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

J:\CITIES\ONTARIO\JA6824-GUASTI PROJECT\TEXT FILES\GUASTITRAFFICANALYSIS.DOC

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

January 17, 2007

Prepared for:

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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.

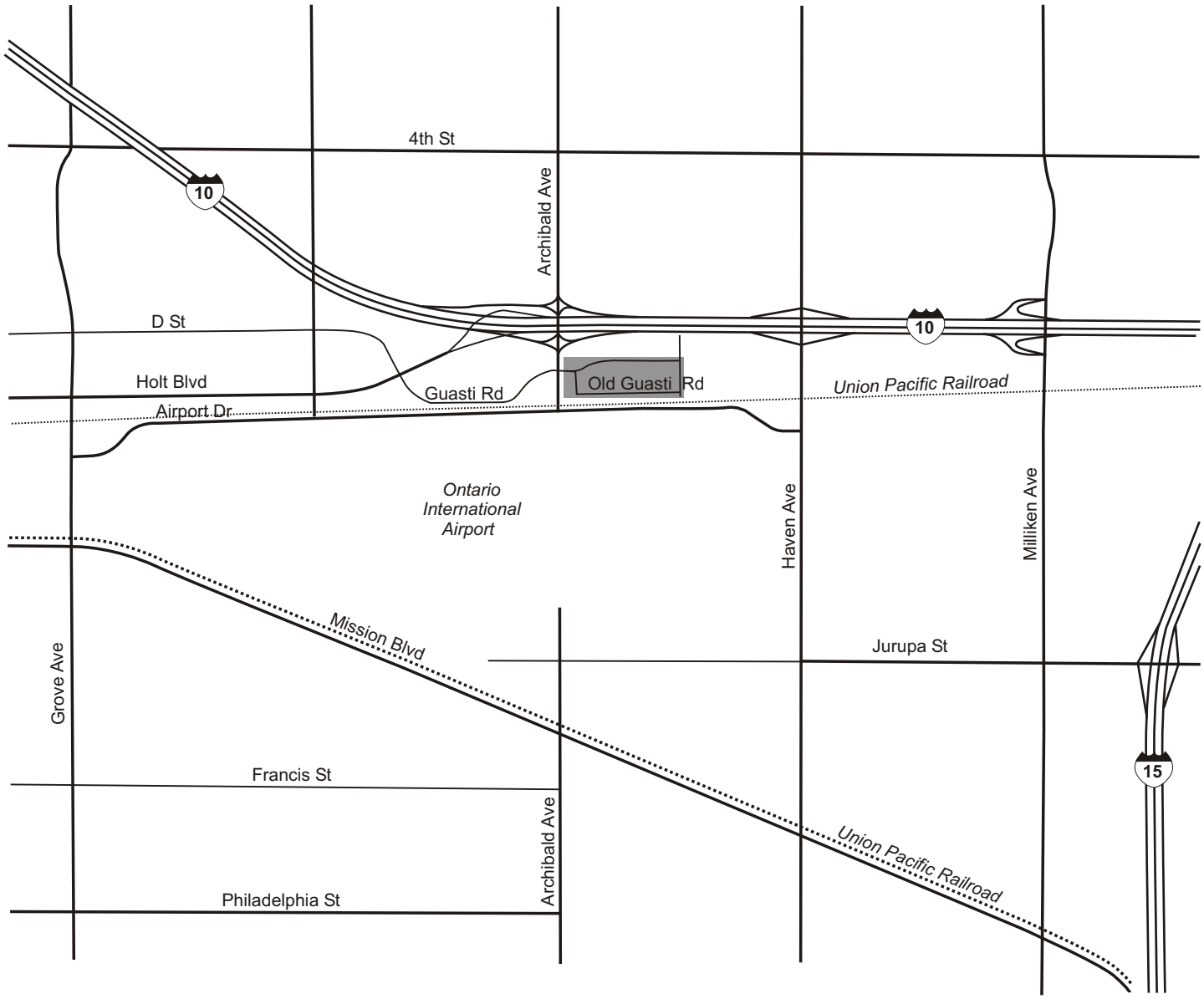
The appendices of this report contain background materials for this study. These materials include manual traffic counts, analysis worksheets and other details.

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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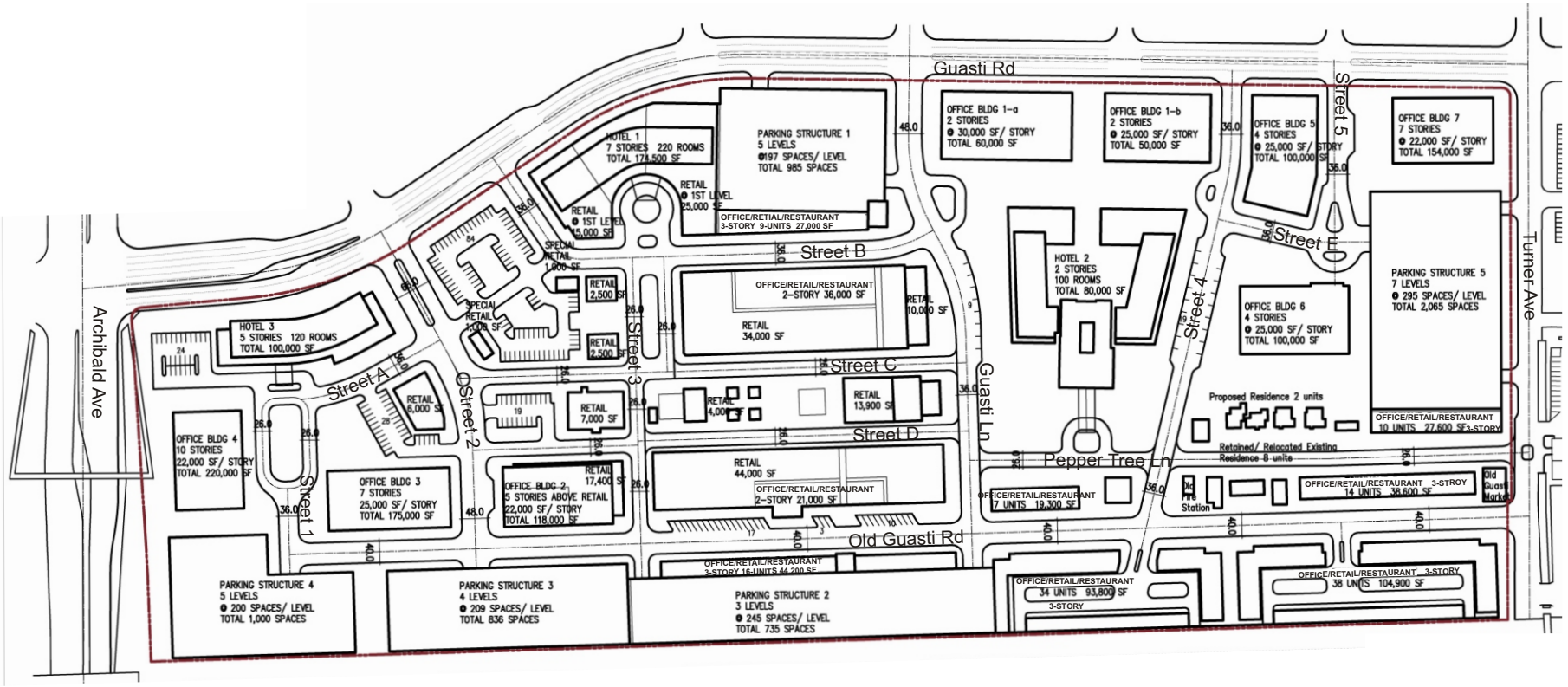
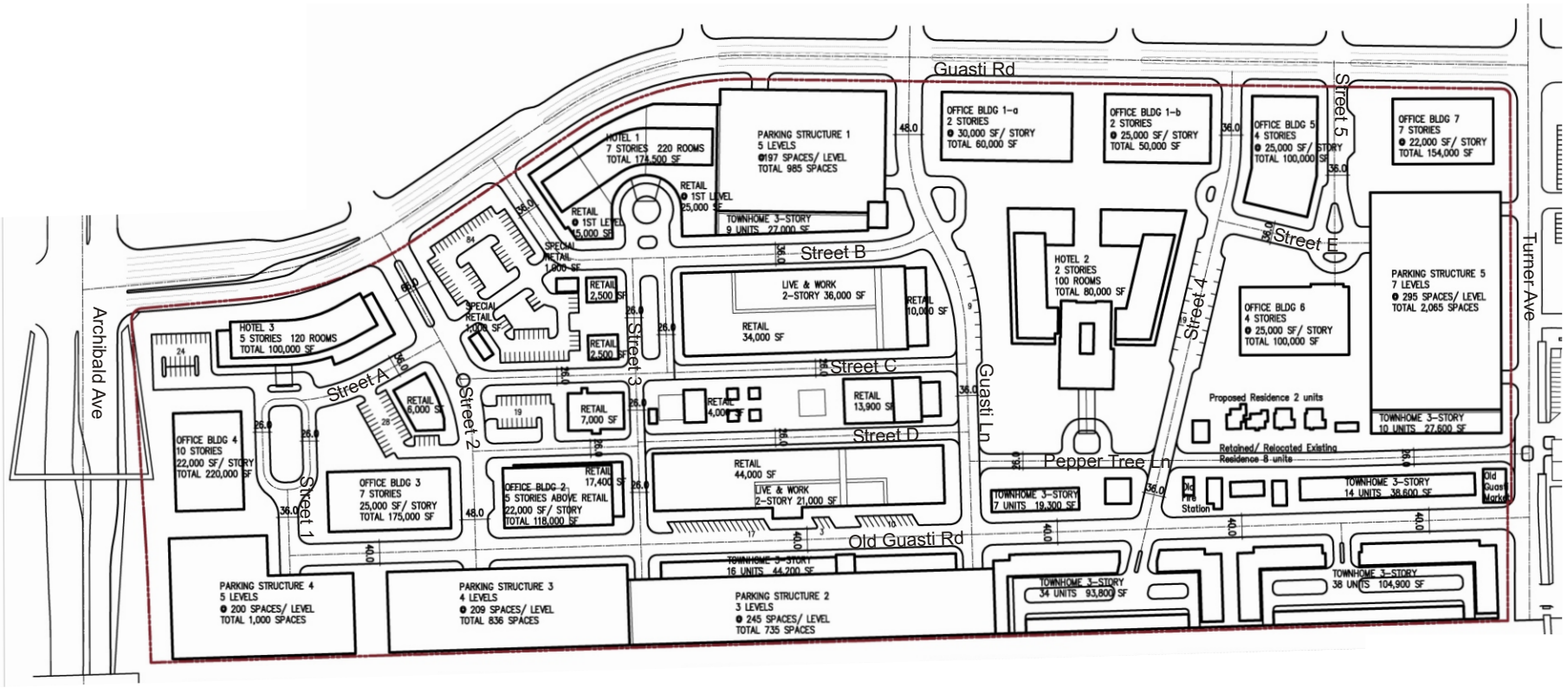
Guasti Project, City of Ontario — Figure 1

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.

