80 or more	50 or more

The City of Ontario has identified Level of Service D as the minimum allowable service level for City intersections. Mitigation measures should generally be considered when traffic conditions are

forecasted to decline to poorer levels of service. Impacts are typically considered significant when an increase of one second of delay is indicated at locations forecast for Level of Service E or F.

Opening Year Traffic Count Data

Existing weekday morning and evening peak hour traffic counts for the intersection of Turner Avenue and Guasti Road (and along Guasti Road) were taken from the Ontario Airport Towers Traffic Study prepared by Meyer, Mohaddes Associates (MMA), dated December, 2005. This MMA report also included project-related traffic volumes for the Ontario Airport Towers project. These volumes were added to the existing volumes to determine approximate Opening Year Without Project traffic volumes. These weekday peak hour traffic volumes reflect typical weekday operations during the opening year project conditions. All traffic count data used in this study is compiled in Appendix A.

3. Without Project Conditions

This section develops Without Project traffic conditions in the study area.. The analysis is based upon the theoretical opening year of the project.

Without Project Traffic Projections

Near term future traffic increases can also be forecast by taking existing traffic counts at intersections, adding a small growth rate and potentially considering additional traffic that may be generated by other developments that have been approved in the area. Unfortunately, none of the study intersections exist in a manner similar to what is proposed, so this method is not appropriate.

Instead, weekday morning and evening peak hour traffic counts were taken from the Ontario Airport Towers Traffic Study prepared by Meyer, Mohaddes Associates (MMA), dated December, 2005. This MMA report also included project-related traffic volumes for the Ontario Airport Towers project. These volumes were added to the existing volumes to determine approximate Opening Year Without Project traffic volumes. All traffic count data used in this study is compiled in Appendix A.

Peak Hour Intersection Level of Service

To forecast the Future Without Project Conditions, traffic from the Ontario Airport Towers project was added to the existing traffic conditions. Figures 4 and 5 illustrate the AM and PM peak hour volumes. Table 3 summarizes the results of the level of service analysis for this scenario. The level of service worksheets are provided in Appendix B.

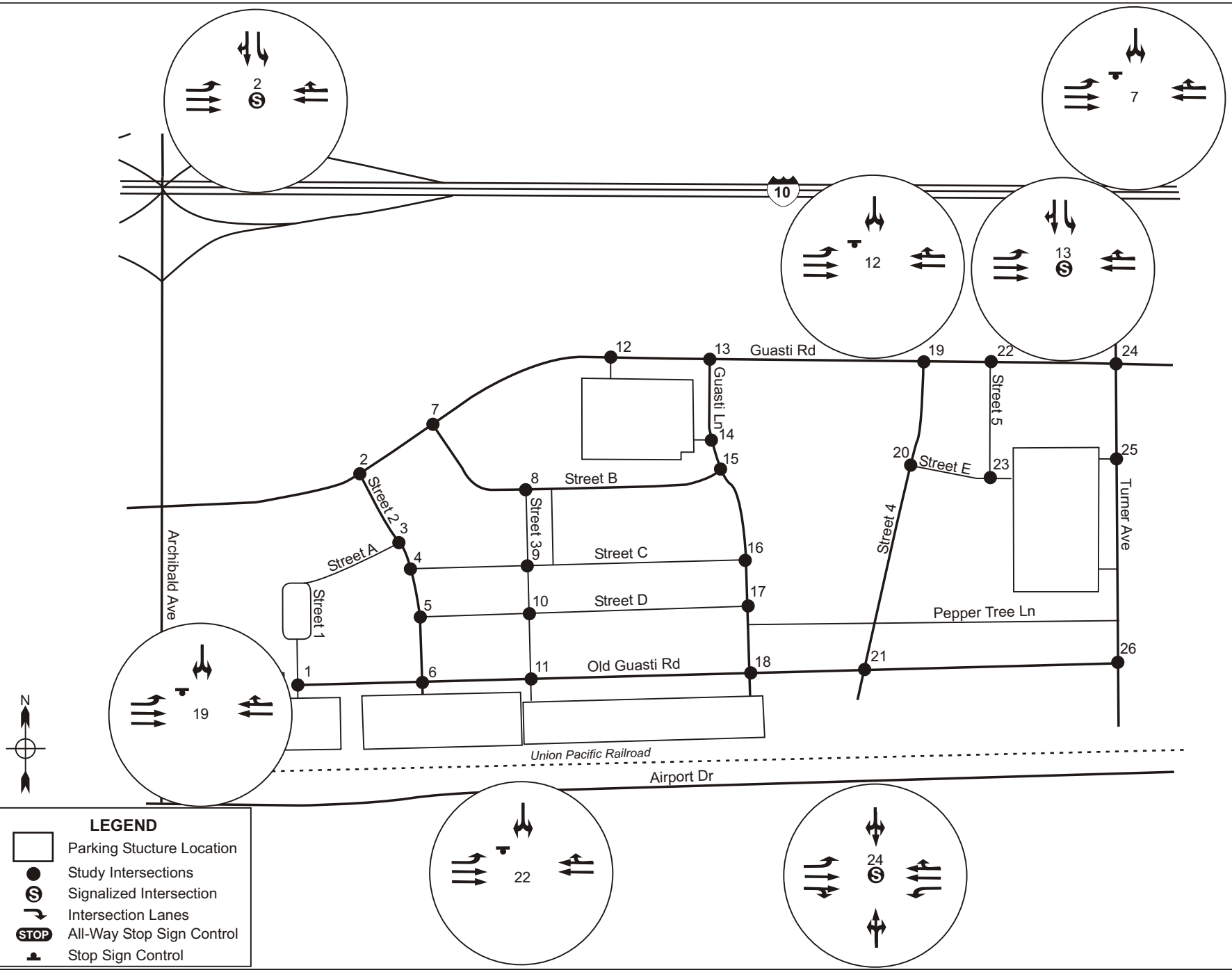


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Figure 3

Without Project Geometrics

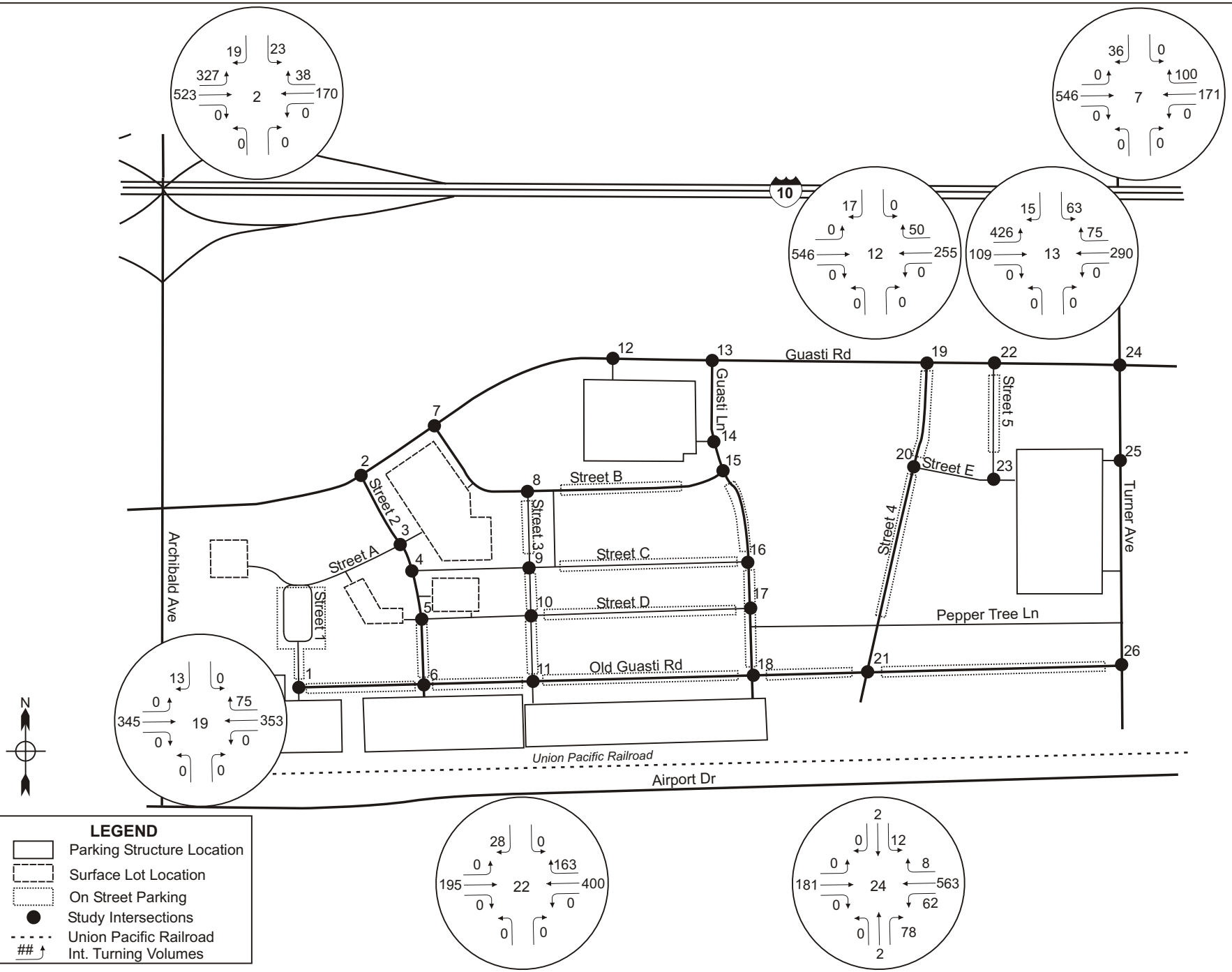

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Figure 4

Traffic Volumes Without Project Traffic - AM Peak Hour

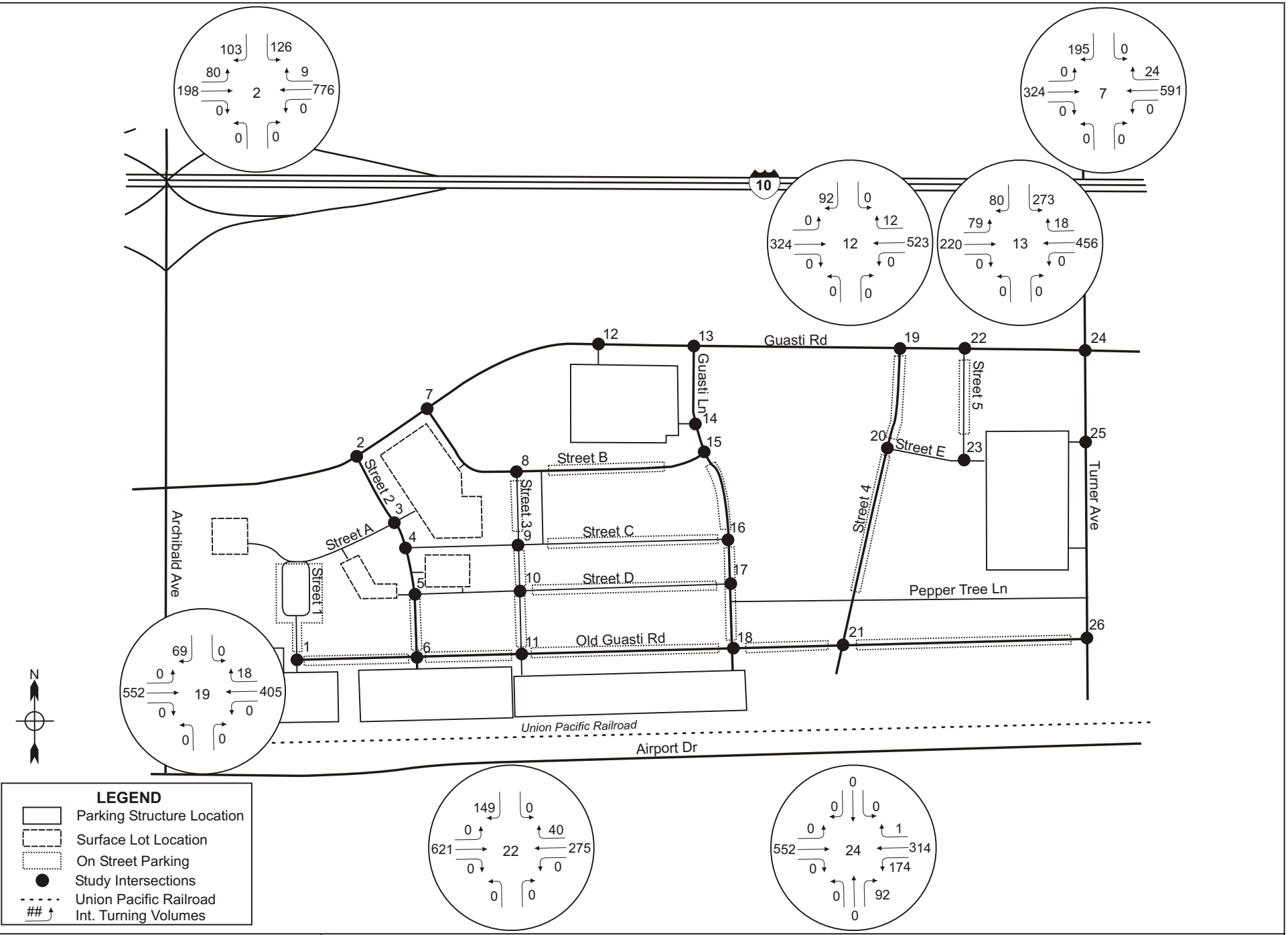

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Figure 5

Traffic Volumes Without Project Traffic - PM Peak Hour

Table 3
AM/PM Peak Hour Intersection Performance
Without Project Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Street B at Guasti Rd	0.4	9.2	A	A	2.2	12.6	A	B
Guasti Rd at Pkg Structure 1	0.2	9.3	A	A	1.0	10.8	A	B
Street 4 at Guasti Rd	0.2	9.7	A	A	0.7	10.0	A	B
Street 5 at Guasti Rd	0.4	10.3	A	B	1.4	10.1	A	B
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Guasti Rd at Street 2	9.8		A		14.5		B	
Guasti Lane at Guasti Rd	19.6		B		20.2		C	
Turner Ave at Guasti Rd	10.7		B		15.6		B	

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 3, all of the intersections are forecast to operate at Level of Service D or better in the AM and PM peak hours.

4. Project Trips

Project-related traffic consists of trips on any portion of the street system that will begin or end on the project site as a result of the development of the proposed project. Project-related traffic is a function of the extent and type of development proposed for the site. This information is used to establish traffic generation for the site.

The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. The project is proposing two alternatives. Alternative 1 will include the retail/restaurant component of the project and Alternative 2 will include the residential (townhome) component of the project.

Existing Land Use Traffic

The project site is currently vacant. No traffic is currently generated from the site; therefore, the current trip generation for the project site is zero.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land uses and surrounding regional access routes are considered to identify the route where the project traffic will distribute.

Trip distribution was determined for each parking area. This will show how the traffic will enter/exit the site from the surrounding roadways and which internal roadways will be used to access each parking area. The anticipated trip distribution for the proposed development is presented on Figures 6-A through 6-M. These figures show the proportion of project traffic that will use the street segments and pass through intersections.

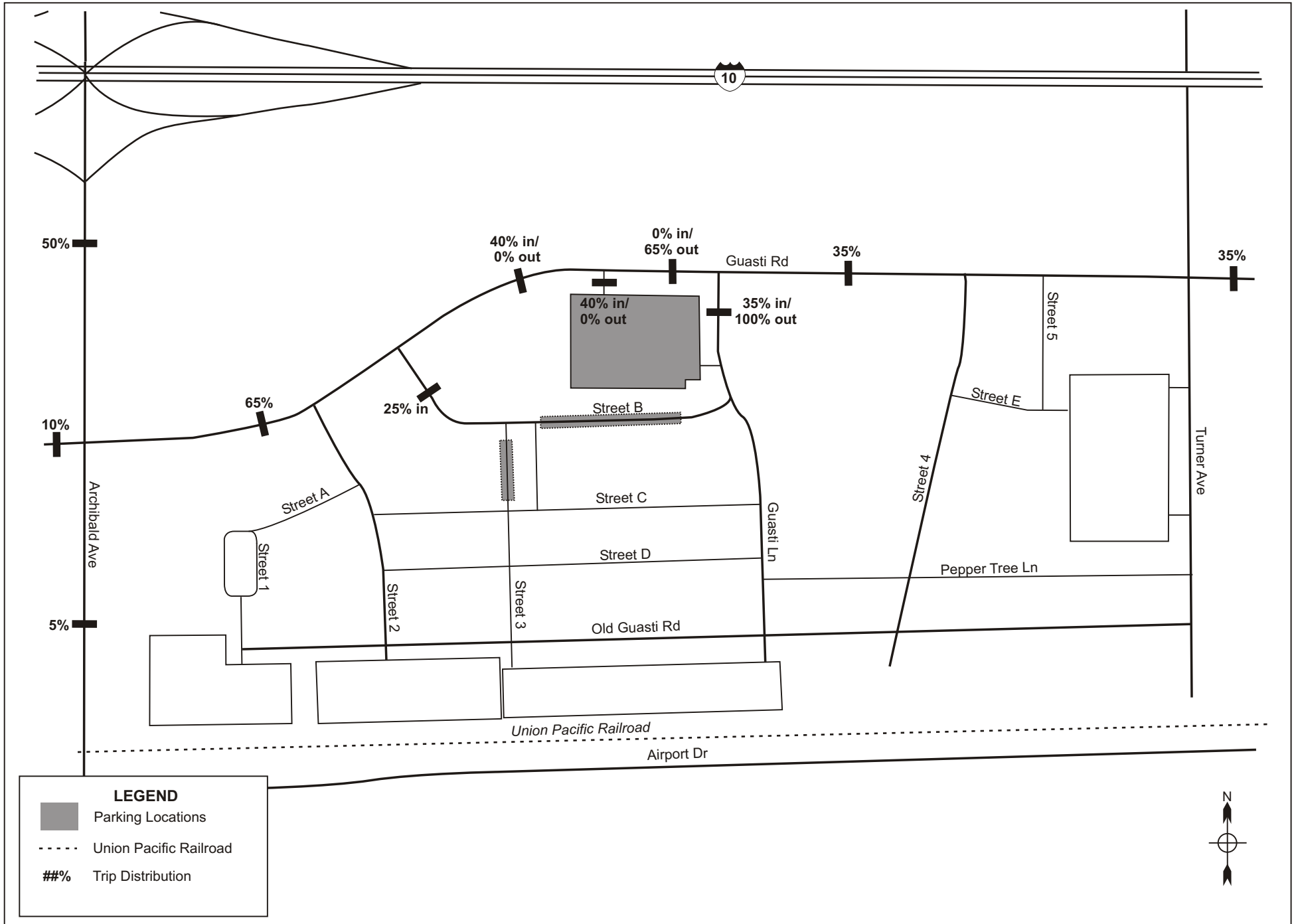

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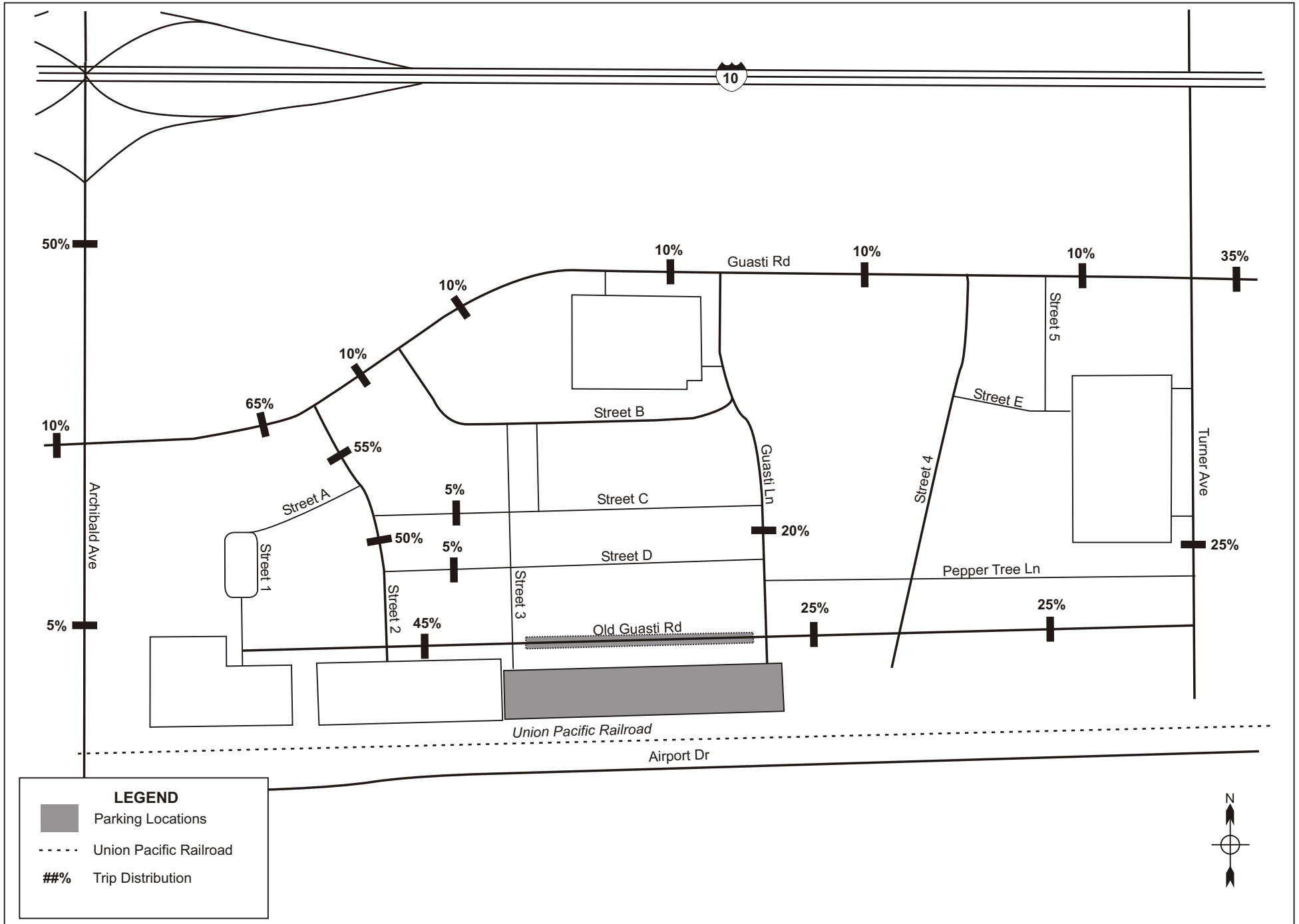
Figure 6A

Trip Distribution - Parking Structure #1 / On Street Parking #5 & #8



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Guasti Project, City of Ontario — Figure 6B

Trip Distribution - Parking Structure #2 / On Street Parking #11

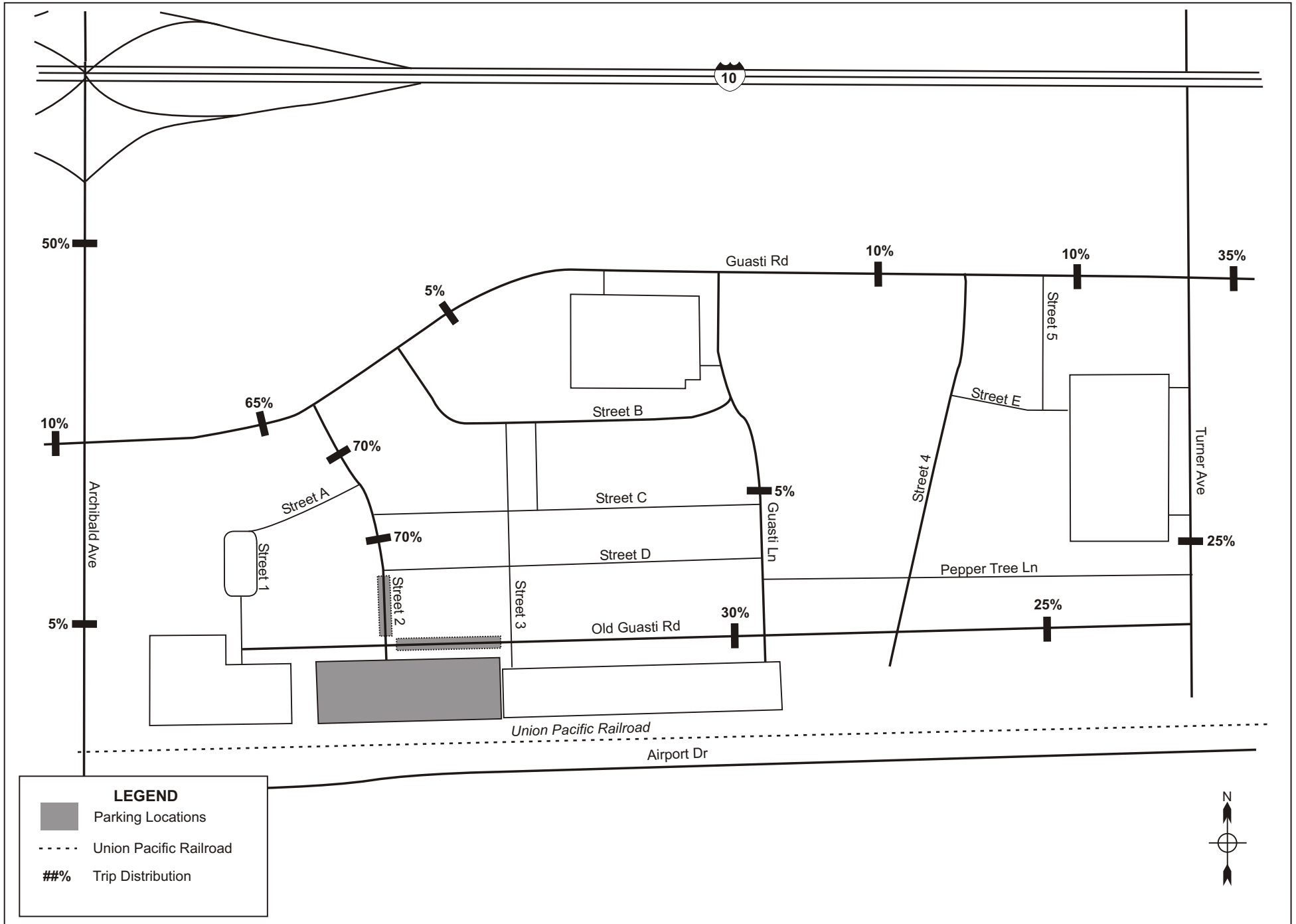

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Figure 6C

Trip Distribution - Parking Structure #3 / On Street Parking #3 & #4

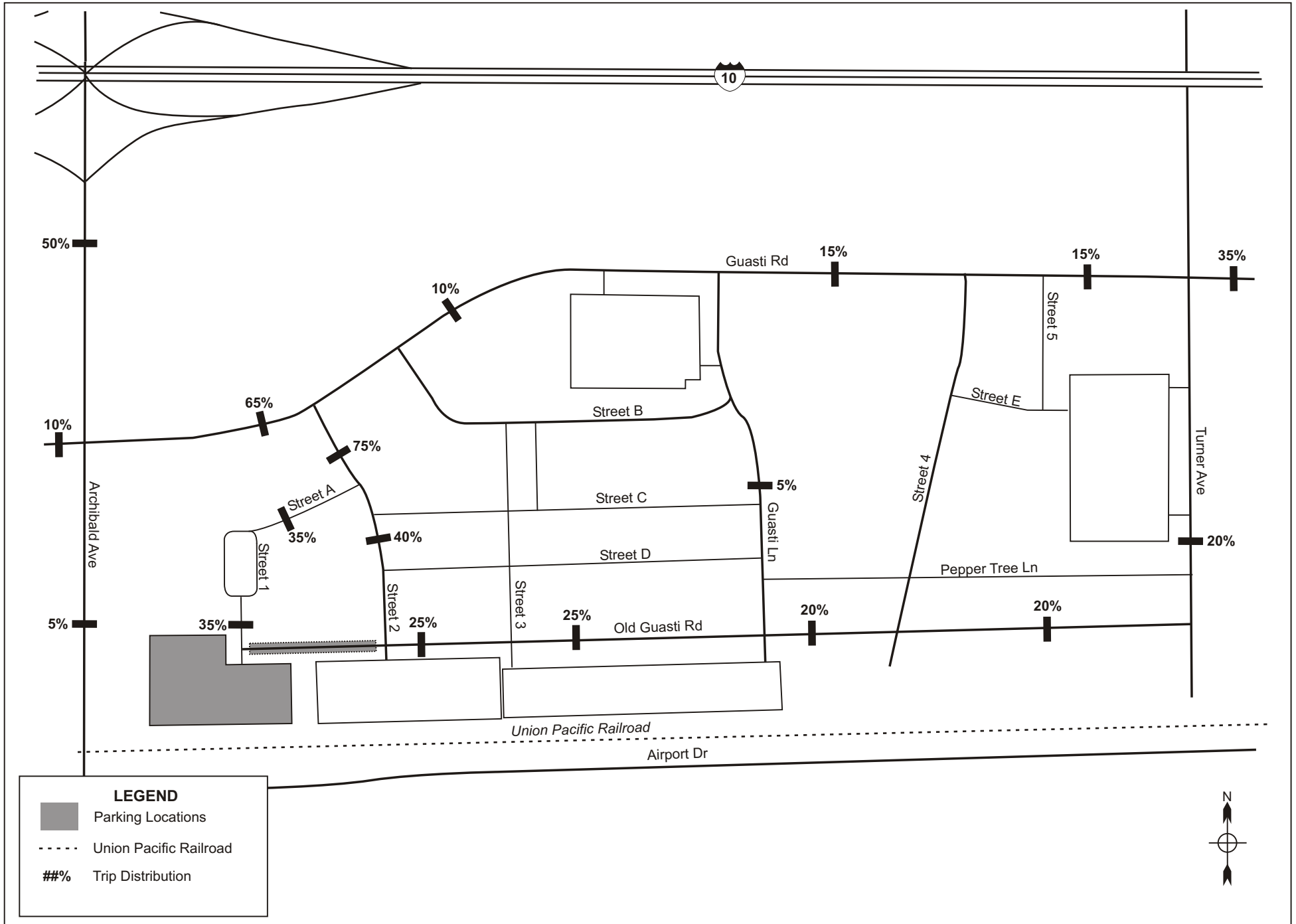

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Figure 6D

Trip Distribution - Parking Structure #4 / On Street #2

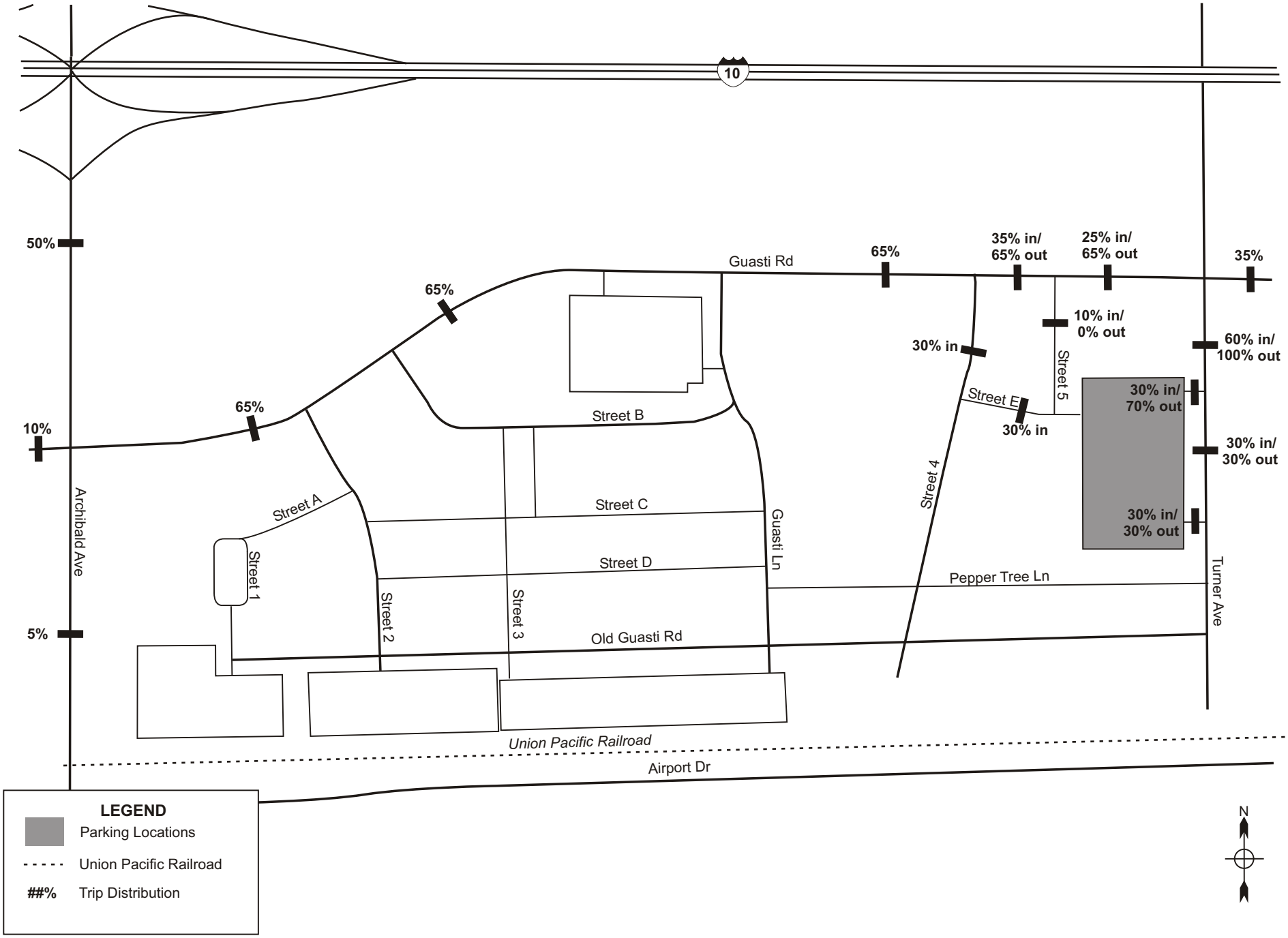

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Figure 6E

Trip Distribution - Parking Structure #5

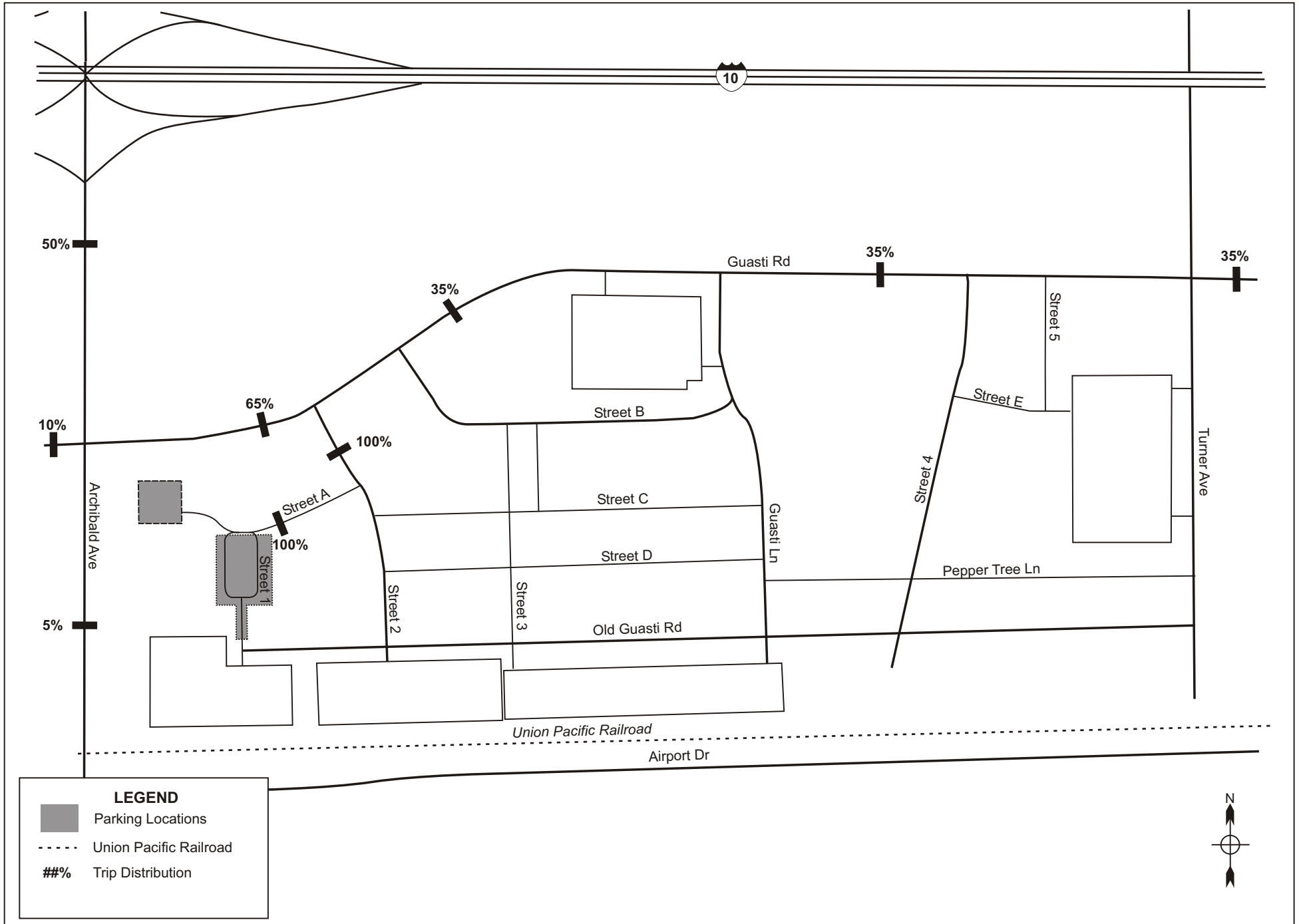

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Figure 6F

Trip Distribution - Surface Lot #1 / On Street Parking #1

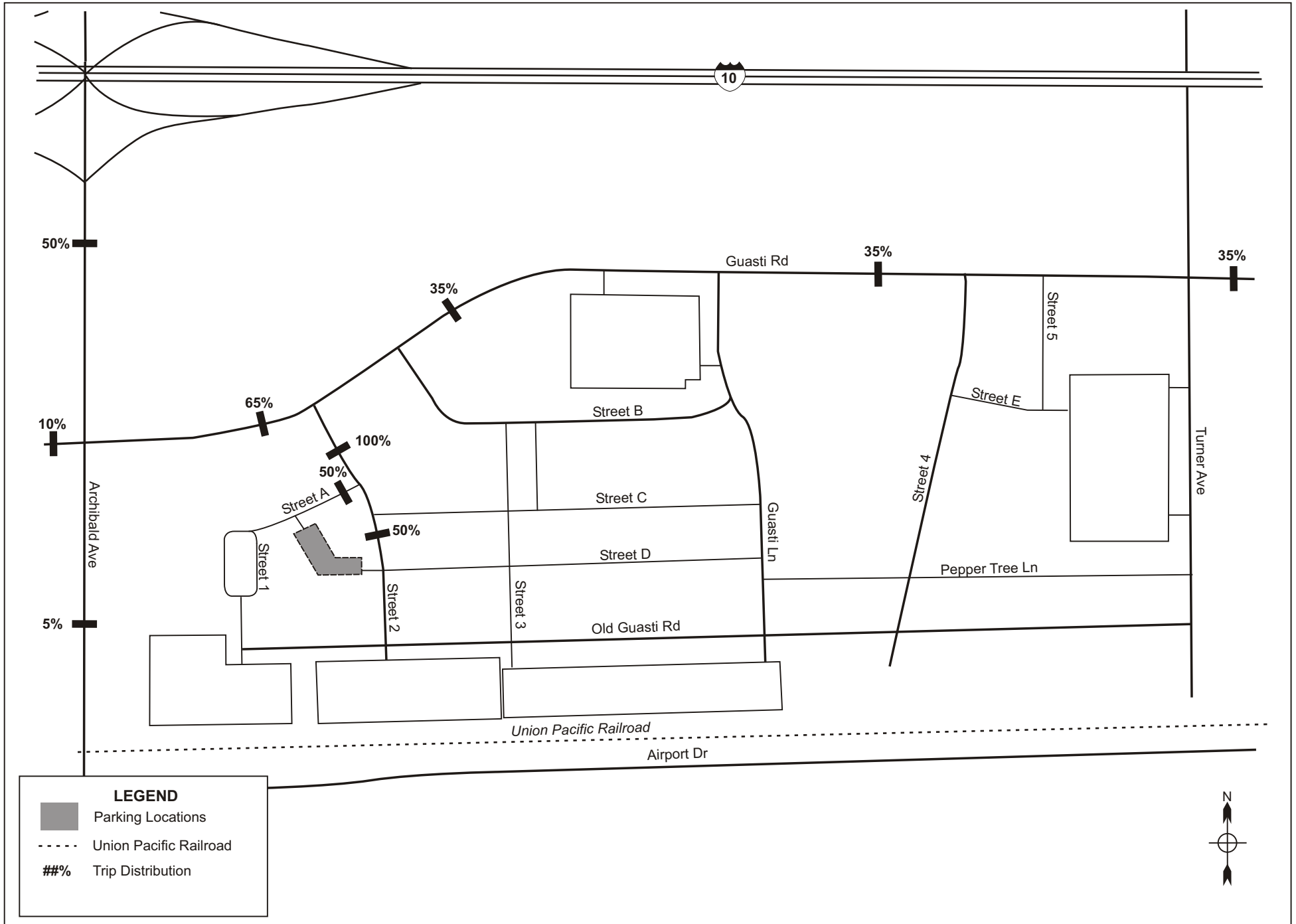

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Figure 6G

Trip Distribution - Surface Lot #2

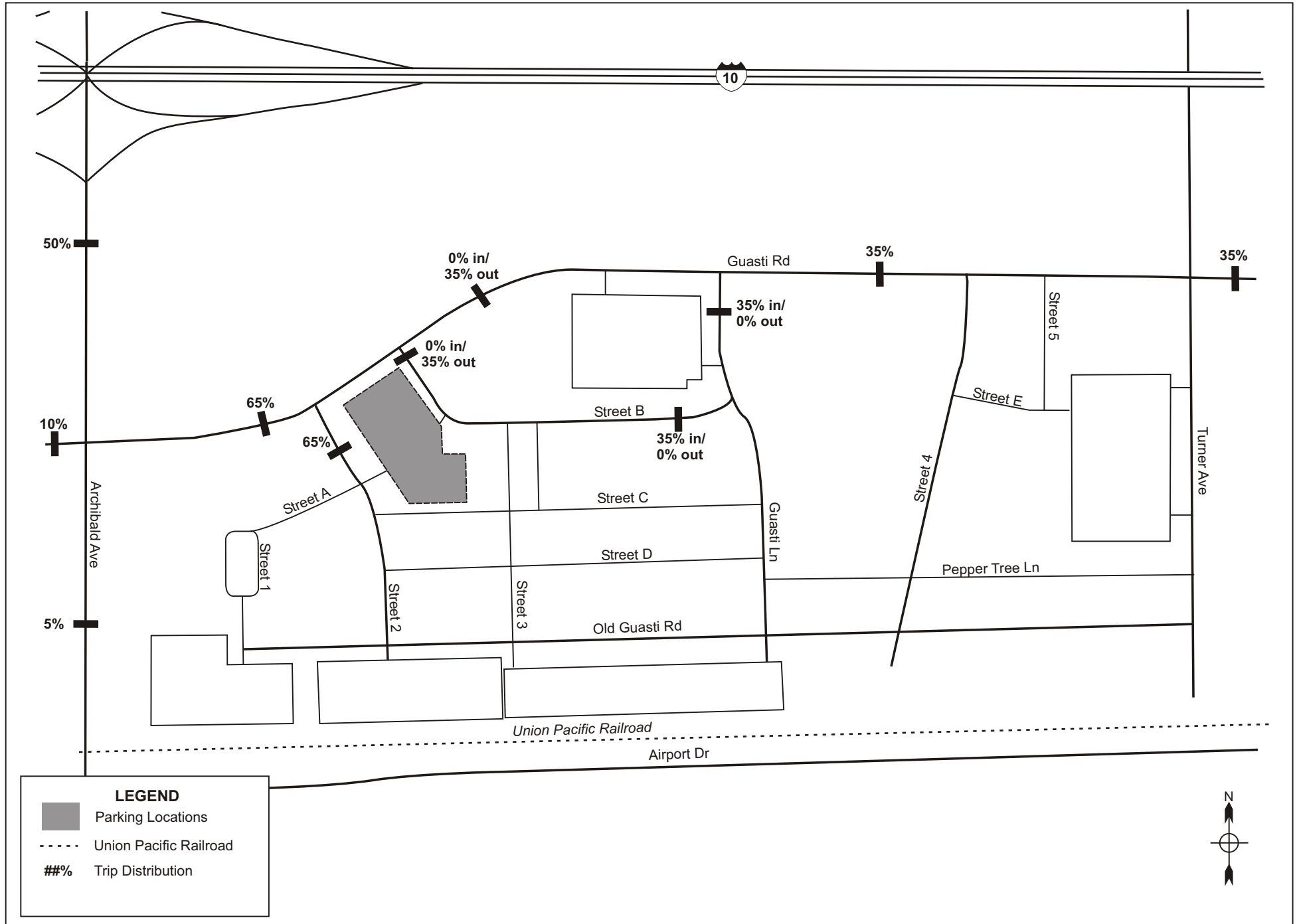

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Figure 6H

Trip Distribution - Surface Lot #3

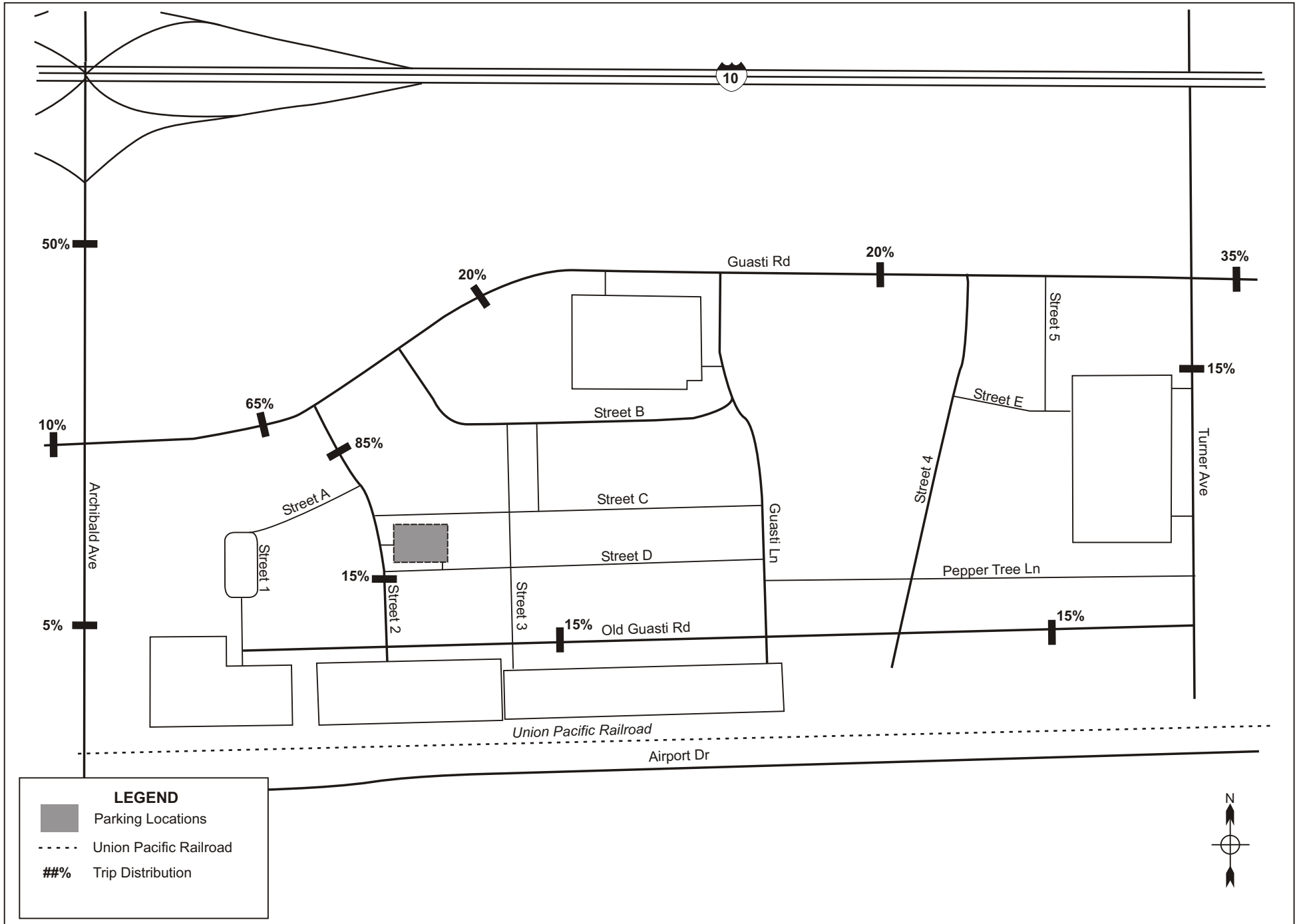

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Figure 6I

Trip Distribution - Surface Lot #4

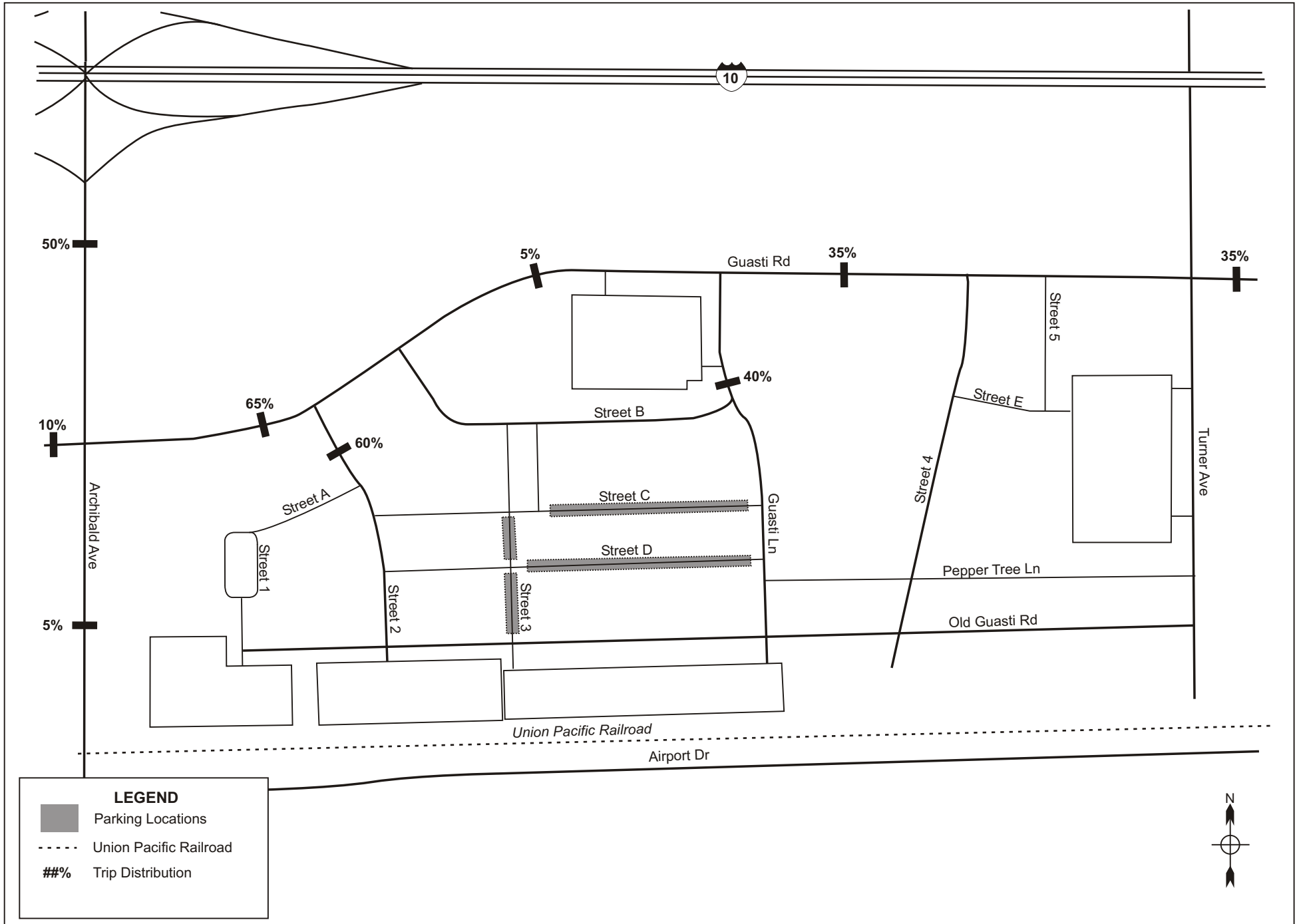

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Figure 6J

Trip Distribution - On Street Parking #6, #7, #9, and #10

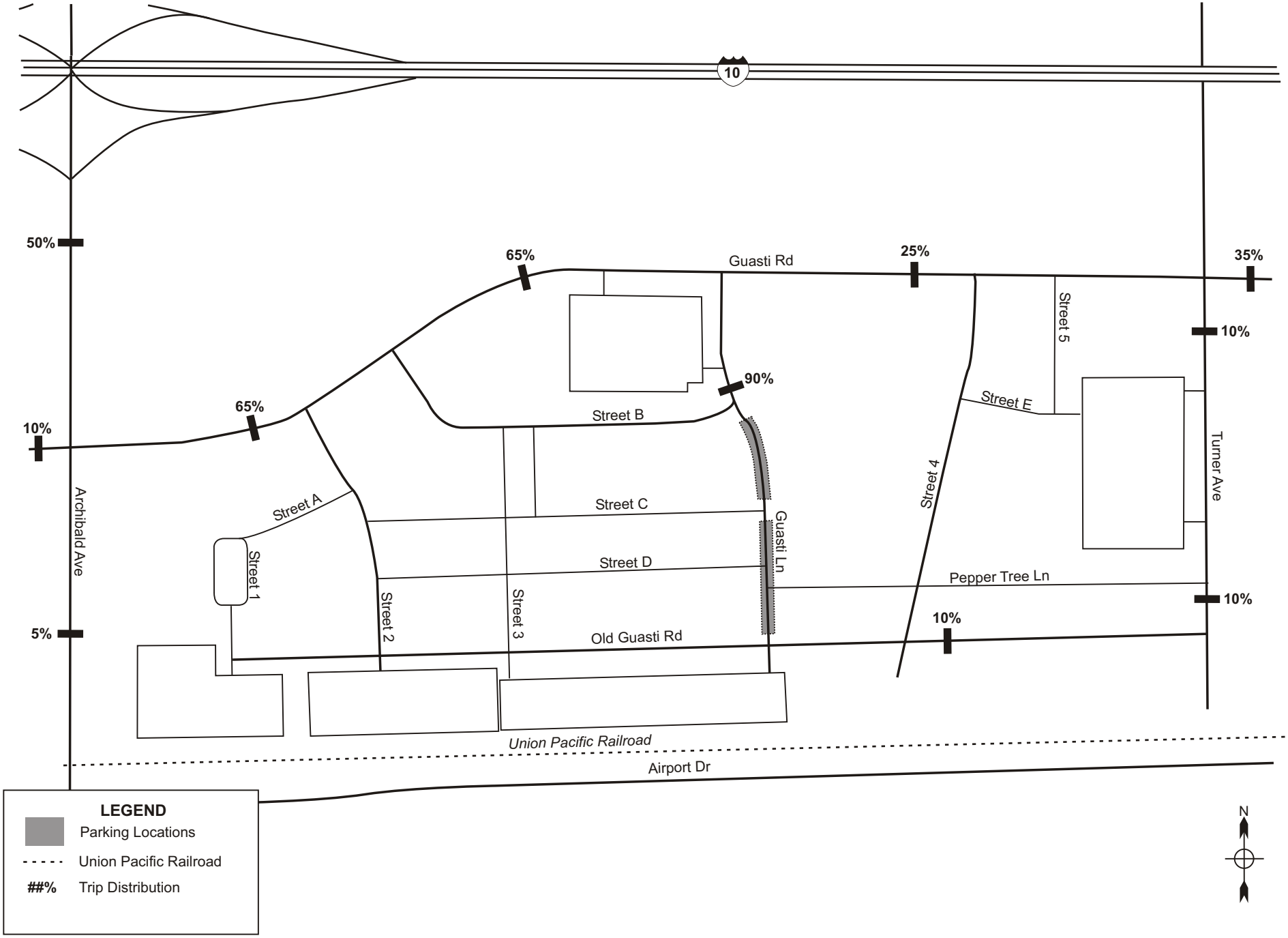

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Figure 6K

Trip Distribution - On Street Parking #12 and #13

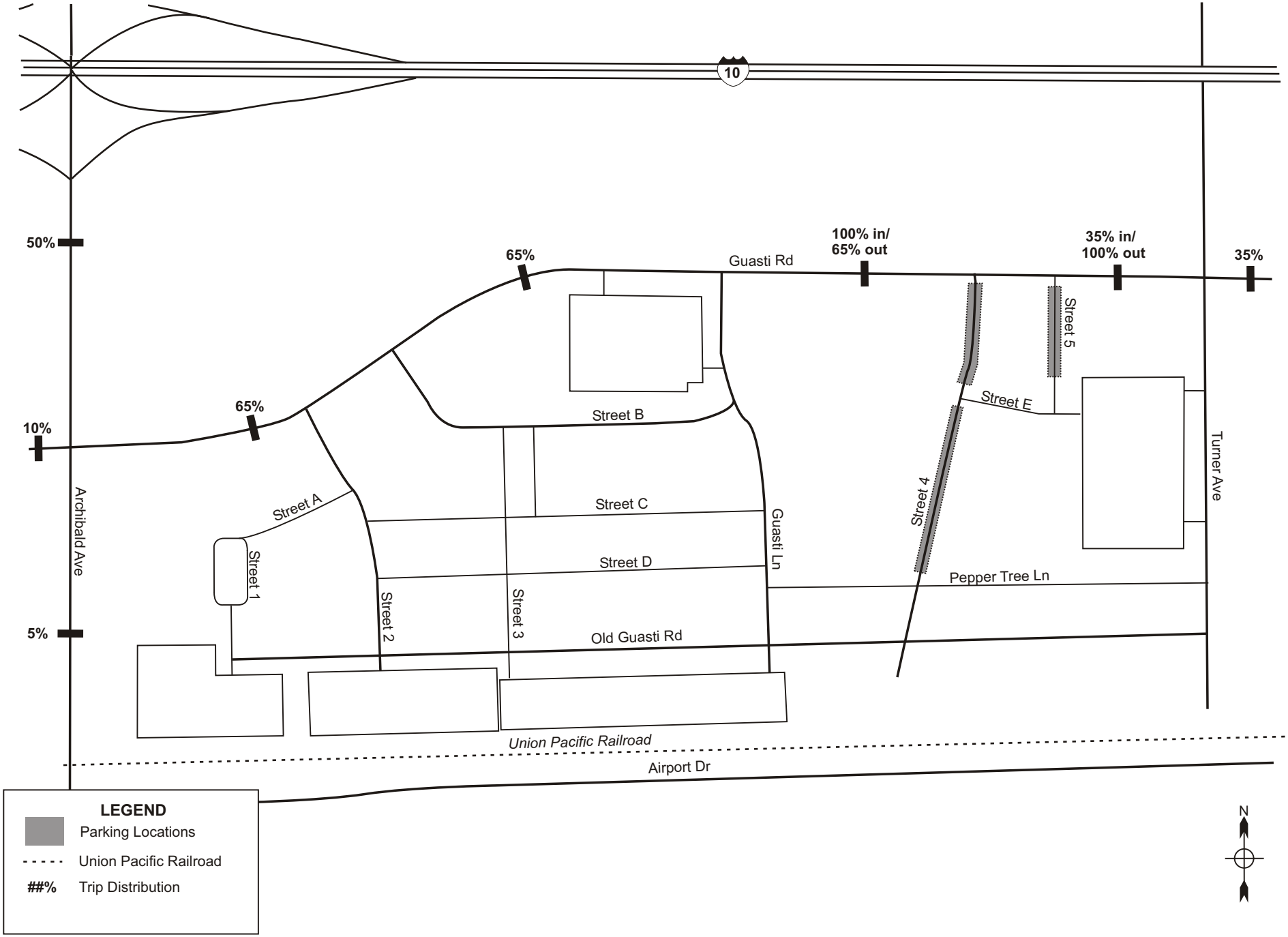

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Figure 6L

Trip Distribution - On Street Parking #15, #16, and #18

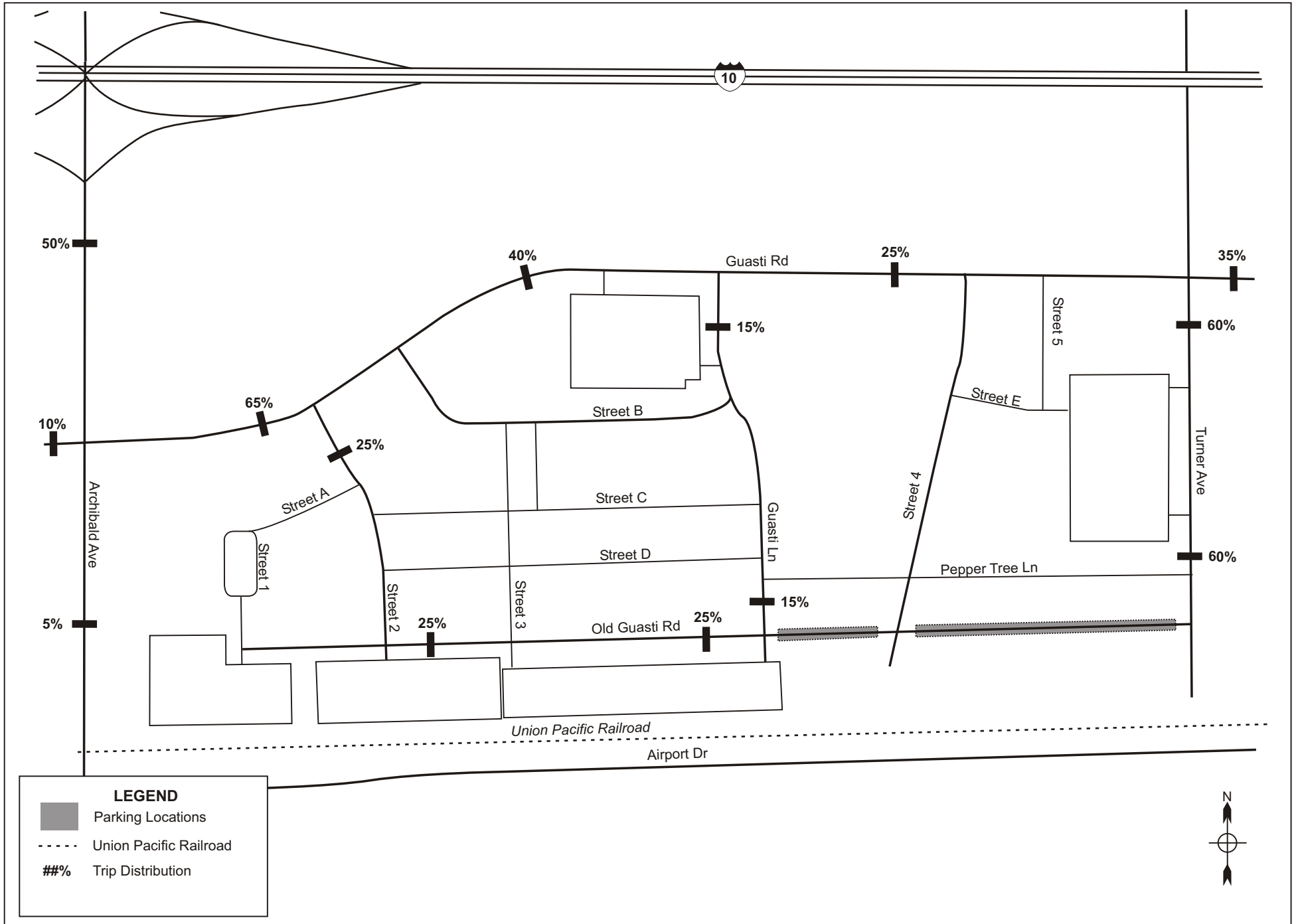

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Figure 6M

Trip Distribution - On Street Parking #14 and #17

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that will be made to or from the project. It is generally equal to the traffic volume expected at the project entrances.