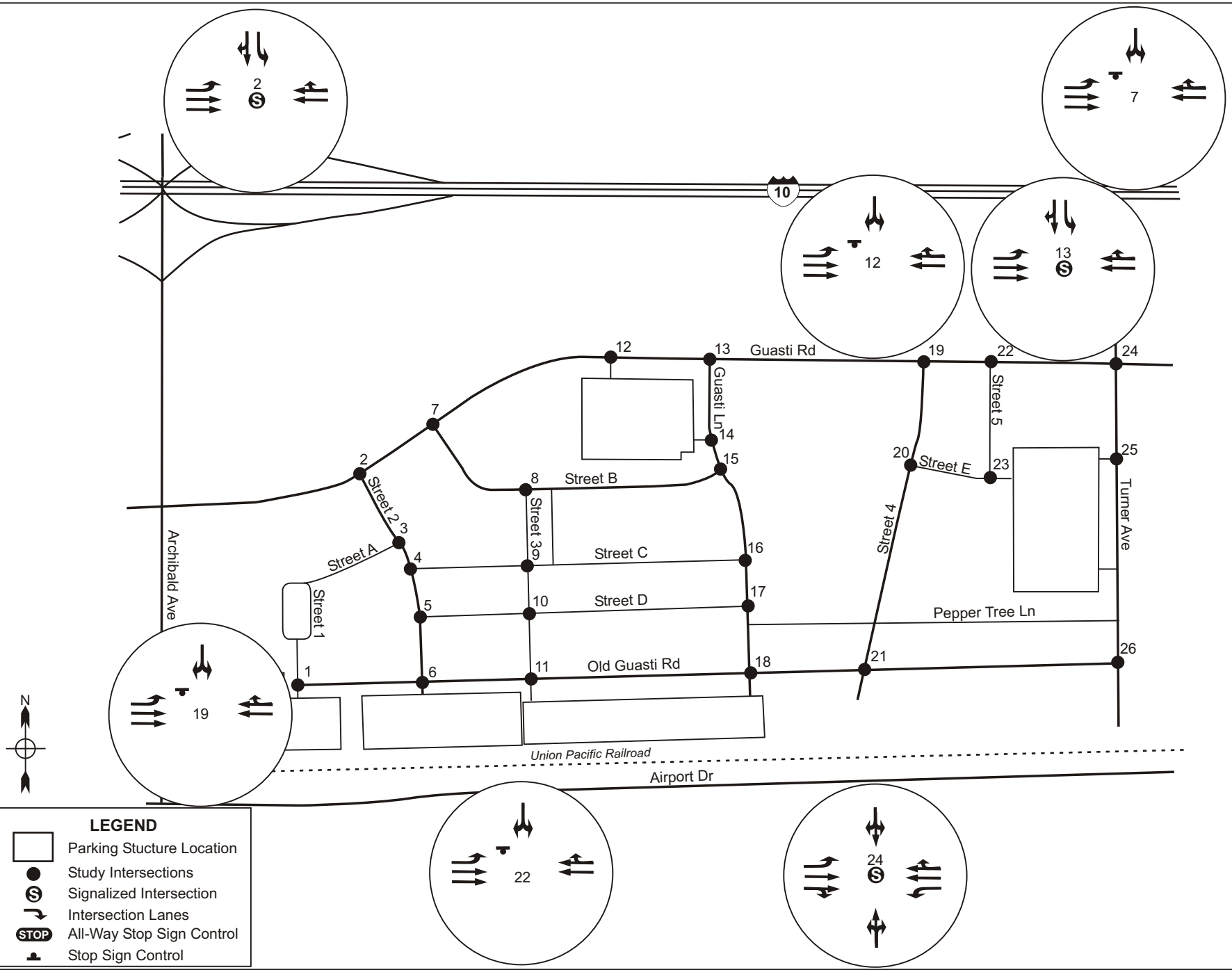


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Figure 3

Without Project Geometrics

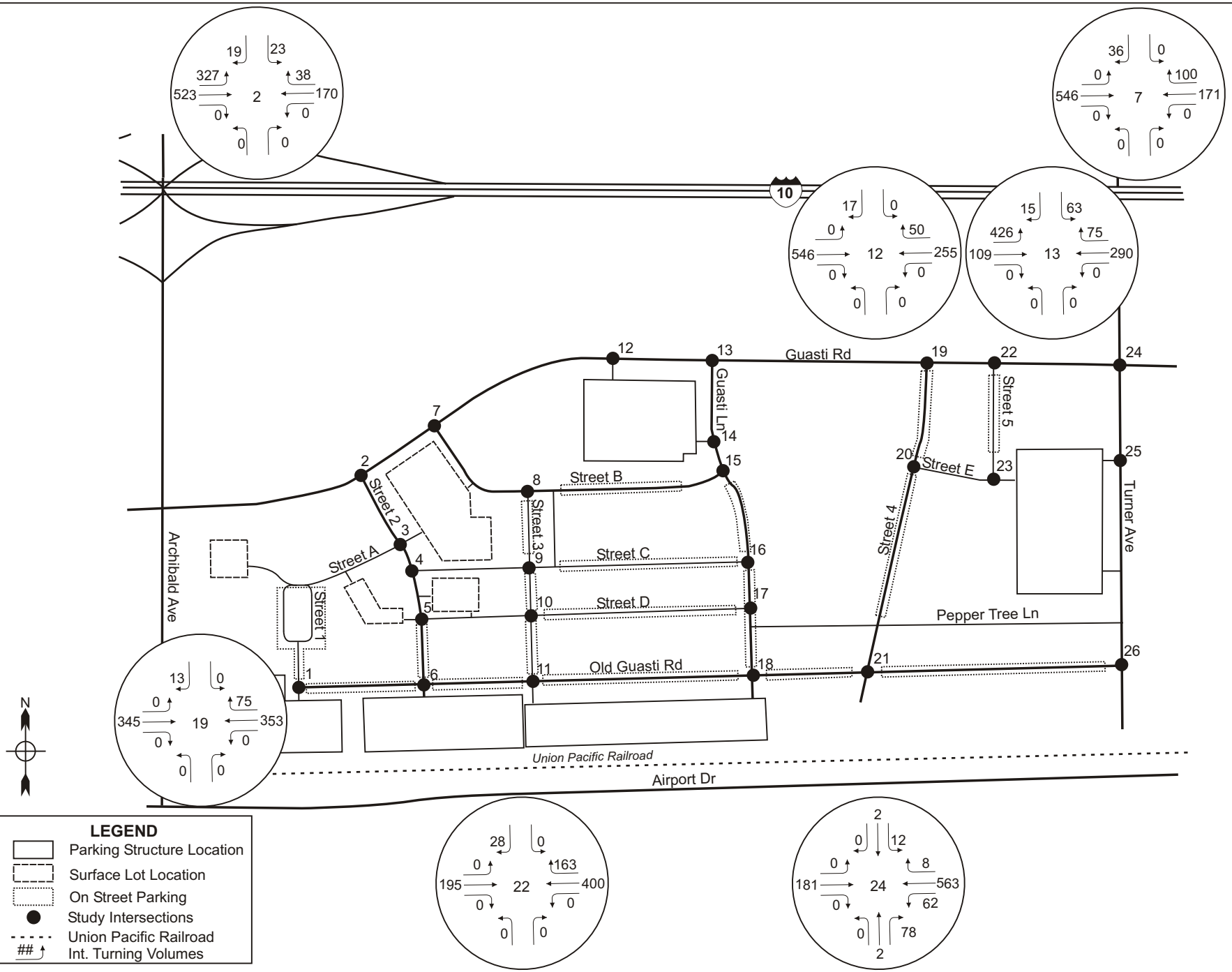

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Figure 4

Traffic Volumes Without Project Traffic - AM Peak Hour

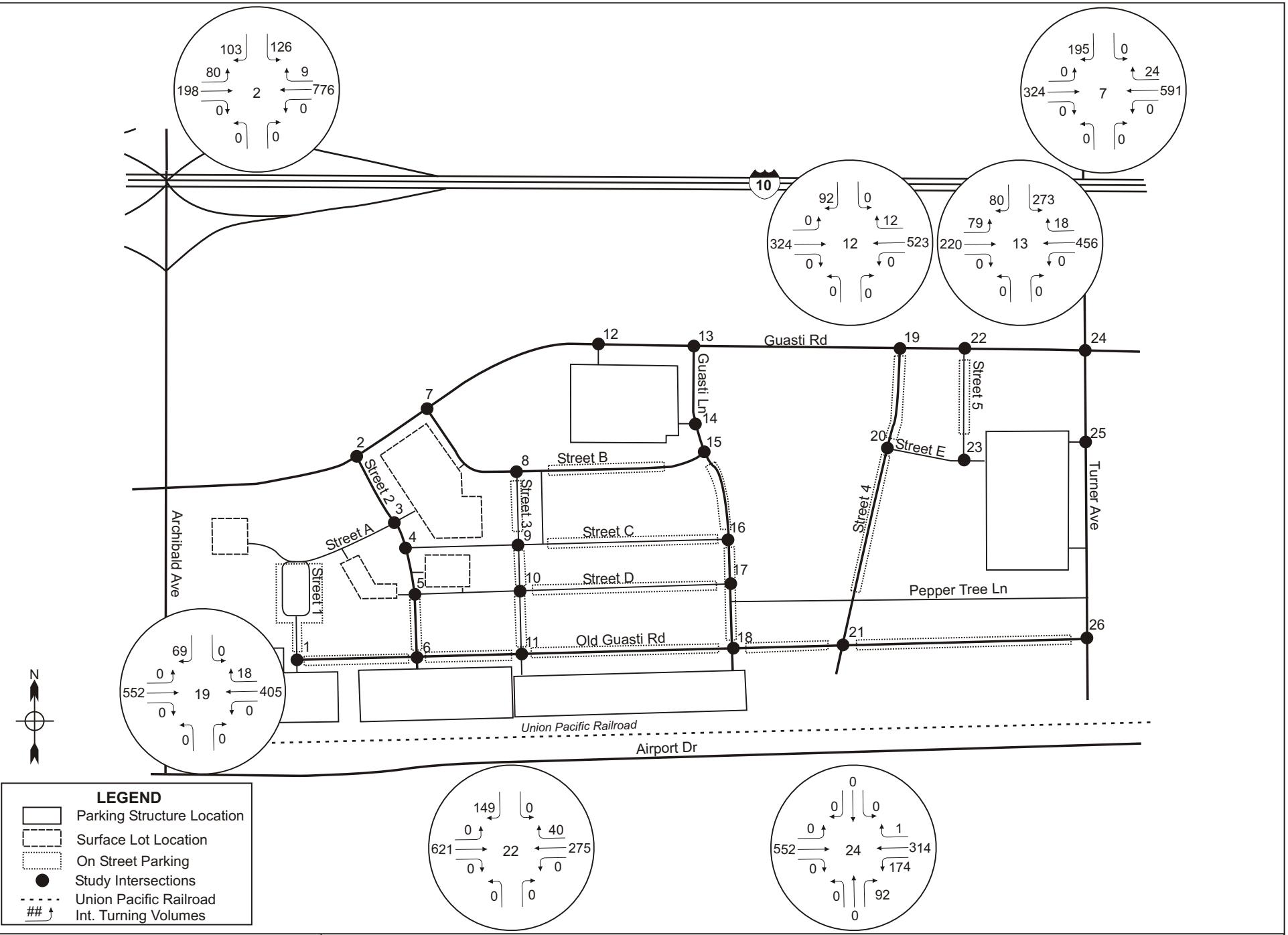

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Figure 5

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.

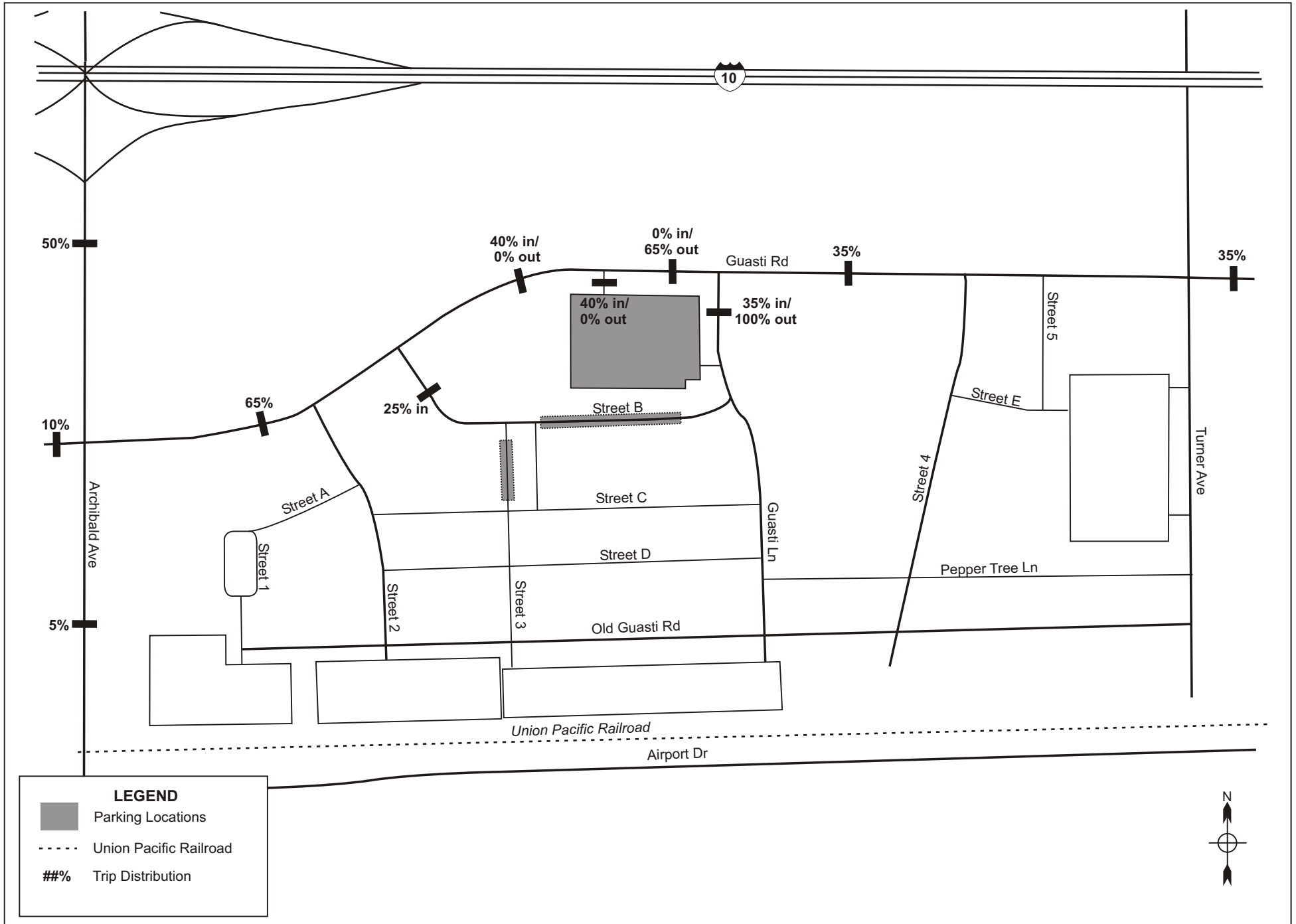

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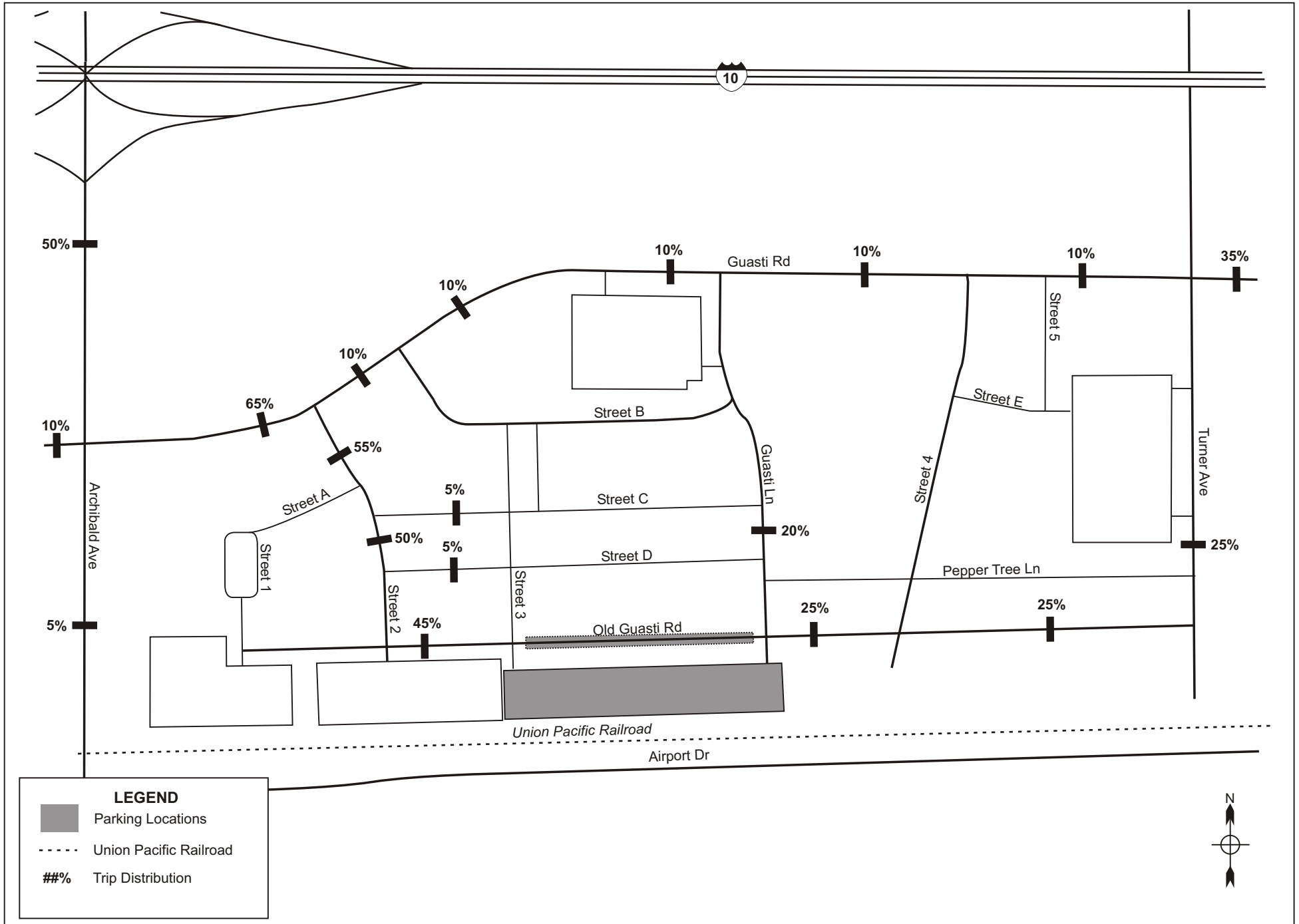
Figure 6A