Trip generation characteristics for projects are normally estimated based on rates published in *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings throughout the nation.

The trip generation rates used for this project are shown in Table 4 below.

Table 4
Trip Generation Rates

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel	Rooms	8.17	0.56	0.34	0.22	0.59	0.31	0.28
Specialty Retail Center	T.S.F.	44.32	0.68	0.30	0.38	2.71	1.19	1.52
Restaurant (High Turnover)	T.S.F.	127.15	11.52	5.99	5.53	10.92	6.66	4.26
Restaurant (Low Turnover)	T.S.F.	89.95	0.81	0.41	0.40	7.49	5.02	2.47
Fast Food Restaurant	T.S.F.	716.0	43.87	26.32	17.55	26.15	13.34	12.81
Office	K.S.F.	11.01	1.55	1.36	0.19	1.49	0.25	1.24
Low Rise Condominium/ Townhouses	D.U.	7.8	0.67	0.17	0.50	0.78	0.45	0.33

k.s.f= 1000 Square Feet, D.U. = dwelling units

It is noted that uses of the type on this site (restaurant, retail, hotels, etc) generate trip reductions in the form of *pass-by trips* and *internal linked trip*s. Pass-by trips result when a driver traveling adjacent to the project site makes an intermediate stop there while en route to another destination. Since this is an on-site analysis, a pass-by trip reduction is not appropriate. However, these uses also experience internal linked trips. Linked trips are trips that occur within the same center. This means that a person who works in the office building will also shop at the retail store or eat at the restaurants. The Institute of Transportation Engineers Handbook shows a large range of linked trips for restaurant and retail uses, from 11 percent to 64 percent. To be conservative, a 10% reduction from retail and restaurants was assumed. No reduction was taken from any of the other land uses

Project Traffic Generation – Alternative 1 (Retail Uses)

This alternative discusses the traffic generation for the site assuming the project is constructed with the offices, hotels, and retail and restaurant sites without any residential components.

Tables 5 summarizes the traffic generation expected on-site. The trip generation is broken down and projected per building.

Table 5
Project Traffic Generation, Per Building – Alternative 1

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel 3	120 Rooms	980	67	41	26	71	37	34
Restaurant (High Turnover)*	6,000 S.F.	687	62	32	30	59	36	23
Office Bldg. 4	220,000 S.F.	2422	341	299	42	328	55	273
Office Bldg 3	175,000 S.F.	1927	271	238	33	261	44	217
Hotel 1	220 Rooms	1797	123	75	48	130	68	62
Retail/Restaurants*	40,000 S.F.	2752	123	63	60	215	128	87
Retail*	7,000 S.F.	279	4	2	2	17	7	10
Retail/Restaurants*	24,400 S.F.	1716	19	10	10	130	80	50
Office Bldg	118,000 S.F.	1299	183	160	22	176	30	146
Office/Retail/Restaurants*	63,000 S.F.	9274	580	367	211	392	178	213
Retail/Restaurants*	57,900 S.F.	9470	522	306	216	464	252	212
Retail/Restaurants*	48,000 S.F.	5489	284	160	123	319	181	138
Office/Retail/Restaurants*	65,200 S.F.	2579	226	139	85	233	113	120
Office Bldg 1a and 1b	110,000 S.F.	1211	171	150	21	164	28	136
Hotel	100 Rooms	817	56	34	22	59	31	28
Office/Retail/Restaurants*	19,300 S.F.	595	44	29	16	53	23	31
Office Bldg. 7	154,000 S.F.	1696	238	209	29	230	39	191
Office Bldg. 5	100,000 S.F.	1101	155	136	19	149	25	124
Office Bldg. 6	100,000 S.F.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	38,600 S.F.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 S.F.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 S.F.	3110	221	148	73	271	111	159
Total		**58720**	**4388**	**3083**	**1305**	**4348**	**1694**	**2654**

Note: * a 10% reduction for internal linked trips was taken from all retail uses

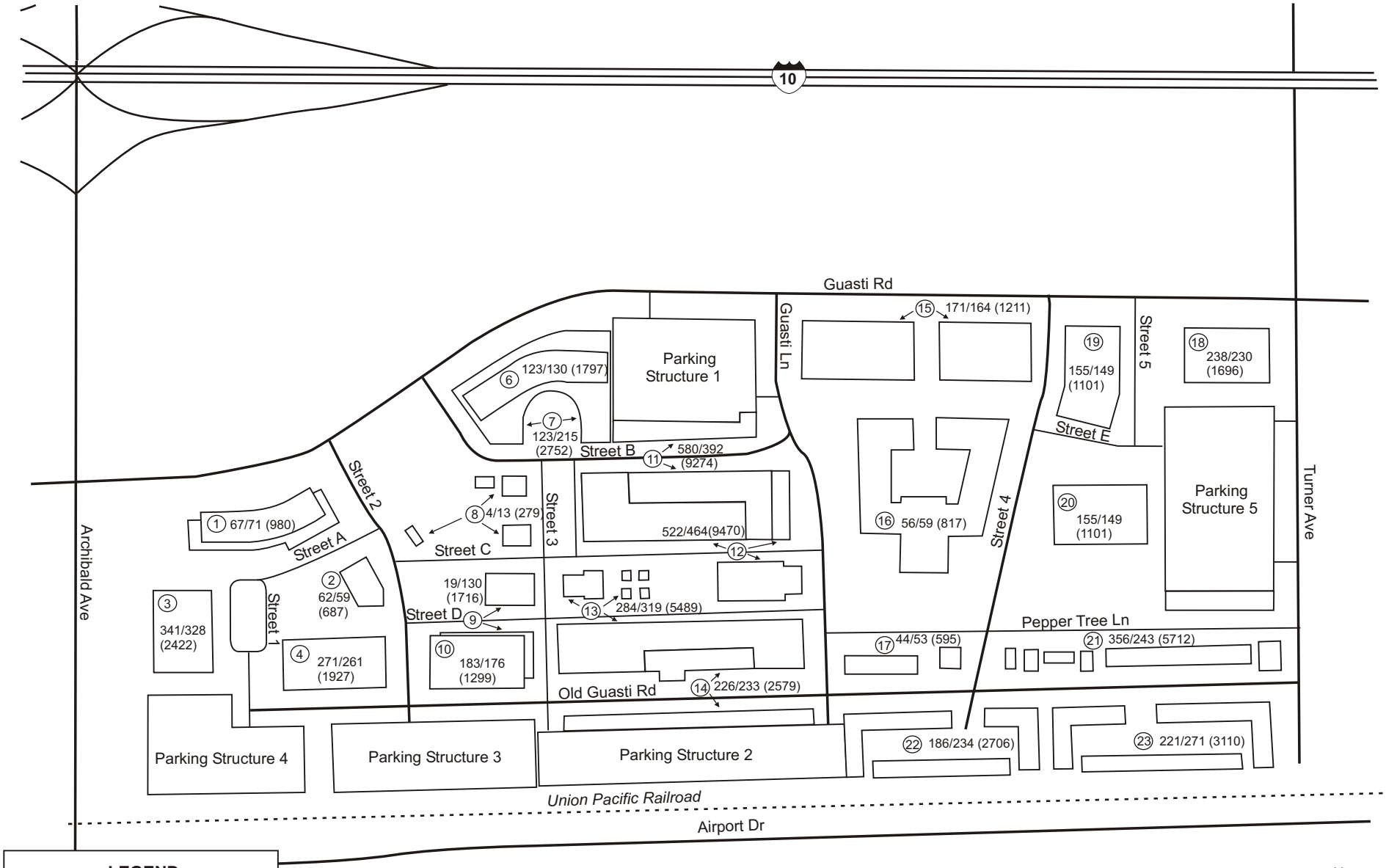
As indicated in Table 5, the project will generate approximately 58,720 daily trips, including 4,388 trips in the AM peak hour and 4,348 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 6

below.

Table 6
Project Traffic Generation, Per Parking Area – Alternative 1

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Parking Structure 1	14766	958	621	337	844	385	459
Parking Structure 2	11989	758	464	294	817	404	413
Parking Structure 3	3180	300	259	41	362	99	263
Parking Structure 4	4274	522	429	93	508	122	386
Parking Structure 5	10951	966	730	236	896	269	627
Surface Lot 1	98	7	4	3	7	4	3
Surface Lot 2	206	19	10	9	18	11	7
Surface Lot 3	1145	51	27	24	86	49	37
Surface Lot 4	515	6	3	3	39	24	15
On Street Parking Area 1	237	29	21	8	28	10	18
On Street Parking Area 2	238	29	21	8	28	10	18
On Street Parking Area 3	160	15	11	4	20	8	12
On Street Parking Area 4	193	18	12	6	20	8	12
On Street Parking Area 5	468	30	20	10	31	12	19
On Street Parking Area 6	468	30	20	10	31	12	19
On Street Parking Area 7	468	30	20	10	31	12	19
On Street Parking Area 8	960	62	40	22	55	22	33
On Street Parking Area 9	1292	84	55	29	74	33	41
On Street Parking Area 10	1440	93	61	32	82	36	46
On Street Parking Area 11	1794	101	66	35	115	51	64
On Street Parking Area 12	663	36	24	12	32	14	18
On Street Parking Area 13	1231	68	44	24	60	27	33
On Street Parking Area 14	427	36	24	12	33	14	19
On Street Parking Area 15	35	5	4	1	5	3	2
On Street Parking Area 16	556	47	32	15	44	19	25
On Street Parking Area 17	931	83	57	26	77	33	44
On Street Parking Area 18	35	5	4	1	5	3	2
Total Traffic Generation	58720	4388	3083	1305	4348	1694	2654

Figure 7 shows the trips generated from each building. Figure 8 shows the trips generated by each parking area. Figures 9 and 10 show the resultant peak hour traffic volumes for the am and pm peak hours, respectively.



LEGEND

- Union Pacific Railroad
- (#) Land Use ID Number
- ##/## AM/PM Total Trips
- (####) Daily Trips

(5) Retail @ 1st Story of 12,000 sf located under office building 3 ((4)) has been removed from original site plan.

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Figure 7

Generation by Building - Alternative 1 (Retail/Restaurants)

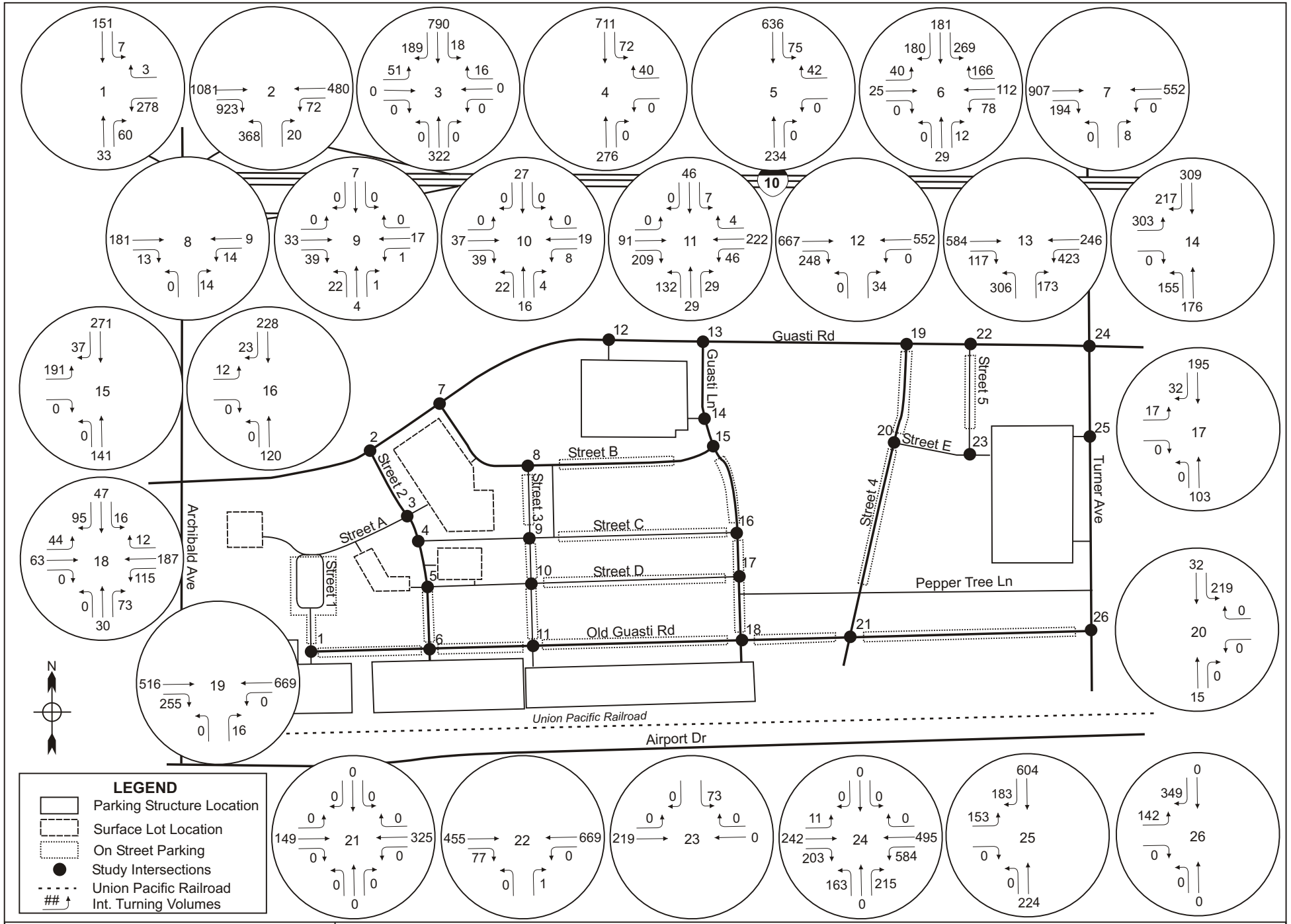

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Figure 9

Project-Related Traffic Volumes (Alternative 1) - AM Peak Hour

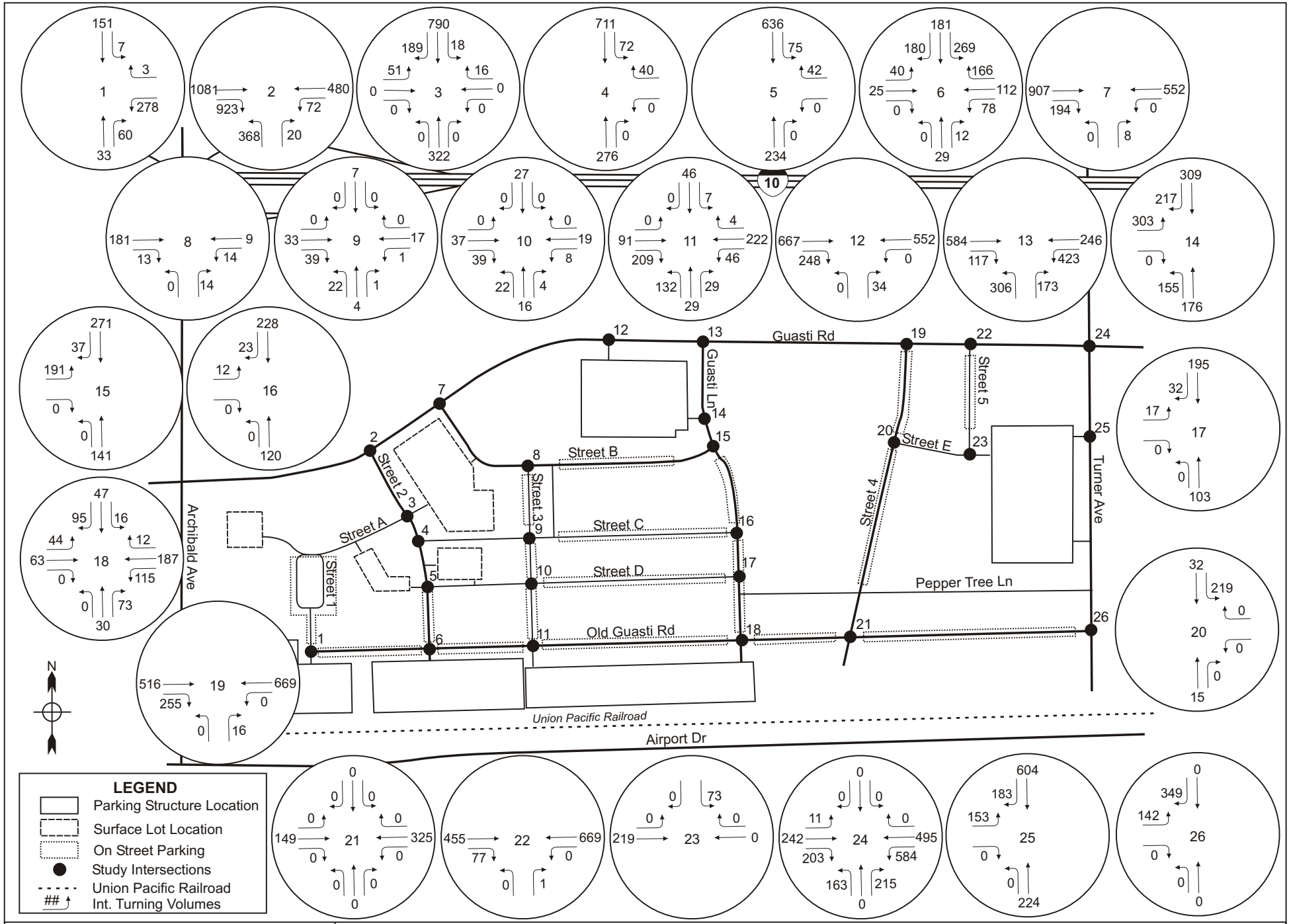

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Figure 9

Project-Related Traffic Volumes (Alternative 1) - AM Peak Hour

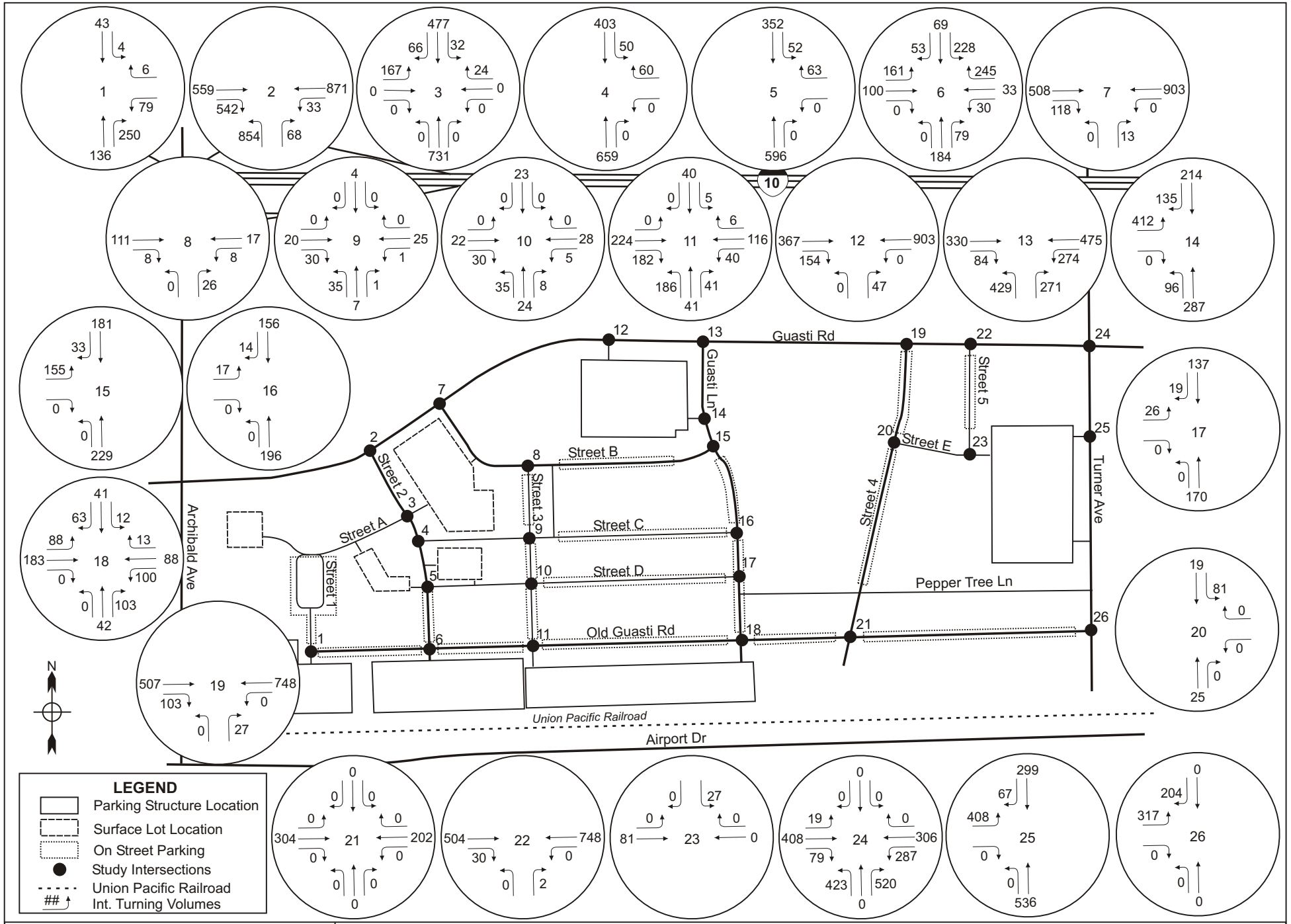

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Figure 10

Project-Related Traffic Volumes (Alternative 1) - PM Peak Hour

Project Traffic Generation – Alternative 2 (With Residential Uses)

This alternative discusses the traffic generation for the site assuming the project is constructed with the residential components and therefore reduces the amount of retail and restaurants on the site. Table 7 summarizes the traffic generation expected, per building, under this alternative

Table 7
Project Traffic Generation, Per Building – Alternative 2

Land Use*	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel 3	120 Rooms	980	67	41	26	71	37	34
Restaurant (High TO)*	6,000 S.F.	687	62	32	30	59	36	23
Office Bldg. 4	220,000 S.F.	2422	341	299	42	328	55	273
Office Bldg 3	175,000 S.F.	1927	271	238	33	261	44	217
Hotel 1	220 Rooms	1797	123	75	48	130	68	62
Retail/Restaurants*	40,000 S.F.	2752	123	63	60	215	128	87
Retail*	7,000 S.F.	279	4	2	2	17	7	10
Retail/Restaurants*	24,400 S.F.	1716	19	10	10	130	80	50
Office Bldg	118,000 S.F.	1299	183	160	22	176	30	146
Townhomes	23 D.U.	179	16	4	12	18	10	8
Retail/Restaurants*	57,900 S.F.	9470	522	306	216	464	253	212
Retail/Restaurants*	48,000 S.F.	5489	284	160	122	319	181	138
Townhomes	22 D.U.	172	15	4	11	17	10	7
Office Bldg 1a and 1b	110,000 S.F.	1211	171	150	21	164	28	136
Hotel	100 Rooms	817	56	34	22	59	31	28
Townhomes	7 D.U.	55	5	1	4	5	3	2
Office Bldg. 7	154,000 S.F.	1696	238	209	29	230	39	191
Office Bldg. 5	100,000 S.F.	1101	155	136	19	149	25	124
Office Bldg. 6	100,000 S.F.	1101	155	136	19	149	25	124
Townhomes	14 D.U.	109	9	2	7	11	6	5
Townhomes	34 D.U.	265	23	6	17	27	15	11
Townhomes	38 D.U.	296	25	6	19	30	17	13
		35820	**2868**	**2074**	**794**	**3030**	**1128**	**1902**

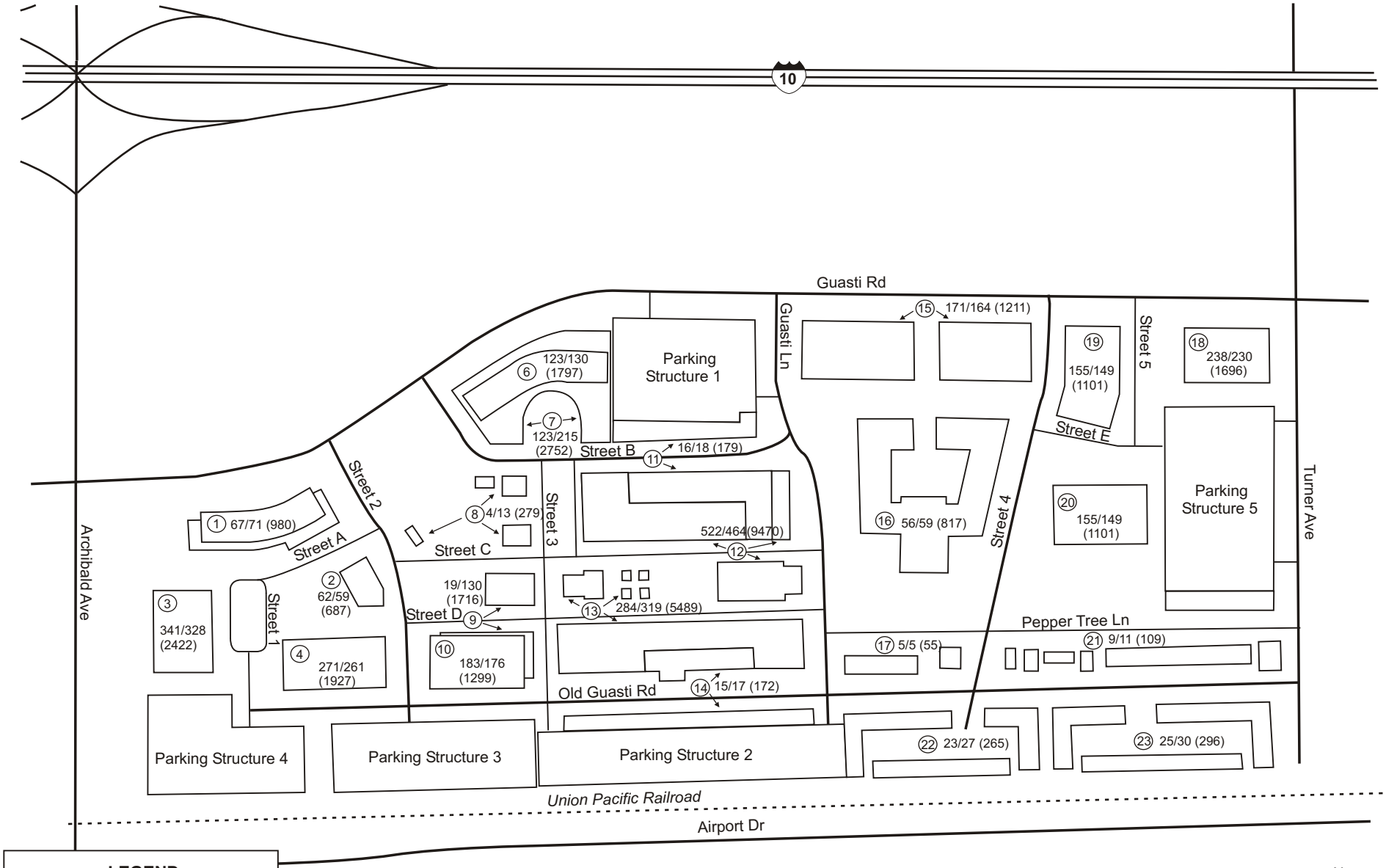
Note: * a 10% reduction for internal linked trips was taken from all retail uses

As indicated in Table 7, the project, as proposed under Alternative 2, will generate approximately 35,820 daily trips, including 2,868 trips in the AM peak hour and 3,030 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 8 below.

Table 8
Project Traffic Generation, Per Parking Area – Alternative 2

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Parking Structure 1	7490	506	329	177	545	250	295
Parking Structure 2	7804	431	236	195	442	247	195
Parking Structure 3	3180	300	259	41	362	99	263
Parking Structure 4	4274	522	429	93	508	122	386
Parking Structure 5	3755	504	422	82	494	100	394
Surface Lot 1	98	7	4	3	7	4	3
Surface Lot 2	206	19	10	9	18	11	7
Surface Lot 3	1145	51	27	24	86	49	37
Surface Lot 4	515	6	3	3	39	24	15
On Street Parking Area 1	237	29	21	8	28	10	18
On Street Parking Area 2	238	29	21	8	28	10	18
On Street Parking Area 3	160	15	11	4	20	8	12
On Street Parking Area 4	193	18	12	6	20	8	12
On Street Parking Area 5	289	16	10	6	16	7	9
On Street Parking Area 6	289	16	10	6	16	7	9
On Street Parking Area 7	289	16	10	6	16	7	9
On Street Parking Area 8	487	33	22	11	35	14	21
On Street Parking Area 9	656	45	31	14	48	19	29
On Street Parking Area 10	730	49	35	14	53	21	32
On Street Parking Area 11	1098	57	32	25	64	36	28
On Street Parking Area 12	663	36	25	11	32	13	19
On Street Parking Area 13	1231	68	48	20	60	23	37
On Street Parking Area 14	170	20	13	7	19	8	11
On Street Parking Area 15	35	5	4	1	5	3	2
On Street Parking Area 16	232	26	19	7	25	10	15
On Street Parking Area 17	321	39	27	12	39	15	24
On Street Parking Area 18	35	5	4	1	5	3	2
Total Traffic Generation	35820	2868	2074	794	3030	1128	1902

Figure 11 shows the project trips generated by building for Alternative 2. Figure 12 shows the trips generated by parking area for Alternative 2. Figures 13 and 14 show the traffic volume increase due to Alternative 2, which includes the residential (townhome) component of the project, for the peak hours. Traffic levels in the project vicinity are expected to change by the amounts shown on these figures.



LEGEND

- Union Pacific Railroad
- (#) Land Use ID Number
- ##/## AM/PM Total Trips
- (####) Daily Trips

(5) Retail @ 1st Story of 12,000 sf located under office building 3 ((4)) has been removed from original site plan.

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Figure 11

Generation by Building - Alternative 2 (Townhomes)

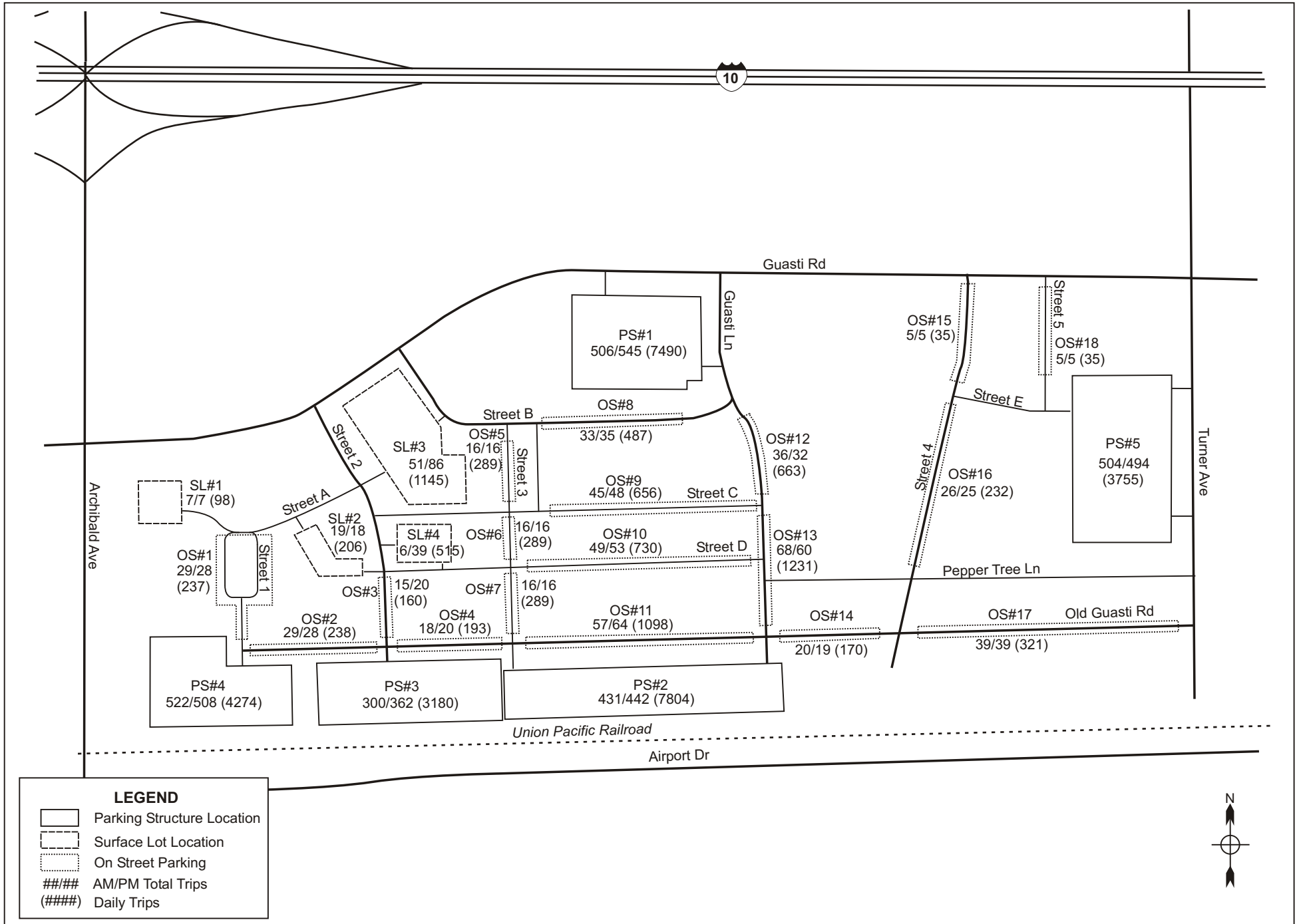

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Figure 12

Generations by Parking - Alternative 2 (Townhomes)

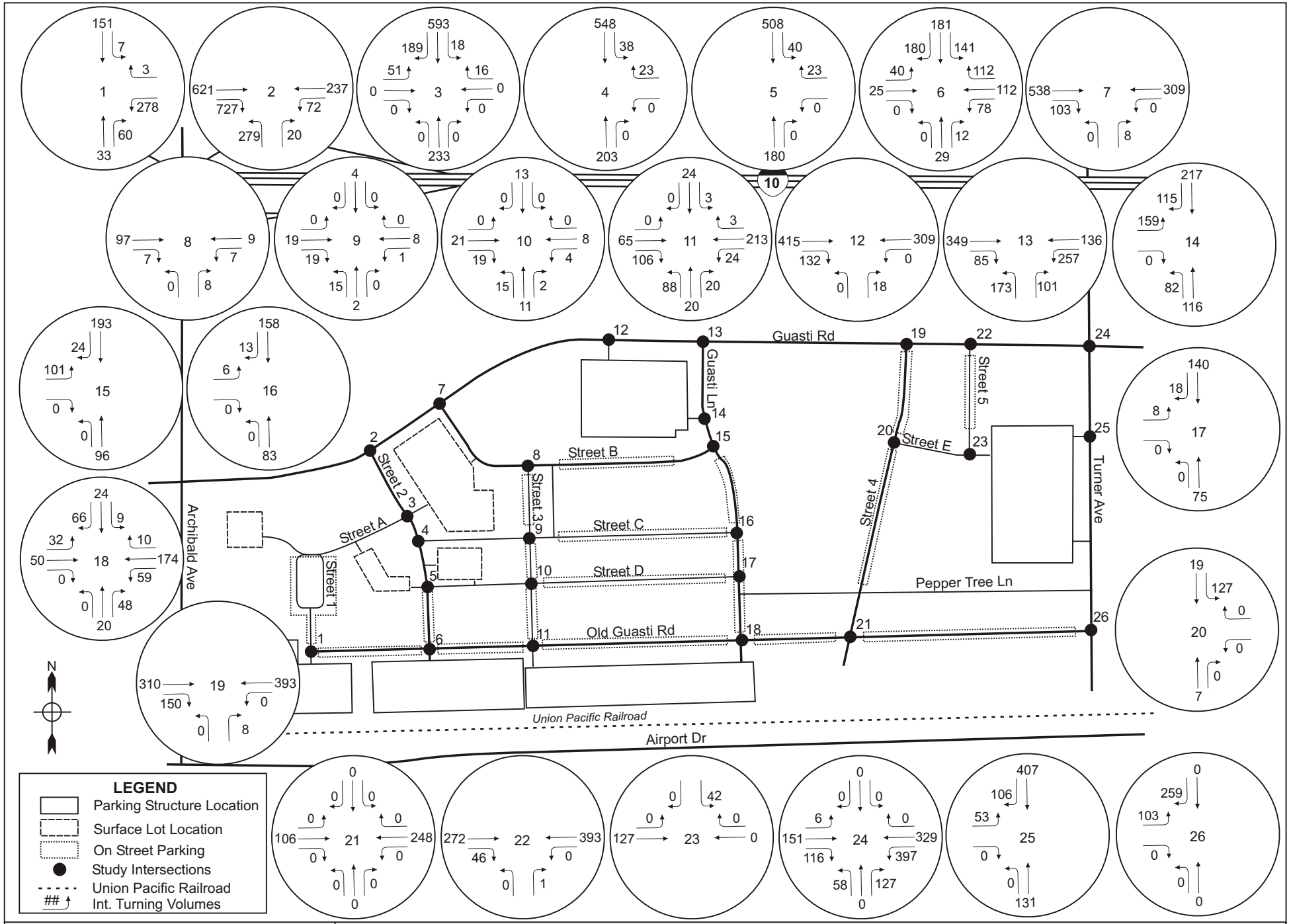

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Figure 13

Project-Related Traffic Volumes (Alternative 2) - AM Peak Hour

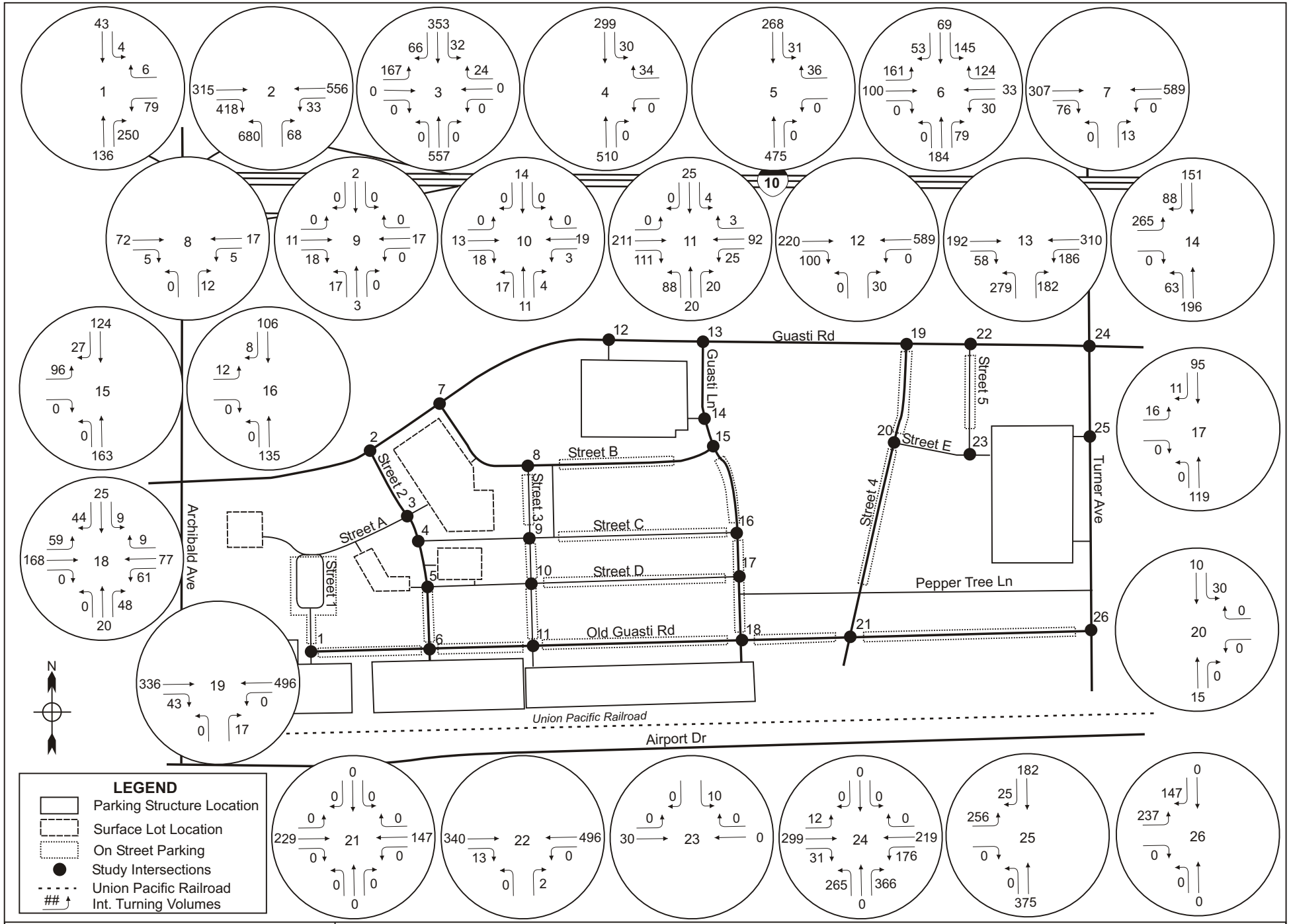

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Figure 14

Project-Related Traffic Volumes (Alternative 2) - PM Peak Hour

5. WITH Project Conditions Alternative 1 (Retail/Restaurant)

This section documents the expected effect of project traffic upon opening year conditions in the study area. This scenario adds Alternative 1 (retail/restaurant component) of the project to the Without Project traffic volumes indicated previously in this report. The Alternative 1 project scenario assumes the retail/restaurant component of the proposed project site will be constructed, without a residential component.

The "WITH Project" traffic volumes were derived by adding the Alternative 1 project trips to the traffic volumes shown under the Without Project scenario. These projected Future With Project traffic volumes are shown in Figures 15 and 16.

Based upon these traffic volumes, each project roadway must provide two travel lanes (one per direction). Old Guasti Road is also recommended to provide a two-way left turn lane. The recommended roadway geometrics are shown in Figure 17, and discussed in detail later in this report.

Tables 9 and 10 summarize the results of the level of service analysis for the "WITH Project" conditions, assuming these recommended roadway configurations. The levels of service worksheets are provided in Appendix B.

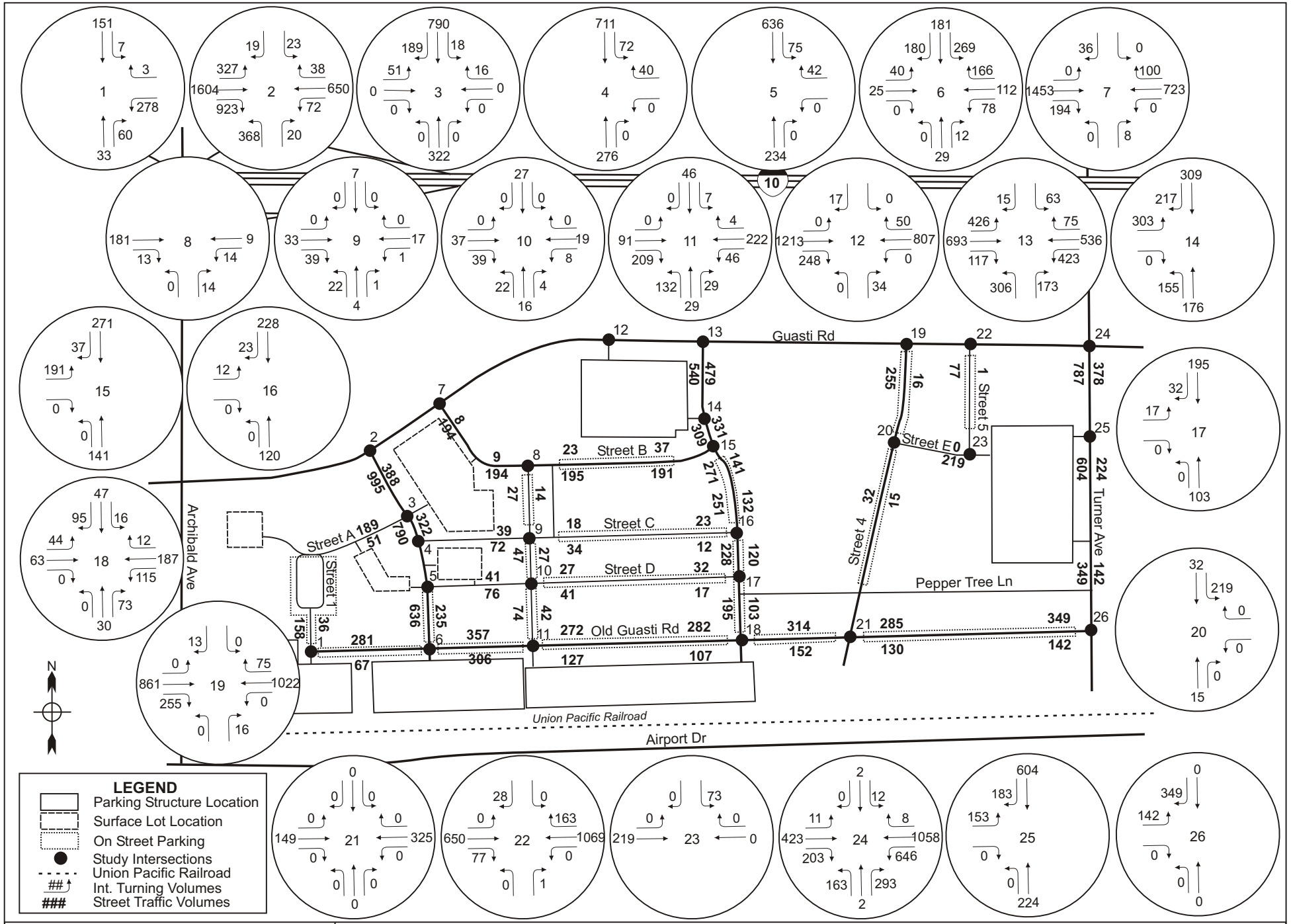

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Figure 15

Traffic Volumes With Project Traffic (Alternative 1) - AM Peak Hour

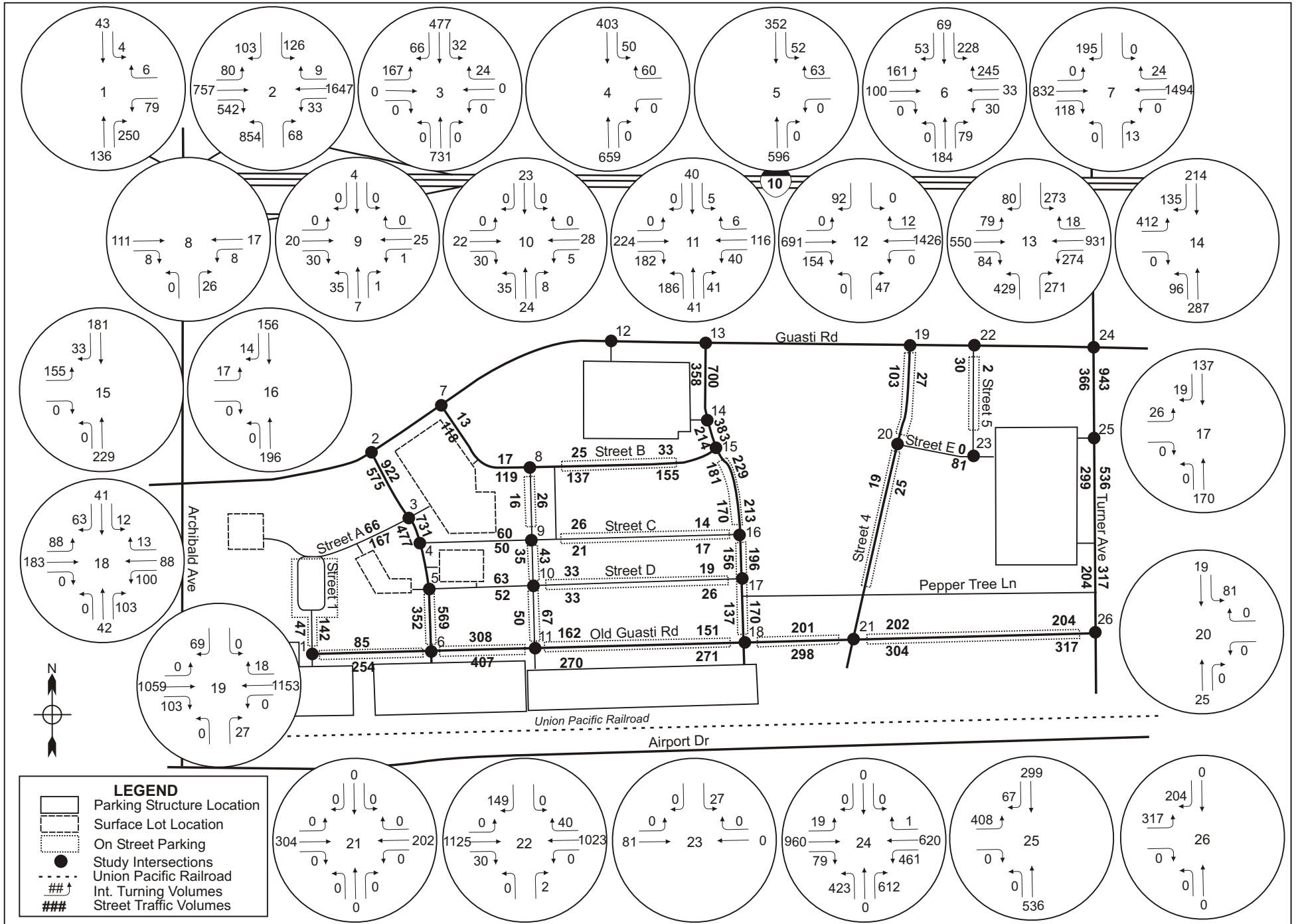

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Figure 16

Traffic Volumes With Project Traffic (Alternative 1) - PM Peak Hour

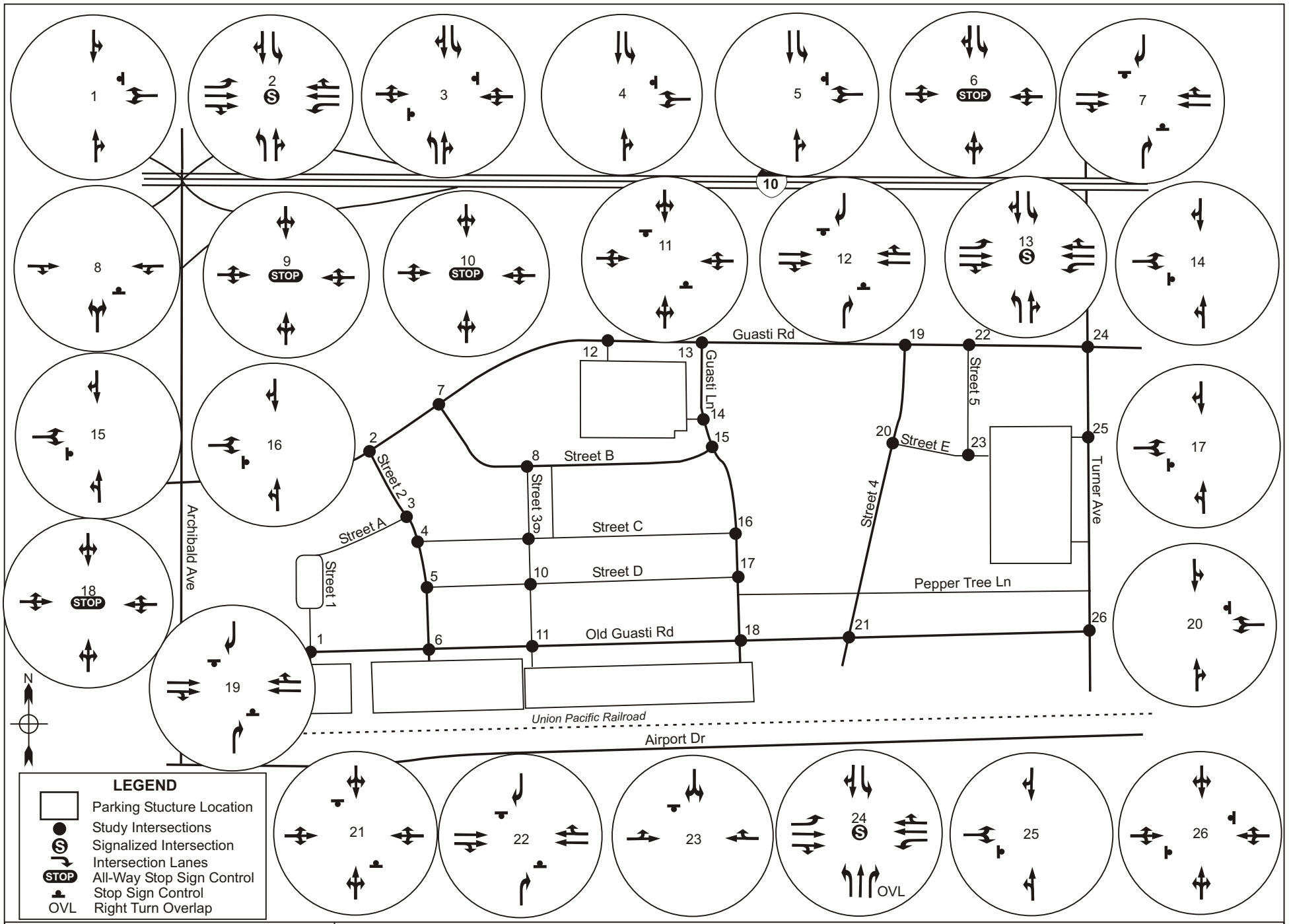

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Figure 17

Recommended Geometrics (Alternative 1)

Table 9
AM/PM Peak Hour Intersection Performance
With Project (Alternative 1) Conditions – Unsignalized Intersections

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Street 1 at Old Guasti Rd	6.9	12.9	A	B	1.9	11.2	A	B
Street 2 at Street A	0.9	19.5	A	C	3.5	27.7	A	D
Street 2 at Street C	0.9	10.1	A	B	1.1	14.4	A	B
Street 2 at Street D	1.0	9.8	A	A	1.2	13.6	A	B
Street 2 at Old Guasti Rd	32.3	N/A	D	N/A	17.1	N/A	C	N/A
Street B at Guasti Rd	0.2	17.3	A	C	2.4	31.8	A	D
Street 3 at Street B	1.0	9.3	A	A	1.7	9.0	A	A
Street 3 at Street C	7.1	N/A	A	N/A	7.1	N/A	A	N/A
Street 3 at Street D	7.3	N/A	A	N/A	7.3	N/A	A	N/A
Street 3 at Old Guasti Rd	12.7	20.6	B	C	17.0	24.2	B	C
Guasti Rd at Pkg Structure 1	0.3	16.5	A	C	1.0	18.9	A	C
Guasti Ln at Pkg Structure 1	8.0	26.0	A	D	12.9	34.0	B	D
Guasti Ln at Street B	4.4	14.8	A	B	3.6	13.8	A	C
Guasti Ln at Street C	0.3	10.9	A	B	0.5	10.9	A	B
Guasti Ln at Street D	0.5	10.5	A	B	0.8	10.6	A	B
Guasti Ln at Old Guasti Rd	10.0	N/A	A	N/A	10.0	N/A	A	N/A
Street 4 at Guasti Rd	0.2	13.2	A	B	0.6	14.8	A	B
Street 4 at Street E	6.3	7.6	A	A	4.8	7.4	A	A
Street 4 at Old Guasti Rd	0.0	0.0	A	A	0.0	0.0	A	A
Street 5 at Guasti Rd	0.2	14.3	A	B	1.0	16.2	A	C
Street 5 at Street E	2.6	10.3	A	B	2.3	9.0	A	A
Turner Ave at Pkg Structure 5	2.2	16.6	A	B	9.6	30.7	A	D
Turner Ave at Old Guasti Rd	2.8	9.8	A	A	6.9	11.3	A	B

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 9, all of the unsignalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours. Table 10 shows the levels of service at the signalized study intersections.