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

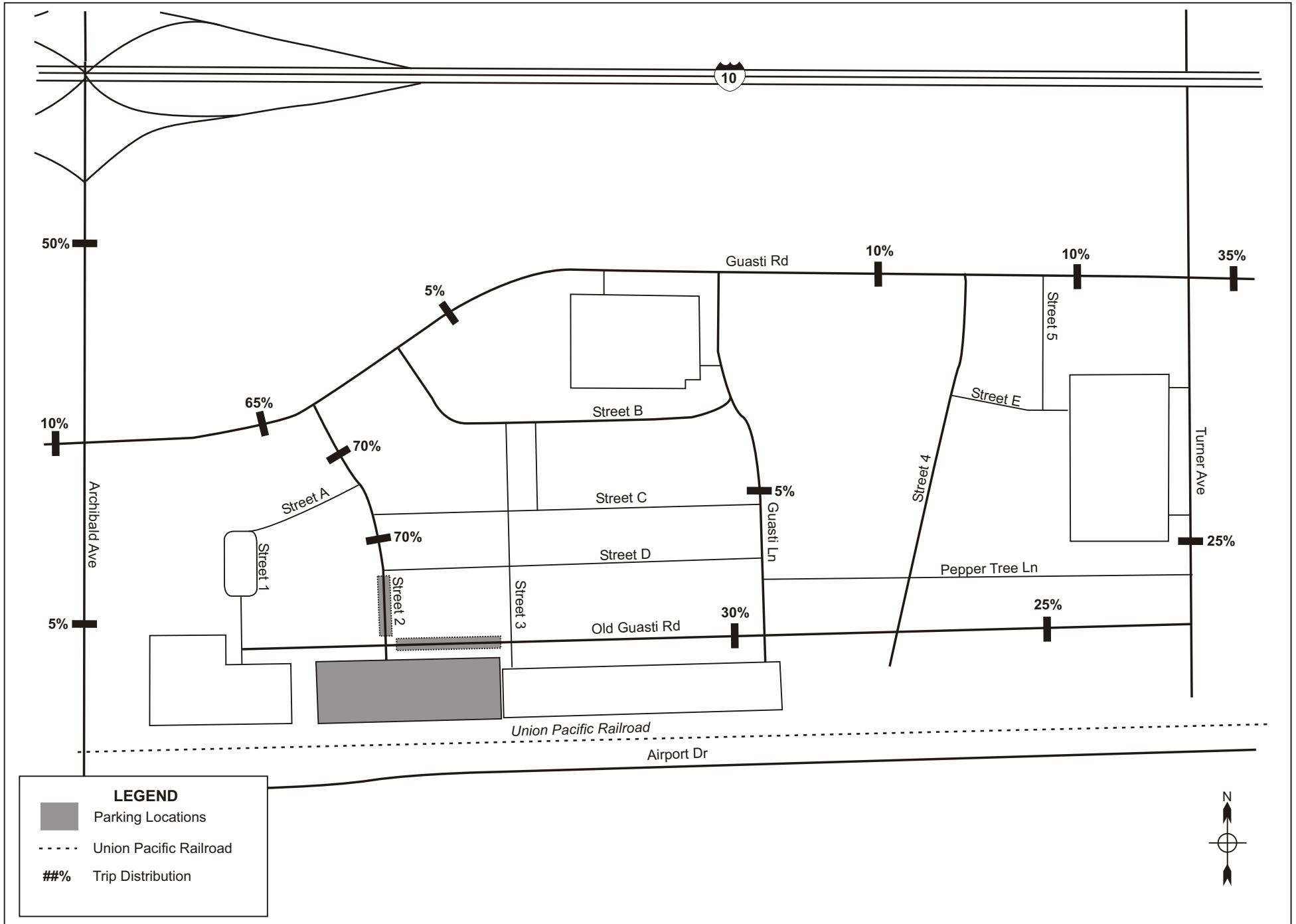

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Figure 6C

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

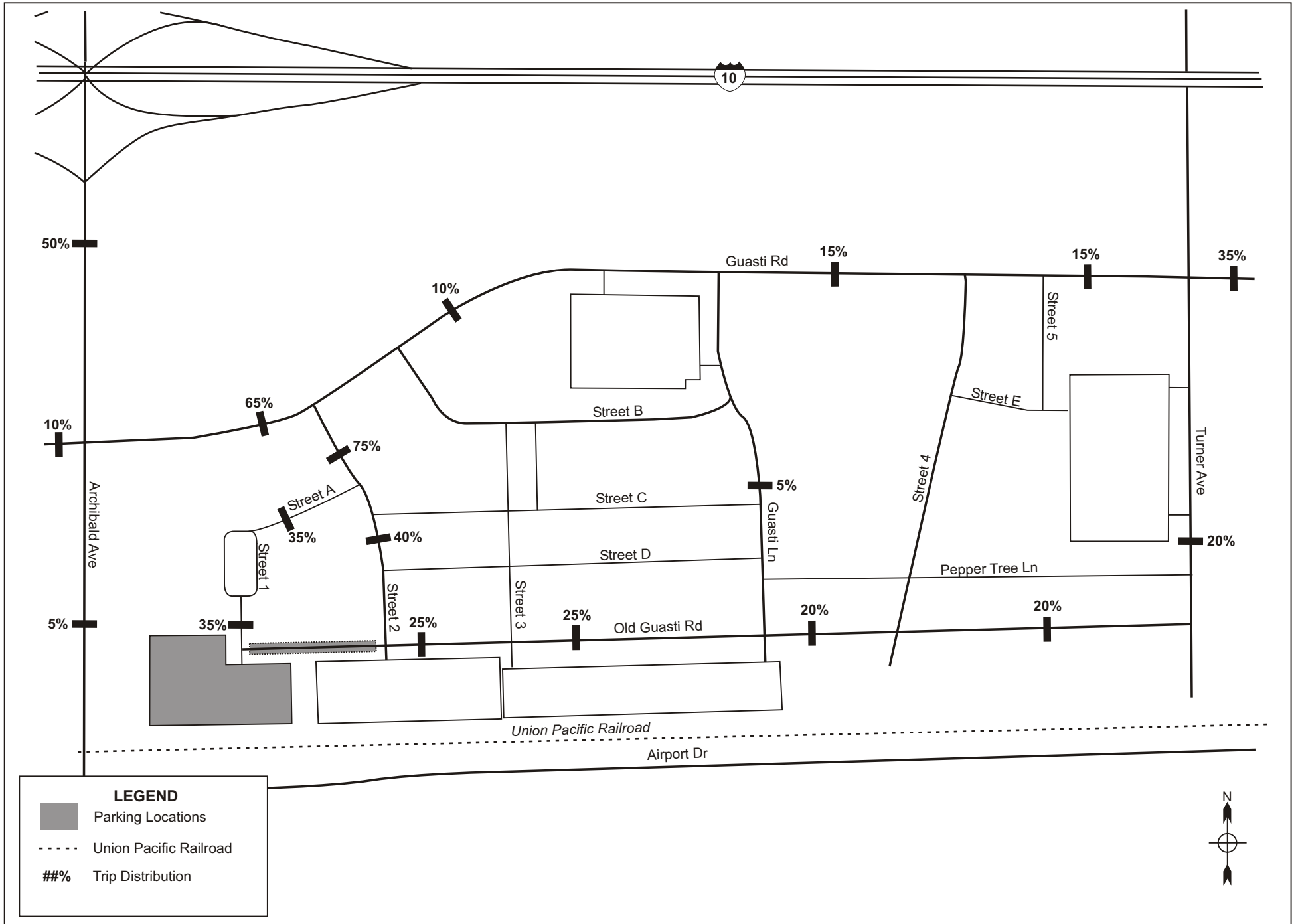

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Figure 6D

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

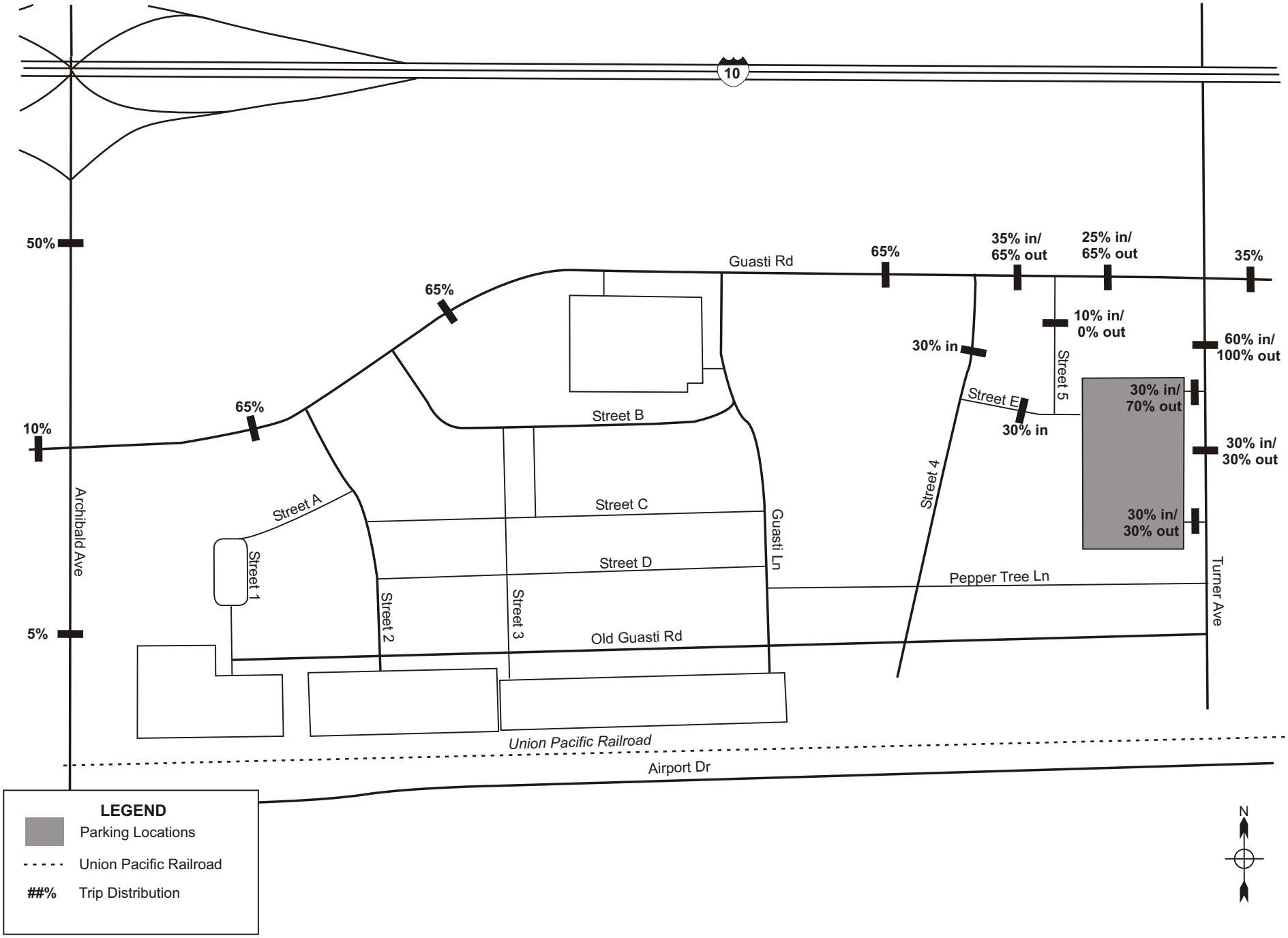

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Figure 6E

Trip Distribution - Parking Structure #5

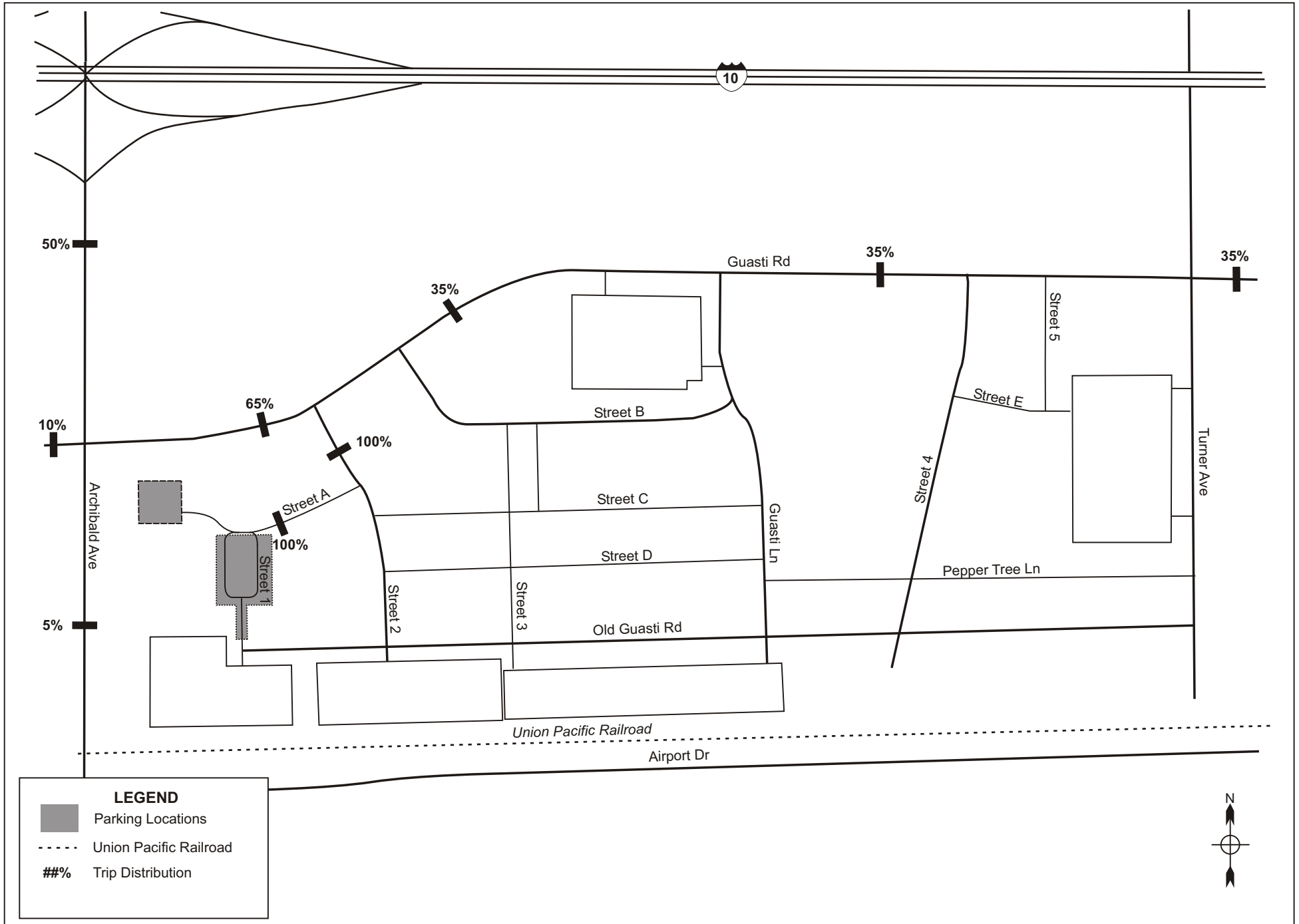

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Figure 6F

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

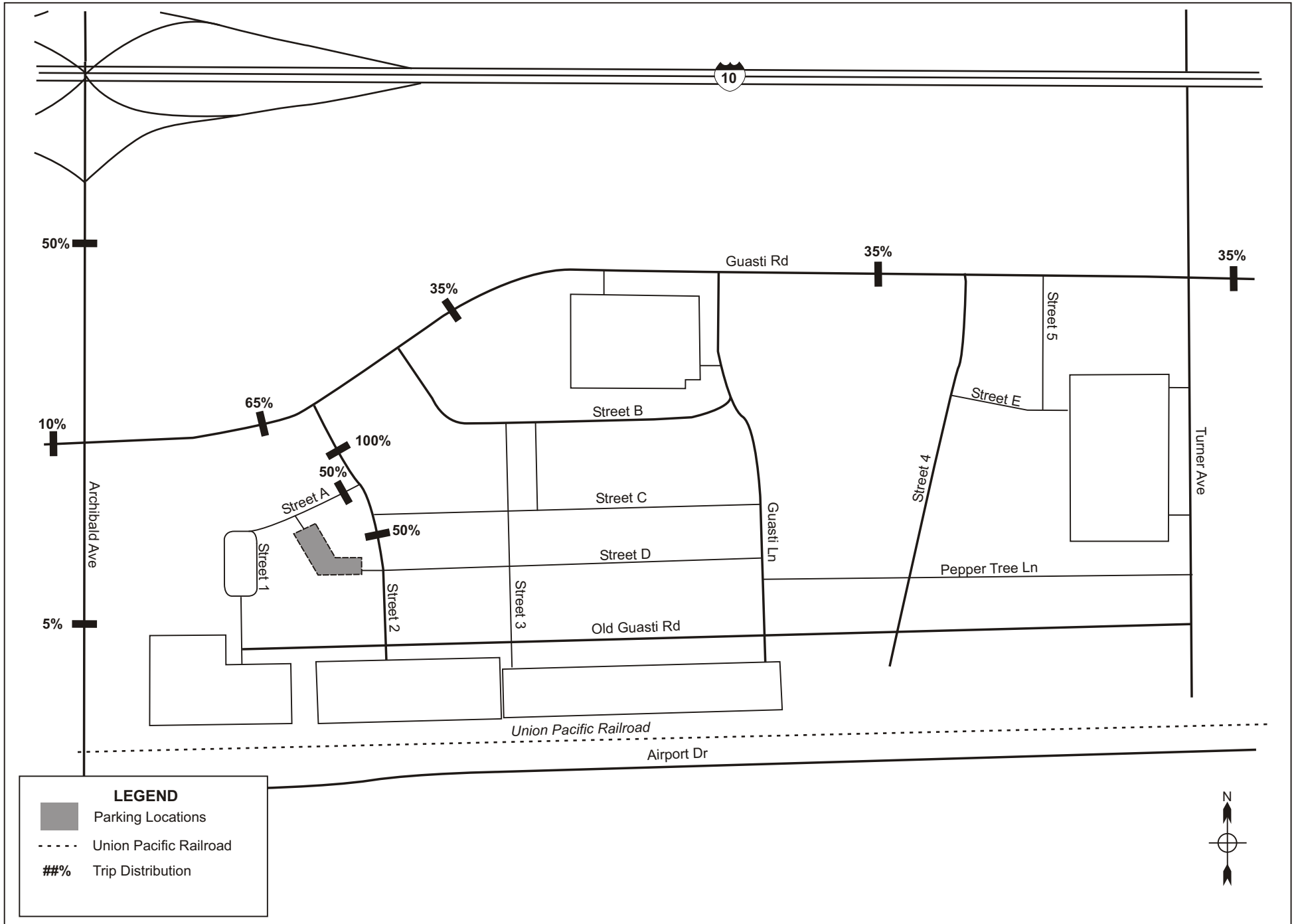

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Figure 6G

Trip Distribution - Surface Lot #2

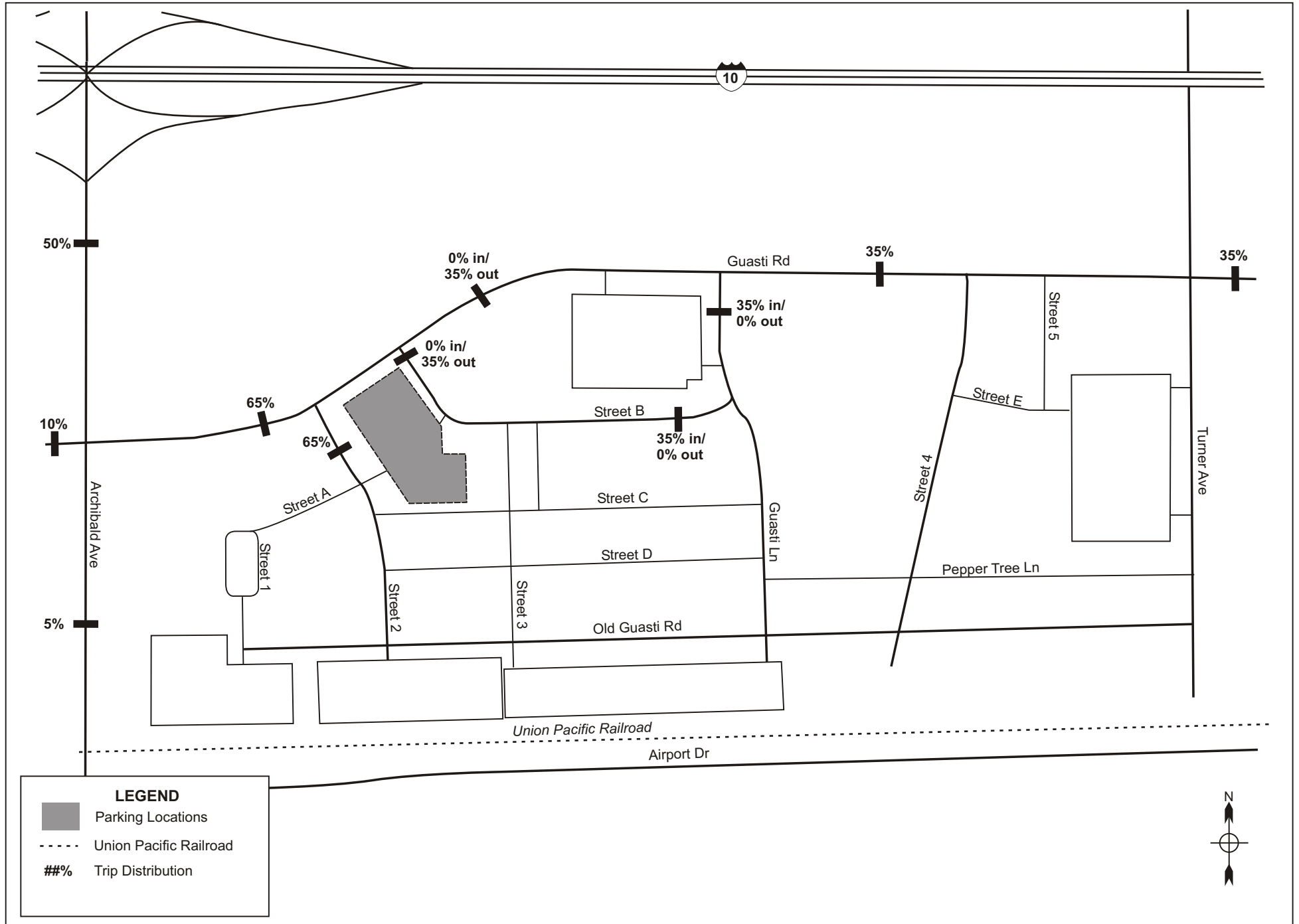

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Figure 6H

Trip Distribution - Surface Lot #3

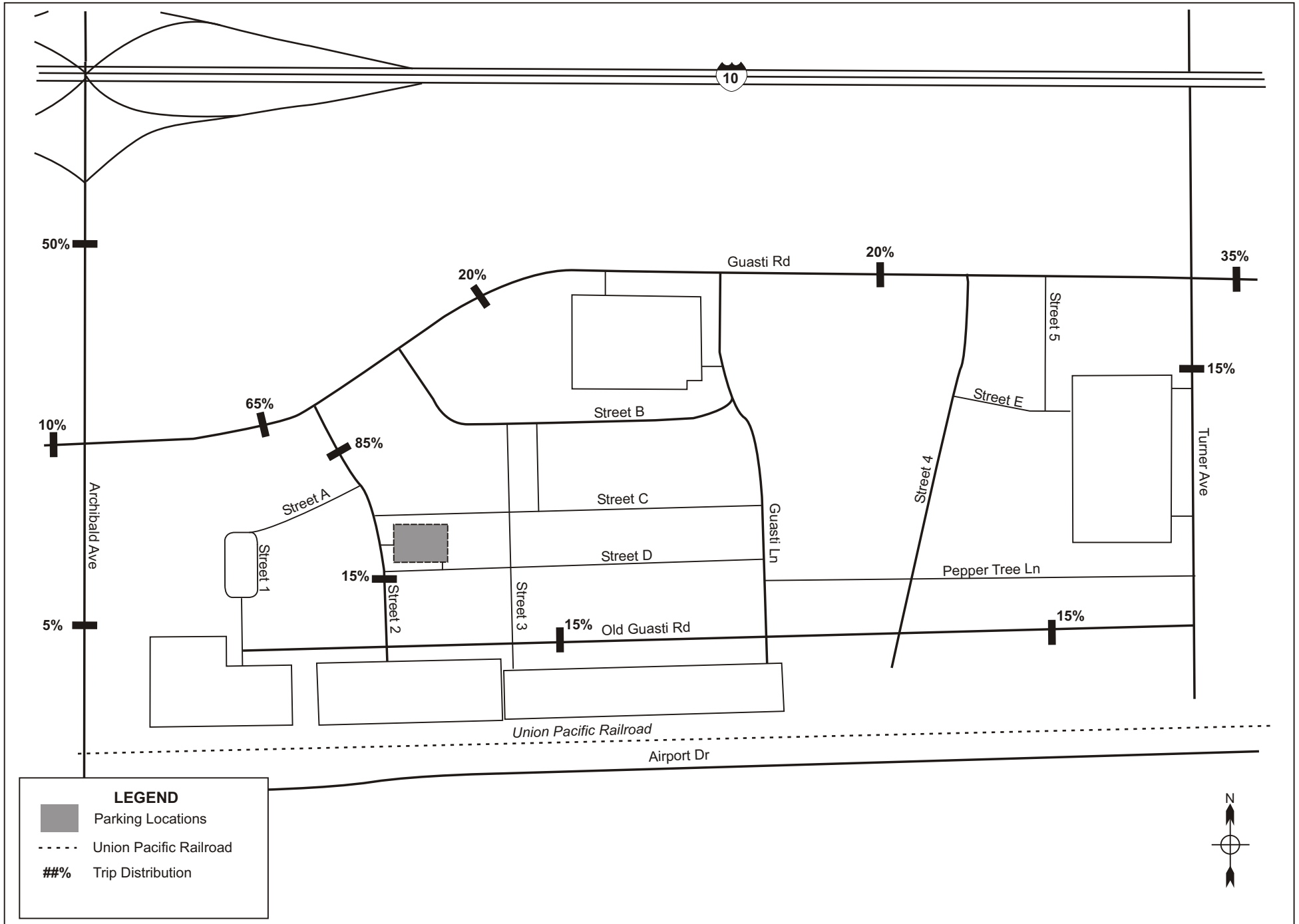