Table 10
AM/PM Peak Hour Intersection Performance
With Project (Alternative 1) Conditions – Signalized Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	Level of Service	Delay	Level of Service
Signalized Intersections				
Guasti Rd at Street 2	41.2	D	35.9	D
Guasti Lane at Guasti Rd	34.0	C	35.1	D
Turner Ave at Guasti Rd	22.9	C	33.3	C

Note: Delay based on seconds per vehicle average.

As shown in Table 10, all of the signalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours.

6. WITH Project Conditions Alternative 2 (Townhomes)

This section documents the expected effect of project traffic upon opening year conditions in the study area. This scenario adds Alternative 2 (with the townhome component) of the project to expected ambient traffic growth from nearby developments.

The "WITH Project" traffic volumes were derived by adding the Alternative 2 project trips to the traffic volumes shown under the without project scenario. These traffic volumes for the Future With Project scenario are shown in Figures 18 and 19.

Based upon these traffic volumes, each project roadway must provide two travel lanes (one per direction). Old Guasti Road is also recommended to provide a two-way left turn lane. The recommended roadway geometrics are shown in Figure 17, and discussed in detail later in this report.

Tables 11 and 12 summarize the results of the level of service analysis for the "WITH Project" conditions, assuming these recommended roadway configurations. The levels of service worksheets are provided in Appendix C.

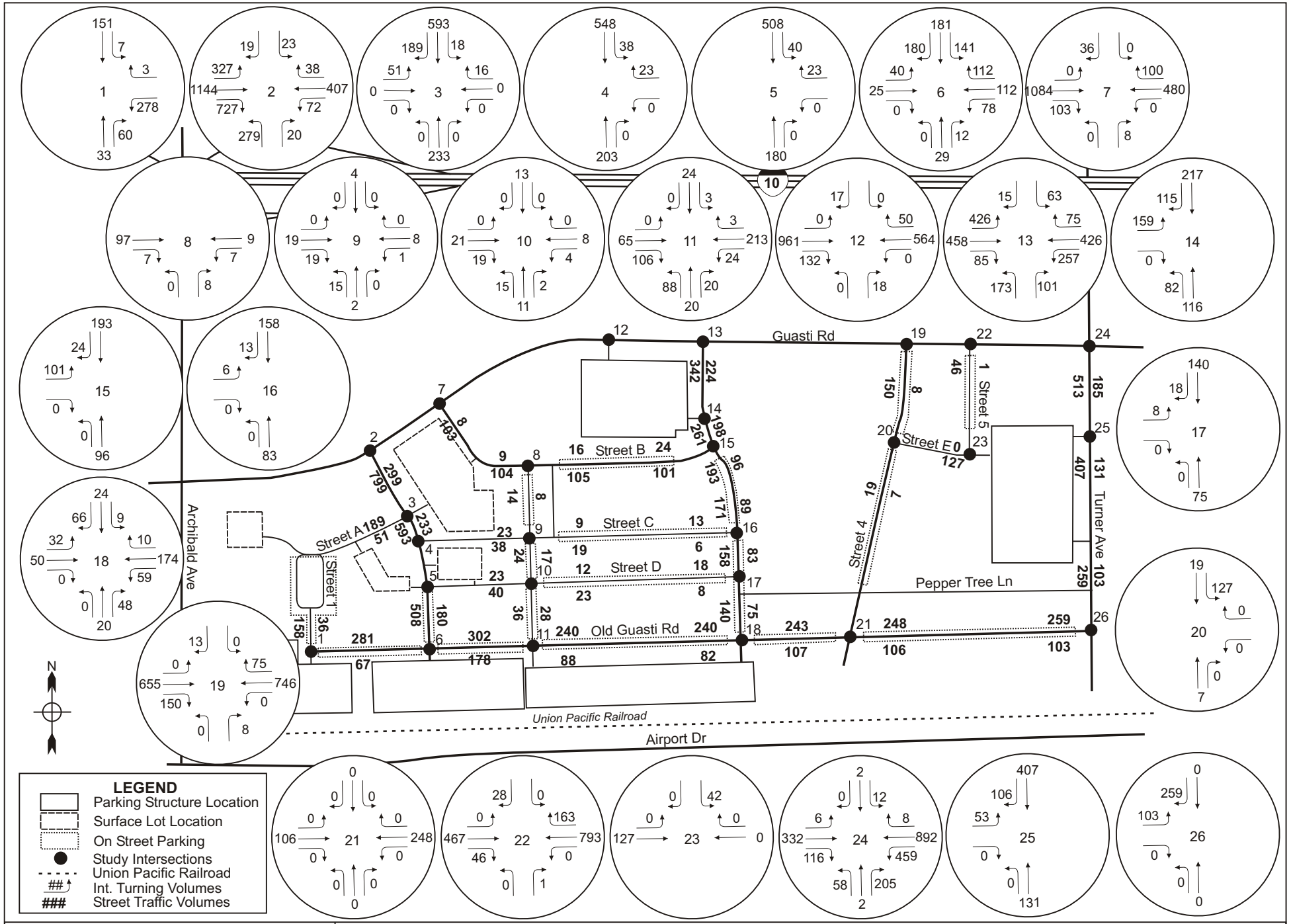

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Figure 18

Traffic Volumes With Project Traffic (Alternative 2) - AM Peak Hour

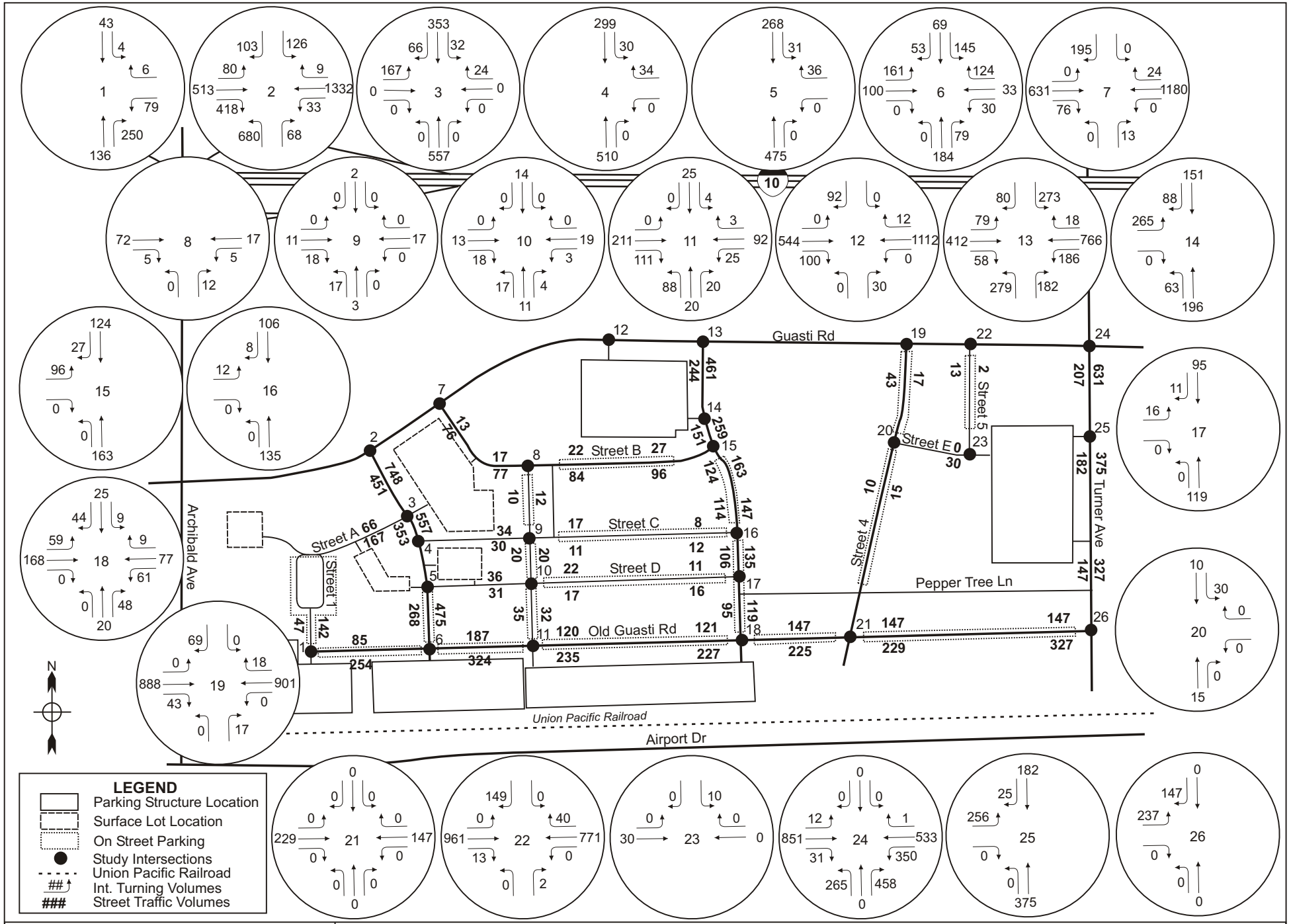

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Figure 19

Traffic Volumes With Project Traffic (Alternative 2) - PM Peak Hour

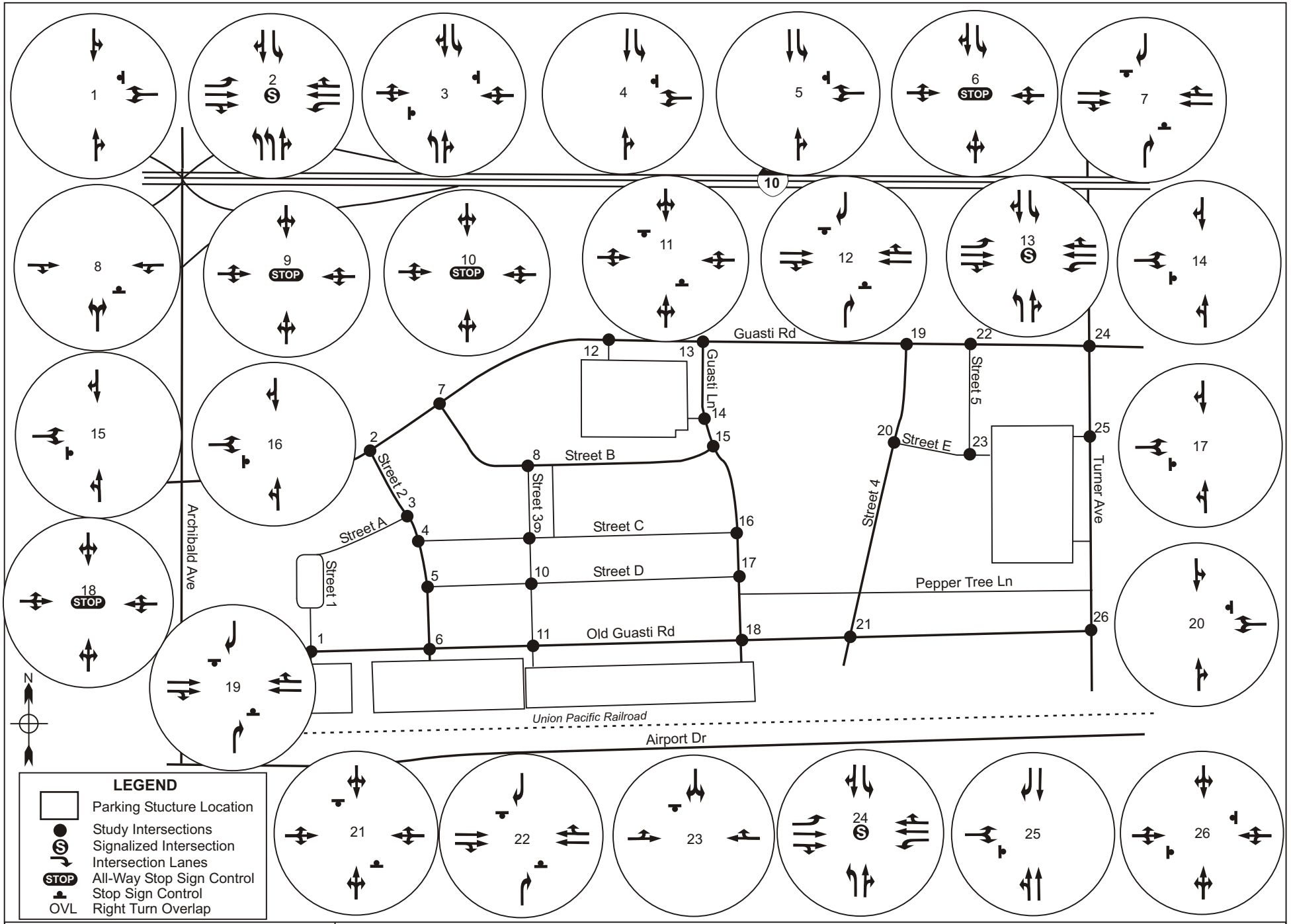

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Figure 20

Recommended Geometrics (Alternative 2)

Table 11
AM/PM Peak Hour Intersection Performance
With Project (Alternative 2) Conditions – Unsignalized Intersections

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Street 1 at Old Guasti Rd	6.9	12.9	A	B	1.9	11.2	A	B
Street 2 at Street A	1.1	18.7	A	C	4.9	31.7	A	D
Street 2 at Street C	0.6	9.5	A	A	0.8	12.0	A	B
Street 2 at Street D	0.7	9.3	A	A	0.8	11.7	A	B
Street 2 at Old Guasti Rd	12.5	N/A	B	N/A	12.2	N/A	B	N/A
Street B at Guasti Rd	0.3	13.5	A	B	2.0	21.0	A	C
Street 3 at Street B	1.0	8.8	A	A	1.3	8.7	A	A
Street 3 at Street C	7.0	N/A	A	N/A	7.0	N/A	A	N/A
Street 3 at Street D	7.1	N/A	A	N/A	7.1	N/A	A	N/A
Street 3 at Old Guasti Rd	4.0	13.4	A	B	4.0	14.2	A	B
Guasti Rd at Pkg Structure 1	8.0	26.0	A	D	0.9	15.0	A	B
Guasti Ln at Pkg Structure 1	5.0	17.6	A	C	8.3	22.1	A	C
Guasti Ln at Street B	2.7	11.3	A	B	2.6	11.2	A	B
Guasti Ln at Street C	0.2	10.0	A	A	0.5	10.0	A	A
Guasti Ln at Street D	0.3	9.8	A	A	0.7	9.8	A	A
Guasti Ln at Old Guasti Rd	8.7	N/A	A	N/A	8.8	N/A	A	N/A
Street 4 at Guasti Rd	0.1	11.4	A	B	0.6	12.8	A	B
Street 4 at Street E	6.2	7.4	A	A	4.0	7.3	A	A
Street 4 at Old Guasti Rd	0.0	0.0	A	A	0.0	0.0	A	A
Street 5 at Guasti Rd	0.2	12.4	A	B	1.0	13.5	A	C
Street 5 at Street E	1.1	4.3	A	A	2.2	8.7	A	A
Turner Ave at Pkg Structure 5	1.1	14.0	A	B	6.9	22.7	A	C
Turner Ave at Old Guasti Rd	2.7	9.5	A	A	6.5	10.5	A	B

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 11, all of the unsignalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours.

Table 12
AM/PM Peak Hour Intersection Performance
With Project (Alternative 2) Conditions – Signalized Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	Level of Service	Delay	Level of Service
Signalized Intersections				
Guasti Rd at Street 2	22.4	C	45.6	D
Guasti Lane at Guasti Rd	26.6	C	30.1	C
Turner Ave at Guasti Rd	18.6	B	30.1	C

Note: Delay based on seconds per vehicle average.

As shown in Table 12, all of the signalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours. The analysis worksheets are shown in Appendix C. The next section documents the recommended roadway configurations to achieve the levels of service.

7. Roadway Circulation

The project proposes to take access to the roadway system at numerous locations along Guasti Road. There will be a raised median constructed along Guasti Road, so all of the minor driveways will be restricted to a right-turn in and right turn out access only. The signalized intersections will allow full access. None of the interior project streets currently exist, but will be developed upon project opening. These proposed roads are discussed in full detail below.

Street 1

The westernmost street on the project site plan is referred to as Street 1. It is recommended that Street 1 provide at least two 12 foot travel lanes (one per direction), divided by a striped centerline. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street 1 are as follows:

Street 1 at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One shared left-through lane
- Westbound approach: One all way lane

Street 2 (Old Guasti Road)

The portion of Old Guasti Road that extends south from Guasti Road is referred to as Street 2 for the traffic analysis purposes. It is recommended that Street 2 provide at least two 12-foot travel lanes (one per direction), divided by a two-way left turn lane. The completed roadway width will need to be a minimum of 38 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 54 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 38 feet for travel lanes. This is planned as a public roadway, and may be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Street 2 are as follows:

Street 2 at Guasti Road

For Alternative 1 this location will need to provide a traffic signal and the following lane geometrics:

- Northbound approach: Two left turn lanes and one shared right-through lane
- Southbound approach: One left turn lane and one shared right-through lane

- Eastbound approach: One left turn lane, one through lane, and one shared right-through lane
- Westbound approach: One left turn lane, one through lane, and one shared right-through lane

For Alternative 2 this location will need to provide a traffic signal and the lane geometrics as identified under Alternative 1, with the following exception:

- Northbound approach: One left turn lane and one shared right-through lane (due to the lower townhome volumes, the dual left turn is no longer necessary)

Street 2 at Street A

For Alternatives 1 and 2, this location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One left turn lane (provided by the recommended two-way left turn lane) and one shared right-through lane
- Southbound approach: One left turn lane (provided by the recommended two-way left turn lane) and one shared right-through lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 2 at Street C

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One left turn lane (provided by the recommended two-way left turn lane) and one shared right-through lane
- Westbound approach: One all way lane

Street 2 at Street D

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One left turn lane (provided by the recommended two-way left turn lane) and one shared right-through lane
- Westbound approach: One all way lane

Street 2 at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide an all-way stop sign and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One left turn lane and one shared right-through lane

- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 3

The street between Street 2/Old Guasti Road and Guasti Lane on the project site plan is referred to as Street 3. It is recommended that Street 3 provide at least two 12 foot travel lanes (one per direction), divided by a striped centerline. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street 3 are as follows:

Street 3 at Street B

For Alternatives 1 and 2, this location will need to provide a stop sign on the northbound approach and the following lane geometrics:

- Northbound approach: One all way lane
- Eastbound approach: One shared right-through lane
- Westbound approach: One shared right-through lane

Street 3 at Street C

For Alternatives 1 and 2, this location will need to provide an all-way stop sign and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 3 at Street D

For Alternatives 1 and 2, this location will need to provide an all-way stop sign and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 3 at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the north bound and southbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane

- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Guasti Road at Parking Structure 1

For Alternatives 1 and 2, this location will need to provide a stop sign one the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right turn lane
- Southbound approach: One right turn lane
- Eastbound approach: One through lane and one shared right-through lane
- Westbound approach: One through lane and one shared right-through lane

Guasti Lane

It is recommended that Guasti Lane provide at least two 12 foot travel lanes (one per direction), divided by a two-way left turn lane. The completed roadway width will need to be a minimum of 38 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 54 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 38 feet for travel lanes. This is planned as a public roadway, and may be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Guasti Lane are as follows:

Guasti Lane at Guasti Road

For Alternatives 1 and 2, this location will need to provide a traffic signal and the following lane geometrics:

- Northbound approach: One left turn lane and one shared right-through lane
- Southbound approach: One left turn lane and one shared right-through lane
- Eastbound approach: One left turn lane, one through lane, and one shared right-through lane
- Westbound approach: One left turn lane, one through lane, and one shared right-through lane

Guasti Lane at Parking Structure 1

For Alternatives 1 and 2, this location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane
- Eastbound approach: One all way lane

Guasti Lane at Street B

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane

- Southbound approach: One shared right-through lane
- Westbound approach: One all way lane

Guasti Lane at Street C

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane
- Westbound approach: One all way lane

Guasti Lane at Street D

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane
- Westbound approach: One all way lane

Guasti Lane at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide an all-way stop sign and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 4

The street between Guasti Lane and Turner Avenue on the project site plan is referred to as Street 4. It is recommended that Street 4 provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street 4 are as follows:

Street 4 at Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right turn lane
- Southbound approach: One right turn lane
- Eastbound approach: One through lane and one shred right-through lane

- Westbound approach: One through lane and one shred right-through lane

Street 4 at Street E

For Alternatives 1 and 2, this location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One shared left-through lane
- Westbound approach: One all-way lane

Street 4 at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 5

The small street west of Turner Avenue on the project site plan is referred to as Street 5. It is recommended that Street 3 provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street 5 are as follows:

Street 5 at Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right turn lane
- Southbound approach: One right turn lane
- Eastbound approach: One through lane and one shred right-through lane
- Westbound approach: One through lane and one shred right-through lane

Street 5 at Street E

For Alternatives 1 and 2, this location will need to provide a stop sign on the southbound approach and the following lane geometrics:

- Southbound approach: One all-way lane
- Eastbound approach: One shared left-through lane
- Westbound approach: One shared right-through lane

Turner Avenue

Turner Avenue is an existing public roadway. It is recommended that the roadway be improved to current City standards, and provide a minimum of two 12 foot travel lanes (one per direction), divided by a two-way left turn lane. The completed roadway width will need to be a minimum of 38 feet for travel access. These improvements will be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Turner Avenue are as follows:

Turner Avenue at Guasti Road

For Alternative 1, this location will need to provide a traffic signal and the following lane geometrics:

- Northbound approach: One left turn lane one through lane, and one dedicated right turn lane. The signal must also be improved to provide for a right turn overlap phase. This will also require restriction of westbound U-turns.
- Southbound approach: One left turn lane and one shared right-through lane
- Eastbound approach: One left turn lane, one through lane, and one shared right-through lane
- Westbound approach: One left turn lane, one through lane, and one shared right-through lane

For Alternative 2, this location will need to provide the same lane geometrics as provided for Alternative 1, with the following exception:

- Northbound approach: One left turn lane and one shared right-through lane

Turner Avenue at Parking Structure 5

For Alternatives 1 and 2, this location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane
- Eastbound approach: One all way lane

Turner Avenue at Old Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street B

The northernmost roadway is referred to as Street B. It is recommended that Street B provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of

angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street B (which were not previously discussed) are as follows:

Street B at Guasti Road

For Alternatives 1 and 2, this location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right turn lane
- Southbound approach: One right turn lane
- Eastbound approach: One through lane and one shared right-through lane
- Westbound approach: One through lane and one shared right-through lane

Streets C, D and E

The east-west aligned roadways are referred to as Streets C, D, and E. It is recommended each of these roadways provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. Intersections geometrics for these roadways were previously discussed.

The proposed project will be submitted the City of Ontario, who will review the plan for compliance with applicable County standards. We anticipate that any minor internal circulation or parking issues will be addressed in conjunction with these reviews.

8. Conclusions

The City of Ontario is evaluating the development of a proposed 48.8-acre mixed-use development. The project is located on the south side of Guasti Road, east of Archibald in the City of Ontario. The project is proposing two alternatives. Alternative 1 will include the retail/restaurant component of the project and Alternative 2 will include the residential (townhome) component of the project. For Alternative 1, the project will generate a total of 4387 vehicle trips during the AM peak hour and 4347 vehicle trips during the PM peak hour, and total of 58,720 daily vehicle trips. For Alternative 2, the project will generate a total of 2867 vehicle trips during the AM peak hour and 3029 vehicle trips during the PM peak hour, and total of 35,820 daily vehicle trips.

This report was prepared to analyze on-site conditions and recommend roadway widths and geometrics. Katz, Okitsu & Associates has found that the on-site conditions should be acceptable with the site plans as shown, with the recommended geometrics located within this report.

APPENDIX A
Traffic Volume Information

2005 Project Trips

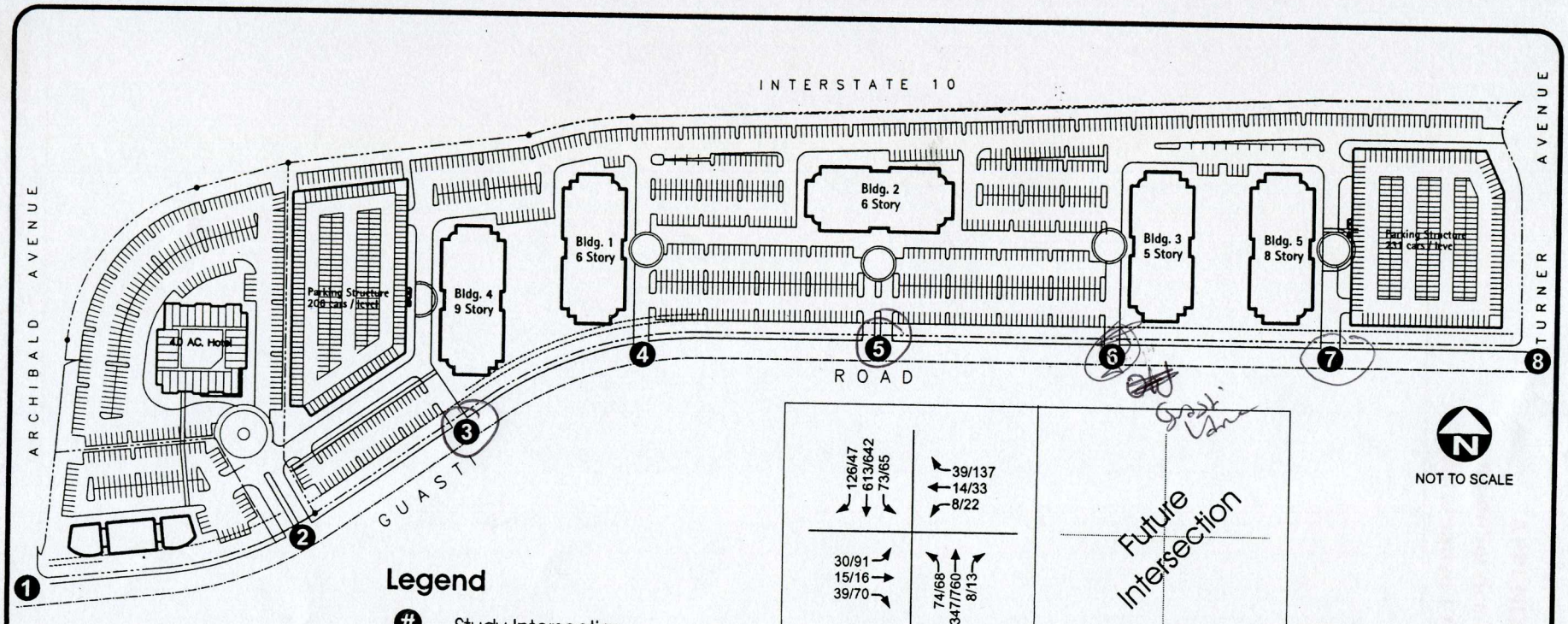
Area 1

INBOUND Distribution	AM 1,256 PM 306											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
INTERSECTION	L	T	R	L	T	R	L	T	R	L	T	R
1. Archibald Avenue and Guasti Road			15		11		34					
2. Driveway 1 (Old Guasti Road)				9	51						0	3
3. Driveway 2				17	34						3	8
4. Driveway 3				8	26						11	4
5. Driveway 4				7	19						15	6
6. Driveway 5				6	13						21	6
7. Driveway 6				13	0						27	13
8. Turner Avenue and Guasti Road				0	0						40	0

OUTBOUND Distribution	AM 213 PM 1,145											
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
INTERSECTION	L	T	R	L	T	R	L	T	R	L	T	R
1. Archibald Avenue and Guasti Road										15	11	34
2. Driveway 1 (Old Guasti Road)					0		3		9		51	
3. Driveway 2					3		8		17		34	
4. Driveway 3					11		4		8		26	
5. Driveway 4					15		6		7		19	
6. Driveway 5					21		6		6		13	
7. Driveway 6					27		13		13		0	
8. Turner Avenue and Guasti Road					40		0		0		0	

AM												
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
INTERSECTION	L	T	R	L	T	R	L	T	R	L	T	R
1. Archibald Avenue and Guasti Road	0	0	188	0	138	0	427	0	0	32	23	72
2. Driveway 1 (Old Guasti Road)	0	0	0	113	641	0	6	0	19	0	109	38
3. Driveway 2	0	0	0	214	433	0	17	0	36	0	110	100
4. Driveway 3	0	0	0	100	350	0	9	0	17	0	194	50
5. Driveway 4	0	0	0	88	271	0	13	0	15	0	229	75
6. Driveway 5	0	0	0	75	208	0	13	0	13	0	292	75
7. Driveway 6	0	0	0	163	58	0	28	0	28	0	339	163
8. Turner Avenue and Guasti Road	0	0	0	0	85	0	0	0	0	0	502	0

PM												
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
INTERSECTION	L	T	R	L	T	R	L	T	R	L	T	R
1. Archibald Avenue and Guasti Road	0	0	46	0	34	0	104	0	0	172	126	389
2. Driveway 1 (Old Guasti Road)	0	0	0	28	156	0	34	0	103	0	584	9
3. Driveway 2	0	0	0	52	138	0	92	0	195	0	399	24
4. Driveway 3	0	0	0	24	206	0	46	0	92	0	331	12
5. Driveway 4	0	0	0	21	230	0	69	0	80	0	264	18
6. Driveway 5	0	0	0	18	280	0	69	0	69	0	213	18
7. Driveway 6	0	0	0	40	309	0	149	0	149	0	83	40
8. Turner Avenue and Guasti Road	0	0	0	0	458	0	0	0	0	0	122	0



Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Layout Source: BPA

Ontario Airport Towers

FIGURE 6

Existing Peak Hour PCE Volumes

G:\USERS\2005\J05-1682 Ontario Airport Towers\GRA\Volumes.cdr 12/01/05

APPENDIX B
Level-of-Service Worksheets
Alternative 1 Conditions

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Scenario Report

Scenario:	AM - Retail/Restaurants
Command:	AM - Retail/Restaurants
Volume:	AM
Geometry:	Alternative 1
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Retail/Restaurants - AM
Trip Distribution:	ALL
Paths:	Default Paths
Routes:	Default Routes
Configuration:	AM - Retial/Restaurants

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Trip Generation Report

Forecast for Mixed-Use With Retail/Restaurants - AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	621.00	337.00	621	337	958	21.8
	Zone 1 Subtotal					621	337	958	21.8
2	Parking Stru	1.00	Parking Struct	464.00	294.00	464	294	758	17.3
	Zone 2 Subtotal					464	294	758	17.3
3	Parking Stru	1.00	Parking Struct	259.00	41.00	259	41	300	6.8
	Zone 3 Subtotal					259	41	300	6.8
4	Parking Stru	1.00	Parking Struct	429.00	93.00	429	93	522	11.9
	Zone 4 Subtotal					429	93	522	11.9
5	Parking Stru	1.00	Parking Struct	730.00	236.00	730	236	966	22.0
	Zone 5 Subtotal					730	236	966	22.0
6	Surface Lot	1.00	Surface Lot 1	4.00	3.00	4	3	7	0.2
	Zone 6 Subtotal					4	3	7	0.2
7	Surface Lot	1.00	Surface Lot 2	10.00	9.00	10	9	19	0.4
	Zone 7 Subtotal					10	9	19	0.4
8	Surface Lot	1.00	Surface Lot 3	27.00	24.00	27	24	51	1.2
	Zone 8 Subtotal					27	24	51	1.2
9	Surface Lot	1.00	Surface Lot 4	3.00	3.00	3	3	6	0.1
	Zone 9 Subtotal					3	3	6	0.1
31	On Street #1	1.00	On Street 1	21.00	8.00	21	8	29	0.7
	Zone 31 Subtotal					21	8	29	0.7
32	On Street #2	1.00	On Street 2	21.00	8.00	21	8	29	0.7
	Zone 32 Subtotal					21	8	29	0.7
33	On Street #3	1.00	On Street 3	11.00	4.00	11	4	15	0.3
	Zone 33 Subtotal					11	4	15	0.3
34	On Street #4	1.00	On Street 4	12.00	6.00	12	6	18	0.4
	Zone 34 Subtotal					12	6	18	0.4
35	On Street 5	1.00	On Street 5	20.00	10.00	20	10	30	0.7
	Zone 35 Subtotal					20	10	30	0.7
36	On Street 6	1.00	On Street 6	20.00	10.00	20	10	30	0.7

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					20	10	30	0.7
37	On Street 7	1.00	On Street 7	20.00	10.00	20	10	30	0.7
	Zone 37 Subtotal					20	10	30	0.7
38	On Street 8	1.00	OS Pkg 8	40.00	22.00	40	22	62	1.4
	Zone 38 Subtotal					40	22	62	1.4
39	On Street 9	1.00	On Street 9	55.00	29.00	55	29	84	1.9
	Zone 39 Subtotal					55	29	84	1.9
40	On Street 10	1.00	On Street 10	61.00	32.00	61	32	93	2.1
	Zone 40 Subtotal					61	32	93	2.1
41	OS #11	1.00	On Street 11	66.00	35.00	66	35	101	2.3
	Zone 41 Subtotal					66	35	101	2.3
42	On Street #1	1.00	On Street 12	24.00	12.00	24	12	36	0.8
	Zone 42 Subtotal					24	12	36	0.8
43	On Street 13	1.00	On Street 13	44.00	24.00	44	24	68	1.5
	Zone 43 Subtotal					44	24	68	1.5
44	On Street 14	1.00	On Street 14	24.00	12.00	24	12	36	0.8
	Zone 44 Subtotal					24	12	36	0.8
45	On Street 15	1.00	On Street 15	4.00	1.00	4	1	5	0.1
	Zone 45 Subtotal					4	1	5	0.1
46	On Street #1	1.00	On Street 16	32.00	15.00	32	15	47	1.1
	Zone 46 Subtotal					32	15	47	1.1
47	On Street 17	1.00	On Street 17	57.00	26.00	57	26	83	1.9
	Zone 47 Subtotal					57	26	83	1.9
48	On Street 18	1.00	On Street 18	4.00	1.00	4	1	5	0.1
	Zone 48 Subtotal					4	1	5	0.1
TOTAL						3083	1305	4388	100.0

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
6	50.0	5.0	35.0	10.0
7	50.0	5.0	35.0	10.0
8	50.0	5.0	35.0	10.0
9	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
32	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
34	50.0	5.0	35.0	10.0
35	50.0	5.0	35.0	10.0
36	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
39	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
43	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Turning Movement Report
Mixed-Use With Retail/Restaurants - AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	154	1542	0	0	0	308	0	65	131	653	2853
Total	0	0	154	1542	0	0	0	308	0	65	131	653	2853
#2 Guasti Rd and Street 2													
Base	0	0	0	23	0	19	327	523	0	0	170	38	1100
Added	368	0	20	0	0	0	0	1081	923	72	480	0	2944
Total	368	0	20	23	0	19	327	1604	923	72	650	38	4044
#3 Gausti Road and Guasti Lane													
Base	0	0	0	63	0	15	426	109	0	0	290	75	978
Added	306	0	173	0	0	0	0	584	117	423	246	0	1849
Total	306	0	173	63	0	15	426	693	117	423	536	75	2827
#4 Turner Ave and Guasti Road													
Base	0	2	78	12	2	0	0	181	0	62	563	8	908
Added	163	0	215	0	0	0	11	242	203	584	495	0	1913
Total	163	2	293	12	2	0	11	423	203	646	1058	8	2821
#5 Guasti Road and Street B													
Base	0	0	0	0	0	36	0	546	0	0	171	100	853
Added	0	0	8	0	0	0	0	907	194	0	552	0	1661
Total	0	0	8	0	0	36	0	1453	194	0	723	100	2514
#6 Guasti Rd and Street 4													
Base	0	0	0	0	0	13	0	345	0	0	353	75	786
Added	0	0	16	0	0	0	0	516	255	0	669	0	1456
Total	0	0	16	0	0	13	0	861	255	0	1022	75	2242
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	28	0	195	0	0	400	163	786
Added	0	0	1	0	0	0	0	455	77	0	669	0	1202
Total	0	0	1	0	0	28	0	650	77	0	1069	163	1988
#8 Street 2 and Street A													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	322	0	18	790	189	51	0	0	0	0	16	1386
Total	0	322	0	18	790	189	51	0	0	0	0	16	1386
#9 Street 2 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	276	0	72	711	0	0	0	0	0	0	40	1099
Total	0	276	0	72	711	0	0	0	0	0	0	40	1099

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Street 2 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	234	0	75	636	0	0	0	0	0	0	42	987
Total	0	234	0	75	636	0	0	0	0	0	0	42	987
#11 OLD Guasti Rd and Street 2													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	29	12	269	181	180	40	25	0	78	112	166	1092
Total	0	29	12	269	181	180	40	25	0	78	112	166	1092
#12 Street 3 and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	14	0	0	0	0	181	13	14	9	0	231
Total	0	0	14	0	0	0	0	181	13	14	9	0	231
#13 Street 3 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	22	4	1	0	7	0	0	33	39	1	17	0	124
Total	22	4	1	0	7	0	0	33	39	1	17	0	124
#14 Street 3 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	22	16	4	0	27	0	0	37	39	8	19	0	172
Total	22	16	4	0	27	0	0	37	39	8	19	0	172
#15 OLD Guast Rd and Street 3													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	132	29	29	7	46	0	0	91	209	46	222	4	815
Total	132	29	29	7	46	0	0	91	209	46	222	4	815
#16 Guasti Lane and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	141	0	0	271	37	191	0	0	0	0	0	640
Total	0	141	0	0	271	37	191	0	0	0	0	0	640
#17 Guasti Lane and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	120	0	0	228	23	12	0	0	0	0	0	383
Total	0	120	0	0	228	23	12	0	0	0	0	0	383
#18 Guasti Lane and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	103	0	0	195	32	17	0	0	0	0	0	347
Total	0	103	0	0	195	32	17	0	0	0	0	0	347

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Guasti Lane and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	82	4	40	156	0	0	0	0	2	0	22	306
Total	0	82	4	40	156	0	0	0	0	2	0	22	306
#20 Guasti Lane and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	30	73	16	47	95	44	63	0	115	187	12	682
Total	0	30	73	16	47	95	44	63	0	115	187	12	682
#21 Street 4 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	15	0	219	32	0	0	0	0	0	0	0	266
Total	0	15	0	219	32	0	0	0	0	0	0	0	266
#22 Pepper Tree Lane and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 OLD Guasti Rd and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	149	0	0	325	0	474
Total	0	0	0	0	0	0	0	149	0	0	325	0	474
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	142	0	0	349	0	0	0	0	0	0	0	491
Total	0	142	0	0	349	0	0	0	0	0	0	0	491
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	349	142	0	0	0	0	0	491
Total	0	0	0	0	0	349	142	0	0	0	0	0	491
#26 OLD Guasti Rd and Street 1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	33	60	7	151	0	0	0	0	278	0	3	532
Total	0	33	60	7	151	0	0	0	0	278	0	3	532
#30 Guasti at Pkg Structure													
Base	0	0	0	0	0	17	0	546	0	0	255	50	868
Added	0	0	34	0	0	0	0	667	248	0	552	0	1501
Total	0	0	34	0	0	17	0	1213	248	0	807	50	2369

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#31 Guasti Lane at Pkg St #5													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	155	176	0	0	309	217	303	0	0	0	0	0	1160
Total	155	176	0	0	309	217	303	0	0	0	0	0	1160
#32 Street 5 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	73	0	0	0	219	0	0	0	0	292
Total	0	0	0	73	0	0	0	219	0	0	0	0	292
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	224	0	0	604	183	153	0	0	0	0	0	1164
Total	0	224	0	0	604	183	153	0	0	0	0	0	1164

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 2 Guasti Rd and Street 2	A	9.8	0.299	D	41.2	1.029	+31.415 D/V
# 3 Gausti Road and Guasti Lane	B	19.6	0.442	C	34.0	0.753	+14.426 D/V
# 4 Turner Ave and Guasti Road	B	10.1	0.244	C	22.9	0.849	+12.847 D/V
# 5 Guasti Road and Street B	A	9.2	0.000	C	17.3	0.000	+ 8.090 D/V
# 6 Guasti Rd and Street 4	A	9.7	0.000	B	13.2	0.000	+ 3.493 D/V
# 7 Guasti Rd and Street 5	B	10.3	0.000	B	14.3	0.000	+ 3.953 D/V
# 8 Street 2 and Street A		0.0	0.000	C	19.5	0.000	+19.529 D/V
# 9 Street 2 and Street C		0.0	0.000	B	10.1	0.000	+10.061 D/V
# 10 Street 2 and Street D		0.0	0.000	A	9.8	0.000	+ 9.780 D/V
# 11 OLD Guasti Rd and Street 2		0.0	0.000	D	32.3	0.954	+ 0.954 V/C
# 12 Street 3 and Street B		0.0	0.000	A	9.3	0.000	+ 9.316 D/V
# 13 Street 3 and Street C		0.0	0.000	A	7.1	0.078	+ 0.078 V/C
# 14 Street 3 and Street D		0.0	0.000	A	7.3	0.085	+ 0.085 V/C
# 15 OLD Guast Rd and Street 3		0.0	0.000	C	20.6	0.000	+20.557 D/V
# 16 Guasti Lane and Street B		0.0	0.000	B	14.8	0.000	+14.764 D/V
# 17 Guasti Lane and Street C		0.0	0.000	B	10.9	0.000	+10.856 D/V
# 18 Guasti Lane and Street D		0.0	0.000	B	10.5	0.000	+10.535 D/V
# 20 Guasti Lane and Old Guasti Roa		0.0	0.000	B	10.0	0.451	+ 0.451 V/C
# 21 Street 4 and Street E		0.0	0.000	A	7.6	0.000	+ 7.600 D/V
# 23 OLD Guasti Rd and Street 4		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	A	9.8	0.000	+ 9.795 D/V
# 26 OLD Guasti Rd and Street 1		0.0	0.000	B	12.9	0.000	+12.858 D/V
# 30 Guasti at Pkg Structure	A	9.3	0.000	C	16.5	0.000	+ 7.257 D/V

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 31 Guasti Lane at Pkg St #5		0.0	0.000	D	26.0	0.000	+26.020 D/V
# 32 Street 5 and Street E		0.0	0.000	B	10.3	0.000	+10.253 D/V
# 33 Turner at Pkg Structure		0.0	0.000	C	16.6	0.000	+16.593 D/V

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 12 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	23	0	19	327	523	0	0	0	170	38			
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	1.00			
Initial Bse:	0	0	0	23	0	19	327	523	0	0	0	170	38			
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	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	0	24	0	20	344	551	0	0	0	179	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	24	0	20	344	551	0	0	0	179	40			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	0	0	24	0	20	344	551	0	0	0	179	40			
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800			
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.92	0.92				
Lanes:	2.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.63	0.37				
Final Sat.:	3240	1800	0	1625	0	1530	1625	3420	0	1710	2720	608				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.21	0.16	0.00	0.00	0.07	0.07				
Crit Moves:				****			****					****				
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.71	0.93	0.00	0.00	0.22	0.22				
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.26	0.30	0.17	0.00	0.00	0.30	0.30				
Delay/Veh:	0.0	0.0	0.0	47.9	0.0	47.6	5.5	0.3	0.0	0.0	32.8	32.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	47.9	0.0	47.6	5.5	0.3	0.0	0.0	32.8	32.8				
HCM2kAvg:	0	0	0	1	0	1	4	1	0	0	3	3				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	23	0	19	327	523	0	0	0	170	38			
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	1.00			
Initial Bse:	0	0	0	23	0	19	327	523	0	0	0	170	38			
Added Vol:	368	0	20	0	0	0	0	1081	923	72	480	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	368	0	20	23	0	19	327	1604	923	72	650	38				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	387	0	21	24	0	20	344	1688	972	76	684	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	387	0	21	24	0	20	344	1688	972	76	684	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	387	0	21	24	0	20	344	1688	972	76	684	40				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.86	1.00	0.85	0.90	1.00	0.85	0.90	0.90	0.90	0.90	0.94	0.94				
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	1.27	0.73	1.00	1.89	0.11				
Final Sat.:	3078	0	1530	1625	0	1530	1625	2051	1180	1625	3205	187				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.01	0.01	0.00	0.01	0.21	0.82	0.82	0.05	0.21	0.21				
Crit Moves:	****					****		****		****						
Green/Cycle:	0.12	0.00	0.06	0.07	0.00	0.01	0.42	0.80	0.80	0.05	0.42	0.42				
Volume/Cap:	1.03	0.00	0.21	0.21	0.00	1.03	0.50	1.03	1.03	1.03	0.50	0.50				
Delay/Veh:	98.0	0.0	45.4	44.8	0.0	263.2	21.9	35.7	35.7	160.9	21.4	21.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	98.0	0.0	45.4	44.8	0.0	263.2	21.9	35.7	35.7	160.9	21.4	21.4				
HCM2kAvg:	11	0	1	1	0	2	8	52	52	6	8	8				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	63	0	15	426	109	0	0	0	290	75			
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	0	0	63	0	15	426	109	0	0	0	290	75			
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	66	0	16	448	115	0	0	0	305	79			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	66	0	16	448	115	0	0	0	305	79			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	66	0	16	448	115	0	0	0	305	79			
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.92	0.92				
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.59	0.41				
Final Sat.:	1710	1800	0	1625	0	1530	1625	3420	0	1710	2633	681				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.28	0.03	0.00	0.00	0.12	0.12				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.63	0.89	0.00	0.00	0.26	0.26				
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.11	0.44	0.04	0.00	0.00	0.44	0.44				
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	42.0	10.0	0.7	0.0	0.0	31.1	31.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	45.0	0.0	42.0	10.0	0.7	0.0	0.0	31.1	31.1				
HCM2kAvg:	0	0	0	3	0	1	8	0	0	0	5	5				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	63	0	15	426	109	0	0	0	290	75			
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	0	0	63	0	15	426	109	0	0	0	290	75			
Added Vol:	306	0	173	0	0	0	0	584	117	423	246	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	306	0	173	63	0	15	426	693	117	423	536	75				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	322	0	182	66	0	16	448	729	123	445	564	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	322	0	182	66	0	16	448	729	123	445	564	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	322	0	182	66	0	16	448	729	123	445	564	79				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.93	0.93	0.90	0.93	0.93				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.71	0.29	1.00	1.75	0.25				
Final Sat.:	1625	0	1530	1625	0	1530	1625	2862	483	1625	2946	412				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.12	0.04	0.00	0.01	0.28	0.25	0.25	0.27	0.19	0.19				
Crit Moves:	****					****		****		****						
Green/Cycle:	0.26	0.00	0.21	0.07	0.00	0.01	0.41	0.34	0.34	0.36	0.29	0.29				
Volume/Cap:	0.75	0.00	0.58	0.58	0.00	0.75	0.67	0.75	0.75	0.75	0.67	0.67				
Delay/Veh:	41.2	0.0	38.4	52.1	0.0	138.2	26.2	32.2	32.2	33.3	33.1	33.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.2	0.0	38.4	52.1	0.0	138.2	26.2	32.2	32.2	33.3	33.1	33.1				
HCM2kAvg:	11	0	6	3	0	2	12	13	13	14	10	10				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.244
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 12 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	2	78		12	2	0		0	181	0		62	563	8	
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	2	78		12	2	0		0	181	0		62	563	8	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	2	82		13	2	0		0	191	0		65	593	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2	82		13	2	0		0	191	0		65	593	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2	82		13	2	0		0	191	0		65	593	8	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.85	0.85		0.90	1.00	1.00		0.95	0.95	0.95		0.90	0.95	0.95	
Lanes:	1.00	0.02	0.98		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.97	0.03	
Final Sat.:	1710	38	1499		1625	1800	0		1710	3420	0		1625	3365	48	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.01	0.00	0.00		0.00	0.06	0.00		0.04	0.18	0.18	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.00	0.22	0.53		0.03	0.26	0.00		0.00	0.42	0.00		0.30	0.72	0.72	
Volume/Cap:	0.00	0.24	0.10		0.24	0.00	0.00		0.00	0.13	0.00		0.13	0.24	0.24	
Delay/Veh:	0.0	32.1	11.8		49.7	27.6	0.0		0.0	17.8	0.0		25.4	4.7	4.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	32.1	11.8		49.7	27.6	0.0		0.0	17.8	0.0		25.4	4.7	4.7	
HCM2kAvg:	0	2	1		1	0	0		0	2	0		2	3	3	

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	2	78		12	2	0		0	181	0		62	563	8	
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	2	78		12	2	0		0	181	0		62	563	8	
Added Vol:	163	0	215		0	0	0		11	242	203		584	495	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	163	2	293		12	2	0		11	423	203		646	1058	8	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	172	2	308		13	2	0		12	445	214		680	1114	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	2	308		13	2	0		12	445	214		680	1114	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	172	2	308		13	2	0		12	445	214		680	1114	8	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.85	0.85		0.90	1.00	1.00		0.90	0.90	0.90		0.90	0.95	0.95	
Lanes:	1.00	0.01	0.99		1.00	1.00	0.00		1.00	1.35	0.65		1.00	1.98	0.02	
Final Sat.:	1625	10	1521		1625	1800	0		1625	2198	1055		1625	3391	26	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.20	0.20		0.01	0.00	0.00		0.01	0.20	0.20		0.42	0.33	0.33	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.25	0.24	0.73		0.01	0.00	0.00		0.02	0.24	0.24		0.49	0.72	0.72	
Volume/Cap:	0.43	0.85	0.28		0.85	0.43	0.00		0.46	0.85	0.85		0.85	0.46	0.46	
Delay/Veh:	32.6	53.1	4.6		205.6	101	0.0		61.4	45.1	45.1		30.6	6.1	6.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.6	53.1	4.6		205.6	101	0.0		61.4	45.1	45.1		30.6	6.1	6.1	
HCM2kAvg:	5	12	3		2	0	0		1	12	12		22	7	7	

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	36	0	546	0	0	171	100				
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	0	0	0	0	36	0	546	0	0	171	100				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	38	0	575	0	0	180	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	38	0	575	0	0	180	105				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	36	0	546	0	0	171	100				
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	0	0	0	0	36	0	546	0	0	171	100				
Added Vol:	0	0	8	0	0	0	0	907	194	0	552	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	8	0	0	36	0	1453	194	0	723	100				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	8	0	0	38	0	1529	204	0	761	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	8	0	0	38	0	1529	204	0	761	105				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	867	xxxx	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	300	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	300	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	17.3	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	C	*	*	B	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	17.3			11.7			xxxxxx			xxxxxx						
ApproachLOS:	C			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	13	0	345	0	0	353	75				
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	0	0	0	0	13	0	345	0	0	353	75				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	14	0	363	0	0	372	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	14	0	363	0	0	372	79				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.7		xxxxxx			xxxxxx							
ApproachLOS:	*			A		*			*							

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	13	0	345	0	0	353	75				
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	0	0	0	0	13	0	345	0	0	353	75				
Added Vol:	0	0	16	0	0	0	0	516	255	0	669	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	16	0	0	13	0	861	255	0	1022	75				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	17	0	0	14	0	906	268	0	1076	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	17	0	0	14	0	906	268	0	1076	79				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	587	xxxx	xxxx	577	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	458	xxxx	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	458	xxxx	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	13.2			13.0			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	28	0	195	0	0	400	163				
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	0	0	0	0	28	0	195	0	0	400	163				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	29	0	205	0	0	421	172				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	29	0	205	0	0	421	172				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	706	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	706	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	28	0	195	0	0	400	163				
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	0	0	0	0	28	0	195	0	0	400	163				
Added Vol:	0	0	1	0	0	0	0	455	77	0	669	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	1	0	0	28	0	650	77	0	1069	163				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	1	0	0	29	0	684	81	0	1125	172				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	1	0	0	29	0	684	81	0	1125	172				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	383	xxxx	xxxx	648	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	621	xxxx	xxxx	418	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	621	xxxx	xxxx	418	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	10.8	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	10.8			14.3			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #8 Street 2 and Street A

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	1	0	0	1 0	1	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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	
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #8 Street 2 and Street A

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[19.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	1	0	0	1 0	1	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	322	0	18	790	189	51	0	0	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	322	0	18	790	189	51	0	0	0	0	0	0	0	0	16
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	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	339	0	19	832	199	54	0	0	0	0	0	0	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	339	0	19	832	199	54	0	0	0	0	0	0	0	0	17
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2				
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	339	xxxx	xxxxx	1316	xxxx	xxxxx	xxxx	xxxx	339				
Potent Cap.:	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx	136	xxxx	xxxxx	xxxx	xxxx	708				
Move Cap.:	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx	131	xxxx	xxxxx	xxxx	xxxx	708				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	0	xxxxx	0	0	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	0.02				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	0.1				
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	10.2				
LOS by Move:	*	*	*	A	*	*	C	*	*	*	*	B				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			19.5			10.2						
ApproachLOS:	*			*			C			B						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #9 Street 2 and Street C

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #9 Street 2 and Street C

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	276	0	72	711	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	276	0	72	711	0	0	0	0	0	0	40
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	291	0	76	748	0	0	0	0	0	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	291	0	76	748	0	0	0	0	0	0	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	291
Potent Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	753
Move Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	753
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #10 Street 2 and Street D