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Figure 6I

Trip Distribution - Surface Lot #4

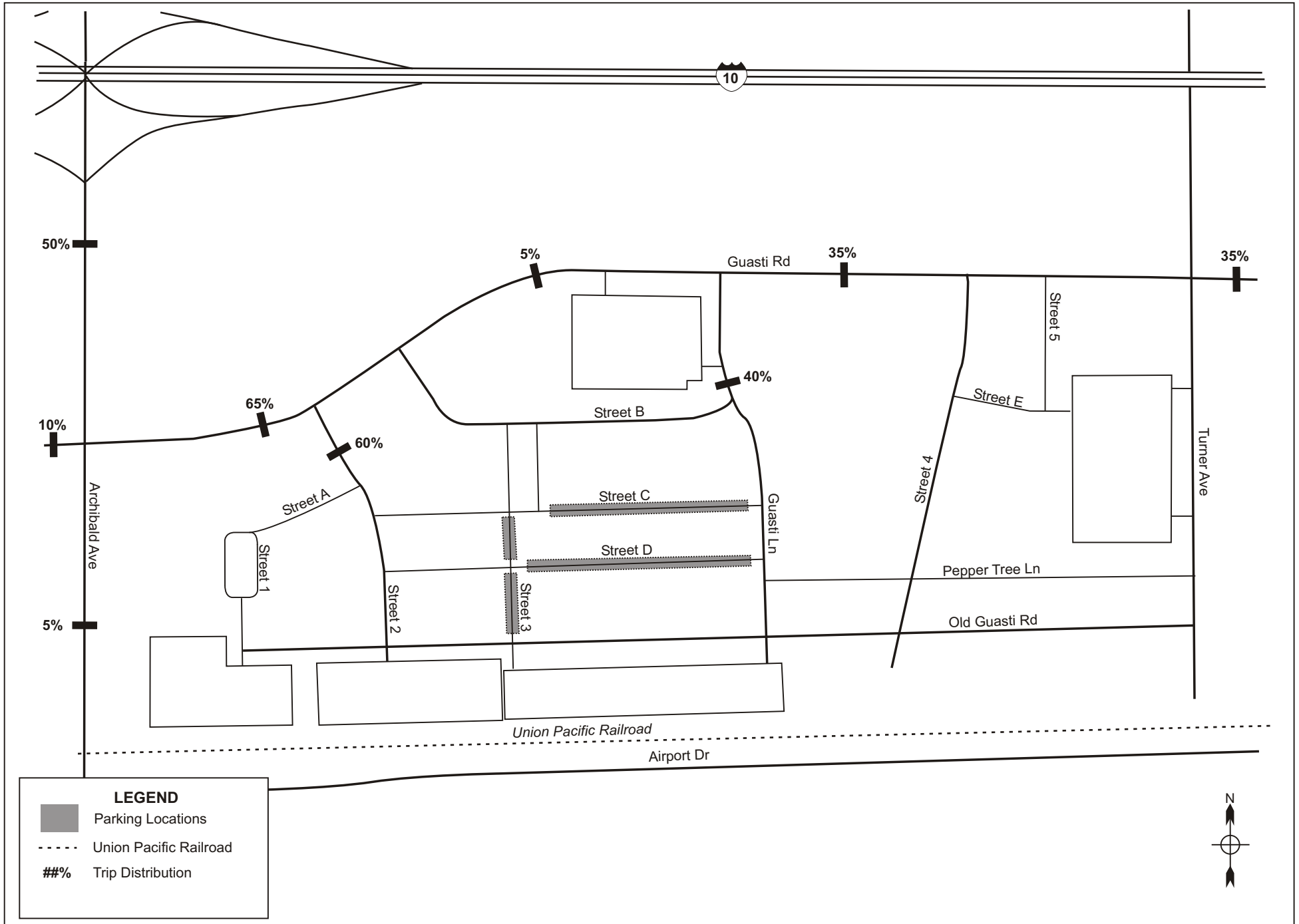

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Figure 6J

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

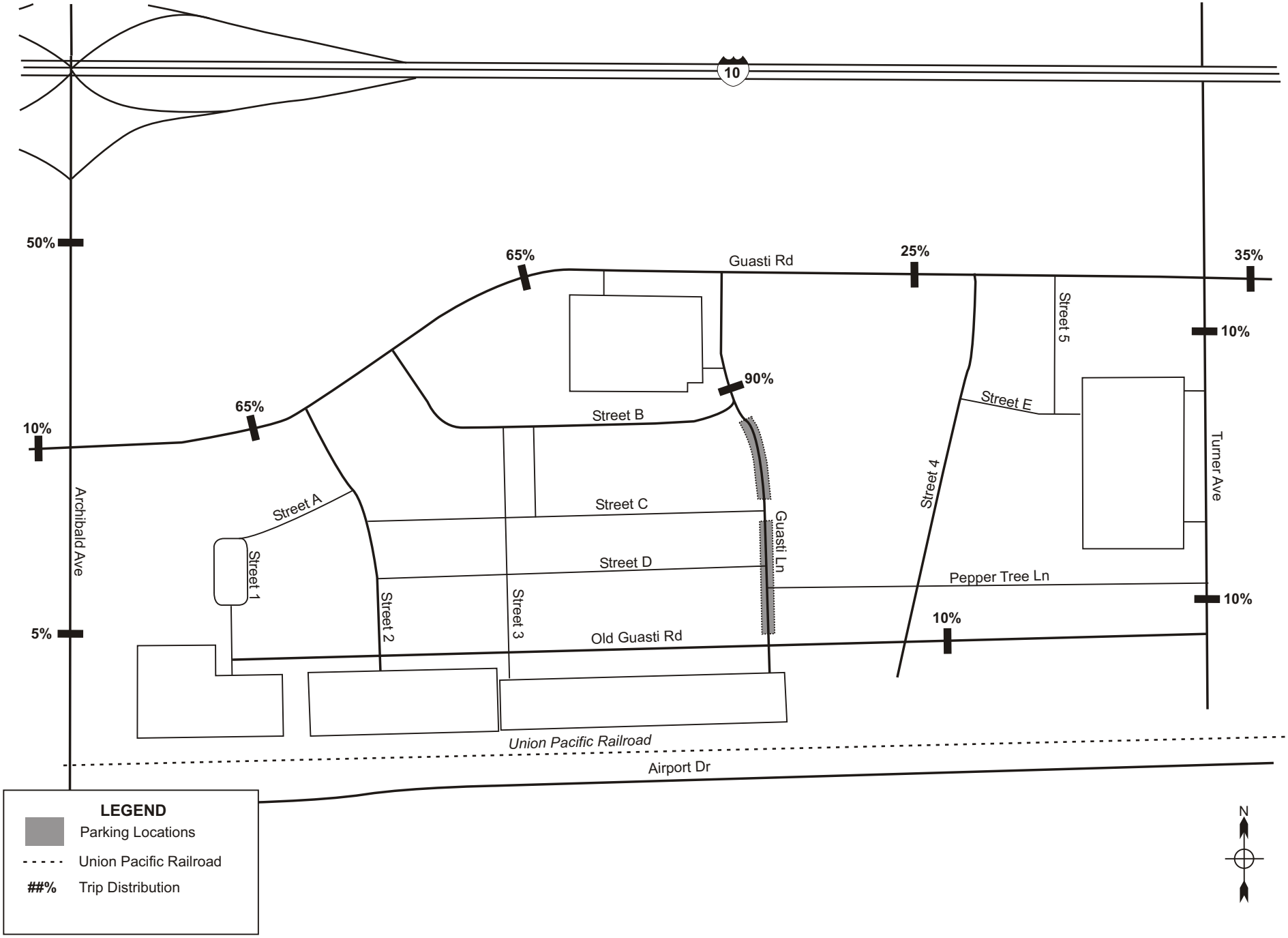

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Figure 6K

Trip Distribution - On Street Parking #12 and #13

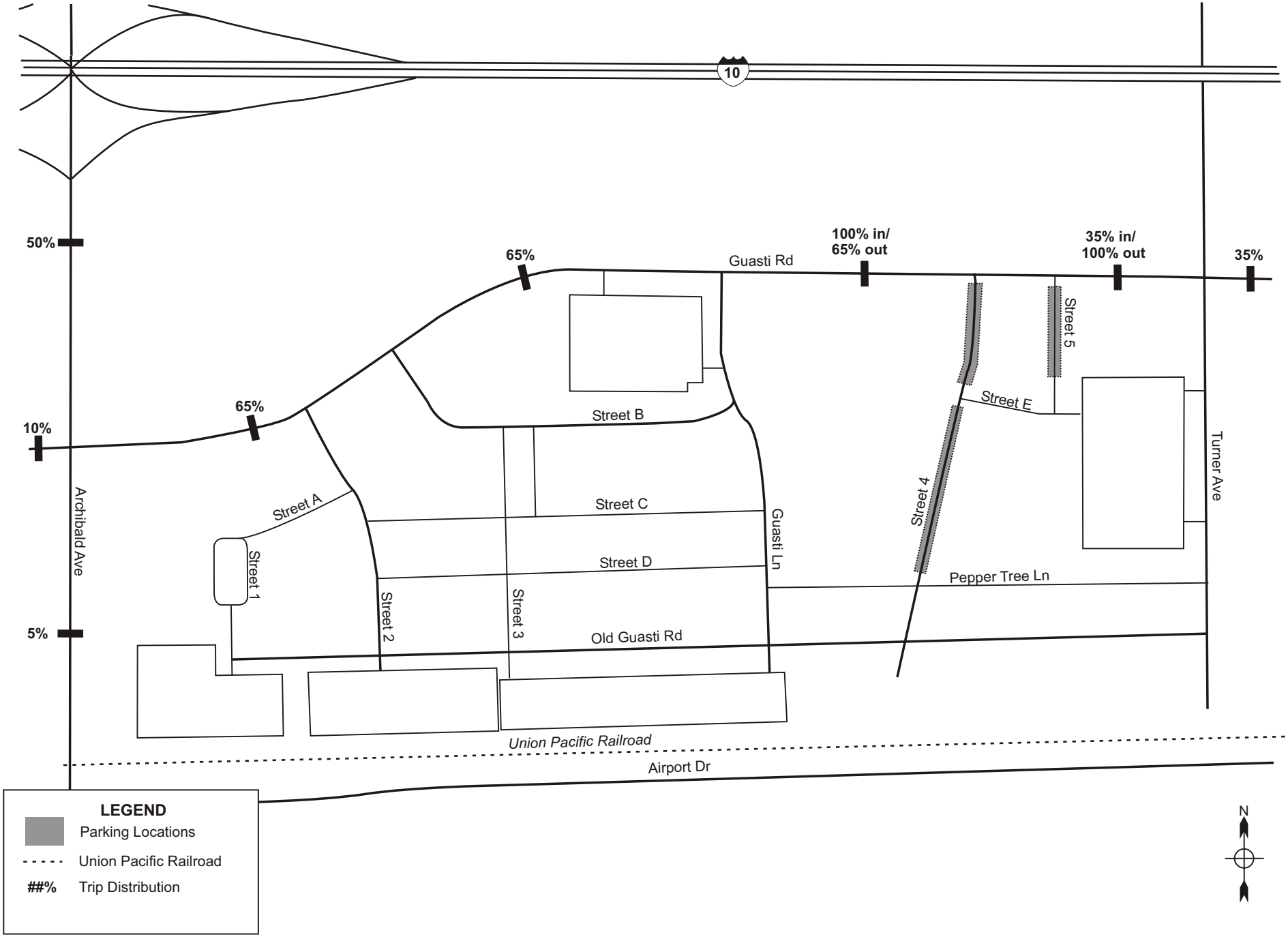

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Figure 6L

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

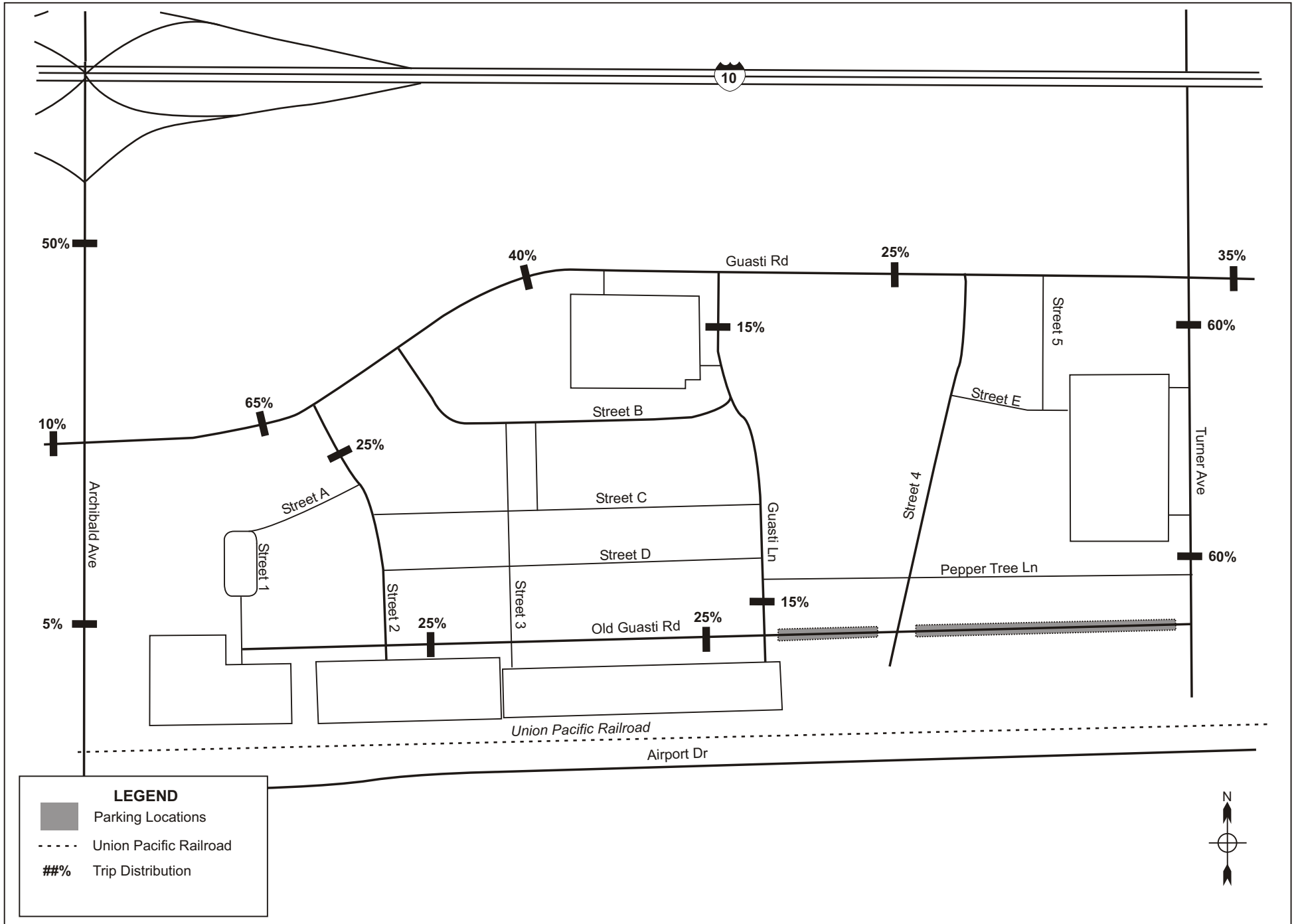

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Figure 6M

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

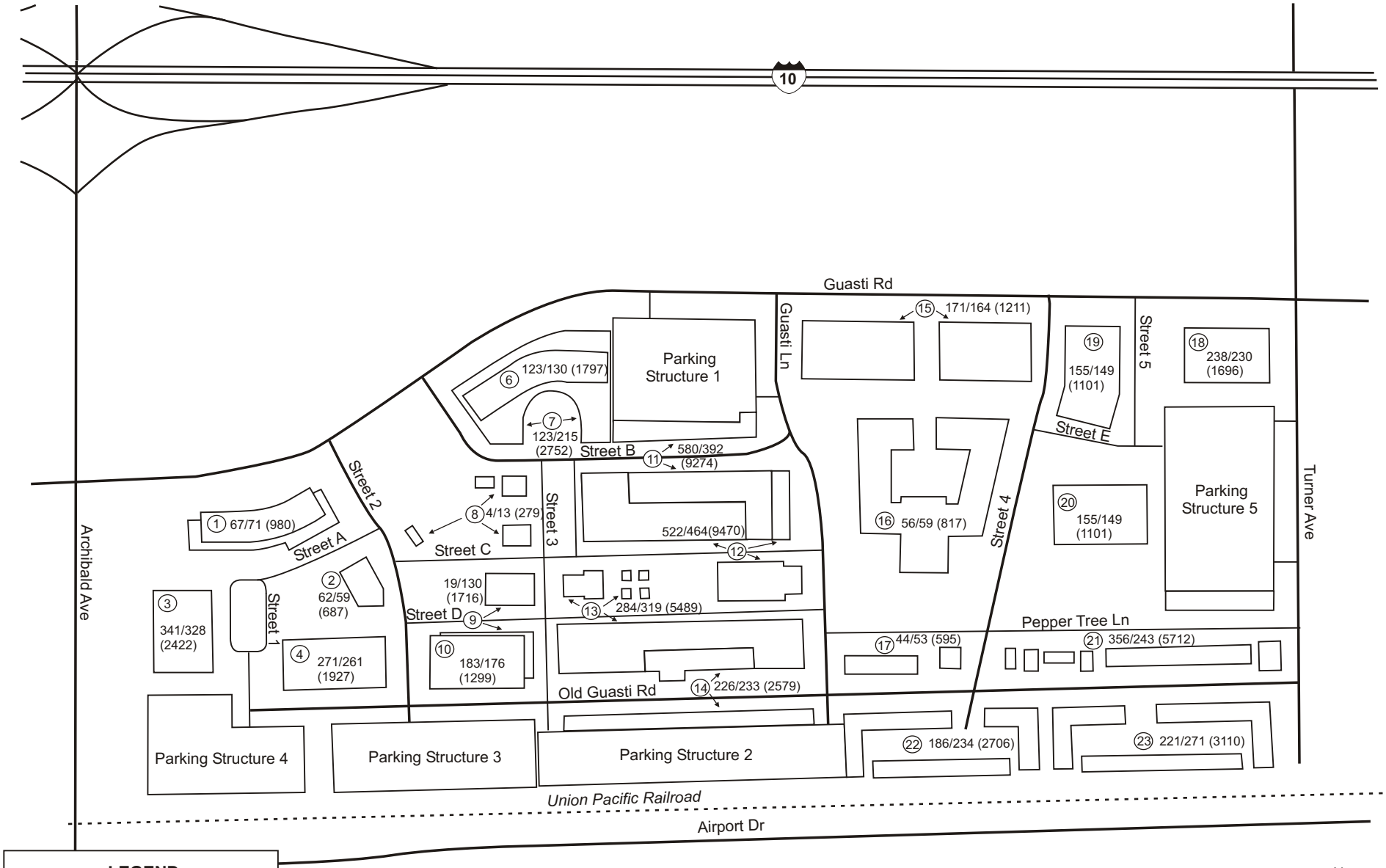
As indicated in Table 5, the project will generate approximately 58,720 daily trips, including 4,388 trips in the AM peak hour and 4,348 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown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