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #10 Street 2 and Street D

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	234	0	75	636	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	234	0	75	636	0	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	246	0	79	669	0	0	0	0	0	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	246	0	79	669	0	0	0	0	0	0	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	246	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	246
Potent Cap.:	xxxx	xxxx	xxxxx	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	797
Move Cap.:	xxxx	xxxx	xxxxx	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	797
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8
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	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	29	12	269	181	180	40	25	0	78	112	166				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	29	12	269	181	180	40	25	0	78	112	166				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	31	13	283	191	189	42	26	0	82	118	175				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	31	13	283	191	189	42	26	0	82	118	175				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	31	13	283	191	189	42	26	0	82	118	175				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.71	0.29	0.43	0.29	0.28	0.62	0.38	0.00	0.22	0.31	0.47				
Final Sat.:	0	395	163	297	200	199	323	202	0	137	196	291				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.08	0.08	0.95	0.95	0.95	0.13	0.13	xxxx	0.60	0.60	0.60				
Crit Moves:		****			****		****			****						
Delay/Veh:	0.0	9.5	9.5	45.0	45.0	45.0	10.5	10.5	0.0	16.4	16.4	16.4				
Delay 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				
AdjDel/Veh:	0.0	9.5	9.5	45.0	45.0	45.0	10.5	10.5	0.0	16.4	16.4	16.4				
LOS by Move:	*	A	A	E	E	E	B	B	*	C	C	C				
ApproachDel:	9.5				45.0				10.5				16.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.5				45.0				10.5				16.4			
LOS by Appr:	A				E				B				C			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #12 Street 3 and Street B

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #12 Street 3 and Street B

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	14	0	0	0	0	0	0	181	13	14	9	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	14	0	0	0	0	181	13	14	9	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	0	0	15	0	0	0	0	191	14	15	9	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	15	0	0	0	0	191	14	15	9	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	197	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1379	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1379	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:		9.3				xxxxx				xxxxx				xxxxx		
ApproachLOS:		A				*				*				*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.078
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	22	4	1	0	7	0	0	33	39	1	17	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	4	1	0	7	0	0	33	39	1	17	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	4	1	0	7	0	0	35	41	1	18	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	4	1	0	7	0	0	35	41	1	18	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	4	1	0	7	0	0	35	41	1	18	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.15	0.04	0.00	1.00	0.00	0.00	0.46	0.54	0.06	0.94	0.00	0.00	0.00	0.00	0.00
Final Sat.:	679	123	31	0	856	0	0	446	527	49	830	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03	xxxx	0.01	xxxx	xxxx	0.08	0.08	0.02	0.02	xxxx	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****		****						
Delay/Veh:	7.4	7.4	7.4	0.0	7.1	0.0	0.0	7.0	7.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	0.0	7.1	0.0	0.0	7.0	7.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	*	A	*	*	A	A	A	A	*	*	*	*	*
ApproachDel:	7.4				7.1			7.0			7.1					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	7.4				7.1			7.0			7.1					
LOS by Appr:	A				A			A			A					

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.085
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	22	16	4	0	27	0	0	37	39	8	19	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	16	4	0	27	0	0	37	39	8	19	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	17	4	0	28	0	0	39	41	8	20	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	17	4	0	28	0	0	39	41	8	20	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	17	4	0	28	0	0	39	41	8	20	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.38	0.10	0.00	1.00	0.00	0.00	0.49	0.51	0.30	0.70	0.00	0.00	0.00	0.00	0.00
Final Sat.:	439	320	80	0	843	0	0	456	481	250	594	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05	xxxx	0.03	xxxx	xxxx	0.09	0.09	0.03	0.03	xxxx	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****		****						
Delay/Veh:	7.4	7.4	7.4	0.0	7.3	0.0	0.0	7.1	7.1	7.3	7.3	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	0.0	7.3	0.0	0.0	7.1	7.1	7.3	7.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	*	A	*	*	A	A	A	A	*	*	*	*	*
ApproachDel:	7.4				7.3			7.1			7.3					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	7.4				7.3			7.1			7.3					
LOS by Appr:	A				A			A			A					

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #15 OLD Guast Rd and Street 3

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

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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #15 OLD Guast Rd and Street 3

Average Delay (sec/veh): 12.7 Worst Case Level Of Service: C[20.6]

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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	132	29	29	7	46	0	0	91	209	46	222	4				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	132	29	29	7	46	0	0	91	209	46	222	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	139	31	31	7	48	0	0	96	220	48	234	4				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	139	31	31	7	48	0	0	96	220	48	234	4				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	48	xxxx	xxxxx	61	xxxx	xxxxx	xxxx	402	48	545	387	46				
Potent Cap.:	1572	xxxx	xxxxx	1555	xxxx	xxxxx	xxxx	540	1026	452	551	1029				
Move Cap.:	1572	xxxx	xxxxx	1555	xxxx	xxxxx	xxxx	486	1026	279	496	1029				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	541	xxxxx	374	549	xxxxx				
Volume/Cap:	0.09	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.18	0.21	0.13	0.43	0.00				
Level Of Service Module:																
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	7.5	xxxx	xxxxx	7.3	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	xxxx	807	xxxx	512	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	1.9	xxxxx	3.4	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	20.6	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	B	*	C	*				
ApproachDel:	xxxxxx			xxxxxx			12.3			20.6						
ApproachLOS:	*			*			B			C						

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Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #16 Guasti Lane and Street B

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Guasti Lane and Street B

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[14.8]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	141	0	0	271	37	191	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	141	0	0	271	37	191	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	148	0	0	285	39	201	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
Final Vol.:	0	148	0	0	285	39	201	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	453	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	568	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	568	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				14.8				xxxxxx			
ApproachLOS:	*				*				B				*			

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Guasti Lane and Street C

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Guasti Lane and Street C

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.9]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	120	0	0	228	23	12	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	120	0	0	228	23	12	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	126	0	0	240	24	13	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
Final Vol.:	0	126	0	0	240	24	13	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	627	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	627	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				10.9				xxxxxx			
ApproachLOS:	*				*				B				*			

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Guasti Lane and Street D

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

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 0	1	0	1	0 0	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #18 Guasti Lane and Street D

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.5]

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 0	1	0	1	0 0	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	103	0	0	195	32	17	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	0	0	195	32	17	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	108	0	0	205	34	18	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
Final Vol.:	0	108	0	0	205	34	18	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx						
ApproachLOS:	*			*			B			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	30	73	16	47	95	44	63	0	115	187	12				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	30	73	16	47	95	44	63	0	115	187	12				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	32	77	17	49	100	46	66	0	121	197	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	32	77	17	49	100	46	66	0	121	197	13				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	32	77	17	49	100	46	66	0	121	197	13				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.29	0.71	0.10	0.30	0.60	0.41	0.59	0.00	0.37	0.59	0.04				
Final Sat.:	0	202	491	71	209	422	276	395	0	268	436	28				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.16	0.16	0.24	0.24	0.24	0.17	0.17	xxxx	0.45	0.45	0.45				
Crit Moves:			****		****		****				****					
Delay/Veh:	0.0	8.5	8.5	9.1	9.1	9.1	9.0	9.0	0.0	11.4	11.4	11.4				
Delay 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				
AdjDel/Veh:	0.0	8.5	8.5	9.1	9.1	9.1	9.0	9.0	0.0	11.4	11.4	11.4				
LOS by Move:	*	A	A	A	A	A	A	A	*	B	B	B				
ApproachDel:	8.5				9.1				9.0				11.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	8.5				9.1				9.0				11.4			
LOS by Appr:	A				A				A				B			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #21 Street 4 and Street E

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

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	1 0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #21 Street 4 and Street E

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[7.6]

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	1 0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	219	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	219	32	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	16	0	231	34	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	16	0	231	34	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	16	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1 0	0	0	1 0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1 0	0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	149	0	0	325	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	149	0	0	325	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	157	0	0	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	157	0	0	342	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #25 Turner and Old Guasti Road

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

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 0	0 1		1	0 0	0 0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.8]

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 0	0 1		1	0 0	0 0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	349	142	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	349	142	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	367	149	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
Final Vol.:	0	0	0	0	0	0	367	149	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		900	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		900	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.17	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		9.8	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		0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx						
ApproachLOS:	*			*			A			*						

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 OLD Guasti Rd and Street 1

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

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Intersection #26 OLD Guasti Rd and Street 1

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[12.9]

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	33	60	7	151	0	0	0	0	0	0	0	278	0	3	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	33	60	7	151	0	0	0	0	0	0	0	278	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	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	35	63	7	159	0	0	0	0	0	0	0	293	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	35	63	7	159	0	0	0	0	0	0	0	293	0	3	
Critical Gap Module:																
Critical Gp:	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:																
Cnflict Vol:	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	xxxx	66				
Potent Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	xxxx	1003				
Move Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	xxxx	1003				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	0.00				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	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	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	752	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.9						
ApproachLOS:	*			*			*			B						

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	17	0	546	0	0	255	50				
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	0	0	0	0	17	0	546	0	0	255	50				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	18	0	575	0	0	268	53				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	18	0	575	0	0	268	53				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	161	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	862	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	862	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.3			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[16.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	17	0	546	0	0	255	50				
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	0	0	0	0	17	0	546	0	0	255	50				
Added Vol:	0	0	34	0	0	0	0	667	248	0	552	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	34	0	0	17	0	1213	248	0	807	50				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	36	0	0	18	0	1277	261	0	849	53				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	36	0	0	18	0	1277	261	0	849	53				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	769	xxxx	xxxx	451	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	348	xxxx	xxxx	561	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	348	xxxx	xxxx	561	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.10	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	16.5	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	C	*	*	B	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	16.5			11.6			xxxxxx			xxxxxx						
ApproachLOS:	C			B			*			*						

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

Intersection #31 Guasti Lane at Pkg St #5

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #31 Guasti Lane at Pkg St #5

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: D[26.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	155	176	0	0	309	217	303	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	176	0	0	309	217	303	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	163	185	0	0	325	228	319	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
Final Vol.:	163	185	0	0	325	228	319	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	554	xxxx	xxxxx	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	0	xxxxx	0	0	xxxxx				
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*				
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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				26.0				xxxxxx			
ApproachLOS:	*				*				D				*			

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Street 5 and Street E

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	1	0 0	0	0	0	0 1	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
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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #32 Street 5 and Street E

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	1	0 0	0	0	0	0 1	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
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	73	0	0	0	219	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	73	0	0	0	219	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	77	0	0	0	231	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
Final Vol.:	0	0	0	77	0	0	0	231	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM Peak Hour

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

Intersection #33 Turner at Pkg Structure

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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	
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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Alternative 1 - Restaurant/Retail
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[16.6]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	224	0	0	604	183	153	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	0	0	604	183	153	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	236	0	0	636	193	161	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
Final Vol.:	0	236	0	0	636	193	161	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	968	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	0	xxxxx	0	0	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*				
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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			16.6			xxxxxx						
ApproachLOS:	*			*			C			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Scenario Report

Scenario:	PM - Retail/Restaurants
Command:	PM - Retail/Restaurants
Volume:	PM
Geometry:	Alternative 1
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Retail/Restaurants - PM
Trip Distribution:	ALL
Paths:	Default Paths
Routes:	Default Routes
Configuration:	PM - Retail/Restaurants

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Trip Generation Report

Forecast for Mixed-Use With Retail/Restaurants - PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	385.00	459.00	385	459	844	19.4
	Zone 1 Subtotal					385	459	844	19.4
2	Parking Stru	1.00	Parking Struct	404.00	413.00	404	413	817	18.8
	Zone 2 Subtotal					404	413	817	18.8
3	Parking Stru	1.00	Parking Struct	99.00	263.00	99	263	362	8.3
	Zone 3 Subtotal					99	263	362	8.3
4	Parking Stru	1.00	Parking Struct	122.00	386.00	122	386	508	11.7
	Zone 4 Subtotal					122	386	508	11.7
5	Parking Stru	1.00	Parking Struct	269.00	627.00	269	627	896	20.6
	Zone 5 Subtotal					269	627	896	20.6
6	Surface Lot	1.00	Surface Lot 1	4.00	3.00	4	3	7	0.2
	Zone 6 Subtotal					4	3	7	0.2
7	Surface Lot	1.00	Surface Lot 2	11.00	7.00	11	7	18	0.4
	Zone 7 Subtotal					11	7	18	0.4
8	Surface Lot	1.00	Surface Lot 3	49.00	37.00	49	37	86	2.0
	Zone 8 Subtotal					49	37	86	2.0
9	Surface Lot	1.00	Surface Lot 4	24.00	15.00	24	15	39	0.9
	Zone 9 Subtotal					24	15	39	0.9
31	On Street #1	1.00	On Street 1	10.00	18.00	10	18	28	0.6
	Zone 31 Subtotal					10	18	28	0.6
32	On Street #2	1.00	On Street 2	10.00	18.00	10	18	28	0.6
	Zone 32 Subtotal					10	18	28	0.6
33	On Street #3	1.00	On Street 3	8.00	12.00	8	12	20	0.5
	Zone 33 Subtotal					8	12	20	0.5
34	On Street #4	1.00	On Street 4	8.00	12.00	8	12	20	0.5
	Zone 34 Subtotal					8	12	20	0.5
35	On Street 5	1.00	On Street 5	12.00	19.00	12	19	31	0.7
	Zone 35 Subtotal					12	19	31	0.7
36	On Street 6	1.00	On Street 6	12.00	19.00	12	19	31	0.7

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					12	19	31	0.7
37	On Street 7	1.00	On Street 7	12.00	19.00	12	19	31	0.7
	Zone 37 Subtotal					12	19	31	0.7
38	On Street 8	1.00	OS Pkg 8	22.00	33.00	22	33	55	1.3
	Zone 38 Subtotal					22	33	55	1.3
39	On Street 9	1.00	On Street 9	33.00	41.00	33	41	74	1.7
	Zone 39 Subtotal					33	41	74	1.7
40	On Street 10	1.00	On Street 10	36.00	46.00	36	46	82	1.9
	Zone 40 Subtotal					36	46	82	1.9
41	OS #11	1.00	On Street 11	51.00	64.00	51	64	115	2.6
	Zone 41 Subtotal					51	64	115	2.6
42	On Street #1	1.00	On Street 12	14.00	18.00	14	18	32	0.7
	Zone 42 Subtotal					14	18	32	0.7
43	On Street 13	1.00	On Street 13	27.00	33.00	27	33	60	1.4
	Zone 43 Subtotal					27	33	60	1.4
44	On Street 14	1.00	On Street 14	14.00	19.00	14	19	33	0.8
	Zone 44 Subtotal					14	19	33	0.8
45	On Street 15	1.00	On Street 15	3.00	2.00	3	2	5	0.1
	Zone 45 Subtotal					3	2	5	0.1
46	On Street #1	1.00	On Street 16	19.00	25.00	19	25	44	1.0
	Zone 46 Subtotal					19	25	44	1.0
47	On Street 17	1.00	On Street 17	33.00	44.00	33	44	77	1.8
	Zone 47 Subtotal					33	44	77	1.8
48	On Street 18	1.00	On Street 18	3.00	2.00	3	2	5	0.1
	Zone 48 Subtotal					3	2	5	0.1
TOTAL						1694	2654	4348	100.0

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
6	50.0	5.0	35.0	10.0
7	50.0	5.0	35.0	10.0
8	50.0	5.0	35.0	10.0
9	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
32	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
34	50.0	5.0	35.0	10.0
35	50.0	5.0	35.0	10.0
36	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
39	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
43	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Turning Movement Report
Mixed-Use With Retail/Restaurants - PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	85	847	0	0	0	169	0	133	265	1327	2826
Total	0	0	85	847	0	0	0	169	0	133	265	1327	2826
#2 Guasti Rd and Street 2													
Base	0	0	0	126	0	103	80	198	0	0	776	9	1292
Added	854	0	68	0	0	0	0	559	542	33	871	0	2927
Total	854	0	68	126	0	103	80	757	542	33	1647	9	4219
#3 Gausti Road and Guasti Lane													
Base	0	0	0	273	0	80	79	220	0	0	456	18	1126
Added	429	0	271	0	0	0	0	330	84	274	475	0	1863
Total	429	0	271	273	0	80	79	550	84	274	931	18	2989
#4 Turner Ave and Guasti Road													
Base	0	0	92	0	0	0	0	552	0	174	314	1	1133
Added	423	0	520	0	0	0	19	408	79	287	306	0	2042
Total	423	0	612	0	0	0	19	960	79	461	620	1	3175
#5 Guasti Road and Street B													
Base	0	0	0	0	0	195	0	324	0	0	591	24	1134
Added	0	0	13	0	0	0	0	508	118	0	903	0	1542
Total	0	0	13	0	0	195	0	832	118	0	1494	24	2676
#6 Guasti Rd and Street 4													
Base	0	0	0	0	0	69	0	552	0	0	405	18	1044
Added	0	0	27	0	0	0	0	507	103	0	748	0	1385
Total	0	0	27	0	0	69	0	1059	103	0	1153	18	2429
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	149	0	621	0	0	275	40	1085
Added	0	0	2	0	0	0	0	504	30	0	748	0	1284
Total	0	0	2	0	0	149	0	1125	30	0	1023	40	2369
#8 Street 2 and Street A													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	731	0	32	477	66	167	0	0	0	0	24	1497
Total	0	731	0	32	477	66	167	0	0	0	0	24	1497
#9 Street 2 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	659	0	50	403	0	0	0	0	0	0	60	1172
Total	0	659	0	50	403	0	0	0	0	0	0	60	1172

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Street 2 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	596	0	52	352	0	0	0	0	0	0	63	1063
Total	0	596	0	52	352	0	0	0	0	0	0	63	1063
#11 OLD Guasti Rd and Street 2													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	184	79	228	69	53	161	100	0	30	33	245	1182
Total	0	184	79	228	69	53	161	100	0	30	33	245	1182
#12 Street 3 and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	26	0	0	0	0	111	8	8	17	0	170
Total	0	0	26	0	0	0	0	111	8	8	17	0	170
#13 Street 3 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	35	7	1	0	4	0	0	20	30	1	25	0	123
Total	35	7	1	0	4	0	0	20	30	1	25	0	123
#14 Street 3 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	35	24	8	0	23	0	0	22	30	5	28	0	175
Total	35	24	8	0	23	0	0	22	30	5	28	0	175
#15 OLD Guast Rd and Street 3													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	186	41	41	5	40	0	0	224	182	40	116	6	881
Total	186	41	41	5	40	0	0	224	182	40	116	6	881
#16 Guasti Lane and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	229	0	0	181	33	155	0	0	0	0	0	598
Total	0	229	0	0	181	33	155	0	0	0	0	0	598
#17 Guasti Lane and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	196	0	0	156	14	17	0	0	0	0	0	383
Total	0	196	0	0	156	14	17	0	0	0	0	0	383
#18 Guasti Lane and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	170	0	0	137	19	26	0	0	0	0	0	352
Total	0	170	0	0	137	19	26	0	0	0	0	0	352

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JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Guasti Lane and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	141	3	24	112	0	0	0	0	3	0	30	313
Total	0	141	3	24	112	0	0	0	0	3	0	30	313
#20 Guasti Lane and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	42	103	12	41	63	88	183	0	100	88	13	733
Total	0	42	103	12	41	63	88	183	0	100	88	13	733
#21 Street 4 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	25	0	81	19	0	0	0	0	0	0	0	125
Total	0	25	0	81	19	0	0	0	0	0	0	0	125
#22 Pepper Tree Lane and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 OLD Guasti Rd and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	304	0	0	202	0	506
Total	0	0	0	0	0	0	0	304	0	0	202	0	506
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	317	0	0	204	0	0	0	0	0	0	0	521
Total	0	317	0	0	204	0	0	0	0	0	0	0	521
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	204	317	0	0	0	0	0	521
Total	0	0	0	0	0	204	317	0	0	0	0	0	521
#26 OLD Guasti Rd and Street 1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	136	250	4	43	0	0	0	0	79	0	6	518
Total	0	136	250	4	43	0	0	0	0	79	0	6	518
#30 Guasti at Pkg Structure													
Base	0	0	0	0	0	92	0	324	0	0	523	12	951
Added	0	0	47	0	0	0	0	367	154	0	903	0	1471
Total	0	0	47	0	0	92	0	691	154	0	1426	12	2422

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#31 Guasti Lane at Pkg St #5													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	96	287	0	0	214	135	412	0	0	0	0	0	1144
Total	96	287	0	0	214	135	412	0	0	0	0	0	1144
#32 Street 5 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	27	0	0	0	81	0	0	0	0	108
Total	0	0	0	27	0	0	0	81	0	0	0	0	108
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	536	0	0	299	67	408	0	0	0	0	0	1310
Total	0	536	0	0	299	67	408	0	0	0	0	0	1310

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 2 Guasti Rd and Street 2	B	14.5	0.383	D	35.9	0.944	+21.394 D/V
# 3 Gausti Road and Guasti Lane	C	20.2	0.383	D	35.1	0.755	+14.901 D/V
# 4 Turner Ave and Guasti Road	A	9.9	0.288	C	33.3	0.914	+23.411 D/V
# 5 Guasti Road and Street B	B	12.6	0.000	D	31.8	0.000	+19.165 D/V
# 6 Guasti Rd and Street 4	B	10.0	0.000	B	14.8	0.000	+ 4.802 D/V
# 7 Guasti Rd and Street 5	B	10.1	0.000	C	16.2	0.000	+ 6.045 D/V
# 8 Street 2 and Street A		0.0	0.000	D	27.7	0.000	+27.715 D/V
# 9 Street 2 and Street C		0.0	0.000	B	14.4	0.000	+14.389 D/V
# 10 Street 2 and Street D		0.0	0.000	B	13.6	0.000	+13.556 D/V
# 11 OLD Guasti Rd and Street 2		0.0	0.000	C	17.1	0.685	+ 0.685 V/C
# 12 Street 3 and Street B		0.0	0.000	A	9.0	0.000	+ 8.963 D/V
# 13 Street 3 and Street C		0.0	0.000	A	7.1	0.054	+ 0.054 V/C
# 14 Street 3 and Street D		0.0	0.000	A	7.3	0.083	+ 0.083 V/C
# 15 OLD Guast Rd and Street 3		0.0	0.000	C	24.2	0.000	+24.247 D/V
# 16 Guasti Lane and Street B		0.0	0.000	B	13.8	0.000	+13.799 D/V
# 17 Guasti Lane and Street C		0.0	0.000	B	10.9	0.000	+10.903 D/V
# 18 Guasti Lane and Street D		0.0	0.000	B	10.6	0.000	+10.637 D/V
# 20 Guasti Lane and Old Guasti Roa		0.0	0.000	B	10.0	0.405	+ 0.405 V/C
# 21 Street 4 and Street E		0.0	0.000	A	7.4	0.000	+ 7.375 D/V
# 23 OLD Guasti Rd and Street 4		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	B	11.3	0.000	+11.338 D/V
# 26 OLD Guasti Rd and Street 1		0.0	0.000	B	11.2	0.000	+11.152 D/V
# 30 Guasti at Pkg Structure	B	10.8	0.000	C	18.9	0.000	+ 8.160 D/V

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 31 Guasti Lane at Pkg St #5		0.0	0.000	D	34.0	0.000	+33.955 D/V
# 32 Street 5 and Street E		0.0	0.000	A	9.0	0.000	+ 9.033 D/V
# 33 Turner at Pkg Structure		0.0	0.000	D	30.7	0.000	+30.740 D/V

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JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
Initial Bse:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800		
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Lanes:	2.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.98	0.02				
Final Sat.:	3240	1800	0	1625	0	1530	1625	3420	0	1710	3374	39				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.05	0.06	0.00	0.00	0.24	0.24				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.14	0.77	0.00	0.00	0.63	0.63				
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.33	0.38	0.08	0.00	0.00	0.38	0.38				
Delay/Veh:	0.0	0.0	0.0	34.4	0.0	33.9	40.5	2.9	0.0	0.0	9.1	9.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	34.4	0.0	33.9	40.5	2.9	0.0	0.0	9.1	9.1				
HCM2kAvg:	0	0	0	4	0	3	3	1	0	0	6	6				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 117 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
Initial Bse:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
Added Vol:	854	0	68	0	0	0	0	559	542	33	871	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	854	0	68	126	0	103	80	757	542	33	1647	9				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	899	0	72	133	0	108	84	797	571	35	1734	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	899	0	72	133	0	108	84	797	571	35	1734	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	899	0	72	133	0	108	84	797	571	35	1734	9				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.86	1.00	0.85	0.90	1.00	0.85	0.90	0.89	0.89	0.90	0.95	0.95				
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	1.17	0.83	1.00	1.99	0.01				
Final Sat.:	3078	0	1530	1625	0	1530	1625	1867	1337	1625	3398	19				
Capacity Analysis Module:																
Vol/Sat:	0.29	0.00	0.05	0.08	0.00	0.07	0.05	0.43	0.43	0.02	0.51	0.51				
Crit Moves:	****					****	****				****					
Green/Cycle:	0.31	0.00	0.14	0.24	0.00	0.08	0.05	0.57	0.57	0.03	0.54	0.54				
Volume/Cap:	0.94	0.00	0.33	0.33	0.00	0.94	0.94	0.75	0.75	0.75	0.94	0.94				
Delay/Veh:	50.9	0.0	39.7	31.6	0.0	112.2	123.7	18.2	18.2	98.4	32.1	32.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	50.9	0.0	39.7	31.6	0.0	112.2	123.7	18.2	18.2	98.4	32.1	32.1				
HCM2kAvg:	19	0	2	4	0	6	5	17	17	3	30	30				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 14 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	273	0	80	79	220	0	0	456	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	0	0	273	0	80	79	220	0	0	456	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	287	0	84	83	232	0	0	480	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	287	0	84	83	232	0	0	480	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	287	0	84	83	232	0	0	480	19				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.92	0.08				
Final Sat.:	1710	1800	0	1625	0	1530	1625	3420	0	1710	3270	129				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.05	0.07	0.00	0.00	0.15	0.15				
Crit Moves:				****			****					****				
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.13	0.52	0.00	0.00	0.38	0.38				
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.12	0.38	0.13	0.00	0.00	0.38	0.38				
Delay/Veh:	0.0	0.0	0.0	17.9	0.0	15.4	40.7	12.5	0.0	0.0	22.4	22.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	17.9	0.0	15.4	40.7	12.5	0.0	0.0	22.4	22.4				
HCM2kAvg:	0	0	0	6	0	1	3	2	0	0	6	6				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 34 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	273	0	80	79	220	0	0	456	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	0	0	273	0	80	79	220	0	0	456	18				
Added Vol:	429	0	271	0	0	0	0	330	84	274	475	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	429	0	271	273	0	80	79	550	84	274	931	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	452	0	285	287	0	84	83	579	88	288	980	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	452	0	285	287	0	84	83	579	88	288	980	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	452	0	285	287	0	84	83	579	88	288	980	19				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.93	0.93	0.90	0.95	0.95				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.74	0.26	1.00	1.96	0.04				
Final Sat.:	1625	0	1530	1625	0	1530	1625	2908	444	1625	3345	65				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.00	0.19	0.18	0.00	0.06	0.05	0.20	0.20	0.18	0.29	0.29				
Crit Moves:			****	****				****		****						
Green/Cycle:	0.40	0.00	0.25	0.23	0.00	0.08	0.07	0.26	0.26	0.24	0.42	0.42				
Volume/Cap:	0.69	0.00	0.76	0.76	0.00	0.69	0.69	0.76	0.76	0.76	0.69	0.69				
Delay/Veh:	28.0	0.0	43.3	44.0	0.0	60.6	60.8	37.6	37.6	43.9	24.8	24.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	28.0	0.0	43.3	44.0	0.0	60.6	60.8	37.6	37.6	43.9	24.8	24.8				
HCM2kAvg:	13	0	10	10	0	4	4	11	11	10	13	13				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 12 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	92		0	0	0		0	552	0		174	314		1
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	0	92		0	0	0		0	552	0		174	314		1
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	0	0	97		0	0	0		0	581	0		183	331		1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	97		0	0	0		0	581	0		183	331		1
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	97		0	0	0		0	581	0		183	331		1
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800		1800
Adjustment:	0.95	1.00	0.85		0.95	1.00	1.00		0.95	0.95	0.95		0.90	0.95		0.95
Lanes:	1.00	0.00	1.00		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.99		0.01
Final Sat.:	1710	0	1530		1710	1800	0		1710	3420	0		1625	3409		11
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.06		0.00	0.00	0.00		0.00	0.17	0.00		0.11	0.10		0.10
Crit Moves:	****									****			****			
Green/Cycle:	0.00	0.00	0.39		0.00	0.00	0.00		0.00	0.59	0.00		0.39	0.98		0.98
Volume/Cap:	0.00	0.00	0.16		0.00	0.00	0.00		0.00	0.29	0.00		0.29	0.10		0.10
Delay/Veh:	0.0	0.0	19.9		0.0	0.0	0.0		0.0	10.3	0.0		21.2	0.0		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0	19.9		0.0	0.0	0.0		0.0	10.3	0.0		21.2	0.0		0.0
HCM2kAvg:	0	0	2		0	0	0		0	4	0		4	0		0

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 2 (Y+R = 4 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	92		0	0	0		0	552	0		174	314		1
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	0	92		0	0	0		0	552	0		174	314		1
Added Vol:	423	0	520		0	0	0		19	408	79		287	306		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	423	0	612		0	0	0		19	960	79		461	620		1
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	445	0	644		0	0	0		20	1011	83		485	653		1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	445	0	644		0	0	0		20	1011	83		485	653		1
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	445	0	644		0	0	0		20	1011	83		485	653		1
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800		1800
Adjustment:	0.90	1.00	0.85		0.95	1.00	1.00		0.90	0.94	0.94		0.90	0.95		0.95
Lanes:	1.00	0.00	1.00		1.00	1.00	0.00		1.00	1.85	0.15		1.00	1.99		0.01
Final Sat.:	1625	0	1530		1710	1800	0		1625	3125	257		1625	3414		6
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.42		0.00	0.00	0.00		0.01	0.32	0.32		0.30	0.19		0.19
Crit Moves:	****									****			****			
Green/Cycle:	0.30	0.00	0.63		0.00	0.00	0.00		0.04	0.35	0.35		0.33	0.64		0.64
Volume/Cap:	0.91	0.00	0.67		0.00	0.00	0.00		0.30	0.91	0.91		0.91	0.30		0.30
Delay/Veh:	55.6	0.0	13.9		0.0	0.0	0.0		49.0	41.7	41.7		52.8	8.1		8.1
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	55.6	0.0	13.9		0.0	0.0	0.0		49.0	41.7	41.7		52.8	8.1		8.1
HCM2kAvg:	18	0	14		0	0	0		1	20	20		19	4		4

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	195	0	324	0	0	591	24			
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	1.00			
Initial Bse:	0	0	0	0	0	195	0	324	0	0	591	24				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	205	0	341	0	0	622	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	205	0	341	0	0	622	25				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	678	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	678	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[31.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	195	0	324	0	0	591	24			
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	1.00			
Initial Bse:	0	0	0	0	0	195	0	324	0	0	591	24				
Added Vol:	0	0	13	0	0	0	0	508	118	0	903	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	13	0	0	195	0	832	118	0	1494	24				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	14	0	0	205	0	876	124	0	1573	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	14	0	0	205	0	876	124	0	1573	25				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	500	xxxx	xxxx	799	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	522	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	522	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.62	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	3.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	12.1	xxxxx	xxxx	31.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	D	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	12.1			31.8			xxxxxx			xxxxxx						
ApproachLOS:	B			D			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	69	0	552	0	0	405	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	0	0	0	0	69	0	552	0	0	405	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	73	0	581	0	0	426	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	73	0	581	0	0	426	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	223	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	69	0	552	0	0	405	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	0	0	0	0	69	0	552	0	0	405	18
Added Vol:	0	0	27	0	0	0	0	507	103	0	748	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	27	0	0	69	0	1059	103	0	1153	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	28	0	0	73	0	1115	108	0	1214	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	28	0	0	73	0	1115	108	0	1214	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	612	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	441	xxxx	xxxx	438	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	441	xxxx	xxxx	438	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	13.7	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.7			14.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	149	0	621	0	0	275	40
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	0	0	0	0	149	0	621	0	0	275	40
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	157	0	654	0	0	289	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	157	0	654	0	0	289	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	166	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	856	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	856	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[16.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	149	0	621	0	0	275	40
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	0	0	0	0	149	0	621	0	0	275	40
Added Vol:	0	0	2	0	0	0	0	504	30	0	748	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	149	0	1125	30	0	1023	40
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	2	0	0	157	0	1184	32	0	1077	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	0	0	157	0	1184	32	0	1077	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	608	xxxx	xxxx	559	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	444	xxxx	xxxx	477	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	444	xxxx	xxxx	477	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	16.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2			16.2			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #8 Street 2 and Street A

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	1	0	0	1 0	1	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #8 Street 2 and Street A

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: D[27.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	1	0	0	1 0	1	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	731	0	32	477	66	167	0	0	0	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	0	32	477	66	167	0	0	0	0	0	0	0	0	24
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	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	769	0	34	502	69	176	0	0	0	0	0	0	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	769	0	34	502	69	176	0	0	0	0	0	0	0	0	25
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2				
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	769	xxxx	xxxxx	1386	xxxx	xxxxx	xxxx	xxxx	769				
Potent Cap.:	xxxx	xxxx	xxxxx	854	xxxx	xxxxx	122	xxxx	xxxxx	xxxx	xxxx	404				
Move Cap.:	xxxx	xxxx	xxxxx	854	xxxx	xxxxx	111	xxxx	xxxxx	xxxx	xxxx	404				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	0	xxxxx	0	0	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.53	xxxx	xxxx	xxxx	xxxx	0.06				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	0.2				
Stopped Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	27.7	xxxx	xxxxx	xxxxx	xxxx	14.5				
LOS by Move:	*	*	*	A	*	*	D	*	*	*	*	B				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			27.7			14.5						
ApproachLOS:	*			*			D			B						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #9 Street 2 and Street C

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #9 Street 2 and Street C

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	659	0	50	403	0	0	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	659	0	50	403	0	0	0	0	0	0	60
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	694	0	53	424	0	0	0	0	0	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	694	0	53	424	0	0	0	0	0	0	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	694
Potent Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446
Move Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.4		
ApproachLOS:	*			*			*			B		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #10 Street 2 and Street D

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	1 0 1	0	0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #10 Street 2 and Street D

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[13.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	1 0 1	0	0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	596	0	52	352	0	0	0	0	0	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	596	0	52	352	0	0	0	0	0	0	63
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	627	0	55	371	0	0	0	0	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	627	0	55	371	0	0	0	0	0	0	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	627	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627
Potent Cap.:	xxxx	xxxx	xxxxx	964	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	487
Move Cap.:	xxxx	xxxx	xxxxx	964	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	487
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	0	0	1!	0	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	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		
Initial Bse:	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		
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		
PHF Volume:	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		
Reduced Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PCE 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		
MLF 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		
Final Vol.:	0	0	0			0	0	0			0	0	0			0	0	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Final Sat.:	0	0	0			0	0	0			0	0	0			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Crit Moves:																				
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay 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		
AdjDel/Veh:	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:																				
ApproachDel:	0.0					0.0					0.0					0.0				
Delay Adj:	0.00					0.00					0.00					0.00				
ApprAdjDel:	0.0					0.0					0.0					0.0				
LOS by Appr:																				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	0	0	1!	0	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	0	184	79			228	69	53			161	100	0			30	33	245		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	184	79			228	69	53			161	100	0			30	33	245		
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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	194	83			240	73	56			169	105	0			32	35	258		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	194	83			240	73	56			169	105	0			32	35	258		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	0	194	83			240	73	56			169	105	0			32	35	258		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.70	0.30			0.65	0.20	0.15			0.62	0.38	0.00			0.10	0.11	0.79		
Final Sat.:	0	362	155			351	106	81			306	190	0			54	59	437		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.54	0.54			0.68	0.68	0.68			0.55	0.55	xxxx			0.59	0.59	0.59		
Crit Moves:			****				****				****					****				
Delay/Veh:	0.0	15.2	15.2			20.2	20.2	20.2			16.3	16.3	0.0			15.9	15.9	15.9		
Delay 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		
AdjDel/Veh:	0.0	15.2	15.2			20.2	20.2	20.2			16.3	16.3	0.0			15.9	15.9	15.9		
LOS by Move:	*	C	C			C	C	C			C	C	*			C	C	C		
ApproachDel:	15.2					20.2					16.3					15.9				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	15.2					20.2					16.3					15.9				
LOS by Appr:	C					C					C					C				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #12 Street 3 and Street B

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #12 Street 3 and Street B

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	26	0	0	0	0	0	111	8	8	17	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	26	0	0	0	0	0	111	8	8	17	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	27	0	0	0	0	0	117	8	8	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	27	0	0	0	0	0	117	8	8	18	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	121	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	936	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	936	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	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		
Initial Bse:	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		
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		
PHF Volume:	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		
Reduced Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PCE 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		
MLF 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		
Final Vol.:	0	0	0			0	0	0			0	0	0			0	0	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Final Sat.:	0	0	0			0	0	0			0	0	0			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Crit Moves:																				
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay 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		
AdjDel/Veh:	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:																				
ApproachDel:	0.0					0.0					0.0					0.0				
Delay Adj:	0.00					0.00					0.00					0.00				
ApprAdjDel:	0.0					0.0					0.0					0.0				
LOS by Appr:																				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.054
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	35	7	1			0	4	0			0	20	30			1	25	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	35	7	1			0	4	0			0	20	30			1	25	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	37	7	1			0	4	0			0	21	32			1	26	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	37	7	1			0	4	0			0	21	32			1	26	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	37	7	1			0	4	0			0	21	32			1	26	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.82	0.16	0.02			0.00	1.00	0.00			0.00	0.40	0.60			0.04	0.96	0.00		
Final Sat.:	685	137	20			0	861	0			0	387	581			34	842	0		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.05	0.05			xxxx	0.00	xxxx			xxxx	0.05	0.05			0.03	0.03	xxxx		
Crit Moves:			****				****					****				****				
Delay/Veh:	7.4	7.4	7.4			0.0	7.1	0.0			0.0	6.9	6.9			7.2	7.2	0.0		
Delay 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		
AdjDel/Veh:	7.4	7.4	7.4			0.0	7.1	0.0			0.0	6.9	6.9			7.2	7.2	0.0		
LOS by Move:	A	A	A			*	A	*			*	A	A			A	A	*		
ApproachDel:	7.4					7.1					6.9					7.2				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	7.4					7.1					6.9					7.2				
LOS by Appr:	A					A					A					A				

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.083
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	35	24	8	0	23	0	0	22	30	5	28	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	35	24	8	0	23	0	0	22	30	5	28	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	37	25	8	0	24	0	0	23	32	5	29	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	37	25	8	0	24	0	0	23	32	5	29	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	37	25	8	0	24	0	0	23	32	5	29	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.52	0.36	0.12	0.00	1.00	0.00	0.00	0.42	0.58	0.15	0.85	0.00				
Final Sat.:	446	306	102	0	849	0	0	393	535	128	715	0				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08	xxxx	0.03	xxxx	xxxx	0.06	0.06	0.04	0.04	xxxx				
Crit Moves:			****		****				****		****					
Delay/Veh:	7.5	7.5	7.5	0.0	7.3	0.0	0.0	7.0	7.0	7.4	7.4	0.0				
Delay 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				
AdjDel/Veh:	7.5	7.5	7.5	0.0	7.3	0.0	0.0	7.0	7.0	7.4	7.4	0.0				
LOS by Move:	A	A	A	*	A	*	*	A	A	A	A	*				
ApproachDel:	7.5				7.3			7.0			7.4					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	7.5				7.3			7.0			7.4					
LOS by Appr:	A				A			A			A					

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #15 OLD Guast Rd and Street 3

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

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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #15 OLD Guast Rd and Street 3

Average Delay (sec/veh): 17.0 Worst Case Level Of Service: C[24.2]

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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	186	41	41	5	40	0	0	224	182	40	116	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	186	41	41	5	40	0	0	224	182	40	116	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	196	43	43	5	42	0	0	236	192	42	122	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	196	43	43	5	42	0	0	236	192	42	122	6				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	42	xxxx	xxxxx	86	xxxx	xxxxx	xxxx	531	42	723	509	65				
Potent Cap.:	1580	xxxx	xxxxx	1523	xxxx	xxxxx	xxxx	457	1034	344	470	1005				
Move Cap.:	1580	xxxx	xxxxx	1523	xxxx	xxxxx	xxxx	392	1034	132	403	1005				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	450	xxxxx	222	460	xxxxx				
Volume/Cap:	0.12	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.52	0.19	0.19	0.27	0.01				
Level Of Service Module:																
Queue:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	7.6	xxxx	xxxxx	7.4	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	xxxx	602	xxxx	370	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	5.8	xxxxx	2.3	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	24.2	xxxxx	22.8	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	C	*	C	*				
ApproachDel:	xxxxxx			xxxxxx			24.2			22.8						
ApproachLOS:	*			*			C			C						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #16 Guasti Lane and Street B

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #16 Guasti Lane and Street B

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[13.8]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	229	0	0	181	33	155	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	229	0	0	181	33	155	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	241	0	0	191	35	163	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
Final Vol.:	0	241	0	0	191	35	163	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				13.8				xxxxxx			
ApproachLOS:	*				*				B				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #17 Guasti Lane and Street C

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #17 Guasti Lane and Street C

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.9]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	196	0	0	0	156	14	17	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	0	0	0	156	14	17	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	206	0	0	0	164	15	18	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
Final Vol.:	0	206	0	0	0	164	15	18	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	628	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	628	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				10.9				xxxxxx			
ApproachLOS:	*				*				B				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #18 Guasti Lane and Street D

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #18 Guasti Lane and Street D

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.6]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	170	0	0	137	19	26	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	0	0	137	19	26	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	179	0	0	144	20	27	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
Final Vol.:	0	179	0	0	144	20	27	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				10.6				xxxxxx			
ApproachLOS:	*				*				B				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	42	103	12	41	63	88	183	0	100	88	13	0	42	103	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	42	103	12	41	63	88	183	0	100	88	13	0	42	103	12
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	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	44	108	13	43	66	93	193	0	105	93	14	0	44	108	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	108	13	43	66	93	193	0	105	93	14	0	44	108	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	44	108	13	43	66	93	193	0	105	93	14	0	44	108	13
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.29	0.71	0.10	0.35	0.55	0.32	0.68	0.00	0.50	0.44	0.06	0.00	0.29	0.71	0.10
Final Sat.:	0	197	484	68	232	356	229	475	0	341	300	44	0	197	484	68
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.22	0.22	0.19	0.19	0.19	0.41	0.41	xxxx	0.31	0.31	0.31	xxxx	0.22	0.22	0.19
Crit Moves:		****		****			****					****		****		
Delay/Veh:	0.0	9.1	9.1	9.0	9.0	9.0	11.0	11.0	0.0	10.0	10.0	10.0	0.0	9.1	9.1	9.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	9.1	9.0	9.0	9.0	11.0	11.0	0.0	10.0	10.0	10.0	0.0	9.1	9.1	9.0
LOS by Move:	*	A	A	A	A	A	B	B	*	B	B	B	*	A	A	A
ApproachDel:	9.1				9.0				11.0				10.0			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.1				9.0				11.0				10.0			
LOS by Appr:	A				A				B				B			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #21 Street 4 and Street E

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

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 1	0	0 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #21 Street 4 and Street E

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[7.4]

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 1	0	0 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	25	0	81	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	0	81	19	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	26	0	85	20	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	26	0	85	20	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	26	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	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	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	1	0	0	0	1	0	0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	1	0	0	0	1	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	304	0	0	0	202	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	304	0	0	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	320	0	0	0	213	0	0	0
Reduct Vol:	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	320	0	0	0	213	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #25 Turner and Old Guasti Road

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

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	1	0 0	0	0	0 1!	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.3]

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	1	0 0	0	0	0 1!	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	204	317	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	204	317	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	215	334	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	215	334	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #26 OLD Guasti Rd and Street 1

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

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #26 OLD Guasti Rd and Street 1

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	136	250	4	43	0	0	0	0	0	0	0	79	0	6	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	136	250	4	43	0	0	0	0	0	0	0	79	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	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	143	263	4	45	0	0	0	0	0	0	0	83	0	6	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	143	263	4	45	0	0	0	0	0	0	0	83	0	6	
Critical Gap Module:																
Critical Gp:	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:																
Cnflict Vol:	xxxx	xxxx	xxxxx	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	275				
Potent Cap.:	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	xxxx	769				
Move Cap.:	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx	769				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	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	8.1	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	0	xxxxx	xxxx	675	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2						
ApproachLOS:	*			*			*			B						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	92	0	324	0	0	523	12				
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	0	0	0	0	92	0	324	0	0	523	12				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	97	0	341	0	0	551	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	97	0	341	0	0	551	13				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	282	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[18.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	92	0	324	0	0	523	12				
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	0	0	0	0	92	0	324	0	0	523	12				
Added Vol:	0	0	47	0	0	0	0	367	154	0	903	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	47	0	0	92	0	691	154	0	1426	12				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	49	0	0	97	0	727	162	0	1501	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	49	0	0	97	0	727	162	0	1501	13				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	445	xxxx	xxxx	757	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	566	xxxx	xxxx	355	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	566	xxxx	xxxx	355	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	0	0	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	1.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	12.0	xxxxx	xxxx	18.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	C	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	12.0			18.9			xxxxxx			xxxxxx						
ApproachLOS:	B			C			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #31 Guasti Lane at Pkg St #5

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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	
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #31 Guasti Lane at Pkg St #5

Average Delay (sec/veh): 12.9 Worst Case Level Of Service: D[34.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	96	287	0	0	214	135	412	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	287	0	0	214	135	412	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	302	0	0	225	142	434	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
Final Vol.:	101	302	0	0	225	142	434	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	801	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	538	0	xxxxx	0	0	xxxxx				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.81	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*				
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	0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				34.0				xxxxxx			
ApproachLOS:	*				*				D				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #32 Street 5 and Street E

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 0	0	0	1	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
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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #32 Street 5 and Street E

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 0	0	0	1	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
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	27	0	0	0	81	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	0	0	81	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	28	0	0	0	85	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
Final Vol.:	0	0	0	28	0	0	0	85	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	85	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	921	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	921	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	9.0	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	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #33 Turner at Pkg Structure

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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	
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
PM Peak Hour

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

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: D[30.7]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	536	0	0	299	67	408	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	0	0	299	67	408	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	564	0	0	315	71	429	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
Final Vol.:	0	564	0	0	315	71	429	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	306	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	306	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	552	0	xxxxx	0	0	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.78	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*				
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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			30.7			xxxxxx						
ApproachLOS:	*			*			D			*						

APPENDIX C
Level-of-Service Worksheets
Alternative 2 Conditions

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Scenario Report

Scenario:	AM- Townhomes
Command:	AM - Townhomes
Volume:	AM
Geometry:	Alternative 2
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Townhomes - AM
Trip Distribution:	ALL
Paths:	Default Paths
Routes:	Default Routes
Configuration:	AM - Townhomes

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Trip Generation Report

Forecast for Mixed-Use With Townhomes - AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	329.00	177.00	329	177	506	17.6
	Zone 1 Subtotal					329	177	506	17.6
2	Parking Stru	1.00	Parking Struct	236.00	195.00	236	195	431	15.0
	Zone 2 Subtotal					236	195	431	15.0
3	Parking Stru	1.00	Parking Struct	259.00	41.00	259	41	300	10.5
	Zone 3 Subtotal					259	41	300	10.5
4	Parking Stru	1.00	Parking Struct	429.00	93.00	429	93	522	18.2
	Zone 4 Subtotal					429	93	522	18.2
5	Parking Stru	1.00	Parking Struct	422.00	82.00	422	82	504	17.6
	Zone 5 Subtotal					422	82	504	17.6
6	Surface Lot	1.00	Surface Lot 1	4.00	3.00	4	3	7	0.2
	Zone 6 Subtotal					4	3	7	0.2
7	Surface Lot	1.00	Surface Lot 2	10.00	9.00	10	9	19	0.7
	Zone 7 Subtotal					10	9	19	0.7
8	Surface Lot	1.00	Surface Lot 3	27.00	24.00	27	24	51	1.8
	Zone 8 Subtotal					27	24	51	1.8
9	Surface Lot	1.00	Surface Lot 4	3.00	3.00	3	3	6	0.2
	Zone 9 Subtotal					3	3	6	0.2
31	On Street #1	1.00	On Street 1	21.00	8.00	21	8	29	1.0
	Zone 31 Subtotal					21	8	29	1.0
32	On Street #2	1.00	On Street 2	21.00	8.00	21	8	29	1.0
	Zone 32 Subtotal					21	8	29	1.0
33	On Street #3	1.00	On Street 3	11.00	4.00	11	4	15	0.5
	Zone 33 Subtotal					11	4	15	0.5
34	On Street #4	1.00	On Street 4	12.00	6.00	12	6	18	0.6
	Zone 34 Subtotal					12	6	18	0.6
35	On Street 5	1.00	On Street 5	10.00	6.00	10	6	16	0.6
	Zone 35 Subtotal					10	6	16	0.6
36	On Street 6	1.00	On Street 6	10.00	6.00	10	6	16	0.6

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					10	6	16	0.6
37	On Street 7	1.00	On Street 7	10.00	6.00	10	6	16	0.6
	Zone 37 Subtotal					10	6	16	0.6
38	On Street 8	1.00	OS Pkg 8	22.00	11.00	22	11	33	1.2
	Zone 38 Subtotal					22	11	33	1.2
39	On Street 9	1.00	On Street 9	31.00	14.00	31	14	45	1.6
	Zone 39 Subtotal					31	14	45	1.6
40	On Street 10	1.00	On Street 10	35.00	14.00	35	14	49	1.7
	Zone 40 Subtotal					35	14	49	1.7
41	OS #11	1.00	On Street 11	32.00	25.00	32	25	57	2.0
	Zone 41 Subtotal					32	25	57	2.0
42	On Street #1	1.00	On Street 12	25.00	11.00	25	11	36	1.3
	Zone 42 Subtotal					25	11	36	1.3
43	On Street 13	1.00	On Street 13	48.00	20.00	48	20	68	2.4
	Zone 43 Subtotal					48	20	68	2.4
44	On Street 14	1.00	On Street 14	13.00	7.00	13	7	20	0.7
	Zone 44 Subtotal					13	7	20	0.7
45	On Street 15	1.00	On Street 15	4.00	1.00	4	1	5	0.2
	Zone 45 Subtotal					4	1	5	0.2
46	On Street #1	1.00	On Street 16	19.00	7.00	19	7	26	0.9
	Zone 46 Subtotal					19	7	26	0.9
47	On Street 17	1.00	On Street 17	27.00	12.00	27	12	39	1.4
	Zone 47 Subtotal					27	12	39	1.4
48	On Street 18	1.00	On Street 18	4.00	1.00	4	1	5	0.2
	Zone 48 Subtotal					4	1	5	0.2
TOTAL						2074	794	2868	100.0

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
6	50.0	5.0	35.0	10.0
7	50.0	5.0	35.0	10.0
8	50.0	5.0	35.0	10.0
9	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
32	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
34	50.0	5.0	35.0	10.0
35	50.0	5.0	35.0	10.0
36	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
39	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
43	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Turning Movement Report
Mixed-Use With Townhomes - AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	104	1037	0	0	0	207	0	40	79	397	1864
Total	0	0	104	1037	0	0	0	207	0	40	79	397	1864
#2 Guasti Rd and Street 2													
Base	0	0	0	23	0	19	327	523	0	0	170	38	1100
Added	279	0	20	0	0	0	0	621	727	72	237	0	1956
Total	279	0	20	23	0	19	327	1144	727	72	407	38	3056
#3 Gausti Road and Guasti Lane													
Base	0	0	0	63	0	15	426	109	0	0	290	75	978
Added	173	0	101	0	0	0	0	349	85	257	136	0	1101
Total	173	0	101	63	0	15	426	458	85	257	426	75	2079
#4 Turner Ave and Guasti Road													
Base	0	2	78	12	2	0	0	181	0	62	563	8	908
Added	58	0	127	0	0	0	6	151	116	397	329	0	1184
Total	58	2	205	12	2	0	6	332	116	459	892	8	2092
#5 Guasti Road and Street B													
Base	0	0	0	0	0	36	0	546	0	0	171	100	853
Added	0	0	8	0	0	0	0	538	103	0	309	0	958
Total	0	0	8	0	0	36	0	1084	103	0	480	100	1811
#6 Guasti Rd and Street 4													
Base	0	0	0	0	0	13	0	345	0	0	353	75	786
Added	0	0	8	0	0	0	0	310	150	0	393	0	861
Total	0	0	8	0	0	13	0	655	150	0	746	75	1647
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	28	0	195	0	0	400	163	786
Added	0	0	1	0	0	0	0	272	46	0	393	0	712
Total	0	0	1	0	0	28	0	467	46	0	793	163	1498
#8 Street 2 and Street A													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	233	0	18	593	189	51	0	0	0	0	16	1100
Total	0	233	0	18	593	189	51	0	0	0	0	16	1100
#9 Street 2 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	203	0	38	548	0	0	0	0	0	0	23	812
Total	0	203	0	38	548	0	0	0	0	0	0	23	812

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Street 2 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	180	0	40	508	0	0	0	0	0	0	23	751
Total	0	180	0	40	508	0	0	0	0	0	0	23	751
#11 OLD Guasti Rd and Street 2													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	29	12	141	181	180	40	25	0	78	112	112	910
Total	0	29	12	141	181	180	40	25	0	78	112	112	910
#12 Street 3 and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	8	0	0	0	0	97	7	7	9	0	128
Total	0	0	8	0	0	0	0	97	7	7	9	0	128
#13 Street 3 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	15	2	0	0	4	0	0	19	19	1	8	0	68
Total	15	2	0	0	4	0	0	19	19	1	8	0	68
#14 Street 3 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	15	11	2	0	13	0	0	21	19	4	8	0	93
Total	15	11	2	0	13	0	0	21	19	4	8	0	93
#15 OLD Guast Rd and Street 3													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	88	20	20	3	24	0	0	65	106	24	213	3	566
Total	88	20	20	3	24	0	0	65	106	24	213	3	566
#16 Guasti Lane and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	96	0	0	193	24	101	0	0	0	0	0	414
Total	0	96	0	0	193	24	101	0	0	0	0	0	414
#17 Guasti Lane and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	83	0	0	158	13	6	0	0	0	0	0	260
Total	0	83	0	0	158	13	6	0	0	0	0	0	260
#18 Guasti Lane and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	75	0	0	140	18	8	0	0	0	0	0	241
Total	0	75	0	0	140	18	8	0	0	0	0	0	241

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Guasti Lane and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	57	5	43	97	0	0	0	0	2	0	18	222
Total	0	57	5	43	97	0	0	0	0	2	0	18	222
#20 Guasti Lane and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	20	48	9	24	66	32	50	0	59	174	10	492
Total	0	20	48	9	24	66	32	50	0	59	174	10	492
#21 Street 4 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	127	19	0	0	0	0	0	0	0	153
Total	0	7	0	127	19	0	0	0	0	0	0	0	153
#22 Pepper Tree Lane and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 OLD Guasti Rd and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	106	0	0	248	0	354
Total	0	0	0	0	0	0	0	106	0	0	248	0	354
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	103	0	0	259	0	0	0	0	0	0	0	362
Total	0	103	0	0	259	0	0	0	0	0	0	0	362
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	259	103	0	0	0	0	0	362
Total	0	0	0	0	0	259	103	0	0	0	0	0	362
#26 OLD Guasti Rd and Street 1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	33	60	7	151	0	0	0	0	278	0	3	532
Total	0	33	60	7	151	0	0	0	0	278	0	3	532
#30 Guasti at Pkg Structure													
Base	0	0	0	0	0	17	0	546	0	0	255	50	868
Added	0	0	18	0	0	0	0	415	132	0	309	0	874
Total	0	0	18	0	0	17	0	961	132	0	564	50	1742

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#31 Guasti Lane at Pkg St #5													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	82	116	0	0	217	115	159	0	0	0	0	0	689
Total	82	116	0	0	217	115	159	0	0	0	0	0	689
#32 Street 5 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	42	0	0	0	127	0	0	0	0	169
Total	0	0	0	42	0	0	0	127	0	0	0	0	169
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	131	0	0	407	106	53	0	0	0	0	0	697
Total	0	131	0	0	407	106	53	0	0	0	0	0	697

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 2 Guasti Rd and Street 2	A	9.4	0.281	C	22.4	0.840	+12.959 D/V
# 3 Gausti Road and Guasti Lane	B	18.9	0.417	C	26.6	0.537	+ 7.776 D/V
# 4 Turner Ave and Guasti Road	B	11.2	0.238	B	18.6	0.576	+ 7.418 D/V
# 5 Guasti Road and Street B	A	9.2	0.000	B	13.5	0.000	+ 4.237 D/V
# 6 Guasti Rd and Street 4	A	9.7	0.000	B	11.4	0.000	+ 1.716 D/V
# 7 Guasti Rd and Street 5	B	10.3	0.000	B	12.4	0.000	+ 2.030 D/V
# 8 Street 2 and Street A		-0.0	0.000	C	18.7	0.000	+18.705 D/V
# 9 Street 2 and Street C		0.0	0.000	A	9.5	0.000	+ 9.460 D/V
# 10 Street 2 and Street D		0.0	0.000	A	9.3	0.000	+ 9.320 D/V
# 11 OLD Guasti Rd and Street 2		0.0	0.000	B	12.5	0.564	+ 0.564 V/C
# 12 Street 3 and Street B		0.0	0.000	A	8.8	0.000	+ 8.807 D/V
# 13 Street 3 and Street C		0.0	0.000	A	7.0	0.041	+ 0.041 V/C
# 14 Street 3 and Street D		0.0	0.000	A	7.1	0.044	+ 0.044 V/C
# 15 OLD Guast Rd and Street 3		0.0	0.000	B	13.4	0.000	+13.383 D/V
# 16 Guasti Lane and Street B		0.0	0.000	B	11.3	0.000	+11.268 D/V
# 17 Guasti Lane and Street C		0.0	0.000	A	10.0	0.000	+ 9.956 D/V
# 18 Guasti Lane and Street D		0.0	0.000	A	9.8	0.000	+ 9.810 D/V
# 20 Guasti Lane and Old Guasti Roa		0.0	0.000	A	8.7	0.323	+ 0.323 V/C
# 21 Street 4 and Street E		0.0	0.000	A	7.4	0.000	+ 7.412 D/V
# 23 OLD Guasti Rd and Street 4		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	A	9.5	0.000	+ 9.547 D/V
# 26 OLD Guasti Rd and Street 1		0.0	0.000	B	12.9	0.000	+12.858 D/V
# 30 Guasti at Pkg Structure	A	0.1	0.000	B	0.1	0.000	+ 0.000 D/V

JA6824 - Guasti Project
Alternative 2 - Townhomes
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 31 Guasti Lane at Pkg St #5		0.0	0.000	C	17.6	0.000	+17.643 D/V
# 32 Street 5 and Street E		0.0	0.000	A	1.1	0.000	-0.060 D/V
# 33 Turner at Pkg Structure		1.0	0.000	B	14.0	0.000	+13.047 D/V

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JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	23	0	19	327	523	0	0	0	170	0	0	0	38
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	19	327	523	0	0	0	170	0	0	0	38
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	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	24	0	20	344	551	0	0	0	179	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	20	344	551	0	0	0	179	0	0	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	24	0	20	344	551	0	0	0	179	0	0	0	40
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	0.95	1.00	0.92	0.92				
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.63	0.37				
Final Sat.:	1800	1800	0	1710	0	1530	1710	3420	0	1800	2720	608				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.20	0.16	0.00	0.00	0.07	0.07				
Crit Moves:				****			****					****				
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.72	0.95	0.00	0.00	0.23	0.23				
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.26	0.28	0.17	0.00	0.00	0.28	0.28				
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	47.5	5.2	0.2	0.0	0.0	31.6	31.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	47.5	5.2	0.2	0.0	0.0	31.6	31.6				
HCM2kAvg:	0	0	0	1	0	1	4	1	0	0	3	3				

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 143 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	23	0	19	327	523	0	0	0	170	0	0	0	38
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	19	327	523	0	0	0	170	0	0	0	38
Added Vol:	279	0	20	0	0	0	0	621	727	72	237	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	279	0	20	23	0	19	327	1144	727	72	407	38				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	294	0	21	24	0	20	344	1204	765	76	428	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	294	0	21	24	0	20	344	1204	765	76	428	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	294	0	21	24	0	20	344	1204	765	76	428	40				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.94	0.94				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.22	0.78	1.00	1.83	0.17				
Final Sat.:	1710	0	1530	1710	0	1530	1710	1970	1252	1710	3087	288				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.01	0.01	0.00	0.01	0.20	0.61	0.61	0.04	0.14	0.14				
Crit Moves:	****					****		****		****						
Green/Cycle:	0.20	0.00	0.11	0.11	0.00	0.02	0.46	0.73	0.73	0.05	0.32	0.32				
Volume/Cap:	0.84	0.00	0.13	0.13	0.00	0.84	0.44	0.84	0.84	0.84	0.44	0.44				
Delay/Veh:	54.7	0.0	40.7	40.3	0.0	163.5	18.5	12.5	12.5	94.2	27.3	27.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	54.7	0.0	40.7	40.3	0.0	163.5	18.5	12.5	12.5	94.2	27.3	27.3				
HCM2kAvg:	12	0	1	1	0	2	8	24	24	5	6	6				

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	63	0	15	426	109	0	0	290	75				
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	0	0	63	0	15	426	109	0	0	290	75				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	66	0	16	448	115	0	0	305	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	66	0	16	448	115	0	0	305	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	66	0	16	448	115	0	0	305	79				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	0.95	1.00	0.92	0.92				
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.59	0.41				
Final Sat.:	1800	1800	0	1710	0	1530	1710	3420	0	1800	2633	681				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.26	0.03	0.00	0.00	0.12	0.12				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.63	0.91	0.00	0.00	0.28	0.28				
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.11	0.42	0.04	0.00	0.00	0.42	0.42				
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	41.9	9.6	0.5	0.0	0.0	29.8	29.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	44.6	0.0	41.9	9.6	0.5	0.0	0.0	29.8	29.8				
HCM2kAvg:	0	0	0	3	0	1	7	0	0	0	5	5				

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	63	0	15	426	109	0	0	290	75				
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	0	0	63	0	15	426	109	0	0	290	75				
Added Vol:	173	0	101	0	0	0	0	349	85	257	136	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	173	0	101	63	0	15	426	458	85	257	426	75				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	182	0	106	66	0	16	448	482	89	271	448	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	182	0	106	66	0	16	448	482	89	271	448	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	182	0	106	66	0	16	448	482	89	271	448	79				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.93	0.93				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.69	0.31	1.00	1.70	0.30				
Final Sat.:	1710	0	1530	1710	0	1530	1710	2815	523	1710	2844	501				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.07	0.04	0.00	0.01	0.26	0.17	0.17	0.16	0.16	0.16				
Crit Moves:	****					****	****				****					
Green/Cycle:	0.20	0.00	0.14	0.08	0.00	0.02	0.49	0.41	0.41	0.38	0.29	0.29				
Volume/Cap:	0.54	0.00	0.50	0.50	0.00	0.54	0.54	0.42	0.42	0.42	0.54	0.54				
Delay/Veh:	37.7	0.0	41.6	47.1	0.0	66.8	18.4	21.5	21.5	23.6	30.2	30.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.7	0.0	41.6	47.1	0.0	66.8	18.4	21.5	21.5	23.6	30.2	30.2				
HCM2kAvg:	6	0	4	3	0	1	10	6	6	7	7	7				

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.238
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	2	78	12	2	0	0	181	0	62	563	8				
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	2	78	12	2	0	0	181	0	62	563	8				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	2	82	13	2	0	0	191	0	65	593	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2	82	13	2	0	0	191	0	65	593	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	2	82	13	2	0	0	191	0	65	593	8				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	1.00	0.85	0.85	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95				
Lanes:	1.00	0.02	0.98	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.97	0.03				
Final Sat.:	1800	38	1499	1710	1800	0	1800	3420	0	1710	3365	48				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05	0.01	0.00	0.00	0.00	0.06	0.00	0.04	0.18	0.18				
Crit Moves:		****		****			****				****					
Green/Cycle:	0.00	0.23	0.23	0.03	0.26	0.00	0.00	0.44	0.00	0.30	0.74	0.74				
Volume/Cap:	0.00	0.24	0.24	0.24	0.00	0.00	0.00	0.13	0.00	0.13	0.24	0.24				
Delay/Veh:	0.0	31.7	31.7	49.6	27.3	0.0	0.0	16.7	0.0	25.5	4.2	4.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	31.7	31.7	49.6	27.3	0.0	0.0	16.7	0.0	25.5	4.2	4.2				
HCM2kAvg:	0	2	2	1	0	0	0	2	0	2	3	3				

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	2	78	12	2	0	0	181	0	62	563	8				
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	2	78	12	2	0	0	181	0	62	563	8				
Added Vol:	58	0	127	0	0	0	6	151	116	397	329	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	58	2	205	12	2	0	6	332	116	459	892	8				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	61	2	216	13	2	0	6	349	122	483	939	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	61	2	216	13	2	0	6	349	122	483	939	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	61	2	216	13	2	0	6	349	122	483	939	8				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.85	0.85	0.95	1.00	1.00	0.95	0.91	0.91	0.95	0.95	0.95				
Lanes:	1.00	0.01	0.99	1.00	1.00	0.00	1.00	1.48	0.52	1.00	1.98	0.02				
Final Sat.:	1710	15	1519	1710	1800	0	1710	2436	851	1710	3386	30				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.14	0.01	0.00	0.00	0.00	0.14	0.14	0.28	0.28	0.28				
Crit Moves:		****		****				****		****						
Green/Cycle:	0.25	0.25	0.25	0.01	0.01	0.00	0.01	0.25	0.25	0.49	0.73	0.73				
Volume/Cap:	0.14	0.58	0.58	0.58	0.14	0.00	0.38	0.58	0.58	0.58	0.38	0.38				
Delay/Veh:	29.2	35.2	35.2	81.5	53.6	0.0	63.1	33.9	33.9	19.0	5.1	5.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	29.2	35.2	35.2	81.5	53.6	0.0	63.1	33.9	33.9	19.0	5.1	5.1				
HCM2kAvg:	2	7	7	1	0	0	1	7	7	11	6	6				

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	36	0	546	0	0	171	100				
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	0	0	0	0	36	0	546	0	0	171	100				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	38	0	575	0	0	180	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	38	0	575	0	0	180	105				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	36	0	546	0	0	171	100				
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	0	0	0	0	36	0	546	0	0	171	100				
Added Vol:	0	0	8	0	0	0	0	538	103	0	309	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	8	0	0	36	0	1084	103	0	480	100				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	8	0	0	38	0	1141	108	0	505	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	8	0	0	38	0	1141	108	0	505	105				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	625	xxxx	xxxx	305	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	433	xxxx	xxxx	697	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	433	xxxx	xxxx	697	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	13.5			10.5			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	13	0	345	0	0	353	75
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	0	0	0	0	13	0	345	0	0	353	75
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	14	0	363	0	0	372	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	14	0	363	0	0	372	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	13	0	345	0	0	353	75
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	0	0	0	0	13	0	345	0	0	353	75
Added Vol:	0	0	8	0	0	0	0	310	150	0	393	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	13	0	655	150	0	746	75
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	8	0	0	14	0	689	158	0	785	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	8	0	0	14	0	689	158	0	785	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	424	xxxx	xxxx	432	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	584	xxxx	xxxx	577	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	584	xxxx	xxxx	577	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.3	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3			11.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	28		0	195	0		0	400	163	
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	0	0		0	0	28		0	195	0		0	400	163	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		0	0	29		0	205	0		0	421	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	29		0	205	0		0	421	172	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	296		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	706		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	706		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	0.04		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	B		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				10.3				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	28		0	195	0		0	400	163	
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	0	0		0	0	28		0	195	0		0	400	163	
Added Vol:	0	0	1		0	0	0		0	272	46		0	393	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	1		0	0	28		0	467	46		0	793	163	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	1		0	0	29		0	492	48		0	835	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	1		0	0	29		0	492	48		0	835	172	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	270		xxxx	xxxx	503		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	734		xxxx	xxxx	519		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	734		xxxx	xxxx	519		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.00		xxxx	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.0		xxxxx	xxxx	0.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	9.9		xxxxx	xxxx	12.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	A		*	*	B		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	9.9				12.4				xxxxxx				xxxxxx			
ApproachLOS:	A				B				*				*			

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AM Peak Hour

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

Intersection #8 Street 2 and Street A

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

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	1 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #8 Street 2 and Street A

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.7]

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	1 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	233	0	18	593	189	51	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	233	0	18	593	189	51	0	0	0	0	16
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	245	0	19	624	199	54	0	0	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	245	0	19	624	199	54	0	0	0	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	245	xxxx	xxxxx	1015	xxxx	xxxxx	xxxx	xxxx	245
Potent Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	219	xxxx	xxxxx	xxxx	xxxx	798
Move Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	212	xxxx	xxxxx	xxxx	xxxx	798
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	0	xxxxx	0	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	18.7	xxxx	xxxxx	xxxxx	xxxx	9.6
LOS by Move:	*	*	*	A	*	*	C	*	*	*	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.7			9.6		
ApproachLOS:	*			*			C			A		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Street 2 and Street C

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

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #9 Street 2 and Street C

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.5]

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	203	0	38	548	0	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	0	38	548	0	0	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	214	0	40	577	0	0	0	0	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	214	0	40	577	0	0	0	0	0	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	214	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	214
Potent Cap.:	xxxx	xxxx	xxxxx	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	831
Move Cap.:	xxxx	xxxx	xxxxx	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	831
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
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	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #10 Street 2 and Street D

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

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #10 Street 2 and Street D

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.3]

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	180	0	40	508	0	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	0	40	508	0	0	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	189	0	42	535	0	0	0	0	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	189	0	42	535	0	0	0	0	0	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	189	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	189
Potent Cap.:	xxxx	xxxx	xxxxx	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	858
Move Cap.:	xxxx	xxxx	xxxxx	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	858
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
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	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1	0	1	0 0 1	0	1	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
AdjDel/Veh:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
Delay Adj:	0.00			0.00			0.00			0.00		
ApprAdjDel:	0.0			0.0			0.0			0.0		
LOS by Appr:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1	0	1	0 0 1	0	1	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	29	12	141	181	180	40	25	0	78	112	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	12	141	181	180	40	25	0	78	112	112
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	31	13	148	191	189	42	26	0	82	118	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	13	148	191	189	42	26	0	82	118	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	31	13	148	191	189	42	26	0	82	118	118
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.71	0.29	1.00	0.50	0.50	0.62	0.38	0.00	0.26	0.37	0.37
Final Sat.:	0	426	176	582	338	336	353	221	0	173	248	248
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.07	0.26	0.56	0.56	0.12	0.12	xxxx	0.47	0.47	0.47
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	8.9	8.9	10.8	14.1	14.1	9.5	9.5	0.0	12.4	12.4	12.4
Delay 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
AdjDel/Veh:	0.0	8.9	8.9	10.8	14.1	14.1	9.5	9.5	0.0	12.4	12.4	12.4
LOS by Move:	*	A	A	B	B	B	A	A	*	B	B	B
ApproachDel:	8.9			13.2			9.5			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			13.2			9.5			12.4		
LOS by Appr:	A			B			A			B		

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #12 Street 3 and Street B

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Street 3 and Street B

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[8.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	8	0	0	0	0	0	0	97	7	7	7	9	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	8	0	0	0	0	97	7	7	9	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	8	0	0	0	0	102	7	7	9	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	8	0	0	0	0	102	7	7	9	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx					
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	A				*				*				*			

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.041
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	15	2	0	0	4	0	0	19	19	1	8	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	15	2	0	0	4	0	0	19	19	1	8	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	16	2	0	0	4	0	0	20	20	1	8	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	2	0	0	4	0	0	20	20	1	8	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	16	2	0	0	4	0	0	20	20	1	8	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.88	0.12	0.00	0.00	1.00	0.00	0.00	0.50	0.50	0.11	0.89	0.00				
Final Sat.:	752	100	0	0	887	0	0	490	490	99	793	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.04	0.01	0.01	xxxx				
Crit Moves:		****			****			****		****						
Delay/Veh:	7.3	7.3	0.0	0.0	7.0	0.0	0.0	6.8	6.8	7.0	7.0	0.0				
Delay 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				
AdjDel/Veh:	7.3	7.3	0.0	0.0	7.0	0.0	0.0	6.8	6.8	7.0	7.0	0.0				
LOS by Move:	A	A	*	*	A	*	*	A	A	A	A	*				
ApproachDel:	7.3				7.0			6.8			7.0					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	7.3				7.0			6.8			7.0					
LOS by Appr:	A				A			A			A					

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec):	100	Critical Vol./Cap. (X):	0.044
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	7.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	15	11	2	0	13	0	0	21	19	4	8	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	15	11	2	0	13	0	0	21	19	4	8	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	16	12	2	0	14	0	0	22	20	4	8	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	12	2	0	14	0	0	22	20	4	8	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	16	12	2	0	14	0	0	22	20	4	8	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.54	0.39	0.07	0.00	1.00	0.00	0.00	0.52	0.48	0.33	0.67	0.00				
Final Sat.:	466	342	62	0	880	0	0	503	455	290	580	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03	xxxx	0.02	xxxx	xxxx	0.04	0.04	0.01	0.01	xxxx				
Crit Moves:	****				****				****		****					
Delay/Veh:	7.2	7.2	7.2	0.0	7.1	0.0	0.0	6.9	6.9	7.2	7.2	0.0				
Delay 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				
AdjDel/Veh:	7.2	7.2	7.2	0.0	7.1	0.0	0.0	6.9	6.9	7.2	7.2	0.0				
LOS by Move:	A	A	A	*	A	*	*	A	A	A	A	*				
ApproachDel:	7.2				7.1			6.9			7.2					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	7.2				7.1			6.9			7.2					
LOS by Appr:	A				A			A			A					

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

Intersection #15 OLD Guast Rd and Street 3

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #15 OLD Guast Rd and Street 3

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[13.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	88	20	20	3	24	0	0	65	106	24	213	3				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	88	20	20	3	24	0	0	65	106	24	213	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	93	21	21	3	25	0	0	68	112	25	224	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	93	21	21	3	25	0	0	68	112	25	224	3				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	413	402	124	422	456	xxxxx	xxxx	xxxx	xxxxx	180	xxxx	xxxxx				
Potent Cap.:	553	540	932	546	503	xxxxx	xxxx	xxxx	xxxxx	1408	xxxx	xxxxx				
Move Cap.:	524	530	932	510	494	xxxxx	xxxx	xxxx	xxxxx	1408	xxxx	xxxxx				
Volume/Cap:	0.18	0.04	0.02	0.01	0.05	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	564	xxxxx	496	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.9	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	13.4	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*				
ApproachDel:	13.4			12.7			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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

Intersection #16 Guasti Lane and Street B

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #16 Guasti Lane and Street B

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[11.3]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	96	0	0	193	24	101	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	0	0	193	24	101	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	101	0	0	203	25	106	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
Final Vol.:	0	101	0	0	203	25	106	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	680	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	680	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				11.3				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Intersection #17 Guasti Lane and Street C

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

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 0	1	0	1 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Guasti Lane and Street C

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

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 0	1	0	1 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	83	0	0	158	13	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	0	0	158	13	6	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	87	0	0	166	14	6	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	87	0	0	166	14	6	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	733	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	733	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			A			*		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Guasti Lane and Street D

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

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 0	1	0	1 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Guasti Lane and Street D

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.8]

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 0	1	0	1 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	75	0	0	140	18	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	0	140	18	8	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	79	0	0	147	19	8	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	79	0	0	147	19	8	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	20	48	9	24	66	32	50	0	59	174	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	20	48	9	24	66	32	50	0	59	174	10				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	21	51	9	25	69	34	53	0	62	183	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	21	51	9	25	69	34	53	0	62	183	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	21	51	9	25	69	34	53	0	62	183	11				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.29	0.71	0.09	0.24	0.67	0.39	0.61	0.00	0.24	0.72	0.04				
Final Sat.:	0	226	542	70	187	514	290	453	0	193	568	33				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.09	0.09	0.14	0.14	0.14	0.12	0.12	xxxx	0.32	0.32	0.32				
Crit Moves:		****		****				****			****					
Delay/Veh:	0.0	7.8	7.8	8.0	8.0	8.0	8.2	8.2	0.0	9.4	9.4	9.4				
Delay 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				
AdjDel/Veh:	0.0	7.8	7.8	8.0	8.0	8.0	8.2	8.2	0.0	9.4	9.4	9.4				
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A				
ApproachDel:	7.8				8.0				8.2				9.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	7.8				8.0				8.2				9.4			
LOS by Appr:	A				A				A				A			

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

Intersection #21 Street 4 and Street E

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

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 1	0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Street 4 and Street E

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: A[7.4]

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 1	0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	7	0	127	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	0	127	19	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	7	0	134	20	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	7	0	134	20	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	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	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				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:	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	
Initial Bse:	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	
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	
PHF Volume:	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	
Final Vol.:	0	0	0		0	0	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	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	
Capacity Module:																
Cnflict Vol:	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	
Move Cap.:	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	
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	
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	
LOS by Move:																
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	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	
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				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:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	106	0		0	248	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	106	0		0	248	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		0	0	0		0	112	0		0	261	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	112	0		0	261	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		xxxxxx				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		*				*				*				*		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #25 Turner and Old Guasti Road

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

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	1	0 0	0	0	0 1!	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.5]

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	1	0 0	0	0	0 1!	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	259	103	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	259	103	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	273	108	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	273	108	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Intersection #26 OLD Guasti Rd and Street 1

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

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Intersection #26 OLD Guasti Rd and Street 1

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[12.9]

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	33	60	7	151	0	0	0	0	0	0	0	278	0	3	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	33	60	7	151	0	0	0	0	0	0	0	278	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	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	35	63	7	159	0	0	0	0	0	0	0	293	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	35	63	7	159	0	0	0	0	0	0	0	293	0	3	
Critical Gap Module:																
Critical Gp:	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:																
Cnflict Vol:	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	xxxx	66				
Potent Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	xxxx	1003				
Move Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	xxxx	1003				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	0.00				
Level of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	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	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	752	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.9						
ApproachLOS:	*			*			*			B						

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	17	0	546	0	0	255	50
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	0	0	0	0	17	0	546	0	0	255	50
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	18	0	575	0	0	268	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	18	0	575	0	0	268	53
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	0	0	20	0	575	0	0	268	53
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	161	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1148	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1148	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.2	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	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			3.2			0.0			0.0		

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Alternative 2 - Townhomes
AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	17	0	546	0	0	255	50
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	0	0	0	0	17	0	546	0	0	255	50
Added Vol:	0	0	18	0	0	0	0	415	132	0	309	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	18	0	0	17	0	961	132	0	564	50
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	19	0	0	18	0	1012	139	0	594	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	19	0	0	18	0	1012	139	0	594	53
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	21	0	0	20	0	1012	139	0	594	53
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	2.6	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	5.5	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	575	xxxx	xxxx	323	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	708	xxxx	xxxx	950	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	708	xxxx	xxxx	950	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	5.2	xxxxx	xxxx	3.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	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	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	5.2			3.9			0.0			0.0		

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Guasti Lane at Pkg St #5

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

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 1	0	0 0	0	0	0 1 0	1	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Guasti Lane at Pkg St #5

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C[17.6]

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 1	0	0 0	0	0	0 1 0	1	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	82	116	0	0	217	115	159	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	116	0	0	217	115	159	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	122	0	0	228	121	167	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	86	122	0	0	228	121	167	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	349	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1221	xxxx	xxxxx	xxxx	xxxx	xxxxx	478	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1221	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
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	0	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Street 5 and Street E

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE 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
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
MoveUp Time:	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
Critical Gp:	0.0	0.0	0.0	0.0	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:																
Cnflict Vol:	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
Adj Cap:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Level Of Service Module:																
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #32 Street 5 and Street E

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	42	0	0	0	127	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	0	0	0	127	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	44	0	0	0	134	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
Final Vol.:	0	0	0	44	0	0	0	134	0	0	0	0	0	0	0	0
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00				
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0	49	0	0	0	134	0	0	0	0				
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	4.3	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	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				4.3				0.0				xxxxxx			

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

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [1.0]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[14.0]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	131	0	0	407	106	53	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	131	0	0	407	106	53	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	138	0	0	428	112	56	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
Final Vol.:	0	138	0	0	428	112	56	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				14.0				xxxxxx			
ApproachLOS:	*				*				B				*			

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Scenario Report

Scenario:	PM - Townhomes
Command:	PM - Townhomes
Volume:	PM
Geometry:	Alternative 2
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Townhomes - PM
Trip Distribution:	ALL
Paths:	Default Paths
Routes:	Default Routes
Configuration:	PM - Townhomes

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Trip Generation Report

Forecast for Mixed-Use With Townhomes - PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	250.00	295.00	250	295	545	18.0
	Zone 1 Subtotal					250	295	545	18.0
2	Parking Stru	1.00	Parking Struct	247.00	195.00	247	195	442	14.6
	Zone 2 Subtotal					247	195	442	14.6
3	Parking Stru	1.00	Parking Struct	99.00	263.00	99	263	362	11.9
	Zone 3 Subtotal					99	263	362	11.9
4	Parking Stru	1.00	Parking Struct	122.00	386.00	122	386	508	16.8
	Zone 4 Subtotal					122	386	508	16.8
5	Parking Stru	1.00	Parking Struct	100.00	394.00	100	394	494	16.3
	Zone 5 Subtotal					100	394	494	16.3
6	Surface Lot	1.00	Surface Lot 1	4.00	3.00	4	3	7	0.2
	Zone 6 Subtotal					4	3	7	0.2
7	Surface Lot	1.00	Surface Lot 2	11.00	7.00	11	7	18	0.6
	Zone 7 Subtotal					11	7	18	0.6
8	Surface Lot	1.00	Surface Lot 3	49.00	37.00	49	37	86	2.8
	Zone 8 Subtotal					49	37	86	2.8
9	Surface Lot	1.00	Surface Lot 4	24.00	15.00	24	15	39	1.3
	Zone 9 Subtotal					24	15	39	1.3
31	On Street #1	1.00	On Street 1	10.00	18.00	10	18	28	0.9
	Zone 31 Subtotal					10	18	28	0.9
32	On Street #2	1.00	On Street 2	10.00	18.00	10	18	28	0.9
	Zone 32 Subtotal					10	18	28	0.9
33	On Street #3	1.00	On Street 3	8.00	12.00	8	12	20	0.7
	Zone 33 Subtotal					8	12	20	0.7
34	On Street #4	1.00	On Street 4	8.00	12.00	8	12	20	0.7
	Zone 34 Subtotal					8	12	20	0.7
35	On Street 5	1.00	On Street 5	7.00	9.00	7	9	16	0.5
	Zone 35 Subtotal					7	9	16	0.5
36	On Street 6	1.00	On Street 6	7.00	9.00	7	9	16	0.5

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					7	9	16	0.5
37	On Street 7	1.00	On Street 7	7.00	9.00	7	9	16	0.5
	Zone 37 Subtotal					7	9	16	0.5
38	On Street 8	1.00	OS Pkg 8	14.00	21.00	14	21	35	1.2
	Zone 38 Subtotal					14	21	35	1.2
39	On Street 9	1.00	On Street 9	19.00	29.00	19	29	48	1.6
	Zone 39 Subtotal					19	29	48	1.6
40	On Street 10	1.00	On Street 10	21.00	32.00	21	32	53	1.7
	Zone 40 Subtotal					21	32	53	1.7
41	OS #11	1.00	On Street 11	36.00	28.00	36	28	64	2.1
	Zone 41 Subtotal					36	28	64	2.1
42	On Street #1	1.00	On Street 12	13.00	19.00	13	19	32	1.1
	Zone 42 Subtotal					13	19	32	1.1
43	On Street 13	1.00	On Street 13	23.00	37.00	23	37	60	2.0
	Zone 43 Subtotal					23	37	60	2.0
44	On Street 14	1.00	On Street 14	8.00	11.00	8	11	19	0.6
	Zone 44 Subtotal					8	11	19	0.6
45	On Street 15	1.00	On Street 15	3.00	2.00	3	2	5	0.2
	Zone 45 Subtotal					3	2	5	0.2
46	On Street #1	1.00	On Street 16	10.00	15.00	10	15	25	0.8
	Zone 46 Subtotal					10	15	25	0.8
47	On Street 17	1.00	On Street 17	15.00	24.00	15	24	39	1.3
	Zone 47 Subtotal					15	24	39	1.3
48	On Street 18	1.00	On Street 18	3.00	2.00	3	2	5	0.2
	Zone 48 Subtotal					3	2	5	0.2
TOTAL						1128	1902	3030	100.0

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
6	50.0	5.0	35.0	10.0
7	50.0	5.0	35.0	10.0
8	50.0	5.0	35.0	10.0
9	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
32	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
34	50.0	5.0	35.0	10.0
35	50.0	5.0	35.0	10.0
36	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
39	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
43	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Turning Movement Report
Mixed-Use With Townhomes - PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	56	564	0	0	0	113	0	95	190	951	1969
Total	0	0	56	564	0	0	0	113	0	95	190	951	1969
#2 Guasti Rd and Street 2													
Base	0	0	0	126	0	103	80	198	0	0	776	9	1292
Added	680	0	68	0	0	0	0	315	418	33	556	0	2070
Total	680	0	68	126	0	103	80	513	418	33	1332	9	3362
#3 Gausti Road and Guasti Lane													
Base	0	0	0	273	0	80	79	220	0	0	456	18	1126
Added	279	0	182	0	0	0	0	192	58	186	310	0	1207
Total	279	0	182	273	0	80	79	412	58	186	766	18	2333
#4 Turner Ave and Guasti Road													
Base	0	0	92	0	0	0	0	552	0	174	314	1	1133
Added	265	0	366	0	0	0	12	299	31	176	219	0	1368
Total	265	0	458	0	0	0	12	851	31	350	533	1	2501
#5 Guasti Road and Street B													
Base	0	0	0	0	0	195	0	324	0	0	591	24	1134
Added	0	0	13	0	0	0	0	307	76	0	589	0	985
Total	0	0	13	0	0	195	0	631	76	0	1180	24	2119
#6 Guasti Rd and Street 4													
Base	0	0	0	0	0	69	0	552	0	0	405	18	1044
Added	0	0	17	0	0	0	0	336	43	0	496	0	892
Total	0	0	17	0	0	69	0	888	43	0	901	18	1936
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	149	0	621	0	0	275	40	1085
Added	0	0	2	0	0	0	0	340	13	0	496	0	851
Total	0	0	2	0	0	149	0	961	13	0	771	40	1936
#8 Street 2 and Street A													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	557	0	32	353	66	167	0	0	0	0	24	1199
Total	0	557	0	32	353	66	167	0	0	0	0	24	1199
#9 Street 2 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	510	0	30	299	0	0	0	0	0	0	34	873
Total	0	510	0	30	299	0	0	0	0	0	0	34	873

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Street 2 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	475	0	31	268	0	0	0	0	0	0	36	810
Total	0	475	0	31	268	0	0	0	0	0	0	36	810
#11 OLD Guasti Rd and Street 2													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	184	79	145	69	53	161	100	0	30	33	124	978
Total	0	184	79	145	69	53	161	100	0	30	33	124	978
#12 Street 3 and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	12	0	0	0	0	72	5	5	17	0	111
Total	0	0	12	0	0	0	0	72	5	5	17	0	111
#13 Street 3 and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	17	3	0	0	2	0	0	11	18	0	17	0	68
Total	17	3	0	0	2	0	0	11	18	0	17	0	68
#14 Street 3 and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	17	11	4	0	14	0	0	13	18	3	19	0	99
Total	17	11	4	0	14	0	0	13	18	3	19	0	99
#15 OLD Guast Rd and Street 3													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	88	20	20	4	25	0	0	211	111	25	92	3	599
Total	88	20	20	4	25	0	0	211	111	25	92	3	599
#16 Guasti Lane and Street B													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	163	0	0	124	27	96	0	0	0	0	0	410
Total	0	163	0	0	124	27	96	0	0	0	0	0	410
#17 Guasti Lane and Street C													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	135	0	0	106	8	12	0	0	0	0	0	261
Total	0	135	0	0	106	8	12	0	0	0	0	0	261
#18 Guasti Lane and Street D													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	119	0	0	95	11	16	0	0	0	0	0	241
Total	0	119	0	0	95	11	16	0	0	0	0	0	241

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Guasti Lane and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	85	2	21	74	0	0	0	0	4	0	33	219
Total	0	85	2	21	74	0	0	0	0	4	0	33	219
#20 Guasti Lane and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	20	48	9	25	44	59	168	0	61	77	9	520
Total	0	20	48	9	25	44	59	168	0	61	77	9	520
#21 Street 4 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	15	0	30	10	0	0	0	0	0	0	0	55
Total	0	15	0	30	10	0	0	0	0	0	0	0	55
#22 Pepper Tree Lane and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 OLD Guasti Rd and Street 4													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	229	0	0	147	0	376
Total	0	0	0	0	0	0	0	229	0	0	147	0	376
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	237	0	0	147	0	0	0	0	0	0	0	384
Total	0	237	0	0	147	0	0	0	0	0	0	0	384
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	147	237	0	0	0	0	0	384
Total	0	0	0	0	0	147	237	0	0	0	0	0	384
#26 OLD Guasti Rd and Street 1													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	136	250	4	43	0	0	0	0	79	0	6	518
Total	0	136	250	4	43	0	0	0	0	79	0	6	518
#30 Guasti at Pkg Structure													
Base	0	0	0	0	0	92	0	324	0	0	523	12	951
Added	0	0	30	0	0	0	0	220	100	0	589	0	939
Total	0	0	30	0	0	92	0	544	100	0	1112	12	1890

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#31 Guasti Lane at Pkg St #5													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	63	196	0	0	151	88	265	0	0	0	0	0	763
Total	63	196	0	0	151	88	265	0	0	0	0	0	763
#32 Street 5 and Street E													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	10	0	0	0	30	0	0	0	0	40
Total	0	0	0	10	0	0	0	30	0	0	0	0	40
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	375	0	0	182	25	256	0	0	0	0	0	838
Total	0	375	0	0	182	25	256	0	0	0	0	0	838

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 2 Guasti Rd and Street 2	B	14.0	0.376	D	45.6	0.976	+31.584 D/V
# 3 Gausti Road and Guasti Lane	B	19.6	0.375	C	30.1	0.595	+10.479 D/V
# 4 Turner Ave and Guasti Road	B	15.1	0.346	C	30.1	0.815	+14.974 D/V
# 5 Guasti Road and Street B	B	12.6	0.000	C	21.0	0.000	+ 8.396 D/V
# 6 Guasti Rd and Street 4	B	10.0	0.000	B	12.8	0.000	+ 2.754 D/V
# 7 Guasti Rd and Street 5	B	10.1	0.000	B	13.5	0.000	+ 3.310 D/V
# 8 Street 2 and Street A		0.0	0.000	D	31.7	0.000	+31.747 D/V
# 9 Street 2 and Street C		0.0	0.000	B	12.0	0.000	+12.029 D/V
# 10 Street 2 and Street D		0.0	0.000	B	11.7	0.000	+11.704 D/V
# 11 OLD Guasti Rd and Street 2		0.0	0.000	B	12.2	0.474	+ 0.474 V/C
# 12 Street 3 and Street B		0.0	0.000	A	8.7	0.000	+ 8.692 D/V
# 13 Street 3 and Street C		0.0	0.000	A	7.0	0.031	+ 0.031 V/C
# 14 Street 3 and Street D		0.0	0.000	A	7.1	0.038	+ 0.038 V/C
# 15 OLD Guast Rd and Street 3		0.0	0.000	B	14.2	0.000	+14.165 D/V
# 16 Guasti Lane and Street B		0.0	0.000	B	11.2	0.000	+11.206 D/V
# 17 Guasti Lane and Street C		0.0	0.000	A	10.0	0.000	+ 9.982 D/V
# 18 Guasti Lane and Street D		0.0	0.000	A	9.8	0.000	+ 9.834 D/V
# 20 Guasti Lane and Old Guasti Roa		0.0	0.000	A	8.8	0.305	+ 0.305 V/C
# 21 Street 4 and Street E		0.0	0.000	A	7.3	0.000	+ 7.274 D/V
# 23 OLD Guasti Rd and Street 4		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	B	10.5	0.000	+10.527 D/V
# 26 OLD Guasti Rd and Street 1		0.0	0.000	B	11.2	0.000	+11.152 D/V
# 30 Guasti at Pkg Structure	B	10.8	0.000	C	15.0	0.000	+ 4.283 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 31 Guasti Lane at Pkg St #5		0.0	0.000	C	22.1	0.000	+22.116 D/V
# 32 Street 5 and Street E		1.0	0.000	A	8.7	0.000	+ 7.685 D/V
# 33 Turner at Pkg Structure		0.0	0.000	C	22.7	0.000	+22.655 D/V

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

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
Initial Bse:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	133	0	108	84	208	0	0	0	817	0	9		
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800		
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.98	0.02				
Final Sat.:	1710	1800	0	1625	0	1530	1625	3420	0	1710	3374	39				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.05	0.06	0.00	0.00	0.24	0.24				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.14	0.78	0.00	0.00	0.64	0.64				
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.33	0.38	0.08	0.00	0.00	0.38	0.38				
Delay/Veh:	0.0	0.0	0.0	34.0	0.0	33.5	40.2	2.5	0.0	0.0	8.4	8.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	34.0	0.0	33.5	40.2	2.5	0.0	0.0	8.4	8.4				
HCM2kAvg:	0	0	0	4	0	3	3	1	0	0	6	6				

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
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	1.00	1.00		
Initial Bse:	0	0	0	126	0	103	80	198	0	0	0	776	0	9		
Added Vol:	680	0	68	0	0	0	0	315	418	33	556	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	680	0	68	126	0	103	80	513	418	33	1332	9				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	716	0	72	133	0	108	84	540	440	35	1402	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	716	0	72	133	0	108	84	540	440	35	1402	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	716	0	72	133	0	108	84	540	440	35	1402	9				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.89	0.89	0.90	0.95	0.95				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.10	0.90	1.00	1.99	0.01				
Final Sat.:	1625	0	1530	1625	0	1530	1625	1758	1433	1625	3394	23				
Capacity Analysis Module:																
Vol/Sat:	0.44	0.00	0.05	0.08	0.00	0.07	0.05	0.31	0.31	0.02	0.41	0.41				
Crit Moves:	****					****	****				****					
Green/Cycle:	0.45	0.00	0.19	0.33	0.00	0.07	0.05	0.45	0.45	0.03	0.42	0.42				
Volume/Cap:	0.98	0.00	0.25	0.25	0.00	0.98	0.98	0.69	0.69	0.69	0.98	0.98				
Delay/Veh:	54.3	0.0	34.8	24.5	0.0	124.0	136.1	23.7	23.7	81.5	46.6	46.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	54.3	0.0	34.8	24.5	0.0	124.0	136.1	23.7	23.7	81.5	46.6	46.6				
HCM2kAvg:	29	0	2	3	0	7	6	13	13	2	28	28				

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

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	273	0	80	79	220	0	0	0	456	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	1.00			
Initial Bse:	0	0	0	273	0	80	79	220	0	0	0	456	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	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	0	287	0	84	83	232	0	0	0	480	19			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	287	0	84	83	232	0	0	0	480	19			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	0	0	287	0	84	83	232	0	0	0	480	19			
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800			
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.92	0.08				
Final Sat.:	1710	1800	0	1625	0	1530	1625	3420	0	1710	3270	129				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.05	0.07	0.00	0.00	0.15	0.15				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.14	0.53	0.00	0.00	0.39	0.39				
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.12	0.37	0.13	0.00	0.00	0.37	0.37				
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	14.8	40.4	12.0	0.0	0.0	21.9	21.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	17.3	0.0	14.8	40.4	12.0	0.0	0.0	21.9	21.9				
HCM2kAvg:	0	0	0	6	0	1	3	2	0	0	6	6				

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Guasti Lane

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	273	0	80	79	220	0	0	0	456	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	1.00			
Initial Bse:	0	0	0	273	0	80	79	220	0	0	0	456	18			
Added Vol:	279	0	182	0	0	0	0	192	58	186	310	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	279	0	182	273	0	80	79	412	58	186	766	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	294	0	192	287	0	84	83	434	61	196	806	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	294	0	192	287	0	84	83	434	61	196	806	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	294	0	192	287	0	84	83	434	61	196	806	19				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.93	0.93	0.90	0.95	0.95				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.75	0.25	1.00	1.95	0.05				
Final Sat.:	1625	0	1530	1625	0	1530	1625	2944	414	1625	3331	78				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.13	0.18	0.00	0.06	0.05	0.15	0.15	0.12	0.24	0.24				
Crit Moves:			****	****			****				****					
Green/Cycle:	0.39	0.00	0.21	0.30	0.00	0.12	0.09	0.27	0.27	0.22	0.41	0.41				
Volume/Cap:	0.46	0.00	0.60	0.60	0.00	0.46	0.60	0.54	0.54	0.54	0.60	0.60				
Delay/Veh:	23.3	0.0	38.7	32.0	0.0	43.0	50.8	31.9	31.9	36.2	23.9	23.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.3	0.0	38.7	32.0	0.0	43.0	50.8	31.9	31.9	36.2	23.9	23.9				
HCM2kAvg:	7	0	6	9	0	3	4	7	7	6	10	10				

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

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	92	0	0	0	0	552	0	174	314	1				
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	0	92	0	0	0	0	552	0	174	314	1				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	97	0	0	0	0	581	0	183	331	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	97	0	0	0	0	581	0	183	331	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	97	0	0	0	0	581	0	183	331	1				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	0.85	0.95	1.00	1.00	0.95	0.95	0.95	0.90	0.95	0.95				
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.99	0.01				
Final Sat.:	1710	0	1530	1710	1800	0	1710	3420	0	1625	3409	11				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.00	0.11	0.10	0.10				
Crit Moves:			****					****		****						
Green/Cycle:	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.49	0.00	0.33	0.82	0.82				
Volume/Cap:	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.12	0.12				
Delay/Veh:	0.0	0.0	36.4	0.0	0.0	0.0	0.0	15.7	0.0	26.0	1.9	1.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	36.4	0.0	0.0	0.0	0.0	15.7	0.0	26.0	1.9	1.9				
HCM2kAvg:	0	0	3	0	0	0	0	5	0	5	1	1				

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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 123 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	92	0	0	0	0	552	0	174	314	1				
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	0	92	0	0	0	0	552	0	174	314	1				
Added Vol:	265	0	366	0	0	0	12	299	31	176	219	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	265	0	458	0	0	0	12	851	31	350	533	1				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	279	0	482	0	0	0	13	896	33	368	561	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	279	0	482	0	0	0	13	896	33	368	561	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	279	0	482	0	0	0	13	896	33	368	561	1				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.90	0.95	0.95	0.90	0.95	0.95				
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.93	0.07	1.00	1.99	0.01				
Final Sat.:	1625	0	1530	1710	1800	0	1625	3283	120	1625	3414	6				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.32	0.00	0.00	0.00	0.01	0.27	0.27	0.23	0.16	0.16				
Crit Moves:			****					****		****						
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.03	0.33	0.33	0.28	0.59	0.59				
Volume/Cap:	0.44	0.00	0.81	0.00	0.00	0.00	0.28	0.81	0.81	0.81	0.28	0.28				
Delay/Veh:	23.2	0.0	36.0	0.0	0.0	0.0	51.0	35.0	35.0	44.6	10.4	10.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.2	0.0	36.0	0.0	0.0	0.0	51.0	35.0	35.0	44.6	10.4	10.4				
HCM2kAvg:	7	0	15	0	0	0	1	15	15	13	4	4				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	195	0	324	0	0	591	24				
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	0	0	0	0	195	0	324	0	0	591	24				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	205	0	341	0	0	622	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	205	0	341	0	0	622	25				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	678	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	678	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #5 Guasti Road and Street B

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[21.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	195	0	324	0	0	591	24				
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	0	0	0	0	195	0	324	0	0	591	24				
Added Vol:	0	0	13	0	0	0	0	307	76	0	589	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	13	0	0	195	0	631	76	0	1180	24				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	14	0	0	205	0	664	80	0	1242	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	14	0	0	205	0	664	80	0	1242	25				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	372	xxxx	xxxx	634	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	631	xxxx	xxxx	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	631	xxxx	xxxx	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	2.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	10.8	xxxxx	xxxx	21.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	C	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	10.8			21.0			xxxxxx			xxxxxx						
ApproachLOS:	B			C			*			*						

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Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	69	0	552	0	0	405	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	0	0	0	0	69	0	552	0	0	405	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	73	0	581	0	0	426	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	73	0	581	0	0	426	19				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	223	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

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Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #6 Guasti Rd and Street 4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	69	0	552	0	0	405	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	0	0	0	0	69	0	552	0	0	405	18				
Added Vol:	0	0	17	0	0	0	0	336	43	0	496	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	17	0	0	69	0	888	43	0	901	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	18	0	0	73	0	935	45	0	948	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	18	0	0	73	0	935	45	0	948	19				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	490	xxxx	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	529	xxxx	xxxx	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	529	xxxx	xxxx	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	12.0	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	12.0			12.8			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	149	0	621	0	0	275	40				
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	0	0	0	0	149	0	621	0	0	275	40				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	157	0	654	0	0	289	42				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	157	0	654	0	0	289	42				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	166	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	856	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	856	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	149	0	621	0	0	275	40				
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	0	0	0	0	149	0	621	0	0	275	40				
Added Vol:	0	0	2	0	0	0	0	340	13	0	496	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	2	0	0	149	0	961	13	0	771	40				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	2	0	0	157	0	1012	14	0	812	42				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	2	0	0	157	0	1012	14	0	812	42				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	513	xxxx	xxxx	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	512	xxxx	xxxx	582	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	512	xxxx	xxxx	582	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	1.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	12.1	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	12.1			13.5			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #8 Street 2 and Street A

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

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	1 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Total Cap:	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #8 Street 2 and Street A

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: D[31.7]

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	1 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	557	0	32	353	66	167	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	557	0	32	353	66	167	0	0	0	0	24
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	586	0	34	372	69	176	0	0	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	586	0	34	372	69	176	0	0	0	0	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	xxxx	xxxxx	1073	xxxx	xxxxx	xxxx	xxxx	586
Potent Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	514
Move Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	185	xxxx	xxxxx	xxxx	xxxx	514
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	0	xxxxx	0	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.58	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	3.4	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	31.7	xxxx	xxxxx	xxxxx	xxxx	12.4
LOS by Move:	*	*	*	A	*	*	D	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			31.7			12.4		
ApproachLOS:	*			*			D			B		

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #9 Street 2 and Street C

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

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Street 2 and Street C

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.0]

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	510	0	30	299	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	510	0	30	299	0	0	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	537	0	32	315	0	0	0	0	0	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	537	0	32	315	0	0	0	0	0	0	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	537	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	537
Potent Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	548
Move Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	548
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #10 Street 2 and Street D

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

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #10 Street 2 and Street D

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.7]

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 1	0	0 0	0 0 1!	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	475	0	31	268	0	0	0	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	475	0	31	268	0	0	0	0	0	0	36
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	500	0	33	282	0	0	0	0	0	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	500	0	33	282	0	0	0	0	0	0	38
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	500	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	500
Potent Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	575
Move Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	575
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	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		
Initial Bse:	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		
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		
PHF Volume:	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		
Reduced Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PCE 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		
MLF 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		
Final Vol.:	0	0	0			0	0	0			0	0	0			0	0	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Final Sat.:	0	0	0			0	0	0			0	0	0			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Crit Moves:																				
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay 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		
AdjDel/Veh:	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:																				
ApproachDel:	0.0					0.0					0.0					0.0				
Delay Adj:	0.00					0.00					0.00					0.00				
ApprAdjDel:	0.0					0.0					0.0					0.0				
LOS by Appr:																				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Street 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	0	184	79			145	69	53			161	100	0			30	33	124		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	184	79			145	69	53			161	100	0			30	33	124		
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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	194	83			153	73	56			169	105	0			32	35	131		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	194	83			153	73	56			169	105	0			32	35	131		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	0	194	83			153	73	56			169	105	0			32	35	131		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.70	0.30			1.00	0.57	0.43			0.62	0.38	0.00			0.16	0.18	0.66		
Final Sat.:	0	423	182			509	325	250			357	222	0			95	105	394		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.46	0.46			0.30	0.22	0.22			0.47	0.47	xxxx			0.33	0.33	0.33		
Crit Moves:			****			****					****						****			
Delay/Veh:	0.0	12.8	12.8			12.0	10.2	10.2			13.5	13.5	0.0			10.9	10.9	10.9		
Delay 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		
AdjDel/Veh:	0.0	12.8	12.8			12.0	10.2	10.2			13.5	13.5	0.0			10.9	10.9	10.9		
LOS by Move:	*	B	B			B	B	B			B	B	*			B	B	B		
ApproachDel:	12.8					11.2					13.5					10.9				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	12.8					11.2					13.5					10.9				
LOS by Appr:	B					B					B					B				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #12 Street 3 and Street B

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #12 Street 3 and Street B

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	1!	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	12	0	0	0	0	0	0	72	5	5	5	17	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	12	0	0	0	0	0	72	5	5	17	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	0	13	0	0	0	0	76	5	5	18	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	13	0	0	0	0	76	5	5	18	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	78	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx					
Level Of Service Module:																
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*					
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:		A			*			*			*					

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	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		
Initial Bse:	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		
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		
PHF Volume:	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		
Reduced Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PCE 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		
MLF 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		
Final Vol.:	0	0	0			0	0	0			0	0	0			0	0	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Final Sat.:	0	0	0			0	0	0			0	0	0			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Crit Moves:																				
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay 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		
AdjDel/Veh:	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:																				
ApproachDel:	0.0					0.0					0.0					0.0				
Delay Adj:	0.00					0.00					0.00					0.00				
ApprAdjDel:	0.0					0.0					0.0					0.0				
LOS by Appr:																				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 Street 3 and Street C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.031
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	17	3	0			0	2	0			0	11	18			0	17	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	17	3	0			0	2	0			0	11	18			0	17	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	18	3	0			0	2	0			0	12	19			0	18	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	18	3	0			0	2	0			0	12	19			0	18	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	18	3	0			0	2	0			0	12	19			0	18	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.85	0.15	0.00			0.00	1.00	0.00			0.00	0.38	0.62			0.00	1.00	0.00		
Final Sat.:	726	128	0			0	887	0			0	377	617			0	899	0		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	xxxx			xxxx	0.00	xxxx			xxxx	0.03	0.03			xxxx	0.02	xxxx		
Crit Moves:	****						****						****				****			
Delay/Veh:	7.3	7.3	0.0			0.0	7.0	0.0			0.0	6.7	6.7			0.0	7.1	0.0		
Delay 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		
AdjDel/Veh:	7.3	7.3	0.0			0.0	7.0	0.0			0.0	6.7	6.7			0.0	7.1	0.0		
LOS by Move:	A	A	*			*	A	*			*	A	A			*	A	*		
ApproachDel:	7.3					7.0					6.7					7.1				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	7.3					7.0					6.7					7.1				
LOS by Appr:	A					A					A					A				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1!	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	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	
Initial Bse:	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	
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	
PHF Volume:	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
Reduced Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PCE 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	
MLF 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	
Final Vol.:	0		0		0	0		0		0	0		0		0	0		0		0
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00	
Final Sat.:	0		0		0	0		0		0	0		0		0	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00	
Crit Moves:																				
Delay/Veh:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay 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	
AdjDel/Veh:	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:																				
ApproachDel:	0.0					0.0					0.0					0.0				
Delay Adj:	0.00					0.00					0.00					0.00				
ApprAdjDel:	0.0					0.0					0.0					0.0				
LOS by Appr:																				

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Street 3 and Street D

Cycle (sec): 100 Critical Vol./Cap. (X): 0.038
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1!	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	0		0		0	0		0		0	0		0		0
Added Vol:	17		11		4	0		14		0	0		13		18	3		19		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	17		11		4	0		14		0	0		13		18	3		19		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	18		12		4	0		15		0	0		14		19	3		20		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	18		12		4	0		15		0	0		14		19	3		20		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	18		12		4	0		15		0	0		14		19	3		20		0
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.53	0.34		0.13		0.00	1.00		0.00		0.00	0.42		0.58		0.14	0.86		0.00	
Final Sat.:	466	301		110		0	879		0		0	406		562		120	758		0	
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.04		0.04		xxxx	0.02		xxxx		xxxx	0.03		0.03		0.03	0.03		xxxx	
Crit Moves:		****					****					****				****				
Delay/Veh:	7.2	7.2		7.2		0.0	7.1		0.0		0.0	6.8		6.8		7.2	7.2		0.0	
Delay 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	
AdjDel/Veh:	7.2	7.2		7.2		0.0	7.1		0.0		0.0	6.8		6.8		7.2	7.2		0.0	
LOS by Move:	A		A		A	*		A		*	*		A		A	A		A		*
ApproachDel:	7.2					7.1					6.8					7.2				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	7.2					7.1					6.8					7.2				
LOS by Appr:	A					A					A					A				

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Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #15 OLD Guast Rd and Street 3

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	1 0	0 0	0	0 0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 OLD Guast Rd and Street 3

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	1 0	0 0	0	0 0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	88	20	20	4	25	0	0	211	111	25	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	20	20	4	25	0	0	211	111	25	92	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	21	21	4	26	0	0	222	117	26	97	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	93	21	21	4	26	0	0	222	117	26	97	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	445	433	281	453	490	xxxxx	xxxx	xxxx	xxxxx	339	xxxx	xxxxx
Potent Cap.:	527	519	763	521	482	xxxxx	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx
Move Cap.:	496	507	763	482	471	xxxxx	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx
Volume/Cap:	0.19	0.04	0.03	0.01	0.06	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	527	xxxxx	473	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.2	xxxxx	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:	14.2			13.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Intersection #16 Guasti Lane and Street B

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #16 Guasti Lane and Street B

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[11.2]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	163	0	0	124	27	96	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	163	0	0	124	27	96	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	172	0	0	131	28	101	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
Final Vol.:	0	172	0	0	131	28	101	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	681	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	681	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				11.2				xxxxxx			
ApproachLOS:	*				*				B				*			

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Guasti Lane and Street C

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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Alternative 2 - Townhomes
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Guasti Lane and Street C

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[10.0]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	135	0	0	106	8	12	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	135	0	0	106	8	12	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	142	0	0	112	8	13	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
Final Vol.:	0	142	0	0	112	8	13	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				10.0				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Intersection #18 Guasti Lane and Street D

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #18 Guasti Lane and Street D

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.8]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	119	0	0	95	11	16	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	119	0	0	95	11	16	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	125	0	0	100	12	17	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
Final Vol.:	0	125	0	0	100	12	17	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				9.8				xxxxxx			
ApproachLOS:	*				*				A				*			

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	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
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Guasti Lane and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.305
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	20	48	9	25	44	59	168	0	61	77	9				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	20	48	9	25	44	59	168	0	61	77	9				
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	21	51	9	26	46	62	177	0	64	81	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	21	51	9	26	46	62	177	0	64	81	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	21	51	9	26	46	62	177	0	64	81	9				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.29	0.71	0.12	0.32	0.56	0.26	0.74	0.00	0.41	0.53	0.06				
Final Sat.:	0	220	527	85	235	414	204	580	0	317	400	47				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.10	0.10	0.11	0.11	0.11	0.30	0.30	xxxx	0.20	0.20	0.20				
Crit Moves:		****				****		****			****					
Delay/Veh:	0.0	7.9	7.9	8.1	8.1	8.1	9.3	9.3	0.0	8.7	8.7	8.7				
Delay 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				
AdjDel/Veh:	0.0	7.9	7.9	8.1	8.1	8.1	9.3	9.3	0.0	8.7	8.7	8.7				
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A				
ApproachDel:	7.9				8.1				9.3				8.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	7.9				8.1				9.3				8.7			
LOS by Appr:	A				A				A				A			

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

Intersection #21 Street 4 and Street E

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

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 1	0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	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
Capacity Module:												
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	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
Shrd StpDel:	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:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Intersection #21 Street 4 and Street E

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[7.3]

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 1	0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	30	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	30	10	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	16	0	32	11	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	16	0	32	11	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	16	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				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:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #23 OLD Guasti Rd and Street 4

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	229	0	0	0	147	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	229	0	0	0	147	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	241	0	0	0	155	0	0
Reduct Vol:	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	241	0	0	0	155	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

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

Intersection #25 Turner and Old Guasti Road

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

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	0	0 1	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[10.5]

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	0	0 1	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	147	237	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	147	237	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	155	249	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
Final Vol.:	0	0	0	0	0	0	155	249	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		900	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		900	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.28	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*		B	*	*	*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*			*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx				10.5				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Intersection #26 OLD Guasti Rd and Street 1

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

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Intersection #26 OLD Guasti Rd and Street 1

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

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	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	136	250	4	43	0	0	0	0	0	0	0	79	0	6	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	136	250	4	43	0	0	0	0	0	0	0	79	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	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	143	263	4	45	0	0	0	0	0	0	0	83	0	6	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	143	263	4	45	0	0	0	0	0	0	0	83	0	6	
Critical Gap Module:																
Critical Gp:	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:																
Cnflict Vol:	xxxx	xxxx	xxxxx	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	275				
Potent Cap.:	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	xxxx	769				
Move Cap.:	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx	769				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.12	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	8.1	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	0	xxxxx	xxxx	675	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2						
ApproachLOS:	*			*			*			B						

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	1		0	0	1	1	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	92	0	324	0	0	523	12												
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	0	0	0	0	92	0	324	0	0	523	12												
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95												
PHF Volume:	0	0	0	0	0	97	0	341	0	0	551	13												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	0	0	0	0	0	97	0	341	0	0	551	13												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	282	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx														
ApproachLOS:	*			B			*			*														

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	1		0	0	1	1	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	92	0	324	0	0	523	12												
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	0	0	0	0	92	0	324	0	0	523	12												
Added Vol:	0	0	30	0	0	0	0	220	100	0	589	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	30	0	0	92	0	544	100	0	1112	12												
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95												
PHF Volume:	0	0	32	0	0	97	0	573	105	0	1171	13												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	0	0	32	0	0	97	0	573	105	0	1171	13												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	339	xxxx	xxxx	592	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	663	xxxx	xxxx	455	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	663	xxxx	xxxx	455	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.05	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Stopped Del:	xxxxx	xxxx	10.7	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	B	*	*	C	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	10.7			15.0			xxxxxx			xxxxxx														
ApproachLOS:	B			C			*			*														

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

Intersection #31 Guasti Lane at Pkg St #5

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

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	1	0	0 0	0	0	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Intersection #31 Guasti Lane at Pkg St #5

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: C[22.1]

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	1	0	0 0	0	0	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	63	196	0	0	0	151	88	265	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	196	0	0	0	151	88	265	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	206	0	0	0	159	93	279	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
Final Vol.:	66	206	0	0	0	159	93	279	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	252	xxxx	xxxxx	xxxx	xxxx	xxxxx		544	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx		503	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx		483	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx		0.58	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		22.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*		C	*	*	*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				22.1				xxxxxx			
ApproachLOS:	*				*				C				*			

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

Intersection #32 Street 5 and Street E

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [1.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #32 Street 5 and Street E

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	10	0	0	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	0	0	0	30	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	11	0	0	0	0	32	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
Final Vol.:	0	0	0	11	0	0	0	0	32	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	8.7	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			8.7			xxxxxx				xxxxxx					
ApproachLOS:	*			A			*				*					

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

Intersection #33 Turner at Pkg Structure

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

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	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
Initial Bse:	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
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
PHF Volume:	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
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	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
Capacity Module:																
Cnflict Vol:	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
Move Cap.:	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
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
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
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	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
Shrd StpDel:	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:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
PM Peak Hour

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

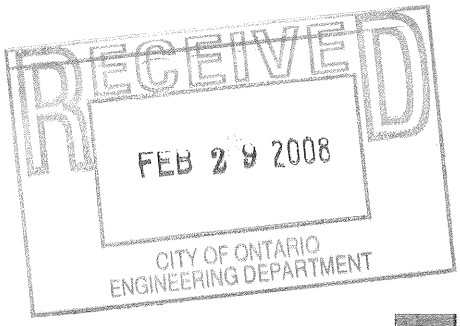
Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C[22.7]

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	0	1 0	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	375	0	0	182	25	256	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	375	0	0	182	25	256	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	395	0	0	192	26	269	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
Final Vol.:	0	395	0	0	192	26	269	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	599	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*				
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	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx				22.7				xxxxxx			
ApproachLOS:	*				*				C				*			

Addendum to the Traffic Study for the Guasti Specific Plan Project in the City of Ontario

February 27, 2008



Prepared for:

Oliver McMillan
3296 E. Guasti Road
Ontario, CA 91761
(909) 974-4301

KOA CORPORATION
PLANNING & ENGINEERING Prepared by:

3190 C Shelby Street
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Job No: ja6824x

PP4P06-001

KOA CORPORATION
PLANNING

February 27, 2008

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www.koacorporation.com

David Bouquillon
Oliver McMillan
3296 E. Guasti Road
Ontario, CA 91761

SUBJECT: Traffic Study Addendum for the Guasti Specific Plan Project in the City of Ontario

Dear Mr. Bouquillon:

KOA Corporation is pleased to present the attached addendum study for the Guasti Specific Plan Project in the City of Ontario. The site plan was recently revised and there is a significant change to the proposed project site from what was reflected in the previous traffic study completed in January 2007. This addendum was prepared to obtain new traffic volumes and recommended geometry for the interior circulation system for the proposed project. The original report was entitled "Traffic Study for the Guasti Specific Plan Project in the City of Ontario".

This traffic study addendum is being completed to determine the on-site needs of the project. A traffic study was originally completed as a part of the "Guasti Plaza Specific Plan", which analyzed all off-site conditions.

Please contact our office if you have any questions about the report, or if you need additional information to complete your submittal. If there are any comments that require response or revisions, please notify our office as soon as possible for prompt revision.

It has been a pleasure to prepare this study for Oliver McMillan and the City of Ontario.

Sincerely,

Mujib Ahmed, P.E.
Vice President

J:\CITIES\ONTARIO\JA6824-GUASTI PROJECT\GUASTI-ADDENDUM-USE\DOCUMENTS\ADENDUM REPORT-PER CAMMENTS.DOC

CITY OF ONTARIO
MEMORANDUM

TO: **Mike Eskander, Senior Associate Planner**
Chuck Mercier, Senior Planner

FROM: **Raymond Lee, Principal Engineer** RLee

DATE: **March 4, 2008**

SUBJECT: **Addendum to the Traffic Study for the Guasti Specific Plan Project**

Attached please find the final version of the addendum for your record. If you have any questions regarding the addendum, please let me know.

RYL:ryl

TABLE OF CONTENTS

Tables

List of Figures

Appendices

1. Introduction

A traffic study was performed by KOA Corporation for this project on January 17, 2007 titled "Traffic Study for the Guasti Specific Plan Project in the City of Ontario"; however, the site plan was recently revised and due to the significant change of the proposed project site a new analysis is required. This report is an addendum to the previous report done by KOA Corporation.

The following list reflects the areas in which the revised site plan was changed from the original version:

- Different land use assumptions
- The removal of one parking structure and several areas of on street parking and surface lots
- Realignment of streets.

This addendum will incorporate all these revisions to reflect the latest version on the proposed project site.

The on site circulation has also been revised due to street realignment. For example, North Winery Road and South Winery Road are considered to be one-way streets flowing in the west and east directions respectively. In addition, a two-way left turn lane will be constructed along Guasti Road from Winery Road to Turner Avenue.

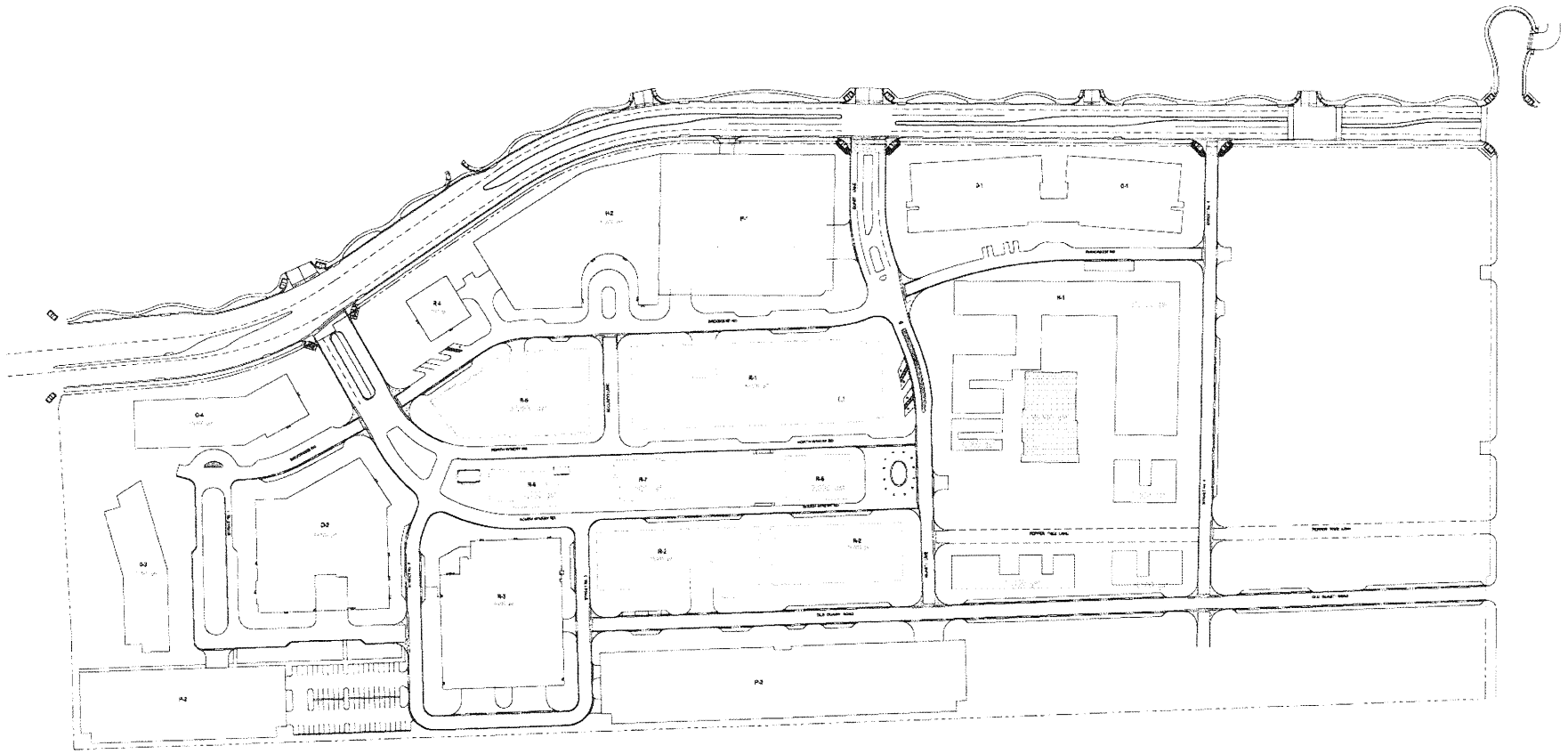
The appendices of this addendum contain background materials for this analysis. These materials include analysis worksheets. All other reference materials can be found in the previous traffic study completed in January 2007.

Project Description and Location

Street names may differ from the previous report due to the realignment and renaming of streets. Below is a list of the intersections analyzed in this addendum:

- Garrett Square at Old Guasti Road
- Winery Road at Guasti Road
- Winery Road at Brookside Road
- Gertrude Lane at North Winery Road
- Gertrude Lane at South Winery Road
- Gertrude Lane at Old Guasti Road
- Secundo Lane at Brookside Road
- Secundo Lane at North Winery Rd
- Luisa Lane at South Winery Rd
- Luisa Lane at Old Guasti Road
- Guasti Road at Parking Structure 1
- Villa Lane at Parking Structure 1
- Brookside Road at Parking Structure 1
- Villa Lane at Guasti Road
- Villa Lane at Brookside Road
- Villa Lane at North Winery Road
- Villa Lane at South Winery Road
- Villa Lane at Old Guasti Road
- Blane Lane at Guasti Road
- Blane Lane at Brookside Road
- Blane Lane at Old Guasti Road
- Street 5 at Guasti Road
- Street 5 at Brookside Road
- Turner Avenue at Guasti Road
- Turner Avenue at Parking Structure 4
- Turner Avenue at Old Guasti Road

The project site is currently a vacant lot. The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. A site plan of the project is shown on Figure 1.



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Guasti Project, City of Ontario

Figure 1
Project Site Plan

2. Project Trips

Project-related traffic consists of trips on any portion of the street system that will begin or end on the project site as a result of the development of the proposed project. Project-related traffic is a function of the extent and type of development proposed for the site. This information is used to establish traffic generation for the site.

The project will consist of an approximately 48.8-acre site, to be developed as a mixed-use community. The updated site plan was used to determine project trips through the project area.

Existing Land Use Traffic

The project site is currently vacant. No traffic is currently generated from the site; therefore, the current trip generation for the project site is zero.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land uses and surrounding regional access routes are considered to identify the route where the project traffic will distribute.

Trip distribution was determined for each parking area. This will show how the traffic will enter/exit the site from the surrounding roadways and which internal roadways will be used to access each parking area. The anticipated trip distribution for the proposed development is presented on Figures 2-A through 2-F. These figures show the proportion of project traffic that will use the street segments and pass through intersections.

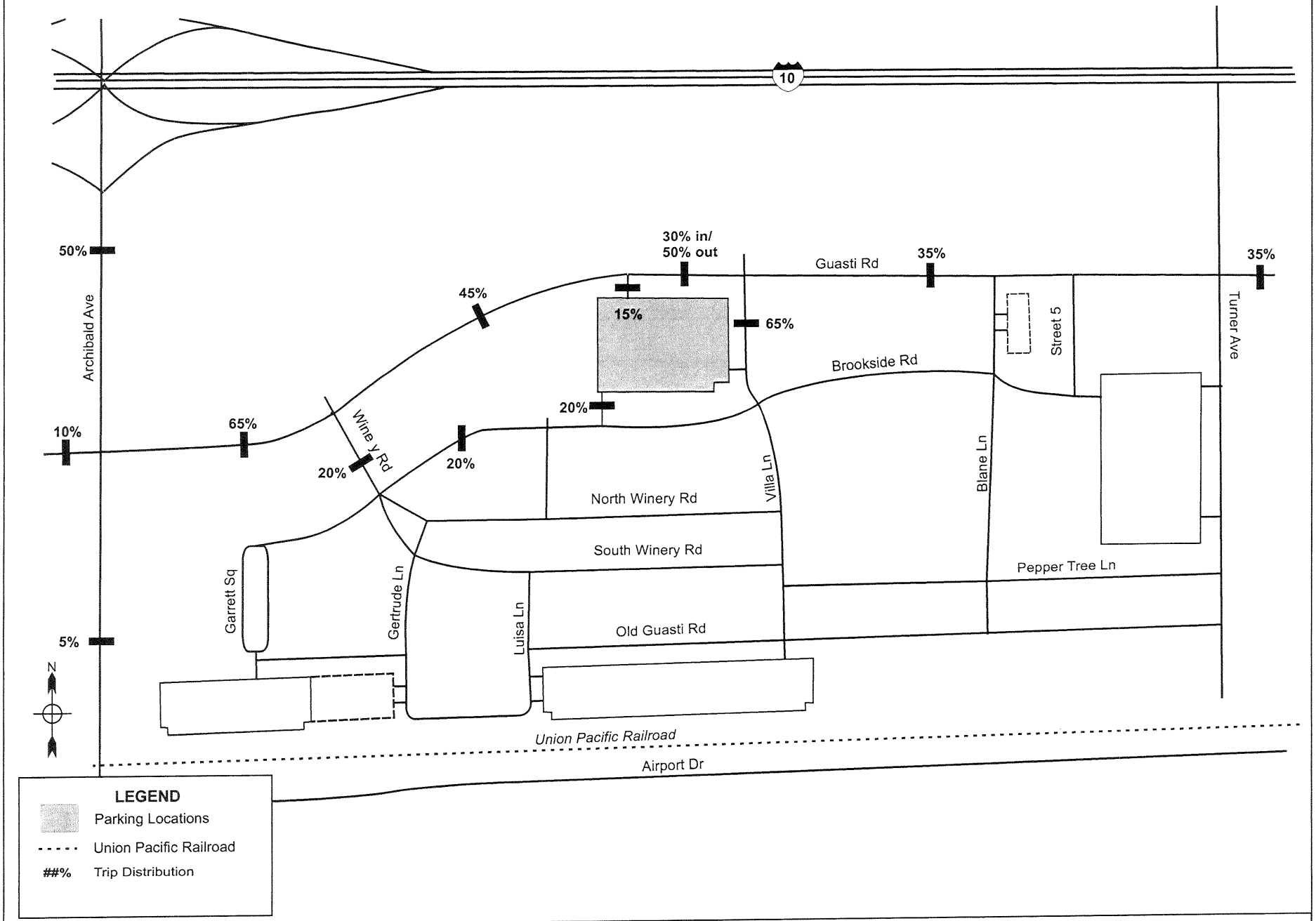

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Figure 2A

Trip Distribution - Parking Structure #1

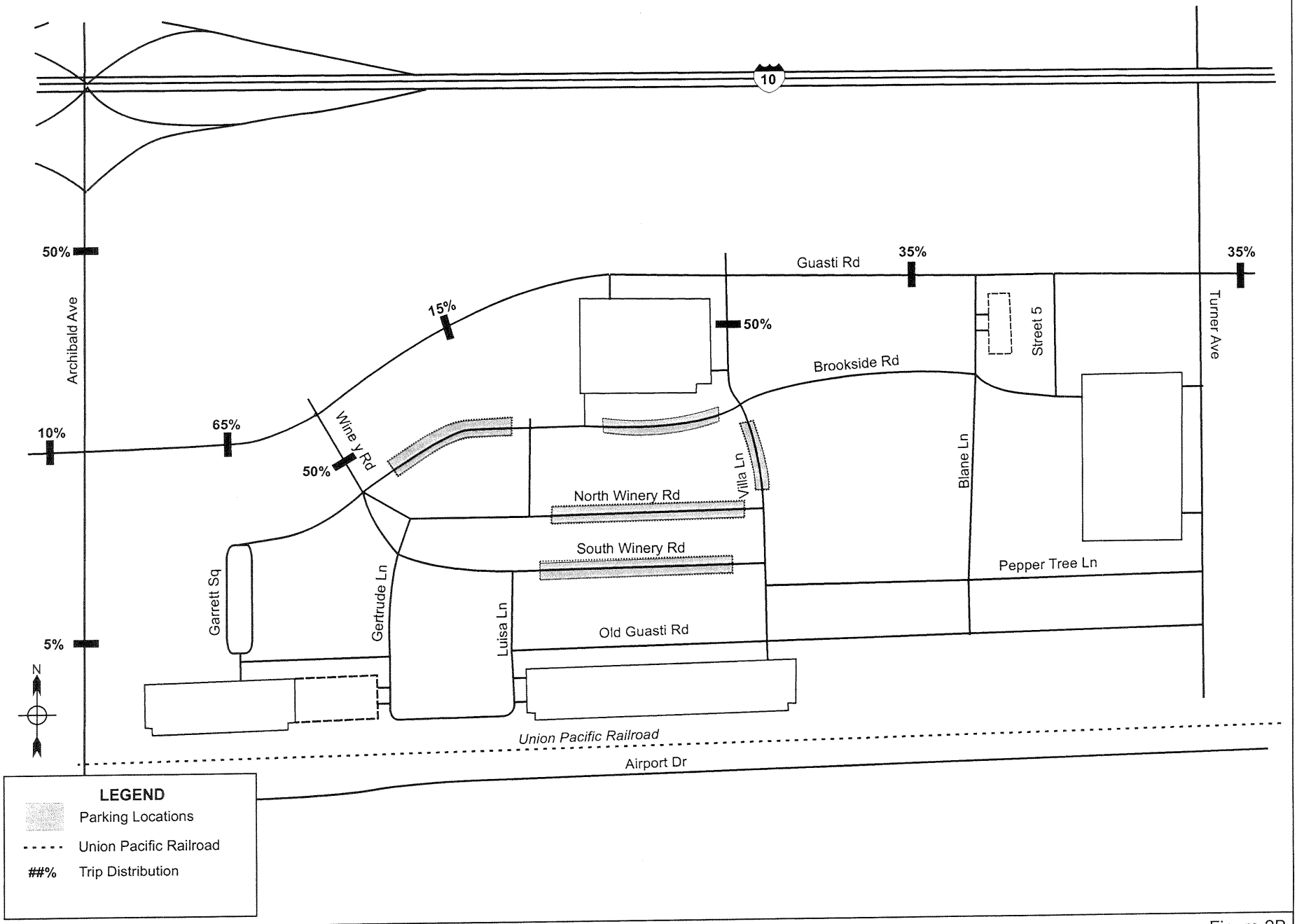

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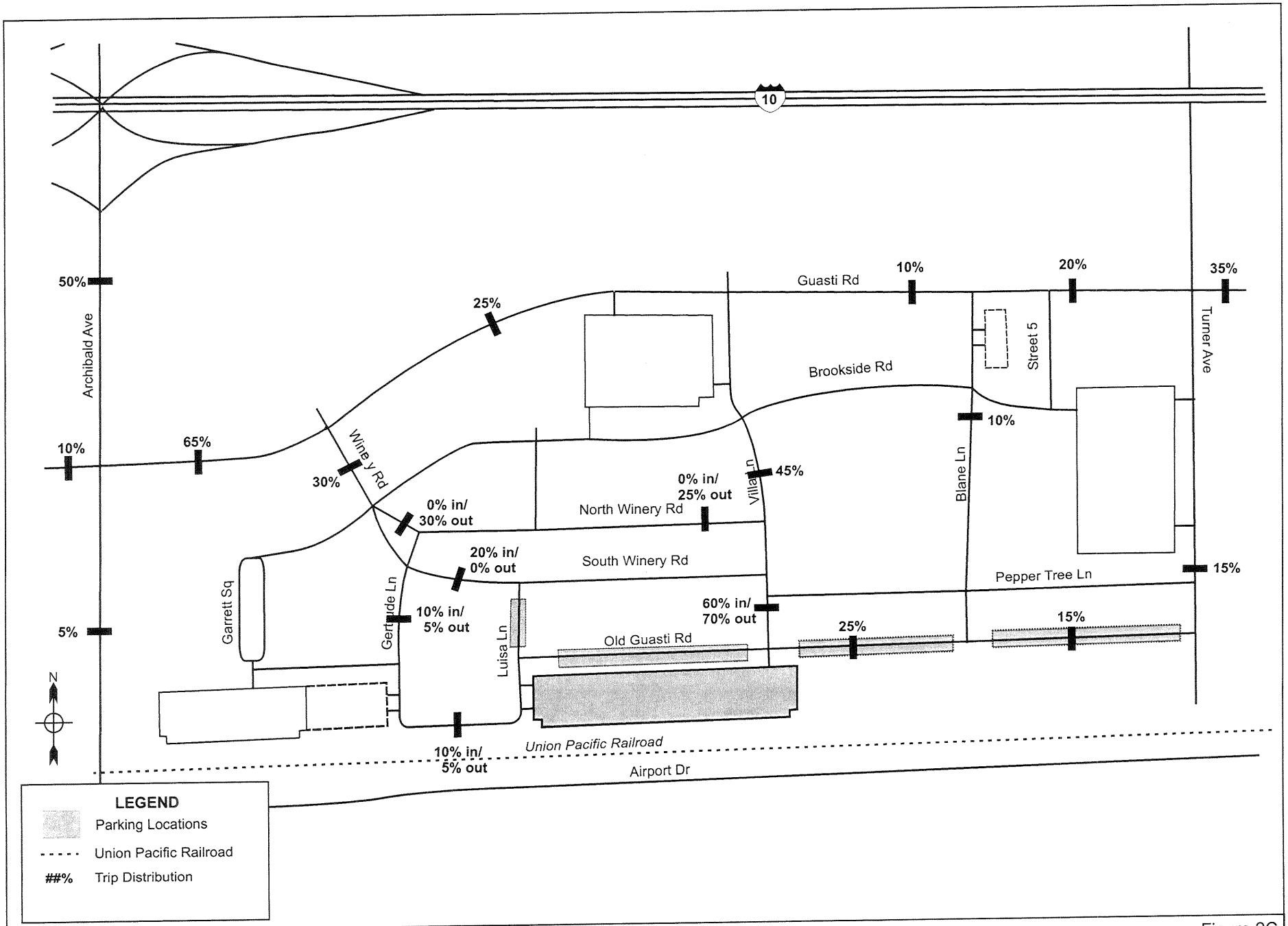
Figure 2B

Trip Distribution - On Street Parking #3, #6, #7, #8, & #10



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Guasti Project, City of Ontario

Figure 2C

Trip Distribution - Parking Structure #2 / On Street Parking #5, #9, #12, & #15

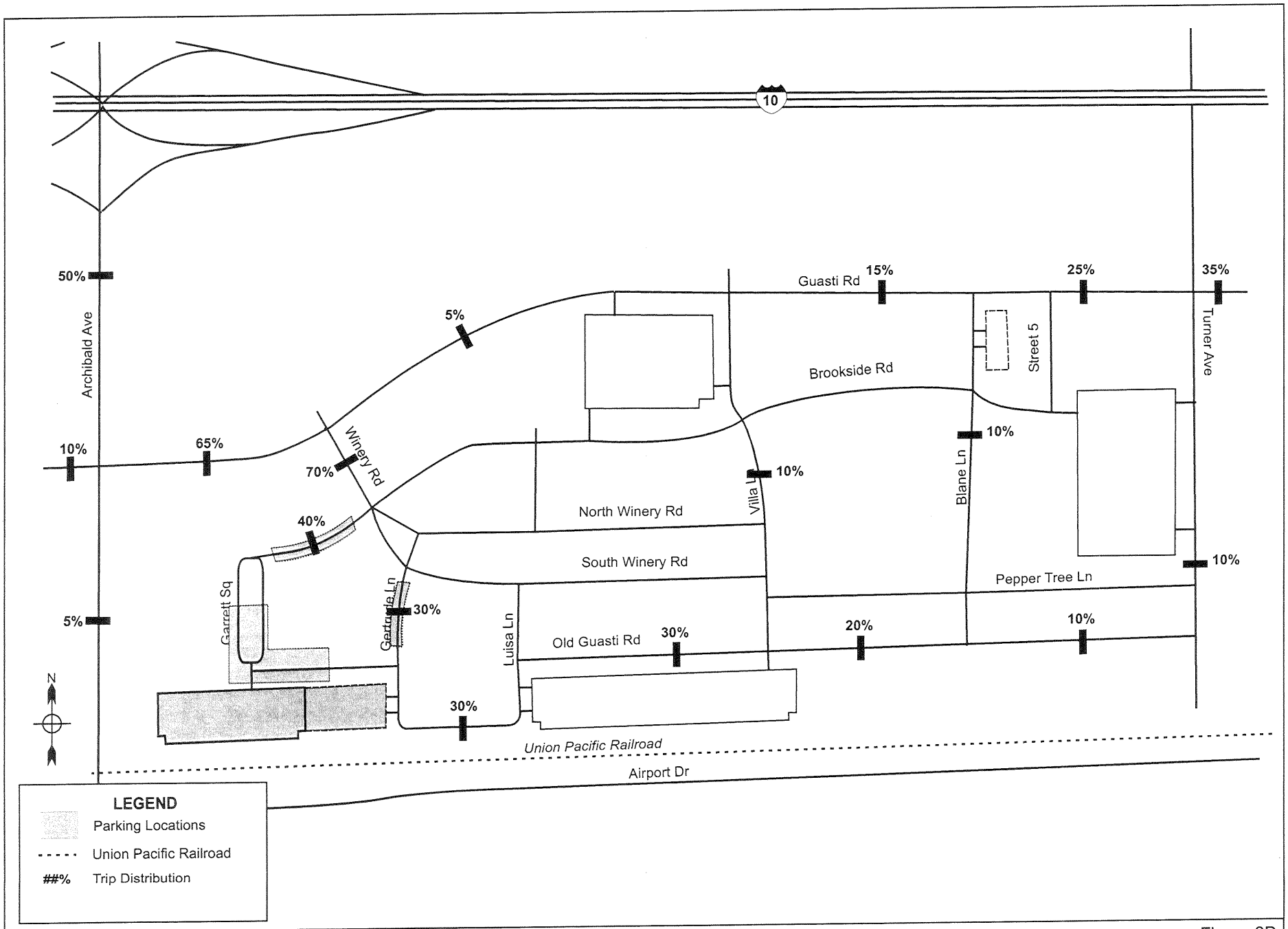

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Figure 2D

Trip Distribution - Parking Structure #3 / Surface Lot #1/ On Street Parking #1, #2, & #4

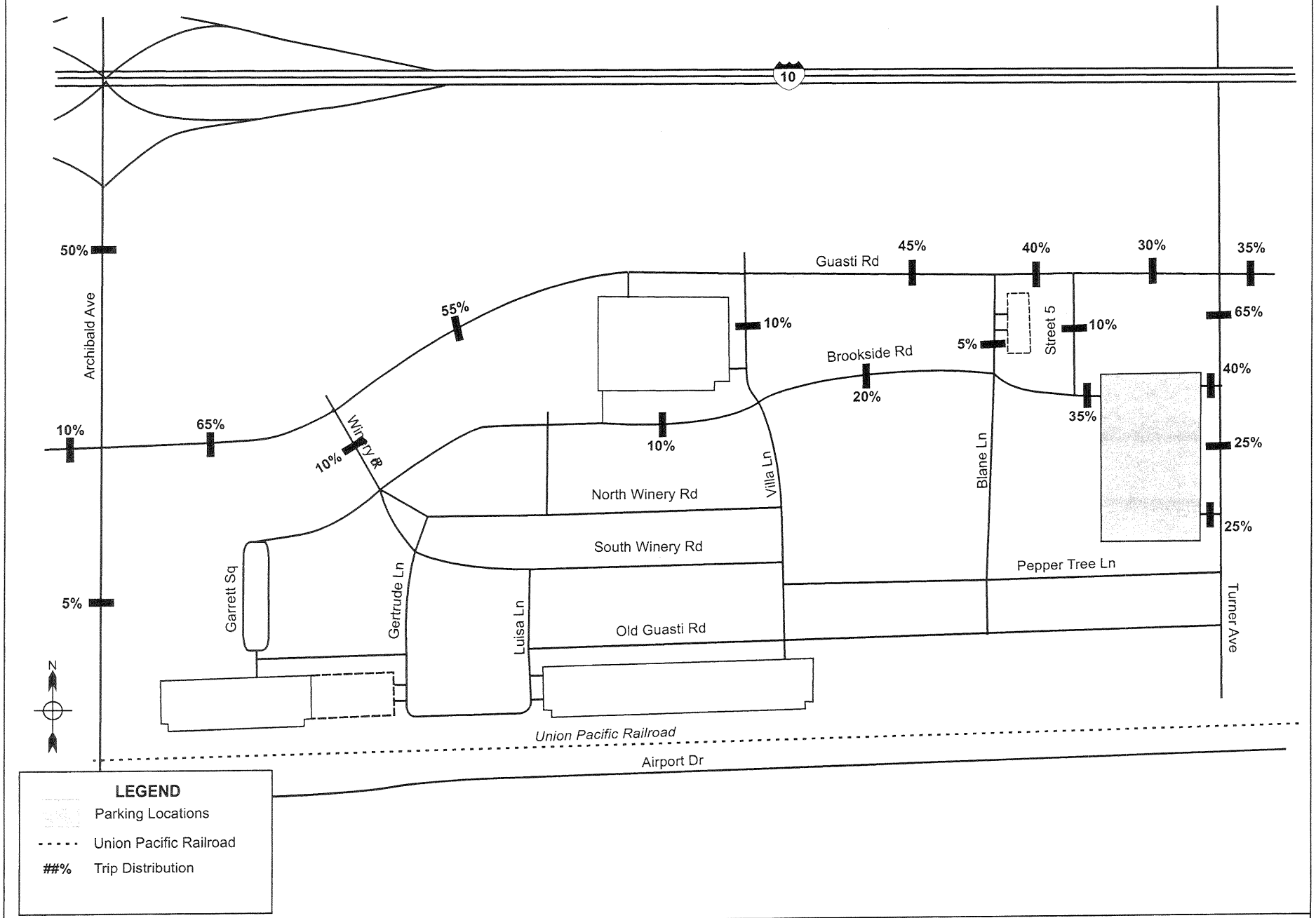

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Figure 2E

Trip Distribution - Parking Structure #4

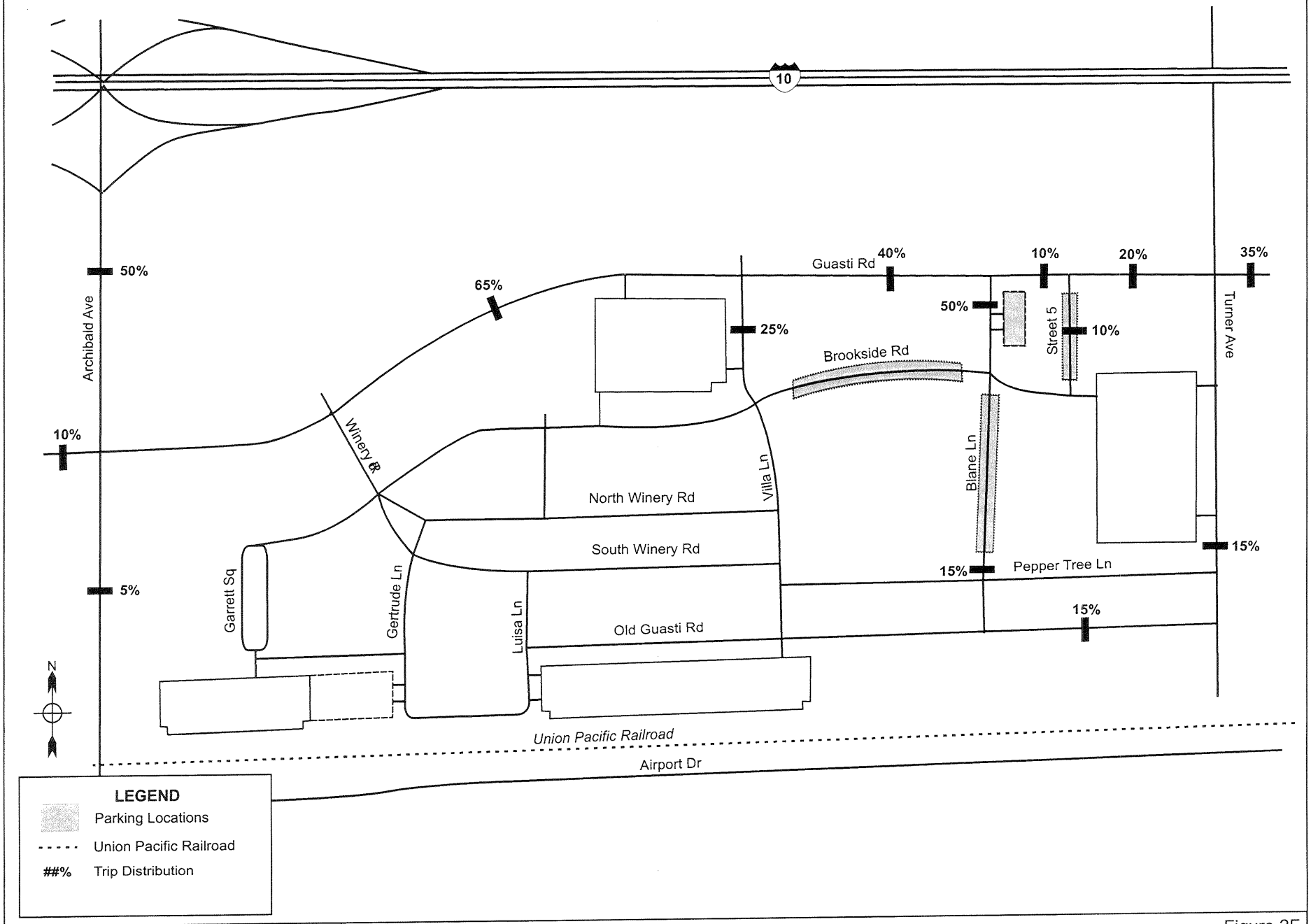

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Figure 2F

Trip Distribution - Surface Lot #2 / On Street Parking #11, #13, & #14

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that will be made to or from the project. It is generally equal to the traffic volume expected at the project entrances.

Trip generation characteristics for projects are normally estimated based on rates published in *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings throughout the nation.

The trip generation rates used for this project are shown in Table 1 below.

Table 1
Trip Generation Rates

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel	Rooms	8.17	0.56	0.34	0.22	0.59	0.31	0.28
Specialty Retail Center	T.S.F.	44.32	0.68	0.30	0.38	2.71	1.19	1.52
Restaurant (High Turnover)	T.S.F.	127.15	11.52	5.99	5.53	10.92	6.66	4.26
Restaurant (Low Turnover)	T.S.F.	89.95	0.81	0.41	0.40	7.49	5.02	2.47
Fast Food Restaurant	T.S.F.	716.0	43.87	26.32	17.55	26.15	13.34	12.81
Office	T.S.F.	11.01	1.55	1.36	0.19	1.49	0.25	1.24
Home Furnishing	T.S.F.	47.81	N/A	N/A	N/A	4.01	1.80	2.21
Pharmacy	T.S.F.	90.06	3.20	1.89	1.31	8.42	4.21	4.21
Walk-in Bank	T.S.F.	44.47	1.16	0.58	0.58	9.42	4.71	4.71
Drinking Place	T.S.F.	N/A	N/A	N/A	N/A	11.38	7.48	3.86
Post Office	T.S.F.	108.19	8.02	4.17	3.85	10.89	5.55	5.34
Bowling Alley	T.S.F.	33.33	3.13	1.88	1.25	3.54	1.24	2.30
Movie Theater	T.S.F.	N/A	N/A	N/A	N/A	5.22	3.34	1.88
Fitness Club	T.S.F.	32.93	1.21	0.51	0.70	4.05	2.07	1.98
Music Venue/Arena	Acres	33.33	3.33	2.00	1.33	3.33	2.00	1.33
Restaurant / Night Club	T.S.F.	89.95	0.81	0.41	0.40	7.49	5.02	2.47
Culinary School	T.S.F.	27.49	2.99	2.21	0.78	2.54	1.47	1.07

T.S.F. = 1000 Square Feet

It is noted that uses of the type on this site (restaurant, retail, hotels, etc) generate trip reductions in the form of *pass-by trips* and *internal linked trips*. Pass-by trips result when a driver traveling adjacent to the project site makes an intermediate stop there while en route to another destination. Since this is an on-site analysis, a pass-by trip reduction is not appropriate. However, these uses also experience internal linked

trips. Linked trips are trips that occur within the same center. This means that a person who works in the office building will also shop at the retail store or eat at the restaurants. The Institute of Transportation Engineers Handbook shows a large range of linked trips for restaurant and retail uses, from 11 percent to 64 percent. To be conservative, a 10% reduction from retail and restaurants was assumed. No reduction was taken from any of the other land uses

Project Traffic Generation

This section discusses the traffic generation for the site. Tables 2 summarize the traffic generation expected on-site. The trip generation is broken down and projected per building.

Table 2
Project Traffic Generation, Per Building

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
North Warehouse	59,400 s.f.	3266	254	139	115	422	260	162
Building 52	8,200 s.f.	327	5	2	2	20	9	11
Retail A	3,800 s.f.	2449	150	91	59	89	46	44
Building 49	5,500 s.f.	3544	217	133	85	129	66	63
Retail B	29,000 s.f.	2200	154	80	75	174	101	73
Retail C	7,500 s.f.	858	78	40	37	74	46	28
South Warehouse	142,000 s.f.	6573	363	249	112	563	281	282
Retail D	56,800 s.f.	3438	204	125	80	132	68	65
Office 1	113,600 s.f.	1251	176	154	22	169	28	141
Office 3	143,500 s.f.	2640	194	160	34	250	68	182
Office 4	197,400 s.f.	2647	291	251	40	310	63	247
Villa Hotel	120 Rooms	817	56	34	22	59	31	28
West Hotel	100 Rooms	1781	140	79	61	140	80	59
North Hotel	56,500 s.f.	4878	470	350	120	585	207	378
Office/Retail/Restaurant*	19,300 s.f.	595	44	29	16	53	23	31
Office Bldg. 7*	154,000 s.f.	1696	238	209	29	230	39	191
Office Bldg. 5*	100,000 s.f.	1101	155	136	19	149	25	124
Office Bldg. 6*	100,000 s.f.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	28,600 s.f.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 s.f.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 s.f.	3110	221	148	73	271	111	159
Total		**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**

Note: A 10% reduction for internal linked trips was taken from all retail and restaurant uses.

* All land uses are assumed based off previous site plan done by KOA Corporation dated January 2007

As indicated in Table 2, the project will generate approximately 52,689 daily trips, including 4,106 trips in the AM peak hour and 4,443 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 3 below.

Table 3
Project Traffic Generation, Per Parking Area

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Parking Structure 1	12274	1044	678	366	1290	611	680
Parking Structure 2	12798	764	501	263	909	442	467
Parking Structure 3	6628	546	414	132	559	178	381
Parking Structure 4	11198	990	759	231	915	254	658
Surface Lot 1	1056	78	64	14	100	27	73
Surface Lot 2	375	53	46	6	51	9	42
On Street Parking Area 1	237	29	21	8	28	10	18
On Street Parking Area 2	238	29	21	8	28	10	18
On Street Parking Area 3	468	30	20	10	31	12	19
On Street Parking Area 4	160	15	11	4	20	8	12
On Street Parking Area 5	468	30	20	10	31	12	19
On Street Parking Area 6	238	29	21	8	28	10	18
On Street Parking Area 7	1292	84	55	29	74	33	41
On Street Parking Area 8	1440	93	61	32	82	36	46
On Street Parking Area 9	1794	101	66	35	115	51	64
On Street Parking Area 10	35	5	4	1	5	3	2
On Street Parking Area 11	40	15	14	1	19	4	15
On Street Parking Area 12	427	36	24	12	33	14	19
On Street Parking Area 13	556	47	32	15	44	19	25
On Street Parking Area 14	35	5	4	1	5	3	2
On Street Parking Area 15	931	83	57	26	77	33	44
Total Traffic Generation	**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**

Figure 3 shows the trips generated by each parking area. Figures 4 and 5 show the resultant peak hour traffic volumes for the AM and PM peak hours, respectively.

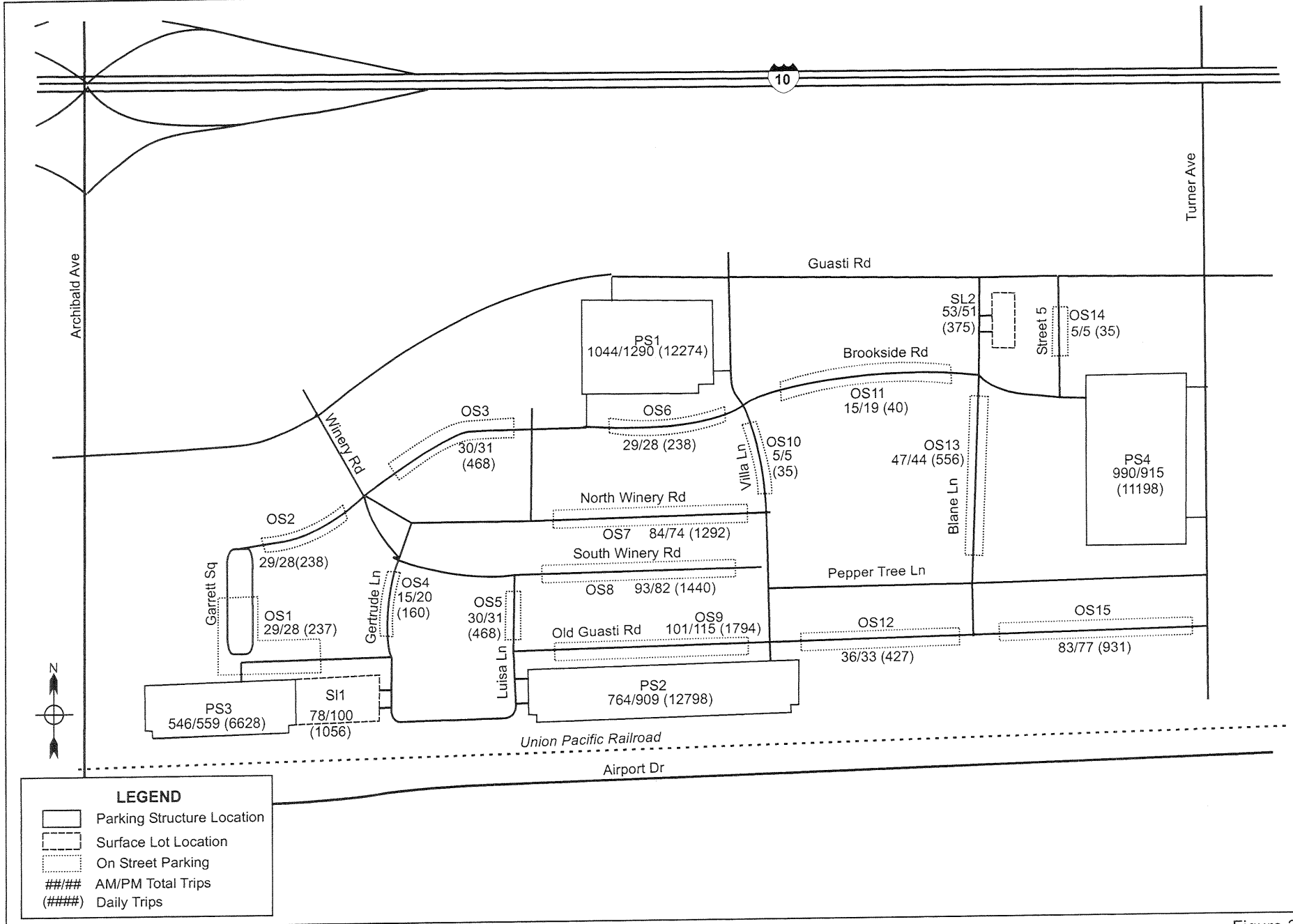

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Figure 3
Generations By Parking

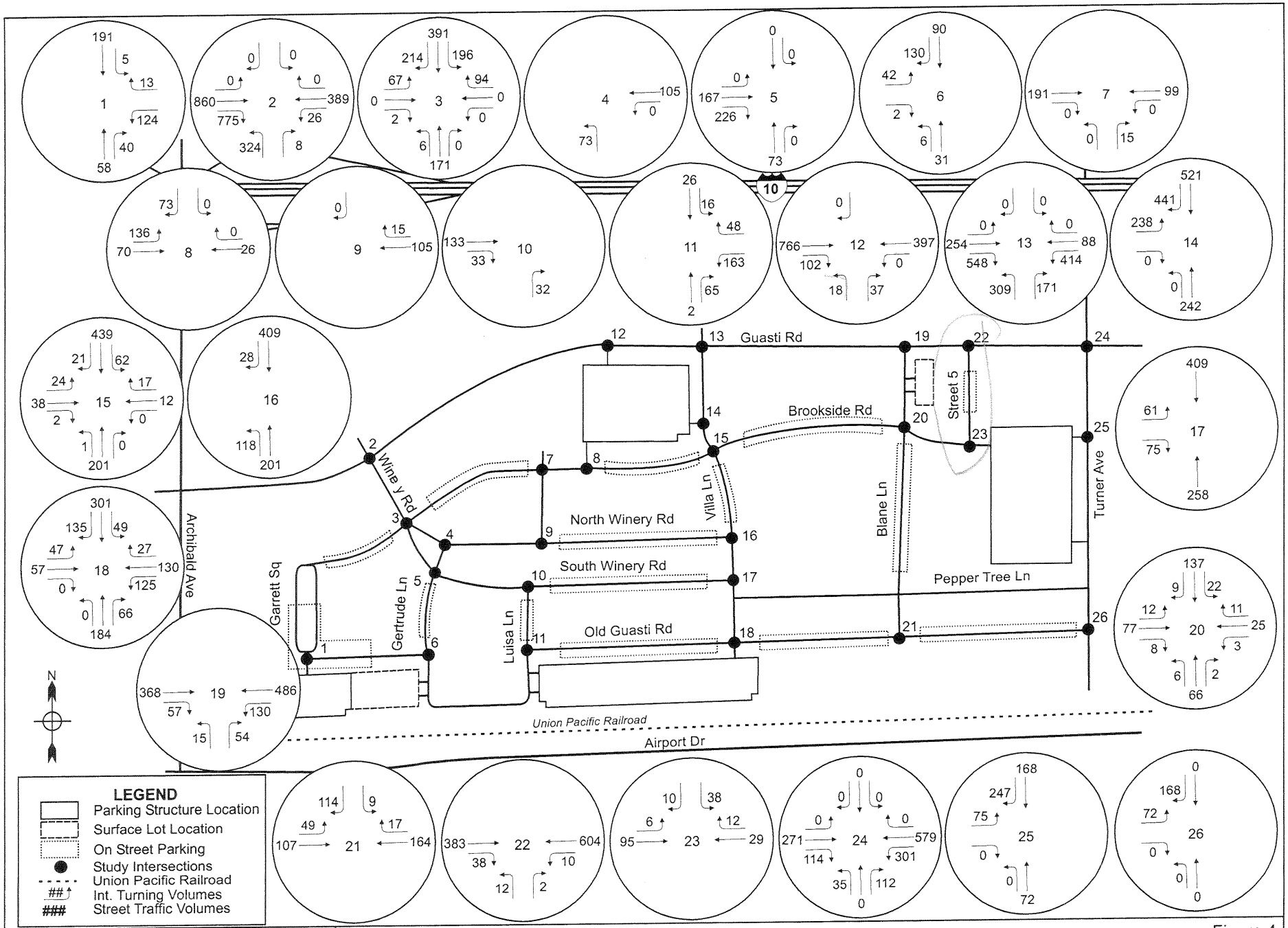

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Figure 4

Project Related Traffic Volumes - AM Peak Hour

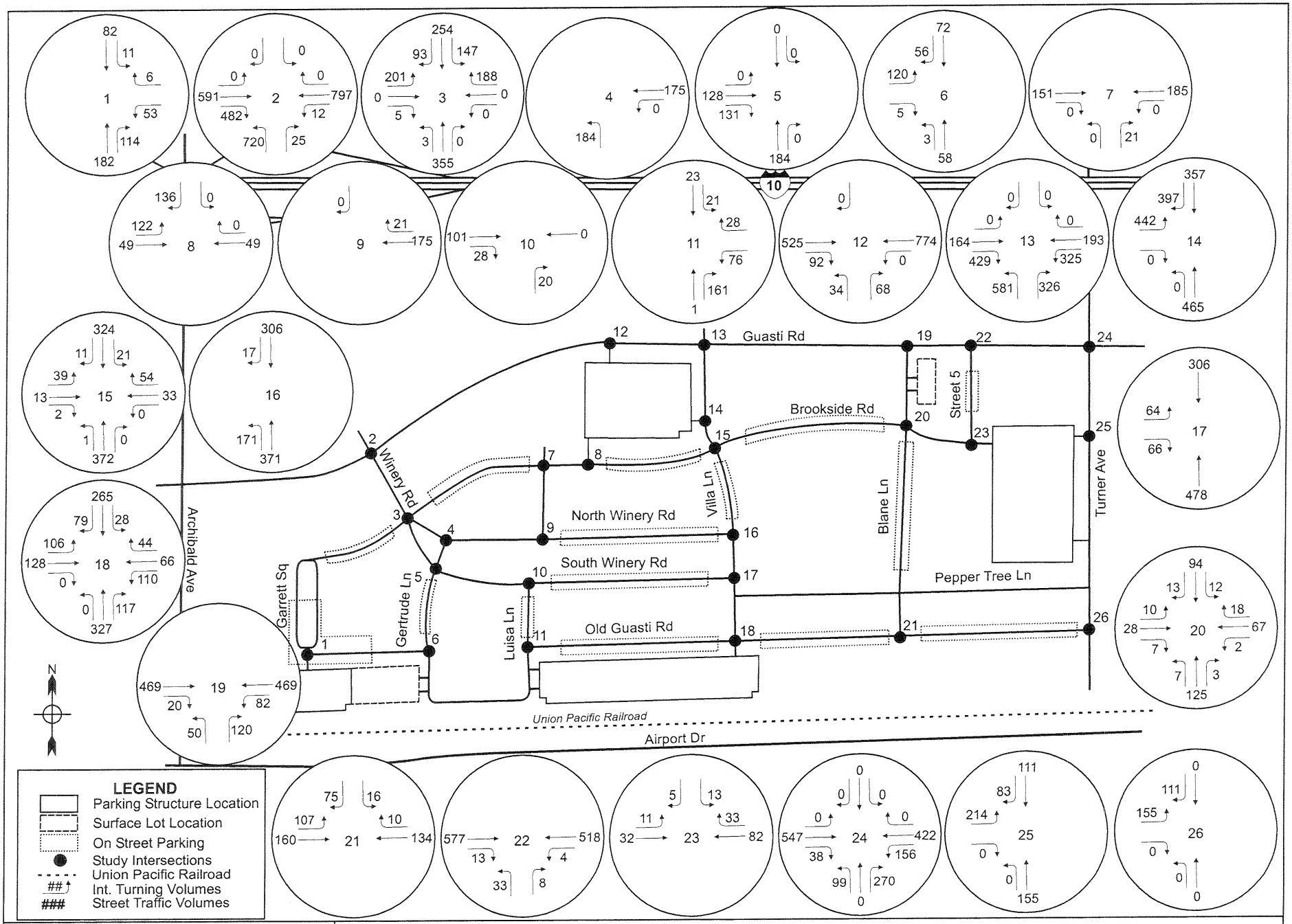

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Figure 5

Project Related Traffic Volumes - PM Peak Hour

3. WITH Project Conditions

This section documents the expected effect of project traffic upon opening year conditions in the study area. This scenario adds project generated volumes to the Without Project traffic volumes indicated in the Traffic Study done by KOA Corporation dated January 17, 2007. The project scenario assumes the proposed project site will be constructed.

The "WITH Project" traffic volumes were derived by adding the project trips to the traffic volumes shown under the Without Project scenario. These projected Future "With Project" traffic volumes are shown in Figures 6 and 7.

Based upon these traffic volumes, each project roadway must provide two travel lanes (one per direction) except for North Winery Road and South Winery Road. The recommended roadway geometrics are shown in Figure 8, and discussed in detail later in this report.

Tables 4 and 5 summarize the results of the level of service analysis for the "WITH Project" conditions, assuming these recommended roadway configurations. The levels of service worksheets are provided in Appendix A.

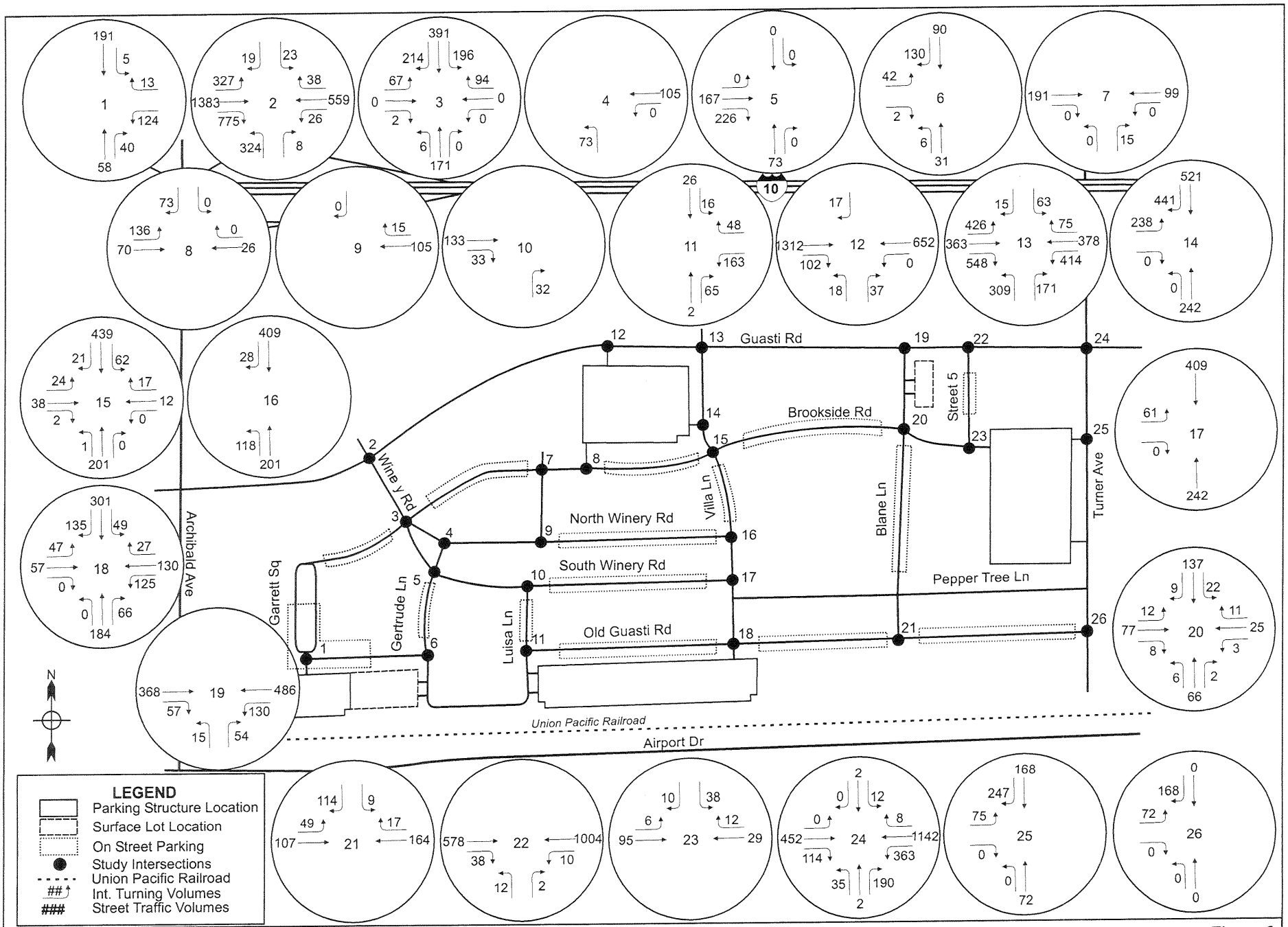

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Figure 6

Total "With Project" Traffic Volumes - AM Peak Hour

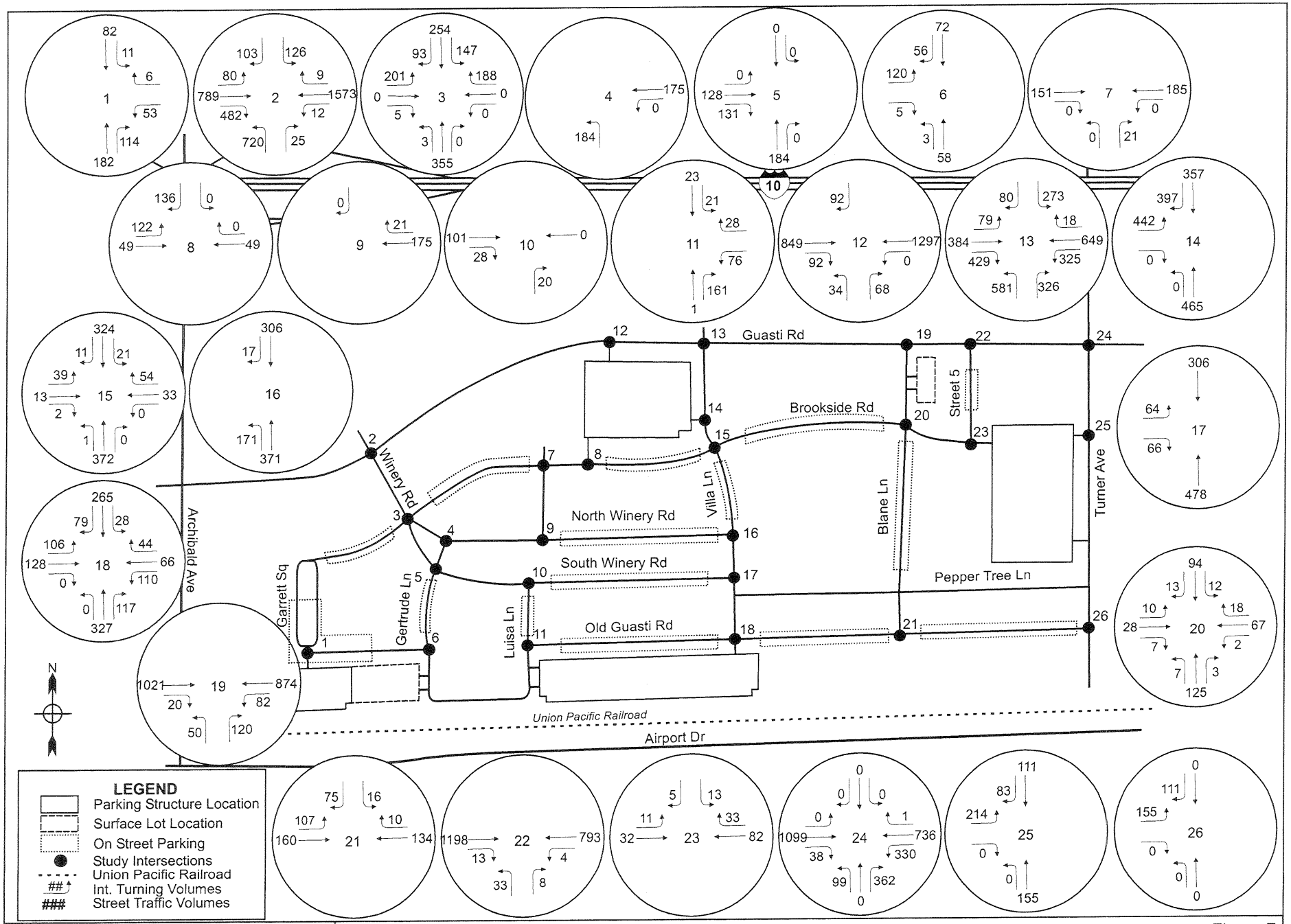

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Figure 7

Total "With Project" Traffic Volumes - PM Peak Hour

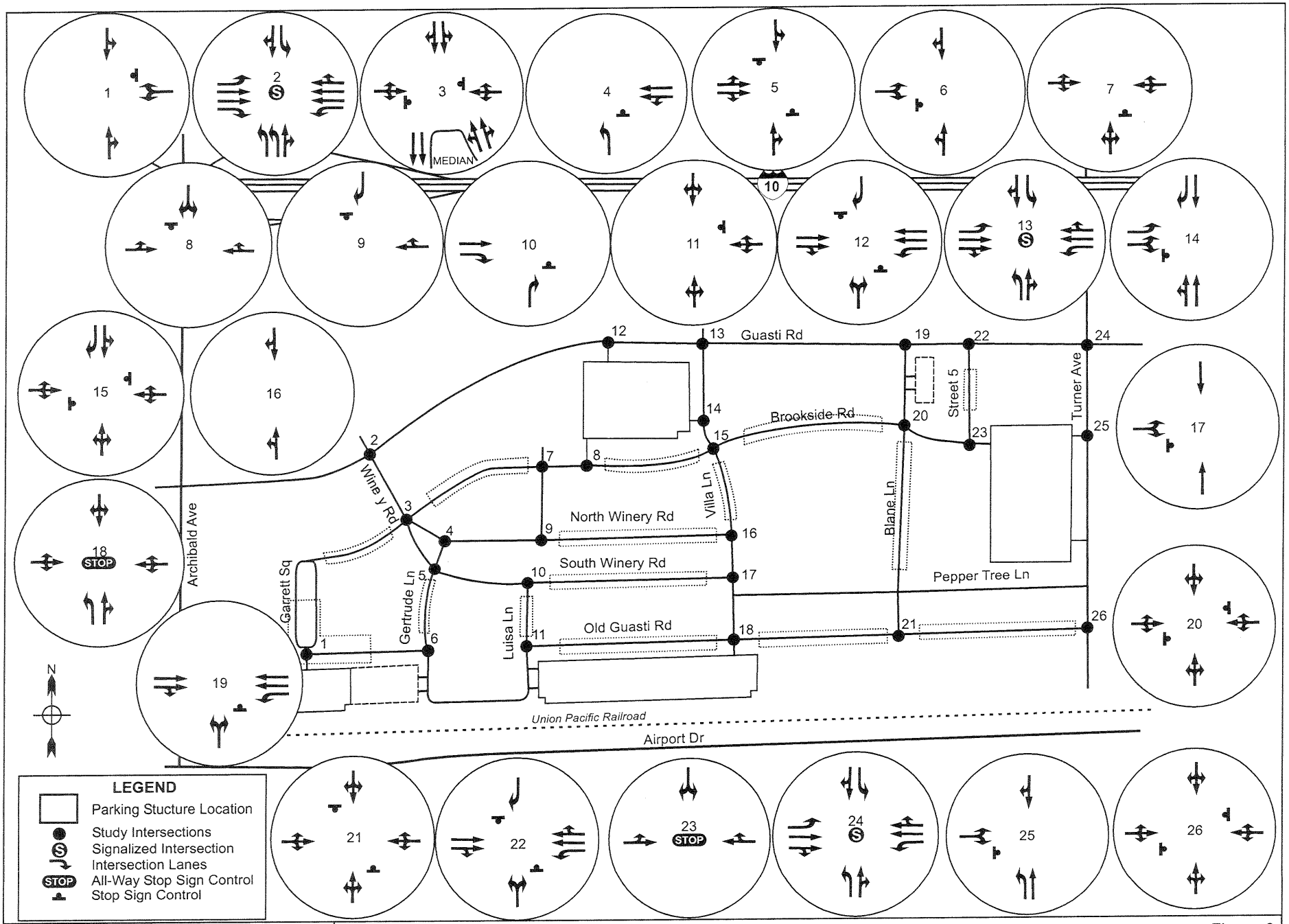

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Figure 8
Recommended Geometries

Table 4
AM/PM Peak Hour Intersection Performance
With Project Conditions – Unsignalized Intersections

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Garrett Sq at Old Guasti Rd	3.7	11.3	A	B	1.7	11.1	A	B
Winery Rd at Brookside Rd	3.8	26.8	A	D	7.0	26.6	A	D
Gertrude Ln at North Winery Rd	3.7	9.1	A	A	5.1	10.0	A	B
Gertrude Ln at South Winery Rd	1.8	11.6	A	B	5.0	12.2	A	B
Gertrude Ln at Old Guasti Rd	1.6	9.9	A	A	4.1	10.2	A	B
Secundo Lane at Brookside Rd	0.5	9.3	A	A	0.5	9.1	A	A
Secundo Lane at North Winery Rd	0.0	0.0	A	A	0.0	0.0	A	A
Luisa Ln at South Winery Rd	1.5	9.1	A	A	1.2	8.9	A	A
Luisa Ln at Old Guasti Rd	7.0	10.1	A	B	3.8	9.8	A	A
Guasti Rd at Pkg Structure 1	0.7	24.8	A	C	1.4	17.9	A	C
Villa Ln at Pkg Structure 1	2.8	17.1	A	C	5.6	20.9	A	C
Brookside Rd at Pkg Structure 1	5.4	8.7	A	A	6.0	9.1	A	A
Villa Ln at Brookside Rd	2.7	20.9	A	C	3.0	22.3	A	C
Villa Ln at North Winery Rd	1.3	8.6	A	A	1.7	8.4	A	A
Villa Ln at South Winery Rd	2.5	14.9	A	B	2.2	15.8	A	C
Villa Ln at Old Guasti Rd	20.0	N/A	C	N/A	27.2	N/A	D	N/A
Blane Ln at Guasti Rd	1.7	10.9	A	B	2.1	21.2	A	C
Blane Ln at Brookside rd	4.7	11.7	A	B	4.2	11.3	A	B
Blane Ln at Old Guasti Rd	3.5	10.1	A	B	3.5	10.3	A	B
Street 5 at Guasti Rd	0.2	12.8	A	B	0.5	22.3	A	C
Street 5 at Brookside Rd	7.5	N/A	A	N/A	7.3	N/A	A	N/A
Turner Ave at Pkg Structure 4	1.5	11.3	A	B	4.7	12.5	A	B
Turner Ave at Old Guasti Rd	2.8	9.4	A	A	5.8	9.9	A	A

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 4, all of the unsignalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours. Table 5 shows the levels of service at the signalized study intersections.

Table 5
AM/PM Peak Hour Intersection Performance
With Project Conditions – Signalized Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	Level of Service	Delay	Level of Service
Signalized Intersections				
Guasti Rd at Winery Rd	14.7	B	23.3	C
Villa Ln at Guasti Rd	35.1	D	53.9	D
Turner Ave at Guasti Rd	16.8	B	26.3	C

Note: Delay based on seconds per vehicle average.

As shown in Table 5, all of the signalized study intersections are forecast to operate at Level of Service D or better during the AM and/or PM peak hours.

4. Roadway Circulation

The project proposes to take access to the roadway system at numerous locations along Guasti Road. There will be a two-way left turn lane constructed along Guasti Road, from Winery Road to Turner Avenue, so all of the minor driveways will be accessed accordingly. . The signalized intersections will allow full access.

There is a proposed raised median along Winery Road starting from Guasti Road to Brookside Road. There has been discussion on continuing the median through Brookside Road, which would restrict several traffic movements at this intersection. This is not recommended due to the high volume of traffic making a left from Brookside Road onto Winery Road during the PM peak hour. If the median were continued, there would be major congestion on Gertrude Lane.

None of the interior project streets currently exist, but will be developed upon project opening. These proposed roads are discussed in full detail below.

Garrett Square

. It is recommended that Garrett Square provide at least two 14 foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 28 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Garrett Square are as follows:

Garrett Square at Old Guasti Road

This location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One shared left-through lane
- Westbound approach: One shared left-right lane

Winery Road

Winery Road is connected to Guasti Road toward the west of the project and continues southeast where in breaks up into North and South Winery Road. It is recommended that Winery Road provide at least four 12-foot travel lanes (two per direction), divided by a median. The completed roadway width will need to be a minimum of 48 feet for travel access. On street parking is not recommended along this section of road. The recommendations for the intersection along Winery Road (which were not previously discussed) are as follows:

Winery Road at Guasti Road

This location will need to provide a traffic signal and the following lane geometrics:

- Northbound approach: Two left turn lanes and one shared right-through lane
- Southbound approach: One left turn lane and one shared right-through lane
- Eastbound approach: One left turn lane, two through lanes, and one right turn lane
- Westbound approach: One left turn lane, two through lanes, and one shared right-through lane

Winery Road at Brookside Road

This location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One shared left-through lane and one shared right-through lane
- Southbound approach: One shared left-through lane and one shared right-through lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Gertrude Lane

Running on a north/south alignment through the project, Gertrude Lane connects North and South Winery Road to the existing Old Guasti Road. It is recommended that Gertrude Lane provide at least two 12-foot travel lanes (one per direction), divided a median striped centerline. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. This is planned as a public roadway, and may be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Gertrude Lane are as follows:

Gertrude Lane at North Winery Road

This location will need to provide a stop sign on the northbound approach and the following lane geometrics:

- Northbound approach: One left turn lane
- Westbound approach: One shared left-through lane and one through lane

Gertrude Lane at South Winery Road

This location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One shared right-through lane
- Southbound approach: One shared left-through lane
- Eastbound approach: One shared left-through lane and one shared right-through lane

Gertrude Lane at Old Guasti Road

This location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane

- Eastbound approach: One shared left-right lane

Secundo Lane/ Luisa Lane

The roadway is split into two sections. One section of the street is located between Brookside Road and North Winery Road and the other is located from South Winery Road to the Parking Structure 3. It is recommended that Secundo Lane/Luisa Lane provide at least two 12 foot travel lanes (one per direction), divided by a median striped centerline. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Secundo Lane/Luisa Lane are as follows:

Secundo Lane at Brookside Road

This location will need to provide a stop sign on the northbound approach and the following lane geometrics:

- Northbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Secundo Lane at North Winery Road

This location will need to provide a stop sign on the southbound approach and the following lane geometrics:

- Southbound approach: One right turn lane
- Westbound approach: One shared right-through lane

Luisa Lane at South Winery Road

This location will need to provide a stop sign on the northbound approach and the following lane geometrics:

- Northbound approach: One right turn lane
- Eastbound approach: One through lane and one right turn lane

Luisa Lane at Old Guasti Road

This location will need to provide a stop sign on the westbound approach and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Westbound approach: One all way lane

Parking Structure 1

There are a total of three study intersections associated with Parking Structure 1. The driveway intersection on Villa Lane has been discussed earlier in this section. Recommendations for the other two are as follows:

Parking Structure 1 at Guasti Road

This location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right-left turn lane
- Southbound approach: One right turn lane
- Eastbound approach: One through lane and one shared right-through lane
- Westbound approach: One left turn lane and two through lanes

Parking Structure 1 Brookside Road

This location will need to provide a stop sign on the southbound approach and the following lane geometrics:

- Southbound approach: One shared left-right lane
- Eastbound approach: One shared left-through lane
- Westbound approach: One shared right-through lane

Villa Lane

It is recommended that northern Villa Lane, from Guasti Road to Brookside Road provide at least four 12 foot travel lanes (two per direction), divided by a broken raised median. South of Brookside Road, it is recommended that Villa Lane provide two 12 foot travel lanes (one per direction), divided by a median striped centerline. The completed roadway width will need to be a minimum of 24 feet for travel access south of Brookside Road, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 54 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 38 feet for travel lanes. This is planned as a public roadway, and may be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Villa Lane are as follows:

Villa Lane at Guasti Road

A traffic signal warrant was performed at this location verified it will need to provide a traffic signal and the following lane geometrics: (The traffic signal warrant worksheet can be found in Appendix B)

- Northbound approach: One left turn lane and one shared right-through lane
- Southbound approach: One left turn lane and one shared right-through lane
- Eastbound approach: One left turn lane, one through lane, and one shared right-through lane
- Westbound approach: One left turn lane, one through lane, and one shared right-through lane

Villa Lane at Parking Structure 1

This location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One shared left-through lane and one through lane
- Southbound approach: One right lane and one through lane
- Eastbound approach: One left lane and one shared left-right lane

Villa Lane at Brookside Road

This location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One shared left-through lane and one right lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Villa Lane at North Winery Road

This location will be an uncontrolled intersection due to North Winery Road being a one-way street with traffic flowing westbound and the following lane geometrics:

- Northbound approach: One shared left-through lane
- Southbound approach: One shared right-through lane

Villa Lane at South Winery Road

This location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One through lane
- Southbound approach: One through lane
- Eastbound approach: One shared left-right lane

Villa Lane at Old Guasti Road

This location will need to provide an all-way stop sign and the following lane geometrics:

- Northbound approach: One left lane and one shared right-through lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Blane Lane

It is recommended that Blane Lane provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking

would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Blane Lane are as follows:

Blane Lane at Guasti Road

This location will need to provide a stop sign on the northbound approach and the following lane geometrics:

- Northbound approach: One right-left turn lane
- Eastbound approach: One through lane and one shared right-through lane
- Westbound approach: One left turn lane and two through lanes

Blane Lane at Brookside Road

This location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all-way lane
- Westbound approach: One all-way lane

Blane Lane at Old Guasti Road

This location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Street 5

The small street west of Turner Avenue on the project site plan is referred to as Street 5. It is recommended that Street 5 provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The recommendations for intersections along Street 5 are as follows:

Street 5 at Guasti Road

This location will need to provide a stop sign on the northbound and southbound approaches and the following lane geometrics:

- Northbound approach: One right-left turn lane
- Southbound approach: One right turn lane

- Eastbound approach: One through lane and one shared right-through lane
- Westbound approach: One left turn lane, one through lane and one shared right-through lane

Street 5 at Brookside Road

This location will need to provide an all-way stop and the following lane geometrics:

- Southbound approach: One all-way lane
- Eastbound approach: One shared left-through lane
- Westbound approach: One shared right-through lane

Turner Avenue

Turner Avenue is an existing public roadway. It is recommended that the roadway be improved to current City standards, and provide a minimum of two 12 foot travel lanes (one per direction), divided by a two-way left turn lane. The completed roadway width will need to be a minimum of 38 feet for travel access. These improvements will be subject to the requirements of the City of Ontario. The recommended geometrics for intersections along Turner Avenue are as follows:

Turner Avenue at Guasti Road

This location will need to provide a traffic signal and the following lane geometrics:

- Northbound approach: One left turn lane and one shared right-through lane
- Southbound approach: One left turn lane and one shared right-through lane
- Eastbound approach: One left turn lane, one through lane, and one shared right-through lane
- Westbound approach: One left turn lane, one through lane, and one shared right-through lane

Turner Avenue at Parking Structure 4

This location will need to provide a stop sign on the eastbound approach and the following lane geometrics:

- Northbound approach: One left lane (due to two way left turn lane) and one through lane
- Southbound approach: One shared right-through lane
- Eastbound approach: One shared left-right lane

Turner Avenue at Old Guasti Road

This location will need to provide a stop sign on the eastbound and westbound approaches and the following lane geometrics:

- Northbound approach: One all way lane
- Southbound approach: One all way lane
- Eastbound approach: One all way lane
- Westbound approach: One all way lane

Brookside Road

It is recommended that Brookside Road provide at least two 12-foot travel lanes (one per direction), divided by a striped median. The complete roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.

North Winery Road

This is a one-way roadway and facilitates westbound traffic only. It is recommended that the portion of North Winery Road from Brookside Road to Secundo Lane provide at least two 12-foot travel lanes (for westbound traffic), divided by a dashed stripe lane line. The complete roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The remaining portion of the roadway from Secundo Lane to Villa Lane is recommended to provide at least one 12-foot travel lane (for westbound traffic). The complete roadway width will need to be a minimum of 12 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 24 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 12 feet for the travel lane.

South Winery Road

This is a one-way roadway and facilitates eastbound traffic only. It is recommended that the portion of South Winery Road from Brookside Road to Luisa Lane provide at least two 12-foot travel lanes (for eastbound traffic), divided by a dashed stripe lane line. The complete roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The remaining portion of the roadway from Luisa Lane to Villa Lane is recommended to provide at least one 12-foot travel lane (for westbound traffic). The complete roadway width will need to be a minimum of 12 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 24 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 12 feet for the travel lane.

Old Guasti Road

Old Guasti Road is an existing public roadway. It is recommended that the roadway be improved to current City standards, and provide a minimum of two 12 foot travel lanes (one per direction), divided by a striped median. The completed roadway width will need to be a minimum of 24 feet for travel access, plus any additional space required for on-street parking. If standard parallel parking is provided along the

street, a minimum width of 40 feet is recommended. The width required for angled parking would be determined based upon the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. These improvements will be subject to the requirements of the City of Ontario.

The proposed project will be submitted the City of Ontario, who will review the plan for compliance with applicable City standards. We anticipate that any minor internal circulation or parking issues will be addressed in conjunction with these reviews.

5. Conclusions

The City of Ontario is evaluating the development of a proposed 48.8-acre mixed-use development. The project is located on the south side of Guasti Road, east of Archibald in the City of Ontario. The project will generate a total of 4106 vehicle trips during the AM peak hour and 4443 vehicle trips during the PM peak hour, and total of 52,689 daily vehicle trips.

This is an addendum to a previous report prepared by KOA Corporation titled "Traffic Study for the Guasti Specific Plan Project in the City of Ontario" dated January 2007.

This addendum was prepared to analyze on-site conditions and recommended roadway widths and geometrics. KOA Corporation has found that the on-site conditions should be acceptable with the revised site plans as shown, with the recommended geometrics located within this report.

APPENDIX A
Level-of-Service Worksheets
"With Project" Conditions

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Scenario Report

Scenario:	AM - Retail/Restaurants
Command:	AM - Retail/Restaurants
Volume:	AM - Retail/Restaurants
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Retail/Restaurants - AM
Trip Distribution:	ALL
Paths:	Default Path
Routes:	Default Route
Configuration:	AM - Retial/Restaurants

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Trip Generation Report

Forecast for Mixed-Use With Retail/Restaurants - AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	678.00	366.00	678	366	1044	28.9
	Zone 1 Subtotal					678	366	1044	28.9
2	Parking Stru	1.00	Parking Struct	501.00	263.00	501	263	764	21.2
	Zone 2 Subtotal					501	263	764	21.2
3	Surface Lot	1.00	Surface Lot 1	64.00	14.00	64	14	78	2.2
	Zone 3 Subtotal					64	14	78	2.2
4	Parking Stru	1.00	Parking Struct	414.00	132.00	414	132	546	15.1
	Zone 4 Subtotal					414	132	546	15.1
5	Parking Stru	0.50	Parking Struct	759.00	231.00	380	116	496	13.7
	Zone 5 Subtotal					380	116	496	13.7
31	On Street #1	1.00	On Street 1	21.00	8.00	21	8	29	0.8
	Zone 31 Subtotal					21	8	29	0.8
33	On Street #4	1.00	On Street 4	11.00	4.00	11	4	15	0.4
	Zone 33 Subtotal					11	4	15	0.4
37	On Street 5	1.00	On Street 5	20.00	10.00	20	10	30	0.8
	Zone 37 Subtotal					20	10	30	0.8
38	On Street 6	1.00	OS Pkg 6	21.00	8.00	21	8	29	0.8
	Zone 38 Subtotal					21	8	29	0.8
40	On Street 8	1.00	On Street 8	61.00	32.00	61	32	93	2.6
	Zone 40 Subtotal					61	32	93	2.6
41	OS #9	1.00	On Street 9	66.00	35.00	66	35	101	2.8
	Zone 41 Subtotal					66	35	101	2.8
42	On Street #1	1.00	On Street 10	4.00	1.00	4	1	5	0.1
	Zone 42 Subtotal					4	1	5	0.1
44	On Street 12	1.00	On Street 12	24.00	12.00	24	12	36	1.0
	Zone 44 Subtotal					24	12	36	1.0
45	Surface Lot	1.00	Suface Lot 2	46.00	6.00	46	6	52	1.4
	Zone 45 Subtotal					46	6	52	1.4
46	On Street #1	1.00	On Street 13	32.00	15.00	32	15	47	1.3

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 46 Subtotal					32	15	47	1.3
47	On Street 15	1.00	On Street 15	57.00	26.00	57	26	83	2.3
	Zone 47 Subtotal					57	26	83	2.3
48	On Street 14	1.00	On Street 14	4.00	1.00	4	1	5	0.1
	Zone 48 Subtotal					4	1	5	0.1
49	On Street Pa	1.00	On Street 2	21.00	8.00	21	8	29	0.8
	Zone 49 Subtotal					21	8	29	0.8
50	On Street Pk	1.00	On Street 3	20.00	10.00	20	10	30	0.8
	Zone 50 Subtotal					20	10	30	0.8
51	On Street 11	1.00	On Street 11	14.00	1.00	14	1	15	0.4
	Zone 51 Subtotal					14	1	15	0.4
52	On Street 7	1.00	On Street 7	55.00	29.00	55	29	84	2.3
	Zone 52 Subtotal					55	29	84	2.3
TOTAL						2514	1097	3611	100.0

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0
49	50.0	5.0	35.0	10.0
50	50.0	5.0	35.0	10.0
51	50.0	5.0	35.0	10.0
52	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Turning Movement Report
Mixed-Use With Retail/Restaurants - AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	126	1257	0	0	0	251	0	55	110	549	2348
Total	0	0	126	1257	0	0	0	251	0	55	110	549	2348
#2 Guasti Rd and Winery Road													
Base	0	0	0	23	0	19	327	523	0	0	170	38	1100
Added	324	0	8	0	0	0	0	860	775	26	389	0	2382
Total	324	0	8	23	0	19	327	1383	775	26	559	38	3482
#3 Gausti Road and Villa Ln													
Base	0	0	0	63	0	15	426	109	0	0	290	75	978
Added	309	0	171	0	0	0	0	254	548	414	88	0	1784
Total	309	0	171	63	0	15	426	363	548	414	378	75	2762
#4 Turner Ave and Guasti Road													
Base	0	2	78	12	2	0	0	181	0	62	563	8	908
Added	35	0	112	0	0	0	0	271	114	301	579	0	1412
Total	35	2	190	12	2	0	0	452	114	363	1142	8	2320
#6 Guasti Rd and Blane Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	15	0	54	0	0	0	0	368	57	130	486	0	1110
Total	15	0	54	0	0	0	0	368	57	130	486	0	1110
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	0	0	195	0	0	400	0	595
Added	12	0	2	0	0	0	0	383	38	10	604	0	1049
Total	12	0	2	0	0	0	0	578	38	10	1004	0	1644
#8 Winery Road at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	171	0	196	391	214	67	0	2	0	0	94	1141
Total	6	171	0	196	391	214	67	0	2	0	0	94	1141
#9 Gertrude Ln at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	73	0	0	0	0	0	0	0	0	0	105	0	178
Total	73	0	0	0	0	0	0	0	0	0	105	0	178
#10 Gertrude Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	73	0	0	0	0	0	167	226	0	0	0	466
Total	0	73	0	0	0	0	0	167	226	0	0	0	466

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#11 OLD Guasti Rd and Gertrude Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	31	0	0	90	130	42	0	2	0	0	0	301
Total	6	31	0	0	90	130	42	0	2	0	0	0	301
#12 Secundo Lane at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	15	0	0	0	0	191	0	0	99	0	305
Total	0	0	15	0	0	0	0	191	0	0	99	0	305
#13 Secundo Lane at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	105	15	120
Total	0	0	0	0	0	0	0	0	0	0	105	15	120
#14 Luisa Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	32	0	0	0	0	133	33	0	0	0	198
Total	0	0	32	0	0	0	0	133	33	0	0	0	198
#15 OLD Guast Rd and Luisa Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	2	65	16	26	0	0	0	0	163	0	48	320
Total	0	2	65	16	26	0	0	0	0	163	0	48	320
#16 Villa Ln at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	1	201	0	62	439	21	24	38	2	0	12	17	817
Total	1	201	0	62	439	21	24	38	2	0	12	17	817
#17 Villa Ln at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	118	201	0	0	409	28	0	0	0	0	0	0	756
Total	118	201	0	0	409	28	0	0	0	0	0	0	756
#18 Villa Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	258	0	0	409	0	61	0	75	0	0	0	803
Total	0	258	0	0	409	0	61	0	75	0	0	0	803
#19 Villa Ln and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	258	0	0	485	0	0	0	0	0	0	0	743
Total	0	258	0	0	485	0	0	0	0	0	0	0	743

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#20 Villa Ln and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	184	66	49	301	135	47	57	0	125	130	27	1121
Total	0	184	66	49	301	135	47	57	0	125	130	27	1121
#21 Blane Ln at Brookside Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	66	2	22	137	9	12	77	8	3	25	11	378
Total	6	66	2	22	137	9	12	77	8	3	25	11	378
#22 Pepper Tree Lane and Blane Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	66	0	0	123	0	0	0	0	0	0	0	189
Total	0	66	0	0	123	0	0	0	0	0	0	0	189
#23 OLD Guasti Rd and Blane Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	9	0	114	49	107	0	0	164	17	460
Total	0	0	0	9	0	114	49	107	0	0	164	17	460
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	72	0	0	168	0	0	0	0	0	0	0	240
Total	0	72	0	0	168	0	0	0	0	0	0	0	240
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	168	72	0	0	0	0	0	240
Total	0	0	0	0	0	168	72	0	0	0	0	0	240
#26 OLD Guasti Rd and Garrett Sq													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	58	40	5	191	0	0	0	0	124	0	13	431
Total	0	58	40	5	191	0	0	0	0	124	0	13	431
#30 Guasti Rd at PS1 North Ent.													
Base	0	0	0	0	0	17	0	546	0	0	255	0	818
Added	18	0	37	0	0	0	0	766	102	0	397	0	1320
Total	18	0	37	0	0	17	0	1312	102	0	652	0	2138
#31 Villa Ln at PS1 East Ent.													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	242	0	0	521	441	238	0	0	0	0	0	1442
Total	0	242	0	0	521	441	238	0	0	0	0	0	1442

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#32 Street 5 at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	38	0	10	6	95	0	0	29	12	190
Total	0	0	0	38	0	10	6	95	0	0	29	12	190
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	72	0	0	168	247	75	0	0	0	0	0	562
Total	0	72	0	0	168	247	75	0	0	0	0	0	562
#57 Brookside at PS1 South Ent.													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	73	136	70	0	0	26	0	305
Total	0	0	0	0	0	73	136	70	0	0	26	0	305

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 2 Guasti Rd and Winery Road	A	9.8	0.273	B	14.7	0.674	+ 4.940 D/V
# 3 Gausti Road and Villa Ln	B	19.1	0.433	D	35.1	0.850	+16.051 D/V
# 4 Turner Ave and Guasti Road	B	11.3	0.239	B	16.8	0.554	+ 5.482 D/V
# 6 Guasti Rd and Blane Ln		0.0	0.000	B	10.9	0.000	+10.854 D/V
# 7 Guasti Rd and Street 5	A	0.0	0.000	B	12.8	0.000	+12.797 D/V
# 8 Winery Road at Brookside		0.0	0.000	D	26.8	0.000	+26.846 D/V
# 9 Gertrude Ln at N. Winery Rd		0.0	0.000	A	9.1	0.000	+ 9.087 D/V
# 10 Gertrude Ln at S. Winery Rd		0.0	0.000	B	11.6	0.000	+11.628 D/V
# 11 OLD Guasti Rd and Gertrude Ln		0.0	0.000	A	9.9	0.000	+ 9.867 D/V
# 12 Secundo Lane at Brookside		0.0	0.000	A	9.3	0.000	+ 9.342 D/V
# 13 Secundo Lane at N. Winery Rd		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 14 Luisa Ln at S. Winery Rd		0.0	0.000	A	9.1	0.000	+ 9.092 D/V
# 15 OLD Guast Rd and Luisa Ln		0.0	0.000	B	10.1	0.000	+10.096 D/V
# 16 Villa Ln at Brookside		0.0	0.000	C	20.9	0.000	+20.922 D/V
# 17 Villa Ln at N. Winery Rd		0.0	0.000	A	8.6	0.000	+ 8.645 D/V
# 18 Villa Ln at S. Winery Rd		0.0	0.000	B	14.9	0.000	+14.908 D/V
# 20 Villa Ln and Old Guasti Road		0.0	0.000	C	20.0	0.814	+ 0.814 V/C
# 21 Blane Ln at Brookside Rd		0.0	0.000	B	11.7	0.000	+11.736 D/V
# 23 OLD Guasti Rd and Blane Ln		0.0	0.000	B	10.1	0.000	+10.079 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	A	9.4	0.000	+ 9.367 D/V
# 26 OLD Guasti Rd and Garrett Sq		0.0	0.000	B	11.3	0.000	+11.256 D/V
# 30 Guasti Rd at PS1 North Ent.	A	9.1	0.000	C	24.8	0.000	+15.751 D/V
# 31 Villa Ln at PS1 East Ent.		0.0	0.000	C	17.1	0.000	+17.090 D/V

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 32 Street 5 at Brookside		0.0	0.000	A	7.5	0.121	+ 0.121 V/C
# 33 Turner at Pkg Structure		0.0	0.000	B	11.3	0.000	+11.270 D/V
# 57 Brookside at PS1 South Ent.		0.0	0.000	A	8.7	0.000	+ 8.685 D/V

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Winery Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0 1	0	1	0 0 1	0	1	0 2 0 1	1	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	23	0	19	327	523	0	0	170	38
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	0	0	23	0	19	327	523	0	0	170	38
Added Vol:	324	0	8	0	0	0	0	860	775	26	389	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	324	0	8	23	0	19	327	1383	775	26	559	38
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	341	0	8	24	0	20	344	1456	816	27	588	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	8	24	0	20	344	1456	816	27	588	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	0	8	24	0	20	344	1456	816	27	588	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	1.00	0.85	0.90	1.00	0.85	0.90	0.95	0.85	0.90	0.90	0.90
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.81	0.19
Final Sat.:	3078	0	1530	1625	0	1530	1625	3420	1530	1625	4555	310
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.01	0.00	0.01	0.21	0.43	0.53	0.02	0.13	0.13
Crit Moves:	****					****			****	****		
Green/Cycle:	0.16	0.00	0.03	0.13	0.00	0.02	0.51	0.79	0.79	0.02	0.31	0.31
Volume/Cap:	0.67	0.00	0.18	0.11	0.00	0.67	0.42	0.54	0.67	0.67	0.42	0.42
Delay/Veh:	42.8	0.0	49.2	38.3	0.0	96.0	15.8	4.0	6.2	84.9	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	49.2	38.3	0.0	96.0	15.8	4.0	6.2	84.9	27.6	27.6
LOS by Move:	D	A	D	D	A	F	B	A	A	F	C	C
HCM2kAvgQ:	7	0	0	1	0	2	7	9	12	2	6	6

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Villa Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	63	0	15	426	109	0	0	290	75
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	0	0	63	0	15	426	109	0	0	290	75
Added Vol:	309	0	171	0	0	0	0	254	548	414	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	0	171	63	0	15	426	363	548	414	378	75
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	325	0	180	66	0	16	448	382	577	436	398	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	180	66	0	16	448	382	577	436	398	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	0	180	66	0	16	448	382	577	436	398	79
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.86	0.86	0.90	0.93	0.93
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1625	0	1530	1625	0	1530	1625	1556	1556	1625	2782	552
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.12	0.04	0.00	0.01	0.28	0.25	0.37	0.27	0.14	0.14
Crit Moves:	****					****			****	****		
Green/Cycle:	0.24	0.00	0.17	0.06	0.00	0.01	0.50	0.44	0.44	0.32	0.26	0.26
Volume/Cap:	0.85	0.00	0.68	0.64	0.00	0.85	0.56	0.56	0.85	0.85	0.56	0.56
Delay/Veh:	52.8	0.0	46.1	58.3	0.0	186.5	18.5	21.5	31.5	44.7	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	46.1	58.3	0.0	186.5	18.5	21.5	31.5	44.7	33.1	33.1
LOS by Move:	D	A	D	E	A	F	B	C	C	D	C	C
HCM2kAvgQ:	13	0	7	3	0	2	10	10	19	16	7	7

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

JA6824 - Guasti Project
Future "With Project" Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	2	78		12	2	0		0	181	0		62	563	8	
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	2	78		12	2	0		0	181	0		62	563	8	
Added Vol:	35	0	112		0	0	0		0	271	114		301	579	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	2	190		12	2	0		0	452	114		363	1142	8	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	37	2	200		13	2	0		0	476	120		382	1202	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	2	200		13	2	0		0	476	120		382	1202	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	2	200		13	2	0		0	476	120		382	1202	8	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.85	0.85		0.90	1.00	1.00		0.95	0.92	0.92		0.90	0.95	0.95	
Lanes:	1.00	0.01	0.99		1.00	1.00	0.00		1.00	1.60	0.40		1.00	1.99	0.01	
Final Sat.:	1625	16	1518		1625	1800	0		1710	2649	668		1625	3393	24	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.13		0.01	0.00	0.00		0.00	0.18	0.18		0.24	0.35	0.35	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.24	0.24	0.24		0.01	0.01	0.00		0.00	0.32	0.32		0.42	0.75	0.75	
Volume/Cap:	0.09	0.55	0.55		0.55	0.09	0.00		0.00	0.55	0.55		0.55	0.47	0.47	
Delay/Veh:	29.7	35.3	35.3		75.6	50.7	0.0		0.0	28.5	28.5		22.7	5.0	5.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.7	35.3	35.3		75.6	50.7	0.0		0.0	28.5	28.5		22.7	5.0	5.0	
LOS by Move:	C	D	D		E	D	A		A	C	C		C	A	A	
HCM2kAvgQ:	1	6	6		1	0	0		0	8	8		10	8	8	

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

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

Intersection #6 Guasti Rd and Blane Ln

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	- T	- R			L	- T	- R			L	- T	- R			L	- T	- R		
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	15	0	54			0	0	0			0	368	57			130	486	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	15	0	54			0	0	0			0	368	57			130	486	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	16	0	57			0	0	0			0	387	60			137	512	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	16	0	57			0	0	0			0	387	60			137	512	0		
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	947	1203	224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							447	xxxx	xxxxx		
Potent Cap.:	263	186	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1124	xxxx	xxxxx		
Move Cap.:	239	163	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1124	xxxx	xxxxx		
Total Cap:	474	349	xxxxx	307	339	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.12	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.4	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							8.6	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*							A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT		
Shared Cap.:	xxxx	687	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx		
Shared LOS:	*	B	*	*	*	*	*	*	*							*	*	*		
ApproachDel:	10.9			xxxxxx			xxxxxx									xxxxxx				
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 (Future Volume Alternative)

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0 0	0	0 0	0 1	0	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	195	0	0	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	195	0	0	400	0
Added Vol:	12	0	2	0	0	0	0	383	38	10	604	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	2	0	0	0	0	578	38	10	1004	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	0	2	0	0	0	0	608	40	11	1057	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	2	0	0	0	0	608	40	11	1057	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1178	1706	324	xxxx	xxxx	528	xxxx	xxxx	xxxxx	648	xxxx	xxxxx
Potent Cap.:	187	92	677	xxxx	xxxx	500	xxxx	xxxx	xxxxx	947	xxxx	xxxxx
Move Cap.:	185	91	677	xxxx	xxxx	500	xxxx	xxxx	xxxxx	947	xxxx	xxxxx
Total Cap:	454	285	xxxxx	230	284	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	476	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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Future "With Project" Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Winery Road at Brookside

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[26.8]

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0	0 0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	6	171	0	196	391	214	67	0	2	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	171	0	196	391	214	67	0	2	0	0	94
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	180	0	206	412	225	71	0	2	0	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	180	0	206	412	225	71	0	2	0	0	99
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	637	xxxx	xxxxx	180	xxxx	xxxxx	1039	1129	318	xxxx	xxxx	90
Potent Cap.:	956	xxxx	xxxxx	1408	xxxx	xxxxx	187	206	683	xxxx	xxxx	956
Move Cap.:	956	xxxx	xxxxx	1408	xxxx	xxxxx	142	165	683	xxxx	xxxx	956
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	278	xxxxx	352	240	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.15	xxxx	xxxx	0.30	0.00	0.00	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	8.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	236	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	26.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			26.8			9.2	
ApproachLOS:		*			*			D			A	

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

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AM Peak Hour

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

Intersection #9 Gertrude Ln at N. Winery Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	73	0	0		0	0	0		0	0	0		0	105	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	73	0	0		0	0	0		0	0	0		0	105	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	77	0	0		0	0	0		0	0	0		0	111	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	77	0	0		0	0	0		0	0	0		0	111	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	55	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.1	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

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

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

Intersection #10 Gertrude Ln at S. Winery Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	0 0	0	1	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	73	0		0	0	0		0	167	226		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	73	0		0	0	0		0	167	226		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	77	0		0	0	0		0	176	238		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	77	0		0	0	0		0	176	238		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	295	xxxxx		126	414	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	620	xxxxx		852	532	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	620	xxxxx		771	532	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	0.12	xxxx		0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	0.4	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	11.6	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	B	*		*	*	*	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	11.6			xxxxxx			xxxxxx			xxxxxx						
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 (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Gertrude Ln

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.9]

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	1 0	0	0	0	0 0	1	0	0	0 1!	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
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	6	31	0	0	90	130	42	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	6	31	0	0	90	130	42	0	2	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	6	33	0	0	95	137	44	0	2	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	6	33	0	0	95	137	44	0	2	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	232	xxxx	xxxxx	xxxx	xxxx	xxxxx	208	208	163	xxxx	xxxx	xxxxx				
Potent Cap.:	1348	xxxx	xxxxx	xxxx	xxxx	xxxxx	784	692	887	xxxx	xxxx	xxxxx				
Move Cap.:	1348	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	689	887	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.7	xxxx	xxxxx	xxxxx	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	786	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection #12 Secundo Lane at Brookside

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	1	0	0 0	0	0	0	0 1	0	0	0	0 1	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	15	0	0	0	0	191	0	0	99	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	15	0	0	0	0	191	0	0	99	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	16	0	0	0	0	201	0	0	104	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	16	0	0	0	0	201	0	0	104	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	9.3	xxxxx	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	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	9.3			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

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

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

Intersection #13 Secundo Lane at N. Winery Rd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	105	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	105	15	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	111	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	111	16	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx xxxx		118	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx		939	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx		939	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

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

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

Intersection #14 Luisa Ln at S. Winery Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	1	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	32		0	0	0		0	133	33		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	32		0	0	0		0	133	33		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	34		0	0	0		0	140	35		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	34		0	0	0		0	140	35		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		140	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx		913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx		913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	9.1	xxxxx	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	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 OLD Guast Rd and Luisa Ln

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.1]

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	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	2	65	16	26	0	0	0	0	163	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	65	16	26	0	0	0	0	163	0	48
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	68	17	27	0	0	0	0	172	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	68	17	27	0	0	0	0	172	0	51
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	71	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	97	36
Potent Cap.:	xxxx	xxxx	xxxxx	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx	907	796	1042
Move Cap.:	xxxx	xxxx	xxxxx	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx	899	788	1042
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	928	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
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 (Future Volume Alternative)

Intersection #16 Villa Ln at Brookside

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[20.9]

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 1 0 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	201	0	62	439	21	24	38	2	0	12	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	201	0	62	439	21	24	38	2	0	12	17
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	212	0	65	462	22	25	40	2	0	13	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	212	0	65	462	22	25	40	2	0	13	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	484	xxxx	xxxxx	212	xxxx	xxxxx	822	806	462	xxxx	828	212
Potent Cap.:	1089	xxxx	xxxxx	1371	xxxx	xxxxx	295	318	604	xxxx	309	834
Move Cap.:	1089	xxxx	xxxxx	1371	xxxx	xxxxx	269	302	604	xxxx	293	834
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.09	0.13	0.00	xxxx	0.04	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.8	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	293	xxxxx	xxxx	xxxx	473
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	0.2
Shrd ConDel:	8.3	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	13.1
Shared LOS:	A	*	*	A	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			20.9			13.1		
ApproachLOS:	*			*			C			B		

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

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Future "With Project" Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Villa Ln at N. Winery Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[8.6]

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 1	0	0	0 0	0	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	118	201	0	0	409	28	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	201	0	0	409	28	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	124	212	0	0	431	29	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	124	212	0	0	431	29	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	460	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #18 Villa Ln at S. Winery Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.9]

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	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	258	0	0	409	0	61	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	0	0	409	0	61	0	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	272	0	0	431	0	64	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	272	0	0	431	0	64	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	702	702	431	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	365	629	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	365	629	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	B	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Future "With Project" Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Villa Ln and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	0	0	1! 0 0	0	1	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	184	66	49	301	135	47	57	0	125	130	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	184	66	49	301	135	47	57	0	125	130	27
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	194	69	52	317	142	49	60	0	132	137	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	194	69	52	317	142	49	60	0	132	137	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	194	69	52	317	142	49	60	0	132	137	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.74	0.26	0.10	0.62	0.28	0.45	0.55	0.00	0.44	0.46	0.10
Final Sat.:	486	394	141	63	389	175	209	254	0	236	246	51
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.81	0.81	0.81	0.24	0.24	xxxx	0.56	0.56	0.56
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	14.4	14.4	27.1	27.1	27.1	11.6	11.6	0.0	15.9	15.9	15.9
Delay 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
AdjDel/Veh:	0.0	14.4	14.4	27.1	27.1	27.1	11.6	11.6	0.0	15.9	15.9	15.9
LOS by Move:	*	B	B	D	D	D	B	B	*	C	C	C
ApproachDel:		14.4			27.1			11.6			15.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			27.1			11.6			15.9	
LOS by Appr:		B			D			B			C	
AllWayAvgQ:	0.0	0.8	0.8	3.2	3.2	3.2	0.2	0.2	0.2	1.0	1.0	1.0

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

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

Intersection #21 Blane Ln at Brookside Rd

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[11.7]

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:	0		0		0		0		0		0		0		0		0		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		0		0		0		0		0	
Added Vol:	6		66		2		22		137		9		12		77		8		3		25		11	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	6		66		2		22		137		9		12		77		8		3		25		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:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	6		69		2		23		144		9		13		81		8		3		26		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	6		69		2		23		144		9		13		81		8		3		26		12	
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:	154	xxxx	xxxxx				72	xxxx	xxxxx				297		279		149		323		283		71	
Potent Cap.:	1439	xxxx	xxxxx				1541	xxxx	xxxxx				659		632		903		634		629		998	
Move Cap.:	1439	xxxx	xxxxx				1541	xxxx	xxxxx				621		620		903		557		617		998	
Volume/Cap:	0.00	xxxx	xxxx				0.02	xxxx	xxxx				0.02		0.13		0.01		0.01		0.04		0.01	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx				7.4	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		636	xxxxx			xxxx		685	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		0.6	xxxxx			xxxxx		0.2	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		11.7	xxxxx			xxxxx		10.6	xxxxx		
Shared LOS:	*		*		*		*		*		*		*		B		*		*		B		*	
ApproachDel:	xxxxxx						xxxxxx						11.7						10.6					
ApproachLOS:	*						*						B						B					

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

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

Intersection #23 OLD Guasti Rd and Blane Ln

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	9	0	114	49	107	0	0	164	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	114	49	107	0	0	164	17
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	9	0	120	52	113	0	0	173	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	120	52	113	0	0	173	18
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	457	406	113	397	397	182	191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	517	537	946	612	543	866	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	432	517	946	594	523	866	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.14	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	0	xxxxx	xxxx	838	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
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 (Future Volume Alternative)

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.4]

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 0 0 1			1 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	168	72	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	168	72	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	177	76	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	177	76	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	0	177	0
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	900	720	900
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	900	720	900
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

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

Intersection #26 OLD Guasti Rd and Garrett Sq

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[11.3]

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	58	40	5	191	0	0	0	0	0	0	0	124	0	13	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	58	40	5	191	0	0	0	0	0	0	0	124	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	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	61	42	5	201	0	0	0	0	0	0	0	131	0	14	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	61	42	5	201	0	0	0	0	0	0	0	131	0	14	
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	103	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	294	82				
Potent Cap.:	xxxx	xxxx	xxxxx	1501	xxxx	xxxxx	xxxx	xxxx	xxxxx	701	621	983				
Move Cap.:	xxxx	xxxx	xxxxx	1501	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	619	983				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	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	7.4	xxxx	xxxxx	xxxx	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	719	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.3						
ApproachLOS:	*			*			*			B						

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

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

Intersection #30 Guasti Rd at PS1 North Ent.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[24.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 1	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	17	0	546	0	0	255	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	17	0	546	0	0	255	0				
Added Vol:	18	0	37	0	0	0	0	766	102	0	397	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	0	37	0	0	17	0	1312	102	0	652	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	19	0	39	0	0	18	0	1381	107	0	686	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	19	0	39	0	0	18	0	1381	107	0	686	0				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1778	2121	744	xxxx	xxxx	343	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	53	51	361	xxxx	xxxx	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	52	51	361	xxxx	xxxx	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Total Cap:	141	197	xxxxx	327	186	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.13	0.00	0.11	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	24.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	24.8			10.6			xxxxxx			xxxxxx						
ApproachLOS:	C			B			*			*						

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

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

Intersection #31 Villa Ln at PS1 East Ent.

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[17.1]

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 1	1	0 0	0 0	1	0 1	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	242	0	0	521	441	238	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	0	0	521	441	238	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	255	0	0	548	464	251	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	255	0	0	548	464	251	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	803	548	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	319	540	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	319	540	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	422	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.1			xxxxxx		
ApproachLOS:	*			*			C			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #32 Street 5 at Brookside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.121
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0	1	0 0	0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	38	0	10	6	95	0	0	29	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	0	10	6	95	0	0	29	12
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	40	0	11	6	100	0	0	31	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	11	6	100	0	0	31	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	11	6	100	0	0	31	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.79	0.00	0.21	0.06	0.94	0.00	0.00	0.71	0.29
Final Sat.:	0	816	0	651	0	171	52	824	0	0	637	264
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.06	xxxx	0.06	0.12	0.12	xxxx	xxxx	0.05	0.05
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	7.6	7.6	0.0	0.0	7.1	7.1
Delay 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
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	7.6	7.6	0.0	0.0	7.1	7.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			7.6			7.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			7.6			7.1		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

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

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 1	0 0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	72	0	0	168	247	75	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	72	0	0	168	247	75	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	76	0	0	177	260	79	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	76	0	0	177	260	79	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	383	xxxx	307	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	624	xxxx	738	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	624	xxxx	738	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	578	xxxxx	615	507	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
AM Peak Hour

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

Intersection #57 Brookside at PS1 South Ent.

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1	0	1 0	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	73	136	70	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	73	136	70	0	0	26	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	77	143	74	0	0	27	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	77	143	74	0	0	27	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	27	27	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1054	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1054	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.5	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Scenario Report

Scenario:	PM - Retail/Restaurants
Command:	PM - Retail/Restaurants
Volume:	PM - Retail/Restaurants
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Mixed-Use With Retail/Restaurants - PM
Trip Distribution:	ALL
Paths:	Default Path
Routes:	Default Route
Configuration:	PM - Retail/Restaurants

JA6824 - Guasti Project
Future "With Project" Conditions
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Trip Generation Report

Forecast for Mixed-Use With Retail/Restaurants - PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking Stru	1.00	Parking Struct	611.00	680.00	611	680	1291	32.4
	Zone 1 Subtotal					611	680	1291	32.4
2	Parking Stru	1.00	Parking Struct	442.00	467.00	442	467	909	22.8
	Zone 2 Subtotal					442	467	909	22.8
3	Surface Lot	1.00	Surface Lot 1	27.00	73.00	27	73	100	2.5
	Zone 3 Subtotal					27	73	100	2.5
4	Parking Stru	1.00	Parking Struct	178.00	381.00	178	381	559	14.0
	Zone 4 Subtotal					178	381	559	14.0
5	Parking Stru	0.50	Parking Struct	254.00	658.00	127	329	456	11.4
	Zone 5 Subtotal					127	329	456	11.4
31	On Street #1	1.00	On Street 1	10.00	18.00	10	18	28	0.7
	Zone 31 Subtotal					10	18	28	0.7
33	On Street #4	1.00	On Street 4	8.00	12.00	8	12	20	0.5
	Zone 33 Subtotal					8	12	20	0.5
37	On Street 5	1.00	On Street 5	12.00	19.00	12	19	31	0.8
	Zone 37 Subtotal					12	19	31	0.8
38	On Street 6	1.00	OS Pkg 6	10.00	18.00	10	18	28	0.7
	Zone 38 Subtotal					10	18	28	0.7
40	On Street 8	1.00	On Street 8	36.00	46.00	36	46	82	2.1
	Zone 40 Subtotal					36	46	82	2.1
41	OS #9	1.00	On Street 9	51.00	64.00	51	64	115	2.9
	Zone 41 Subtotal					51	64	115	2.9
42	On Street #1	1.00	On Street 10	3.00	2.00	3	2	5	0.1
	Zone 42 Subtotal					3	2	5	0.1
44	On Street 12	1.00	On Street 12	14.00	19.00	14	19	33	0.8
	Zone 44 Subtotal					14	19	33	0.8
45	Surface Lot	1.00	Suface Lot 2	9.00	42.00	9	42	51	1.3
	Zone 45 Subtotal					9	42	51	1.3
46	On Street #1	1.00	On Street 13	19.00	25.00	19	25	44	1.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 46 Subtotal					19	25	44	1.1
47	On Street 15	1.00	On Street 15	33.00	44.00	33	44	77	1.9
	Zone 47 Subtotal					33	44	77	1.9
48	On Street 14	1.00	On Street 14	3.00	2.00	3	2	5	0.1
	Zone 48 Subtotal					3	2	5	0.1
49	On Street Pa	1.00	On Street 2	10.00	18.00	10	18	28	0.7
	Zone 49 Subtotal					10	18	28	0.7
50	On Street Pk	1.00	On Street 3	12.00	19.00	12	19	31	0.8
	Zone 50 Subtotal					12	19	31	0.8
51	On Street 11	1.00	On Street 11	4.00	15.00	4	15	19	0.5
	Zone 51 Subtotal					4	15	19	0.5
52	On Street 7	1.00	On Street 7	33.00	41.00	33	41	74	1.9
	Zone 52 Subtotal					33	41	74	1.9
TOTAL						1652	2334	3986	100.0

JA6824 - Guasti Project
Future "With Project" Conditions
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Trip Distribution Report

Percent Of Trips ALL

Zone	To Gates 1	2	3	4
1	50.0	5.0	35.0	10.0
2	50.0	5.0	35.0	10.0
3	50.0	5.0	35.0	10.0
4	50.0	5.0	35.0	10.0
5	50.0	5.0	35.0	10.0
31	50.0	5.0	35.0	10.0
33	50.0	5.0	35.0	10.0
37	50.0	5.0	35.0	10.0
38	50.0	5.0	35.0	10.0
40	50.0	5.0	35.0	10.0
41	50.0	5.0	35.0	10.0
42	50.0	5.0	35.0	10.0
44	50.0	5.0	35.0	10.0
45	50.0	5.0	35.0	10.0
46	50.0	5.0	35.0	10.0
47	50.0	5.0	35.0	10.0
48	50.0	5.0	35.0	10.0
49	50.0	5.0	35.0	10.0
50	50.0	5.0	35.0	10.0
51	50.0	5.0	35.0	10.0
52	50.0	5.0	35.0	10.0

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Turning Movement Report
Mixed-Use With Retail/Restaurants - PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Archibald and Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	83	826	0	0	0	165	0	117	233	1167	2591
Total	0	0	83	826	0	0	0	165	0	117	233	1167	2591
#2 Guasti Rd and Winery Road													
Base	0	0	0	126	0	103	80	198	0	0	776	9	1292
Added	720	0	25	0	0	0	0	591	482	12	797	0	2627
Total	720	0	25	126	0	103	80	789	482	12	1573	9	3919
#3 Gausti Road and Villa Ln													
Base	0	0	0	273	0	80	79	220	0	0	456	18	1126
Added	581	0	326	0	0	0	0	164	429	325	193	0	2018
Total	581	0	326	273	0	80	79	384	429	325	649	18	3144
#4 Turner Ave and Guasti Road													
Base	0	0	92	0	0	0	0	552	0	174	314	1	1133
Added	99	0	270	0	0	0	0	547	38	156	422	0	1532
Total	99	0	362	0	0	0	0	1099	38	330	736	1	2665
#6 Guasti Rd and Blane Ln													
Base	0	0	0	0	0	0	0	552	0	0	405	0	957
Added	50	0	120	0	0	0	0	469	20	82	469	0	1210
Total	50	0	120	0	0	0	0	1021	20	82	874	0	2167
#7 Guasti Rd and Street 5													
Base	0	0	0	0	0	0	0	621	0	0	275	0	896
Added	33	0	8	0	0	0	0	577	13	4	518	0	1153
Total	33	0	8	0	0	0	0	1198	13	4	793	0	2049
#8 Winery Road at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	355	0	147	254	93	201	0	5	0	0	188	1246
Total	3	355	0	147	254	93	201	0	5	0	0	188	1246
#9 Gertrude Ln at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	184	0	0	0	0	0	0	0	0	0	175	0	359
Total	184	0	0	0	0	0	0	0	0	0	175	0	359
#10 Gertrude Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	184	0	0	0	0	0	128	131	0	0	0	443
Total	0	184	0	0	0	0	0	128	131	0	0	0	443

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 OLD Guasti Rd and Gertrude Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	58	0	0	72	56	120	0	5	0	0	0	314
Total	3	58	0	0	72	56	120	0	5	0	0	0	314
#12 Secundo Lane at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	21	0	0	0	0	151	0	0	185	0	357
Total	0	0	21	0	0	0	0	151	0	0	185	0	357
#13 Secundo Lane at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	175	21	196
Total	0	0	0	0	0	0	0	0	0	0	175	21	196
#14 Luisa Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	20	0	0	0	0	101	28	0	0	0	149
Total	0	0	20	0	0	0	0	101	28	0	0	0	149
#15 OLD Guast Rd and Luisa Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	1	161	21	23	0	0	0	0	76	0	28	310
Total	0	1	161	21	23	0	0	0	0	76	0	28	310
#16 Villa Ln at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	1	372	0	21	324	11	39	13	2	0	33	54	870
Total	1	372	0	21	324	11	39	13	2	0	33	54	870
#17 Villa Ln at N. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	171	371	0	0	306	17	0	0	0	0	0	0	865
Total	171	371	0	0	306	17	0	0	0	0	0	0	865
#18 Villa Ln at S. Winery Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	478	0	0	306	0	64	0	66	0	0	0	914
Total	0	478	0	0	306	0	64	0	66	0	0	0	914
#19 Villa Ln and Pepper Tree Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	478	0	0	373	0	0	0	0	0	0	0	851
Total	0	478	0	0	373	0	0	0	0	0	0	0	851

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#20 Villa Ln and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	327	117	28	265	79	106	128	0	110	66	44	1270
Total	0	327	117	28	265	79	106	128	0	110	66	44	1270
#21 Blane Ln at Brookside Rd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	7	125	3	12	94	13	10	28	7	2	67	18	386
Total	7	125	3	12	94	13	10	28	7	2	67	18	386
#22 Pepper Tree Lane and Blane Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	117	0	0	91	0	0	0	0	0	0	0	208
Total	0	117	0	0	91	0	0	0	0	0	0	0	208
#23 OLD Guasti Rd and Blane Ln													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	16	0	75	107	160	0	0	134	10	502
Total	0	0	0	16	0	75	107	160	0	0	134	10	502
#24 Turner and Pepper Tree													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	155	0	0	111	0	0	0	0	0	0	0	266
Total	0	155	0	0	111	0	0	0	0	0	0	0	266
#25 Turner and Old Guasti Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	111	155	0	0	0	0	0	266
Total	0	0	0	0	0	111	155	0	0	0	0	0	266
#26 OLD Guasti Rd and Garrett Sq													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	182	114	11	82	0	0	0	0	53	0	6	448
Total	0	182	114	11	82	0	0	0	0	53	0	6	448
#30 Guasti Rd at PS1 North Ent.													
Base	0	0	0	0	0	92	0	324	0	0	523	12	951
Added	34	0	68	0	0	0	0	525	92	0	774	0	1493
Total	34	0	68	0	0	92	0	849	92	0	1297	12	2444
#31 Villa Ln at PS1 East Ent.													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	465	0	0	357	397	442	0	0	0	0	0	1661
Total	0	465	0	0	357	397	442	0	0	0	0	0	1661

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#32 Street 5 at Brookside													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	13	0	5	11	32	0	0	82	33	176
Total	0	0	0	13	0	5	11	32	0	0	82	33	176
#33 Turner at Pkg Structure													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	155	0	0	111	83	214	0	0	0	0	0	563
Total	0	155	0	0	111	83	214	0	0	0	0	0	563
#57 Brookside at PS1 South Ent.													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	136	122	49	0	0	49	0	356
Total	0	0	0	0	0	136	122	49	0	0	49	0	356

JA6824 - Guasti Project
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 2 Guasti Rd and Winery Road	B	15.2	0.302	C	23.3	0.708	+ 8.116 D/V
# 3 Gausti Road and Villa Ln	B	19.6	0.375	D	53.9	0.929	+34.313 D/V
# 4 Turner Ave and Guasti Road	B	15.1	0.346	C	26.3	0.815	+11.200 D/V
# 6 Guasti Rd and Blane Ln	A	0.0	0.000	C	21.2	0.000	+21.237 D/V
# 7 Guasti Rd and Street 5	A	0.0	0.000	C	22.3	0.000	+22.339 D/V
# 8 Winery Road at Brookside		0.0	0.000	D	26.6	0.000	+26.624 D/V
# 9 Gertrude Ln at N. Winery Rd		0.0	0.000	B	10.0	0.000	+10.002 D/V
# 10 Gertrude Ln at S. Winery Rd		0.0	0.000	B	12.2	0.000	+12.152 D/V
# 11 OLD Guasti Rd and Gertrude Ln		0.0	0.000	B	10.2	0.000	+10.188 D/V
# 12 Secundo Lane at Brookside		0.0	0.000	A	9.1	0.000	+ 9.140 D/V
# 13 Secundo Lane at N. Winery Rd		0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 14 Luisa Ln at S. Winery Rd		0.0	0.000	A	8.9	0.000	+ 8.861 D/V
# 15 OLD Guast Rd and Luisa Ln		0.0	0.000	A	9.8	0.000	+ 9.752 D/V
# 16 Villa Ln at Brookside		0.0	0.000	C	22.3	0.000	+22.263 D/V
# 17 Villa Ln at N. Winery Rd		0.0	0.000	A	8.4	0.000	+ 8.427 D/V
# 18 Villa Ln at S. Winery Rd		0.0	0.000	C	15.8	0.000	+15.786 D/V
# 20 Villa Ln and Old Guasti Road		0.0	0.000	D	27.2	0.887	+ 0.887 V/C
# 21 Blane Ln at Brookside Rd		0.0	0.000	B	11.3	0.000	+11.290 D/V
# 23 OLD Guasti Rd and Blane Ln		0.0	0.000	B	10.3	0.000	+10.254 D/V
# 25 Turner and Old Guasti Road		0.0	0.000	A	9.9	0.000	+ 9.884 D/V
# 26 OLD Guasti Rd and Garrett Sq		0.0	0.000	B	11.1	0.000	+11.120 D/V
# 30 Guasti Rd at PS1 North Ent.	B	10.8	0.000	C	17.9	0.000	+ 7.147 D/V
# 31 Villa Ln at PS1 East Ent.		0.0	0.000	C	20.9	0.000	+20.931 D/V

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 32 Street 5 at Brookside		0.0	0.000	A	7.3	0.129	+ 0.129 V/C
# 33 Turner at Pkg Structure		0.0	0.000	B	12.5	0.000	+12.474 D/V
# 57 Brookside at PS1 South Ent.		0.0	0.000	A	9.1	0.000	+ 9.096 D/V

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Guasti Rd and Winery Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	1 0	1	0	0	1 0	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	0	0	0		126	0	103		80	198	0		0	776	9	
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	0	0		126	0	103		80	198	0		0	776	9	
Added Vol:	720	0	25		0	0	0		0	591	482		12	797	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	720	0	25		126	0	103		80	789	482		12	1573	9	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	758	0	26		133	0	108		84	831	507		13	1656	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	758	0	26		133	0	108		84	831	507		13	1656	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	758	0	26		133	0	108		84	831	507		13	1656	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.86	1.00	0.85		0.90	1.00	0.85		0.90	0.95	0.85		0.90	0.91	0.91	
Lanes:	2.00	0.00	1.00		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.98	0.02	
Final Sat.:	3078	0	1530		1625	0	1530		1625	3420	1530		1625	4881	28	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.02		0.08	0.00	0.07		0.05	0.24	0.33		0.01	0.34	0.34	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.35	0.00	0.08		0.37	0.00	0.10		0.07	0.54	0.54		0.01	0.48	0.48	
Volume/Cap:	0.71	0.00	0.22		0.22	0.00	0.71		0.71	0.45	0.61		0.61	0.71	0.71	
Delay/Veh:	30.4	0.0	44.2		21.8	0.0	57.8		63.1	14.2	17.2		93.9	21.6	21.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.4	0.0	44.2		21.8	0.0	57.8		63.1	14.2	17.2		93.9	21.6	21.6	
LOS by Move:	C	A	D		C	A	E		E	B	B		F	C	C	
HCM2kAvgQ:	12	0	1		3	0	5		4	8	11		1	16	16	

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Gausti Road and Villa Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		273	0	80		79	220	0		0	456	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	0	0		273	0	80		79	220	0		0	456	18	
Added Vol:	581	0	326		0	0	0		0	164	429		325	193	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	581	0	326		273	0	80		79	384	429		325	649	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	612	0	343		287	0	84		83	404	452		342	683	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	612	0	343		287	0	84		83	404	452		342	683	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	612	0	343		287	0	84		83	404	452		342	683	19	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.90	1.00	0.85		0.90	0.87	0.87		0.90	0.95	0.95	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.95	0.05	
Final Sat.:	1625	0	1530		1625	0	1530		1625	1575	1575		1625	3314	92	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.00	0.22		0.18	0.00	0.06		0.05	0.26	0.29		0.21	0.21	0.21	
Crit Moves:	****						****				****		****			
Green/Cycle:	0.41	0.00	0.20		0.20	0.00	0.06		0.11	0.31	0.31		0.23	0.43	0.43	
Volume/Cap:	0.93	0.00	1.12		0.86	0.00	0.93		0.48	0.83	0.93		0.93	0.48	0.48	
Delay/Veh:	48.0	0.0	127.3		58.6	0.0	118.1		44.2	38.0	48.8		67.3	20.8	20.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.0	0.0	127.3		58.6	0.0	118.1		44.2	38.0	48.8		67.3	20.8	20.8	
LOS by Move:	D	A	F		E	A	F		D	D	D		E	C	C	
HCM2kAvgQ:	23	0	19		12	0	5		3	15	19		15	8	8	

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Turner Ave and Guasti Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 123 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0		0	92	0		0	0	0		552	0	174		314	1
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		0	92	0		0	0	0		552	0	174		314	1
Added Vol:	99		0	270	0		0	0	0		547	38	156		422	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		0	362	0		0	0	0		1099	38	330		736	1
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:	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	104		0	381	0		0	0	0		1157	40	347		775	1
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	104		0	381	0		0	0	0		1157	40	347		775	1
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	104		0	381	0		0	0	0		1157	40	347		775	1
Saturation Flow Module:																
Sat/Lane:	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.90		1.00	0.85	0.95		1.00	1.00	0.95		0.95	0.95	0.90		0.95	0.95
Lanes:	1.00		0.00	1.00	1.00		1.00	0.00	1.00		1.93	0.07	1.00		1.99	0.01
Final Sat.:	1625		0	1530	1710		1800	0	1710		3289	114	1625		3415	5
Capacity Analysis Module:																
Vol/Sat:	0.06		0.00	0.25	0.00		0.00	0.00	0.00		0.35	0.35	0.21		0.23	0.23
Crit Moves:				****							****		****			
Green/Cycle:	0.31		0.00	0.31	0.00		0.00	0.00	0.00		0.43	0.43	0.26		0.69	0.69
Volume/Cap:	0.21		0.00	0.81	0.00		0.00	0.00	0.00		0.81	0.81	0.81		0.33	0.33
Delay/Veh:	26.0		0.0	42.6	0.0		0.0	0.0	0.0		28.5	28.5	46.1		6.1	6.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	26.0		0.0	42.6	0.0		0.0	0.0	0.0		28.5	28.5	46.1		6.1	6.1
LOS by Move:	C		A	D	A		A	A	C		C	D	A		A	
HCM2kAvgQ:	3		0	13	0		0	0	0		19	19	13		5	5

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

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

Intersection #6 Guasti Rd and Blane Ln

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[21.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	0		0	0	0		0	0	0		552	0	0		405	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	0		0	0	0		552	0	0		405	0
Added Vol:	50		0	120	0		0	0	0		469	20	82		469	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	50		0	120	0		0	0	0		1021	20	82		874	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	53		0	126	0		0	0	0		1075	21	86		920	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	53		0	126	0		0	0	0		1075	21	86		920	0
Critical Gap Module:																
Critical Gp:	6.8		6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx	
FollowUpTim:	3.5		4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1718		2178	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1096	xxxx	xxxxx	
Potent Cap.:	82		47	486	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			644	xxxx	xxxxx	
Move Cap.:	74		41	486	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			644	xxxx	xxxxx	
Total Cap:	278		228	xxxxx	191		189	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.19		0.00	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.13	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx		xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.5	xxxx	xxxxx	
Control Del:	xxxxx		xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			11.4	xxxx	xxxxx	
LOS by Move:	*		*	*	*		*	*	*		*	*	B		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx		398	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx		2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx		21.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
Shared LOS:	*		C	*	*		*	*	*		*	*	*		*	*
ApproachDel:	21.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

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

Intersection #7 Guasti Rd and Street 5

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 1			0 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	621	0	0	275	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	621	0	0	275	0
Added Vol:	33	0	8	0	0	0	0	577	13	4	518	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	8	0	0	0	0	1198	13	4	793	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	0	8	0	0	0	0	1261	14	4	835	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	0	8	0	0	0	0	1261	14	4	835	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1694	2111	637	xxxx	xxxx	417	xxxx	xxxx	xxxxx	1275	xxxx	xxxxx
Potent Cap.:	86	52	425	xxxx	xxxx	590	xxxx	xxxx	xxxxx	552	xxxx	xxxxx
Move Cap.:	85	51	425	xxxx	xxxx	590	xxxx	xxxx	xxxxx	552	xxxx	xxxxx
Total Cap:	228	232	xxxxx	307	227	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.15	0.00	0.02	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	251	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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PM Peak Hour

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

Intersection #8 Winery Road at Brookside

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: D[26.6]

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 1 0 1 0			0 1 0 1 0			0 0 1! 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	355	0	147	254	93	201	0	5	0	0	188
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	355	0	147	254	93	201	0	5	0	0	188
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	374	0	155	267	98	212	0	5	0	0	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	374	0	155	267	98	212	0	5	0	0	198
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	365	xxxx	xxxxx	374	xxxx	xxxxx	819	1006	183	xxxx	xxxx	187
Potent Cap.:	1204	xxxx	xxxxx	1196	xxxx	xxxxx	271	243	835	xxxx	xxxx	830
Move Cap.:	1204	xxxx	xxxxx	1196	xxxx	xxxxx	182	206	835	xxxx	xxxx	830
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	401	xxxxx	474	382	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.13	xxxx	xxxx	0.57	0.00	0.01	xxxx	xxxx	0.24
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9
Control Del:	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	378	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	26.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			26.6			10.7	
ApproachLOS:		*			*			D			B	

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

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Future "With Project" Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Gertrude Ln at N. Winery Rd

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[10.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	184	0	0		0	0	0		0	0	0		0	175	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	184	0	0		0	0	0		0	0	0		0	175	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	194	0	0		0	0	0		0	0	0		0	184	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	194	0	0		0	0	0		0	0	0		0	184	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	92	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	913	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	913	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	10.0			xxxxxx			xxxxxx			xxxxxx						
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 (Future Volume Alternative)

Intersection #10 Gertrude Ln at S. Winery Rd

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	0 0	0	1	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	184	0		0	0	0		0	128	131		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	184	0		0	0	0		0	128	131		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	194	0		0	0	0		0	135	138		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	194	0		0	0	0		0	135	138		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	204	xxxxx		164	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	696	xxxxx		805	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	696	xxxxx		632	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	0.28	xxxx		0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	1.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	B	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	12.2			xxxxxx			xxxxxx			xxxxxx						
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 (Future Volume Alternative)

Intersection #11 OLD Guasti Rd and Gertrude Ln

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[10.2]

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 1	0	0 0	0	0 1	0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	58	0	0	72	56	120	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	58	0	0	72	56	120	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	61	0	0	76	59	126	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	61	0	0	76	59	126	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	135	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	173	105	xxxx	xxxx	xxxxx
Potent Cap.:	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx	822	724	955	xxxx	xxxx	xxxxx
Move Cap.:	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx	821	723	955	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	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	825	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
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 (Future Volume Alternative)

Intersection #12 Secundo Lane at Brookside

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0	0 0	0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	21	0	0	0	0	151	0	0	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	21	0	0	0	0	151	0	0	185	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	22	0	0	0	0	159	0	0	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	22	0	0	0	0	159	0	0	195	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	159	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.1	xxxxx	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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

Intersection #13 Secundo Lane at N. Winery Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0	0 0	1	0 0	0	0 0	0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	175	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	175	21
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	0	184	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	184	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	851	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	851	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #14 Luisa Ln at S. Winery Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0	0 0	0	0 0	1	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	20	0	0	0	0	101	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	0	0	101	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	21	0	0	0	0	106	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	21	0	0	0	0	106	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	953	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	953	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.9	xxxxx	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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

Intersection #15 OLD Guast Rd and Luisa Ln

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.8]

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	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	1	161	21	23	0	0	0	0	76	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	161	21	23	0	0	0	0	76	0	28
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1	169	22	24	0	0	0	0	80	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	169	22	24	0	0	0	0	80	0	29
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	171	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	154	86
Potent Cap.:	xxxx	xxxx	xxxxx	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	842	741	979
Move Cap.:	xxxx	xxxx	xxxxx	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	832	730	979
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	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	7.6	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	867	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Villa Ln at Brookside

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[22.3]

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 1 0	0	0	0 1 0	0	1	0 0 1!	0	0	0 0 0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	372	0	21	324	11	39	13	2	0	33	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	372	0	21	324	11	39	13	2	0	33	54
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	392	0	22	341	12	41	14	2	0	35	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	392	0	22	341	12	41	14	2	0	35	57
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	353	xxxx	xxxxx	392	xxxx	xxxxx	825	779	341	xxxx	791	392
Potent Cap.:	1217	xxxx	xxxxx	1178	xxxx	xxxxx	294	330	706	xxxx	325	661
Move Cap.:	1217	xxxx	xxxxx	1178	xxxx	xxxxx	243	323	706	xxxx	318	661
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.17	0.04	0.00	xxxx	0.11	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	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	265	xxxxx	xxxx	xxxx	469
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	0.7
Shrd ConDel:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	22.3	xxxxx	xxxxx	xxxx	14.5
Shared LOS:	A	*	*	A	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			22.3			14.5		
ApproachLOS:	*			*			C			B		

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

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

Intersection #17 Villa Ln at N. Winery Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.4]

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	1	0	0 0	0	0	0	1 0	0	0	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
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	171	371	0	0	306	17	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	371	0	0	306	17	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	391	0	0	322	18	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
FinalVolume:	180	391	0	0	322	18	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	340	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.4	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx				
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

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

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

Intersection #18 Villa Ln at S. Winery Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[15.8]

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	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	478	0	0	306	0	64	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	478	0	0	306	0	64	0	66	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	503	0	0	322	0	67	0	69	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
FinalVolume:	0	503	0	0	322	0	67	0	69	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	825	825	322	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	310	723	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	310	723	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	470	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			15.8			xxxxxx						
ApproachLOS:	*			*			C			*						

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Villa Ln and Old Guasti Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Lanes:	1	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	0		0	0	0		0	0	0		0	0
Added Vol:	0		327	117	28		265	79	106		128	0	110		66	44
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		327	117	28		265	79	106		128	0	110		66	44
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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0		344	123	29		279	83	112		135	0	116		69	46
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		344	123	29		279	83	112		135	0	116		69	46
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0		344	123	29		279	83	112		135	0	116		69	46
Saturation Flow Module:																
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.74		0.26	0.08	0.71		0.21	0.45	0.55		0.00	0.50	0.30		0.20
Final Sat.:	478		388	139	39		371	111	203		246	0	224		134	90
Capacity Analysis Module:																
Vol/Sat:	0.00	0.89		0.89	0.75	0.75		0.75	0.55	0.55	xxxx	0.52	0.52			0.52
Crit Moves:				****				****			****					
Delay/Veh:	0.0	39.6		39.6	24.9	24.9		24.9	17.4	17.4	0.0	16.5	16.5			16.5
Delay 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
AdjDel/Veh:	0.0	39.6		39.6	24.9	24.9		24.9	17.4	17.4	0.0	16.5	16.5			16.5
LOS by Move:	*	E		E	C	C		C	C	C	*	C	C			C
ApproachDel:		39.6				24.9				17.4				16.5		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		39.6				24.9				17.4				16.5		
LOS by Appr:		E				C				C				C		
AllWayAvgQ:	0.0	4.4		4.4	2.2	2.2		2.2	0.9	0.9	0.9	0.8	0.8			0.8

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

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

Intersection #21 Blane Ln at Brookside Rd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[11.3]

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:	0		0	0	0		0	0	0		0	0	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	0		0	0	0		0	0	0		0	0
Added Vol:	7		125	3	12		94	13	10		28	7	2		67	18
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	7		125	3	12		94	13	10		28	7	2		67	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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	7		132	3	13		99	14	11		29	7	2		71	19
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	7		132	3	13		99	14	11		29	7	2		71	19
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:	113	xxxx	xxxxx		135	xxxx	xxxxx		324	281		106	297	286		133
Potent Cap.:	1489	xxxx	xxxxx		1462	xxxx	xxxxx		633	631		954	659	627		921
Move Cap.:	1489	xxxx	xxxxx		1462	xxxx	xxxxx		560	623		954	624	618		921
Volume/Cap:	0.00	xxxx		xxxx	0.01	xxxx		xxxx	0.02	0.05		0.01	0.00	0.11		0.02
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.4	xxxx	xxxxx		7.5	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	641	xxxxx		xxxx	664	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	11.1	xxxxx		xxxxx	11.3	xxxxx	
Shared LOS:	*		*	*	*		*	*	*	B		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				11.1				11.3			
ApproachLOS:	*				*				B				B			

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

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

Intersection #23 OLD Guasti Rd and Blane Ln

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	16	0	75	107	160	0	0	134	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	75	107	160	0	0	134	10
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	17	0	79	113	168	0	0	141	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	79	113	168	0	0	141	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	579	545	168	540	540	146	152	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	429	448	881	506	451	906	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	367	411	881	474	414	906	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	0	xxxxx	xxxx	781	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
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 (Future Volume Alternative)

Intersection #25 Turner and Old Guasti Road

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.9]

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 0 0 1			1 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	111	155	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	111	155	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	117	163	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	117	163	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	0	117	0
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	900	777	900
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	900	777	900
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

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

Intersection #26 OLD Guasti Rd and Garrett Sq

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.1]

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	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	182	114	11	82	0	0	0	0	53	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	114	11	82	0	0	0	0	53	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	192	120	12	86	0	0	0	0	56	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	120	12	86	0	0	0	0	56	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	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	361	361	252
Potent Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	642	569	792
Move Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	637	564	792
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	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	650	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.1	
ApproachLOS:	*			*			*				B	

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

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

Intersection #30 Guasti Rd at PS1 North Ent.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[17.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 1			0 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	92	0	324	0	0	523	12
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	0	0	0	0	92	0	324	0	0	523	12
Added Vol:	34	0	68	0	0	0	0	525	92	0	774	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	68	0	0	92	0	849	92	0	1297	12
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	0	72	0	0	97	0	894	97	0	1365	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	0	72	0	0	97	0	894	97	0	1365	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1625	2320	495	xxxx	xxxx	689	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	69	38	525	xxxx	xxxx	393	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	52	38	525	xxxx	xxxx	393	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	251	206	xxxxx	154	205	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	0.00	0.14	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	385	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9			17.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

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

Intersection #31 Villa Ln at PS1 East Ent.

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: C[20.9]

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 1	1	0 0	0 0	1	0 1	1 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	465	0	0	357	397	442	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	465	0	0	357	397	442	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	489	0	0	376	418	465	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	489	0	0	376	418	465	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	621	865	376	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	294	675	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	294	675	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.02	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	455	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.9			xxxxxx		
ApproachLOS:	*			*			C			*		

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #32 Street 5 at Brookside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.129
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	13	0	5	11	32	0	0	82	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	5	11	32	0	0	82	33
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	5	12	34	0	0	86	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	5	12	34	0	0	86	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	5	12	34	0	0	86	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.72	0.00	0.28	0.26	0.74	0.00	0.00	0.71	0.29
Final Sat.:	0	816	0	597	0	230	223	648	0	0	669	269
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.02	xxxx	0.02	0.05	0.05	xxxx	xxxx	0.13	0.13
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	0.0	0.0	7.3	0.0	7.3	7.3	7.3	0.0	0.0	7.4	7.4
Delay 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
AdjDel/Veh:	0.0	0.0	0.0	7.3	0.0	7.3	7.3	7.3	0.0	0.0	7.4	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.3			7.3			7.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.3			7.3			7.4		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

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

Intersection #33 Turner at Pkg Structure

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[12.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	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
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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	155	0	0	111	83	214	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	0	0	111	83	214	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	163	0	0	117	87	225	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
FinalVolume:	0	163	0	0	117	87	225	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	xxxx	161	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	xxxx	890	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	xxxx	890	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	706	623	xxxxx	675	600	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			12.5			xxxxxx						
ApproachLOS:	*			*			B			*						

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

JA6824 - Guasti Project
Future "With Project" Conditions
PM Peak Hour

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

Intersection #57 Brookside at PS1 South Ent.

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	1	0	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	136	122	49	0	0	49	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	0	136	122	49	0	0	49	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	0	0	0	0	143	128	52	0	0	52	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	0	143	128	52	0	0	52	0			
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	52	52	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1022	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1022	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.08	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	7.5	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	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

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

APPENDIX B
Traffic Signal Warrant Worksheet for
Guasti Road at Villa Lane

Traffic Signal Warrant Worksheet

NS: Villa Lane

Scenario: PM Peak Hour

EW: Guasti Road

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☒ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach: AND (907 X 53.9)/3600 = 13.5 VH	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Minor Street Approach = 907	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Four Approaches = 3,141	Yes ☒ No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	PM Hour
Both Approaches - Major Street		X	1,884
Higher Approach - Minor Street		X	907

The plotted point falls above the curve in Figure 4C-3.	Yes ☒ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

RK engineering group, inc.

January 23, 2009

transportation planning ▪ traffic engineering
environmental engineering ▪ parking studies

Mr. Richard Ayala
CITY OF ONTARIO
PLANNING DEPARTMENT
303 East B Street
Ontario, CA 91764

Subject: Guasti Plaza Specific Plan Amendment – Trip Generation Study (Revised)

Dear Mr. Ayala:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation study for the Guasti Plaza Specific Plan Amendment. The specific plan, as approved in 1996, consists of 1,100 total rooms of hotel use, 2,106,626 square feet of office space, a 405,108 square foot industrial park, and 125,000 square feet of commercial retail and restaurant space. Since then, several changes have been made to the development build program. The latest update is summarized in the *Traffic Impact Study for the Guasti Specific Plan Project in the City of Ontario,* prepared by KOA Corporation in January 2007 prepared as part of a Project Area Plan. The proposed Guasti Plaza Specific Plan Amendment would modify the current build program to provide 1,100 total rooms of hotel, 1,531,626 square feet of office space, a 315,108 square foot industrial park, 125,000 square feet of commercial retail and restaurant space, and 500 apartments.

This report provides a trip generation comparison between the currently proposed build program in the Guasti Plaza Specific Plan Amendment and both the original Specific Plan approved in 1996 and the latest Project Area Plan submitted in January 2007. A subsequent addendum to the 2007 traffic study was prepared in February 2008 as part of a development application which provided new traffic volumes and recommended geometry for the interior circulation system. However, the proposed land uses and associated trip generation in the areas studied in this report were not modified and are consistent with the 2007 traffic study.

The purpose of this study is to determine if the change in proposed land uses would result in a reduction of daily and peak hour trips associated with the development. The primary change to the specific plan would be converting approximately 360,000 square feet of office

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space in Planning Area Two and approximately 90,000 square feet of mixed office, retail, and restaurant space in Planning Area Three to multi-family housing with a total of approximately 500 dwelling units. At least 400 of the 500 units are planned to be built at the eastern end of Planning Areas Two and Three. An additional 100 units will be constructed either in the same area, or at the western end of Planning Areas Two and Three. The alternative to construct 100 units on the western side of the site does not have an effect on the trip generation analysis as it is assumed, for the purposes of this study, that the land uses exchanged will be the same, regardless of the location. The site includes approximately 73 acres of land in the City of Ontario bound by the I-10 Freeway on the north, Turner Avenue on the east, Southern Pacific Railroad on the south, and Archibald Avenue on the west, as shown in Exhibit A. The proposed Specific Plan tentative tract map is shown in Exhibit B. The current planning areas for the project are shown in Exhibit C.

Findings

The following findings have been determined for this trip generation study:

1. The Guasti Plaza Specific Plan has been previously approved in 1996 to allow 28,525 net trip-ends per day with 3,807 net vehicles per hour during the AM peak hour and 3,733 net vehicles per hour during the PM peak hour.

2. Most recently, a Traffic Impact Study was prepared in January 2007 as part of a Project Area Plan to allow 58,720 net trip-ends per day with 4,388 net vehicles per hour during the AM peak hour and 4,348 net vehicles per hour during the PM peak hour. A subsequent addendum to the Traffic Study was prepared in February 2008 as part of a development application to build a portion of the project which modified the site plan and accordingly, the expected trip generation for 52,689 net trip-ends per day with 4,106 net vehicles per hour during the AM peak hour and 4,443 net vehicles per hour during the PM peak hour. The areas modified were not studied as part of this project.

3. Using the same trip generation methodology as the 1996 Specific Plan, the proposed Guasti Plaza Specific Plan Amendment would generate 27,818 net trip-ends per day with 2,631 net vehicles per hour during the AM peak hour and 3,187 net vehicles per hour during the PM peak hour.

4. When compared to the 1996 Specific Plan, the proposed Guasti Plaza Specific Plan Amendment would generate 707 less trip-ends per day with 1,176 less vehicles per hour during the AM peak hour and 546 less vehicles per hour during the PM peak hour.

5. When compared to the 2007 Traffic Study, the areas modified by the proposed Guasti Plaza Specific Plan Amendment would generate 5,294 less trip-ends per day with 609 less vehicles per hour during the AM peak hour and 532 less vehicles per hour during the PM peak hour.

6. In conclusion, the proposed Guasti Plaza Specific Plan Amendment would generate significantly fewer daily and AM/PM peak hour trips in comparison to both of the previously approved plans for the Guasti Plaza Development.

Trip Generation

Trip generation represents the amount of traffic that is produced and attracted by a development. The trip generation rates are developed by the ITE (Institute of Transportation Engineers) in their *Trip Generation Manual 8th Edition, 2008.* Trip generation rates provided in the *Addendum to the Traffic Study for the Guasti Specific Plan Project in the City of Ontario* were also used where applicable. These rates were based on previous editions of the ITE Trip Generation Manual. The trip generation rates utilized in this study are included in Table 1. Trip generation rates for specific land uses are identified. and utilized in the trip generation calculations. The current intent is to develop the housing portion of the project as rental units with the possibility of converting them to condominiums for sale in the future. Trip generation was based on the units being rental apartments versus condominium/townhouses as this provides a more conservative (higher) trip generation scenario.

The 1996 GPSP land uses and trip generation are identified in Table 2. The GPSP is conditioned for a maximum of 3,184,236 square feet of hotel, office, retail, restaurant and related uses. The existing GPSP is approved for 28,525 trip-ends per day with 3,807 net vehicles per hour during the AM peak hour and 3,733 net vehicles per hour during the PM peak hour. In comparing the proposed trip generation to the 1996 Specific Plan, 500 apartment units are assumed to replace 360,000 square feet of Office space and 90,000 square feet of Office Park Space. The proposed project trip generation for the entire site, using the land uses and trip generation methodologies presented in the 1996 Specific Plan is shown in Table 2. In this scenario, the proposed project will generate 27,818 net trip-ends per day with 2,631 net vehicles per hour during the AM peak hour and 3,187 net vehicles per hour during the PM peak hour.

A trip generation comparison has been made between the proposed project and the 1996 GPSP. It should be noted that the GPSP was originally approved in August 1996. Since the GPSP was approved, the *ITE Trip Generation Manual* has been continuously updated as more empirical data became available. Therefore, the trip generation rates used in the original analysis are no longer current. However, the overall number of trips approved for the development remains unchanged. Therefore, a comparison was made between the overall net trip generation of the previously approved GPSP and the proposed Guasti Plaza Specific Plan Amendment.

A summary of the trip generation comparison between the two projects is shown in Table 2. The proposed project would generate 1,176 less trip-ends per day with 1,176 less vehicles per hour during the AM peak hour and 546 less vehicles per hour during the PM peak hour. As shown in Table 2, the proposed Guasti Plaza Specific Plan Amendment with the 500 units of rental dwellings would generate significantly fewer daily and AM/PM peak hour trips than the 1996 plan.

Since the approval of the 1996 GPSP, the build program for the site has changed several times. The latest version was submitted in the *Traffic Study for the Guasti Specific Plan Project in the City of Ontario* prepared by KOA Corporation dated January 17, 2007 as part of a Project Area Plan. The 2007 traffic study is approved for 58,720 trip-ends per day with 4,388 net vehicles per hour during the AM peak hour and 4,348 net vehicles per hour during the PM peak hour. An addendum to the traffic study was prepared in February 2008 as part of a development application which modified the site plan in an area not affected by the currently proposed changes. The 2008 revised traffic study is approved for 52,689 trip-ends per day with 4,106 net vehicles per hour during the AM peak hour and 4,443 net vehicles per hour during the PM peak hour.

RK compared the proposed trip generation for the 500 apartment units to the trip generation for the corresponding buildings/land uses replaced as identified in the 2007 traffic study. Accordingly, 500 apartment units are assumed to replace 354,000 square feet of Office space, contained in Office Buildings 5, 6, and 7 and 90,000 square feet of mixed office, retail, and restaurant space in buildings 21, 22, and 23. The three mixed-use buildings provide a total of 237,300 square feet. Since only 90,000 square feet will be removed for the proposed amendment, detailed calculations are attached to this report that show the calculation of land use quantities exchanged for the proposed apartment use.

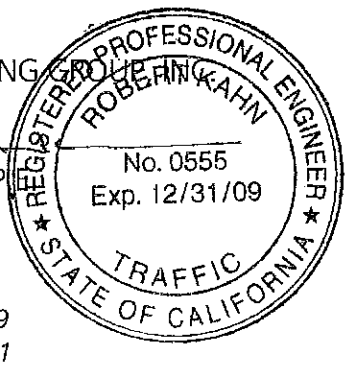
A summary of the trip generation comparison between the two projects is shown in Table 3. The proposed project would generate 5,294 less trip-ends per day with 609 less vehicles per hour during the AM peak hour and 532 less vehicles per hour during the PM peak hour. As shown in Table 3, the proposed Guasti Plaza Specific Plan Amendment with the 500 units of rental dwellings would generate significantly fewer daily and AM/PM peak hour trips than the 2007 plan (and 2008 addendum).

Conclusions

RK has completed a trip generation study for the proposed Guasti Plaza Specific Plan Amendment. The proposed project would replace the approved Guasti Plaza Specific Plan. Based upon this analysis the proposed Specific Plan Amendment would generate fewer trips than both the 1996 approved plan and the 2007 traffic study, therefore would have less impact to the adjoining intersections and roadway segments.

RK appreciates this opportunity to work with David Evans and Associates Inc. on this project. If you have any questions regarding this study, or need further review, please do not hesitate to call me at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



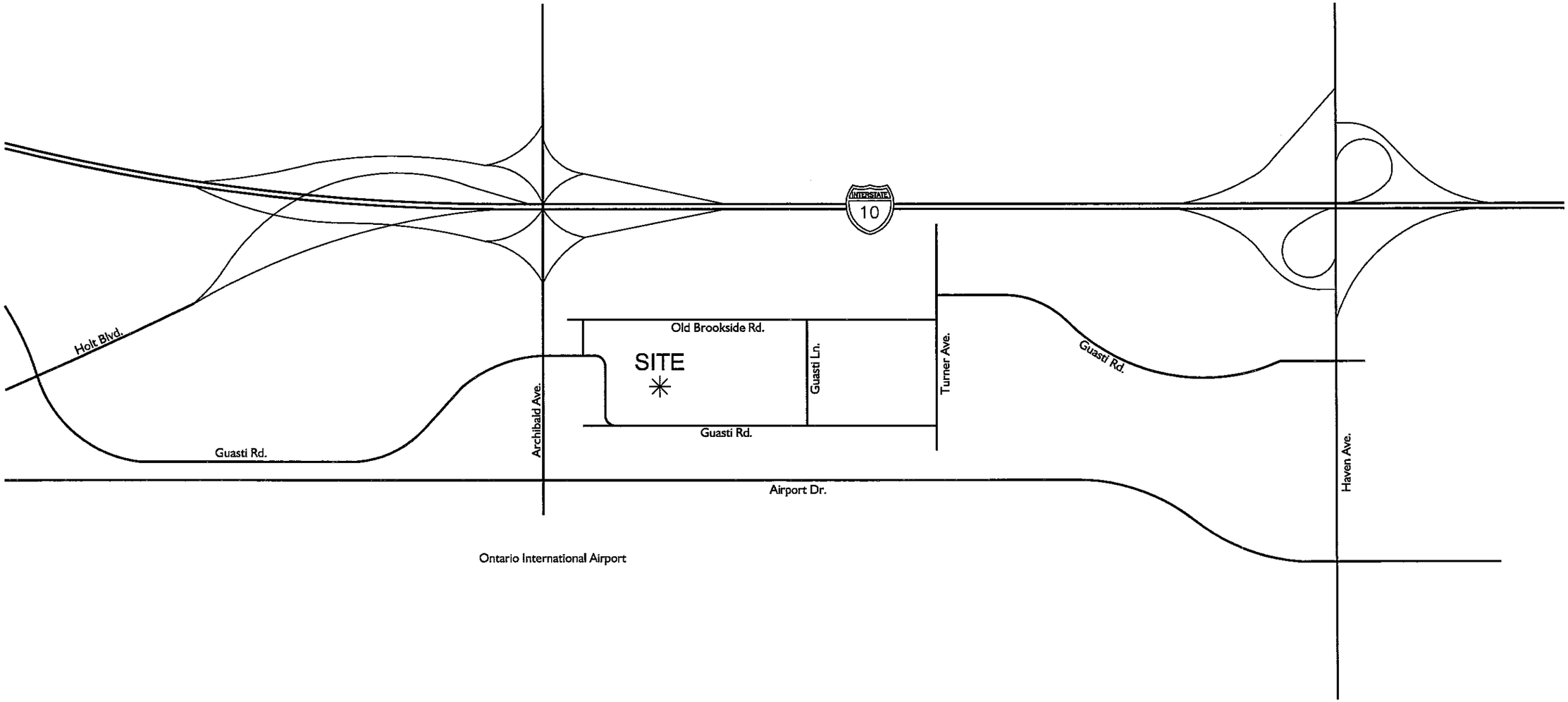
Robert Kahn, P.E.
Principal

Kerin Smith, E.I.T.
Engineer III

Attachment
RK:KS:rd/RK6979
JN:0141-2008-01

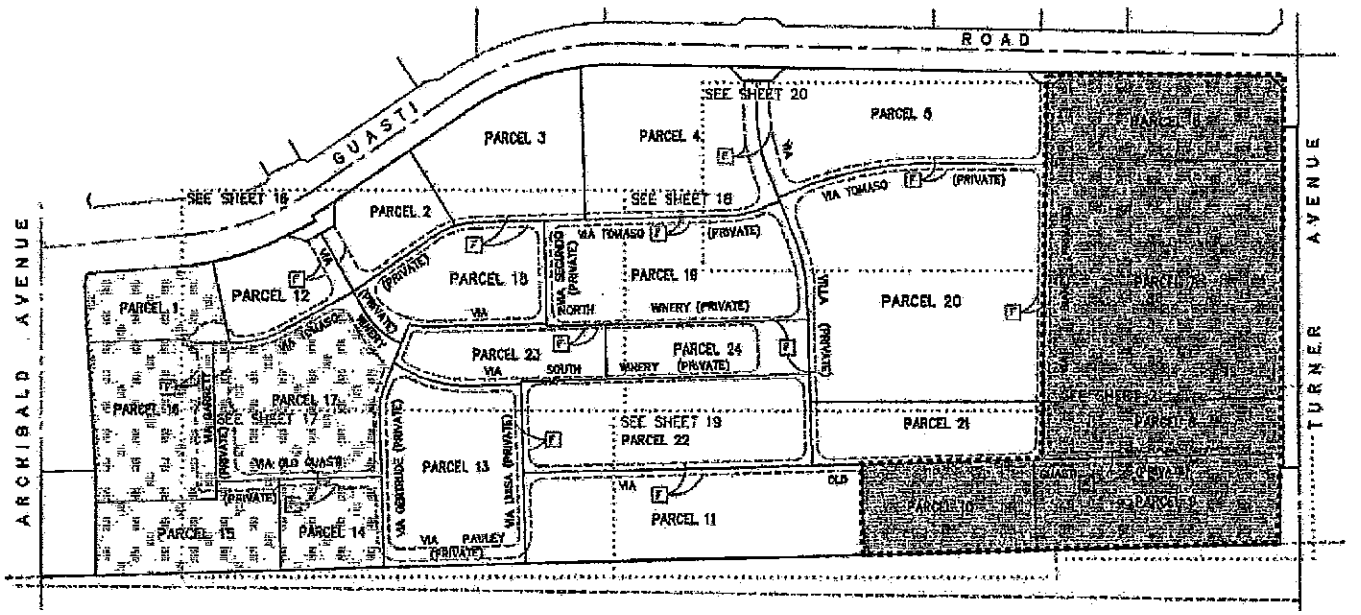
Exhibits

Exhibit A
Location Map



N

Exhibit B-1
Site Plan



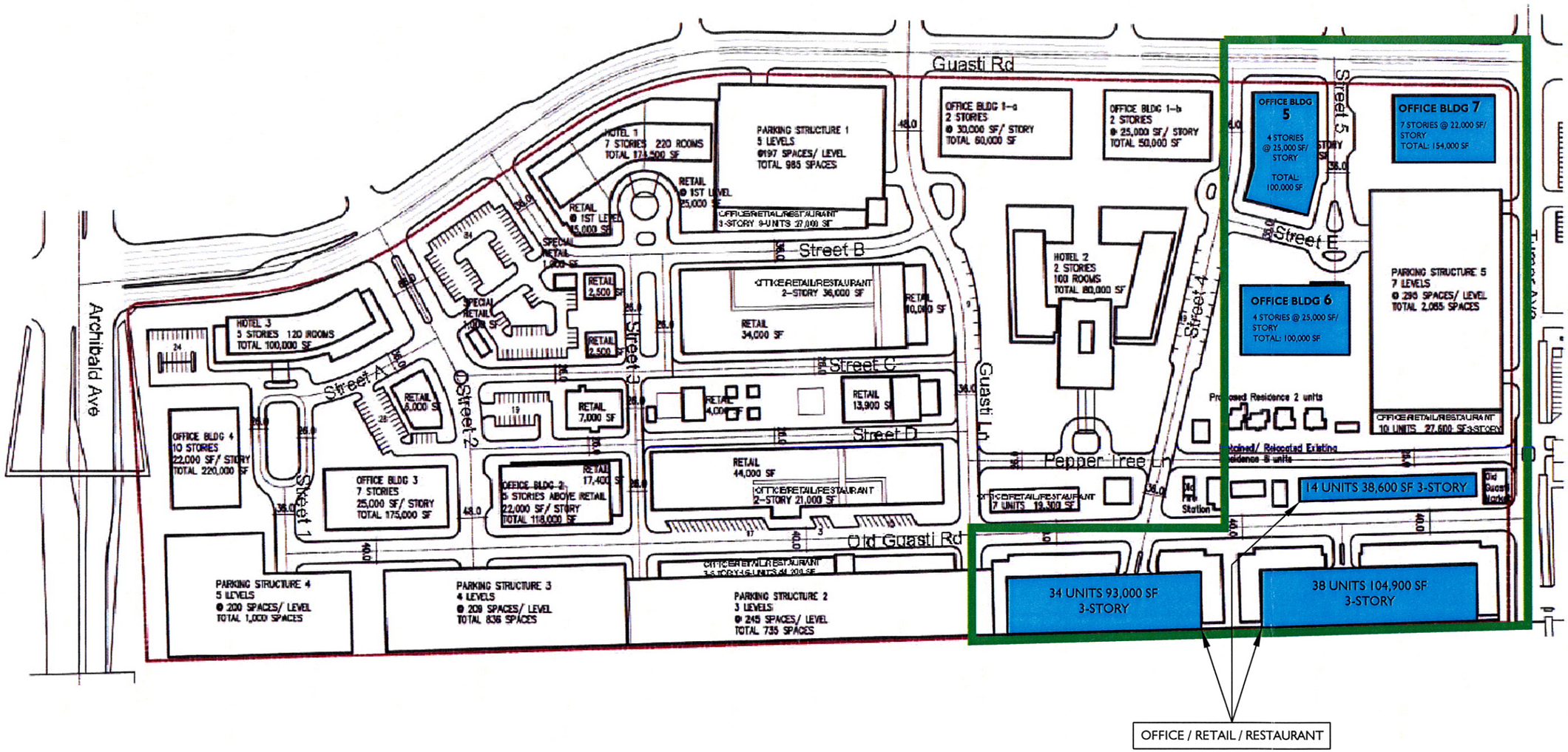
Eastern Residential District (400 to 500 units)

Alternative Areas for Residential Development (100 units or less)

N

Exhibit B-2

2008 Site Plan



Legend:

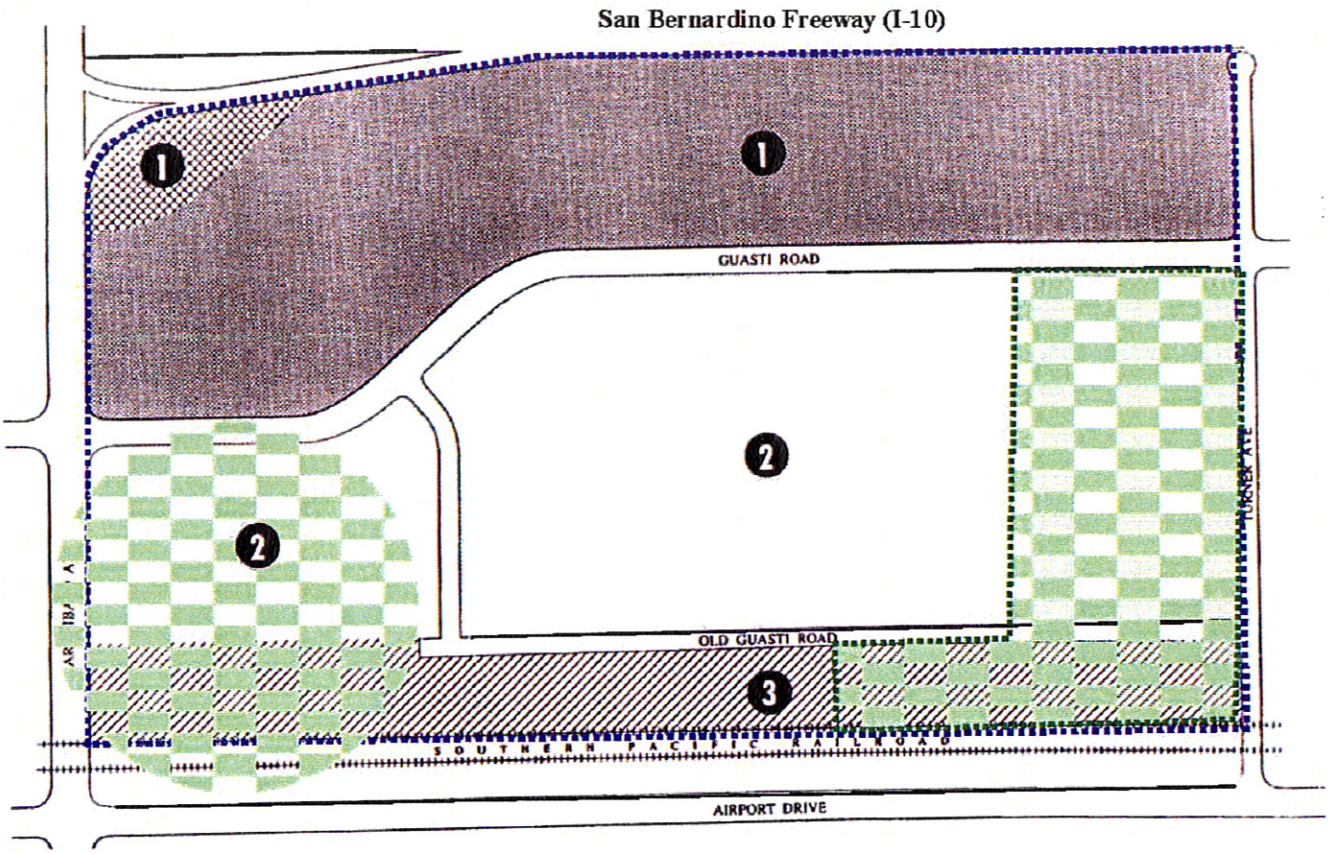
= Guasti Specific Plan Amendment (Current)

N

RK engineering group, inc.

Exhibit C

Planning Areas



Specific Plan Area

2 Planning Area

Area proposed for Residential Development

N

Tables

TABLE 1

Proposed Project Trip Generation Rates[1]

Land Use[2]	Units[3]	Peak Hour				Daily
		AM		PM		
		In	Out	In	Out	
Hotel	RM	0.34	0.22	0.31	0.28	8.17
Industrial Park	TSF	0.69	0.15	0.18	0.68	6.96
Apartments	DU	0.10	0.41	0.40	0.22	6.65
Shopping Center (125.000 TSF)	TSF	0.86	0.55	2.90	3.01	62.81
General Office (1,531.626 TSF)	TSF	0.96	0.13	0.20	0.97	7.12

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

[2] Equations used for LUC 710 General Office anf LUC 820 Shopping Center. Average rates used for all other uses.

[3] TSF = Thousand Square Feet
DU = Dwelling Unit
RM = Rooms

TABLE 2

Trip Generation Comparison for 1996 Specific Plan

Land Use	Quantity	Units[1]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Approved GPSP[2]:									
Hotel	1,100	RM	506	264	770	396	330	726	9,570
Office	2,016.626	TSF	2,642	383	3,025	444	2,339	2,783	16,456
Commercial	125.000	TSF	58	25	83	165	186	351	4,063
Industrial	405.108	TSF	308	69	377	81	312	393	2,824
Gross Total Trips			3,514	741	4,255	1,086	3,167	4,253	32,913
Less 10% Internal Capture			-351	-74	-426	-109	-317	-425	-3,291
Less 30% Pass-by (Shopping Center)			-16	-7	-22	-45	-50	-95	-1,097
Approved Net Total Trips			3,147	660	3,807	933	2,800	3,733	28,525
Poposed GPSP Amendment[3]:									
Hotel	1,100	RM	374	242	616	341	308	649	8,987
Industrial Park	315.108	TSF	217	47	264	57	214	271	2,193
Apartments	500	DU	50	205	255	200	110	310	3,325
Shopping Center	125.000	TSF	107	69	176	362	377	739	7,851
General Office	1,531.626	TSF	1,465	200	1,665	305	1,489	1,794	10,908
Gross Total Trips			2,213	763	2,976	1,265	2,498	3,763	33,264
Less 10% Internal Capture			-221	-76	-298	-127	-250	-376	-3,326
Less 30% Pass-by (Shopping Center)			-29	-19	-48	-98	-102	-200	-2,120
Proposed Net Total Trips			1,963	668	2,631	1,041	2,146	3,187	27,818
Difference in Trips			-1,184	8	-1,176	108	-654	-546	-707

[1] RM = Rooms

DU = Dwelling Units

TSF = Square Feet

[2] Trip generation from 1996 GPSP report.

[3] Trip generation calcualted using Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

TABLE 3

Trip Generation Comparison Using February 2008 Specific Plan Methodology[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Approved GPSP[3]:									
Office Building 5	100.000	TSF	136	19	155	25	124	149	1,101
Office Building 6	100.000	TSF	136	19	155	25	124	149	1,101
Office Building 7	154.000	TSF	209	29	238	39	191	230	1,696
Buildings 21, 22, and 23:									
Office	53.820	TSF	73	10	83	13	67	80	593
Retail	26.370	TSF	8	10	18	31	40	71	1,169
Fast Food Restaurant	3.060	TSF	81	54	134	41	39	80	2,191
Restaurant (High Turnover Sit-Down)	6.750	TSF	40	37	78	45	29	74	858
Approved Gross Total Trips to be Removed			683	178	861	220	614	833	8,708
Less 10% Internal Capture (Retail and Restaurants)			-13	-10	-23	-12	-11	-23	-422
Approved Net Total Trips to be Removed			670	168	838	208	603	811	8,287
Proposed Gross Apartment Trips	500	DU	50	205	255	200	110	310	3,325
Less 10% Internal Capture			-5	-21	-26	-20	-11	-31	-333
Proposed Net Total Trips			45	185	230	180	99	279	2,993
Difference in Trips			-625	16	-609	-28	-504	-532	-5,294

[1] Trip Generation data acquired from Addendum to the Traffic Study for the Guasti Specific Plan Project in the City of Ontario, KOA Corporation, February 27, 2008.

[2] DU = Dwelling Units
TSF = Square Feet

[3] All land uses are assumed based off previous site plan done by KOA Corporation dated January 2007.

Appendices

Appendix A

Supplemental Information and Calculations for 2007 Trip Generation Comparison

RK engineering group, inc.
tel 949.474.0809 fax 949.474.0902

RK No. _____
Sheet No. _____ of _____

Prepared by: _____ Date: _____ Subject: _____
Checked by: _____ Date: _____

	Building 21	Building 22	Building 23	Total
Office	23,000 SF	56,000 SF	63,000 SF	142,000 SF
Retail	7,600 SF	30,000 SF	31,900 SF	69,500 SF
Fast food	8,000 SF	-	-	8,000 SF
high turnover Restaurant	-	7,800 SF	10,000 SF	17,800 SF
				Σ 237,300 SF

Total area of all three buildings equals 237,300 SF

Percent of each use:

Office => 142,000 SF = 59.8% of 237,300 SF

Retail => 69,500 SF = 29.3% of 237,300 SF

Fast food => 8,000 SF = 3.4% of 237,300 SF

high turnover Restaurant => 17,800 SF = 7.5% of 237,300 SF

90,000 SF will be removed to accomodate 100 apartments

Percentages for each land use are assumed to be the same. Therefore:

office	=> 59.8% of 90,000 SF =	53,821 SF
Retail	=> 29.3% of 90,000 SF =	26,370 SF
Fast food	=> 3.4% of 90,000 SF =	3,060 SF
high turnover Restaurant	=> 7.5% of 90,000 SF =	6,750 SF

Trip generation for these land uses are used for trip gen comparison in Table 4

2008 Addendum to the Traffic Study

Table 2
Project Traffic Generation, Per Building

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
North Warehouse	59,400 s.f.	3266	254	139	115	422	260	162
Building 52	8,200 s.f.	327	5	2	2	20	9	11
Retail A	3,800 s.f.	2449	150	91	59	89	46	44
Building 49	5,500 s.f.	3544	217	133	85	129	66	63
Retail B	29,000 s.f.	2200	154	80	75	174	101	73
Retail C	7,500 s.f.	858	78	40	37	74	46	28
South Warehouse	142,000 s.f.	6573	363	249	112	563	281	282
Retail D	56,800 s.f.	3438	204	125	80	132	68	65
Office 1	113,600 s.f.	1251	176	154	22	169	28	141
Office 3	143,500 s.f.	2640	194	160	34	250	68	182
Office 4	197,400 s.f.	2647	291	251	40	310	63	247
Villa Hotel	120 Rooms	817	56	34	22	59	31	28
West Hotel	100 Rooms	1781	140	79	61	140	80	59
North Hotel	56,500 s.f.	4878	470	350	120	585	207	378
Office/Retail/Restaurant*	19,300 s.f.	595	44	29	16	53	23	31
Office Bldg. 7*	154,000 s.f.	1696	238	209	29	230	39	191
Office Bldg. 5*	100,000 s.f.	1101	155	136	19	149	25	124
Office Bldg. 6*	100,000 s.f.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	328,600 s.f.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 s.f.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 s.f.	3110	221	148	73	271	111	159
Total		**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**

Buildings located within eastern residential District (400 - 500 units)

Note: A 10% reduction for internal linked trips was taken from all retail and restaurant uses.

* All land uses are assumed based off previous site plan done by KOA Corporation dated January 2007

As indicated in Table 2, the project will generate approximately 52,689 daily trips, including 4,106 trips in the AM peak hour and 4,443 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 3 below.

current specific plan amendment proposes eliminating: 360,000 sf office in exchange for 400 units
90,000 sf office park in exchange for 100 units

2007 Traffic Study

Project Traffic Generation – Alternative 1 (Retail Uses)

This alternative discusses the traffic generation for the site assuming the project is constructed with the offices, hotels, and retail and restaurant sites without any residential components.

Tables 5 summarizes the traffic generation expected on-site. The trip generation is broken down and projected per building.

Table 5
Project Traffic Generation, Per Building – Alternative 1

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel 3	120 Rooms	980	67	41	26	71	37	34
Restaurant (High Turnover)*	6,000 S.F.	687	62	32	30	59	36	23
Office Bldg. 4	220,000 S.F.	2422	341	299	42	328	55	273
Office Bldg 3	175,000 S.F.	1927	271	238	33	261	44	217
Hotel 1	220 Rooms	1797	123	75	48	130	68	62
Retail/Restaurants*	40,000 S.F.	2752	123	63	60	215	128	87
Retail*	7,000 S.F.	279	4	2	2	17	7	10
Retail/Restaurants*	24,400 S.F.	1716	19	10	10	130	80	50
Office Bldg	118,000 S.F.	1299	183	160	22	176	30	146
Office/Retail/Restaurants*	63,000 S.F.	9274	580	367	211	392	178	213
Retail/Restaurants*	57,900 S.F.	9470	522	306	216	464	252	212
Retail/Restaurants*	48,000 S.F.	5489	284	160	123	319	181	138
Office/Retail/Restaurants*	65,200 S.F.	2579	226	139	85	233	113	120
Office Bldg 1a and 1b	110,000 S.F.	1211	171	150	21	164	28	136
Hotel	100 Rooms	817	56	34	22	59	31	28
Office/Retail/Restaurants*	19,300 S.F.	595	44	29	16	53	23	31
Office Bldg. 7	154,000 S.F.	1696	238	209	29	230	39	191
Office Bldg. 5	100,000 S.F.	1101	155	136	19	149	25	124
Office Bldg. 6	100,000 S.F.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	38,600 S.F.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 S.F.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 S.F.	3110	221	148	73	271	111	159
Total		**58720**	**4388**	**3083**	**1305**	**4348**	**1694**	**2654**

Note: * a 10% reduction for internal linked trips was taken from all retail uses

Buildings located within eastern Residential District (400 DU units)

As indicated in Table 5, the project will generate approximately 58,720 daily trips, including 4,388 trips in the AM peak hour and 4,348 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 6

Villa Hotel										
	Floor 1	Rooms/BOH etc.	85040	817	56	34	22	59	31	28
		Footprint	**85040**							
		Gross Sq. Ft.	**85040**							
West Hotel										
	Floor 1	Restaurant	7000	890	81	42	39	76	47	30
		Pass by (-10%)		-89	-8	-4	-4	-8	-4	-4
		Rooms/BOH etc.	97580	980	67	41	26	71	37	34
		Footprint	**104580**							
		Gross Sq. Ft.	**104580**							
North Hotel										
(Name subject to c	Floor 1	Fitness Center	46500	1531	56	24	33	188	96	92
		Restaurant	10000	1272	115	60	55	109	67	43
		Pass by (-10%)		-127	-12	-6	-6	-11	-6	-5
	Floor 2	Office	TBD	551	78	68	10	75	13	62
	Floor 3	Office	TBD	551	78	68	10	75	13	62
	Floor 4	Office	TBD	551	78	68	10	75	13	62
	Floor 5	Office	TBD	551	78	68	10	75	13	62
Assumed East Portion of the Project Site	17	Office Bldg	12,000	132	19	16	3	18	3	15
		Retail	5,000	222	3	2	2	14	6	8
		Retail Pass by (-10%)		-22	0	0	0	-1	0	-1
		Restaurant (High Turnover)	2,300	292	25	14	13	25	15	10
		Restaurant Pass by (-10%)		-29	-3	-2	-1	-3	-2	-1
	18	Office Bldg. 7	154,000	1696	238	209	29	230	39	191
	19	Office Bldg. 5	100,000	1101	155	136	19	149	25	124
	20	Office Bldg. 6	100,000	1101	155	136	19	149	25	124
	21	Office Bldg	23,000	253	36	31	5	35	6	29
		Retail	7,600	337	5	2	3	21	9	12
		Retail Pass by (-10%)		-34	-1	0	-1	-2	-1	-1
		Fast Food Restaurant	8,000	5728	351	211	140	210	107	103
		Fast Food Pass by (-10%)		-573	-35	-21	-14	-21	-11	-10
	22	Office Bldg	56,000	617	87	76	11	83	14	69
		Retail	30,000	1330	20	9	11	82	36	46
		Retail Pass by (-10%)		-133	-2	-1	-1	-8	-4	-4
		Restaurant (High Turnover)	7,800	992	90	47	43	85	52	33
		Restaurant Pass by (-10%)		-99	-9	-5	-4	-9	-5	-4
	23	Office Bldg	63,000	694	98	86	12	94	16	78
		Retail	31,900	1414	22	10	12	86	38	48
		Retail Pass by (-10%)		-141	-2	-1	-1	-9	-4	-5
		Restaurant (High Turnover)	10,000	1272	115	60	55	110	67	43
		Restaurant Pass by (-10%)		-127	-12	-6	-6	-11	-6	-5
		Total		**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**
		Old Total		**58720**	**4388**	**3083**	**1305**	**4348**	**1694**	**2654**
		% Diff =		**-11%**	**-7%**	**-7%**	**-8%**	**2%**	**5%**	**0%**

		S.F		AM			PM		
			Daily	Total	In	Out	Total	In	Out
	North Warehouse	59,400	3266	254	139	115	422	260	162
	Building 52	8,200	327	5	2	2	20	9	11
	Retail A	3,800	2449	150	91	59	89	46	44
	Building 49	5,500	3544	217	133	85	129	66	63
	Retail B	29,000	2200	154	80	75	174	101	73
	Retail C	7,500	858	78	40	37	74	46	28
	South Warehouse	142,000	6573	383	249	112	563	281	282
	Retail D	56,800	3438	204	125	80	132	68	65
	Office 1	113,600	1251	176	154	22	169	28	141
	Office 3	143,500	2640	194	160	34	250	68	182
	Office 4	197,400	2647	291	251	40	310	63	247
	Villa Hotel	120 Rooms	817	56	34	22	59	31	28
	West Hotel	100 Rooms	1781	140	79	61	140	80	59
	North Hotel	56,500	4878	470	350	120	585	207	378
Assumed Land Use	17 Office/Retail/Restaurant	19,300	595	44	29	16	53	23	31
	18 Office	154,000	1696	238	209	29	230	39	191
	19 Office	100,000	1101	155	136	19	149	25	124
	20 Office	100,000	1101	155	136	19	149	25	124
	21 Office/Retail/Fast-Food	38,600	5712	356	223	133	243	110	131
	22 Office/Retail/Restaurant	93,800	2706	186	126	60	234	93	140
	23 Office/Retail/Restaurant	104,900	3110	221	148	73	271	111	159