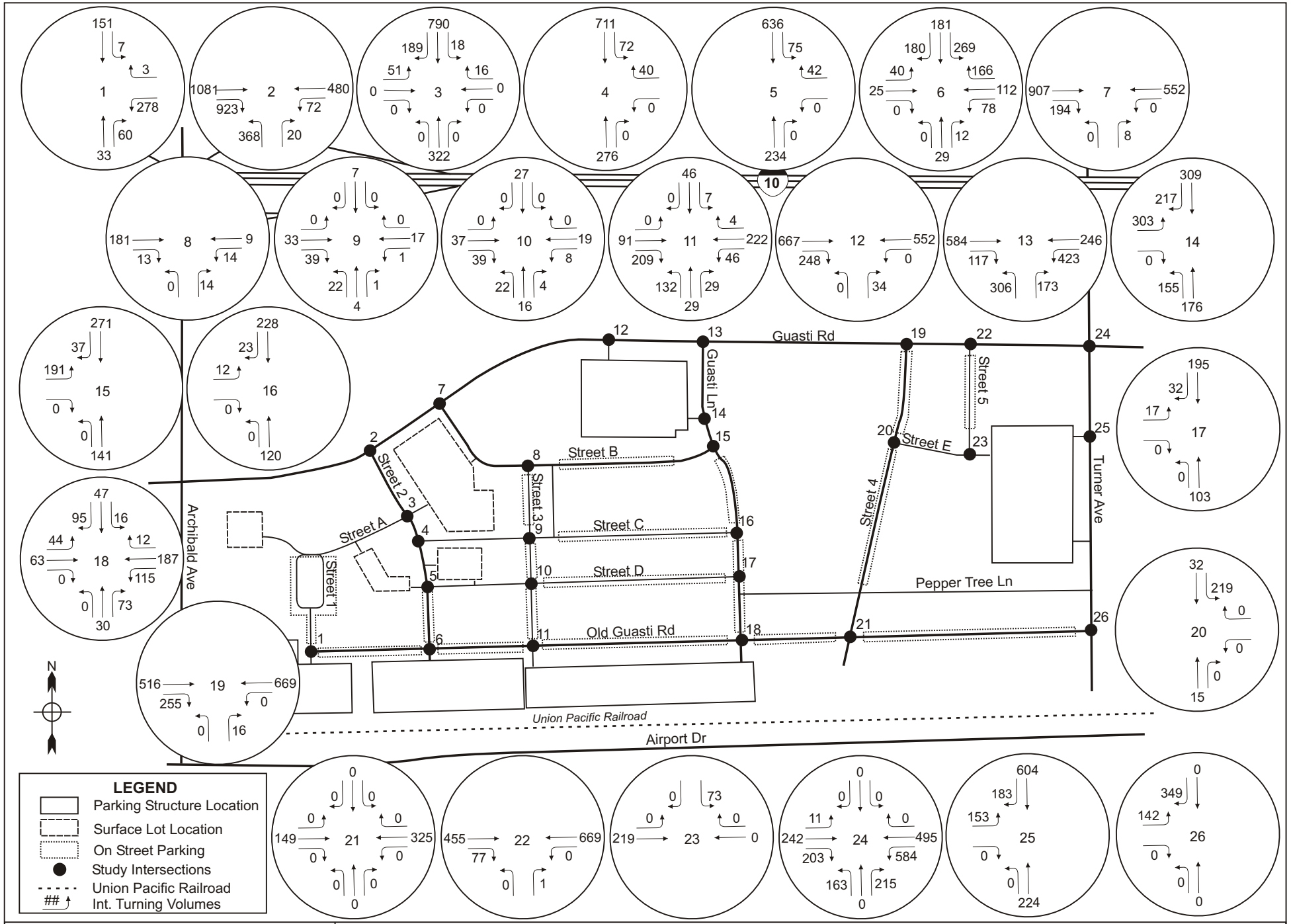

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Figure 9

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

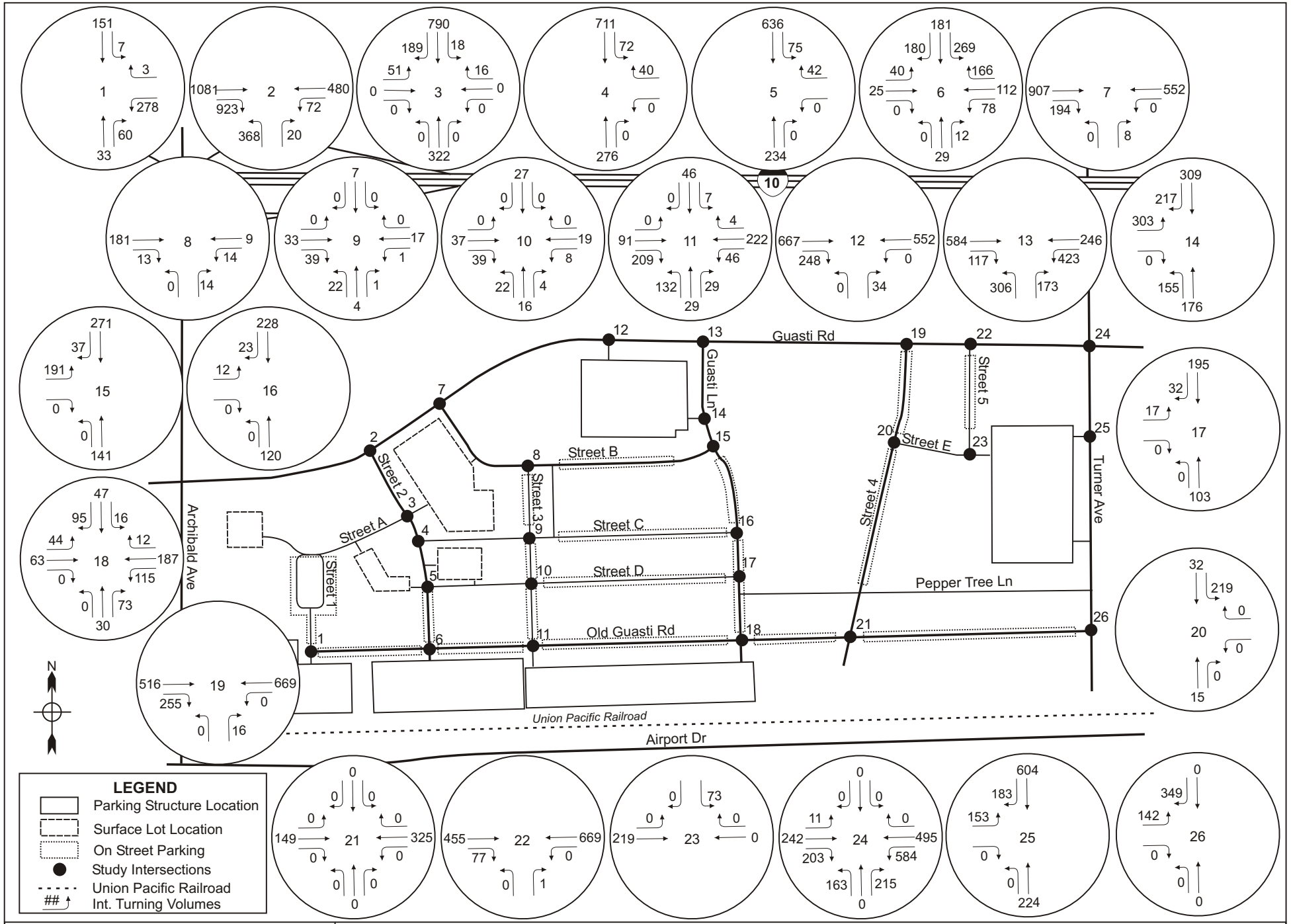

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Figure 9

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

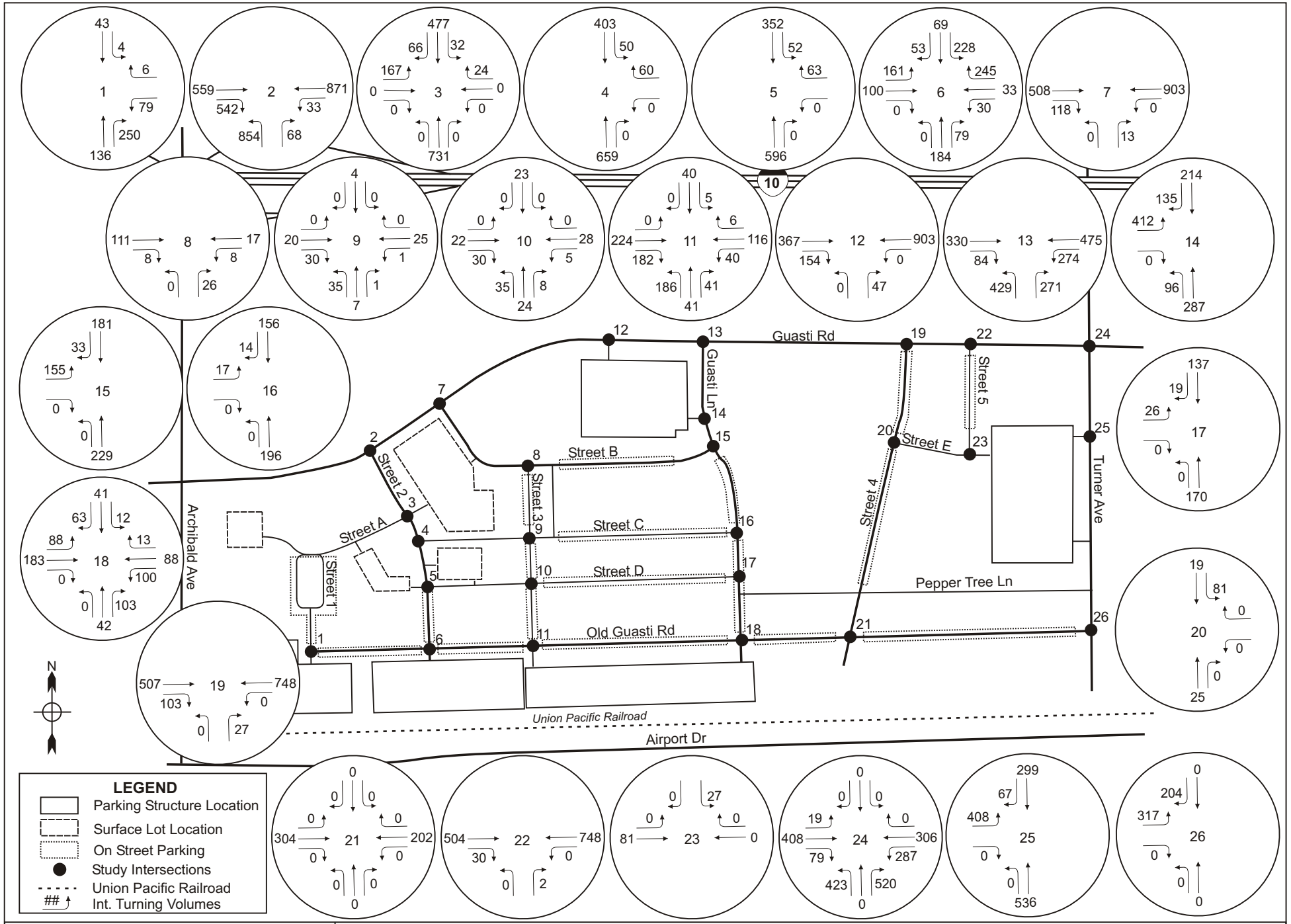

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Figure 10

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**

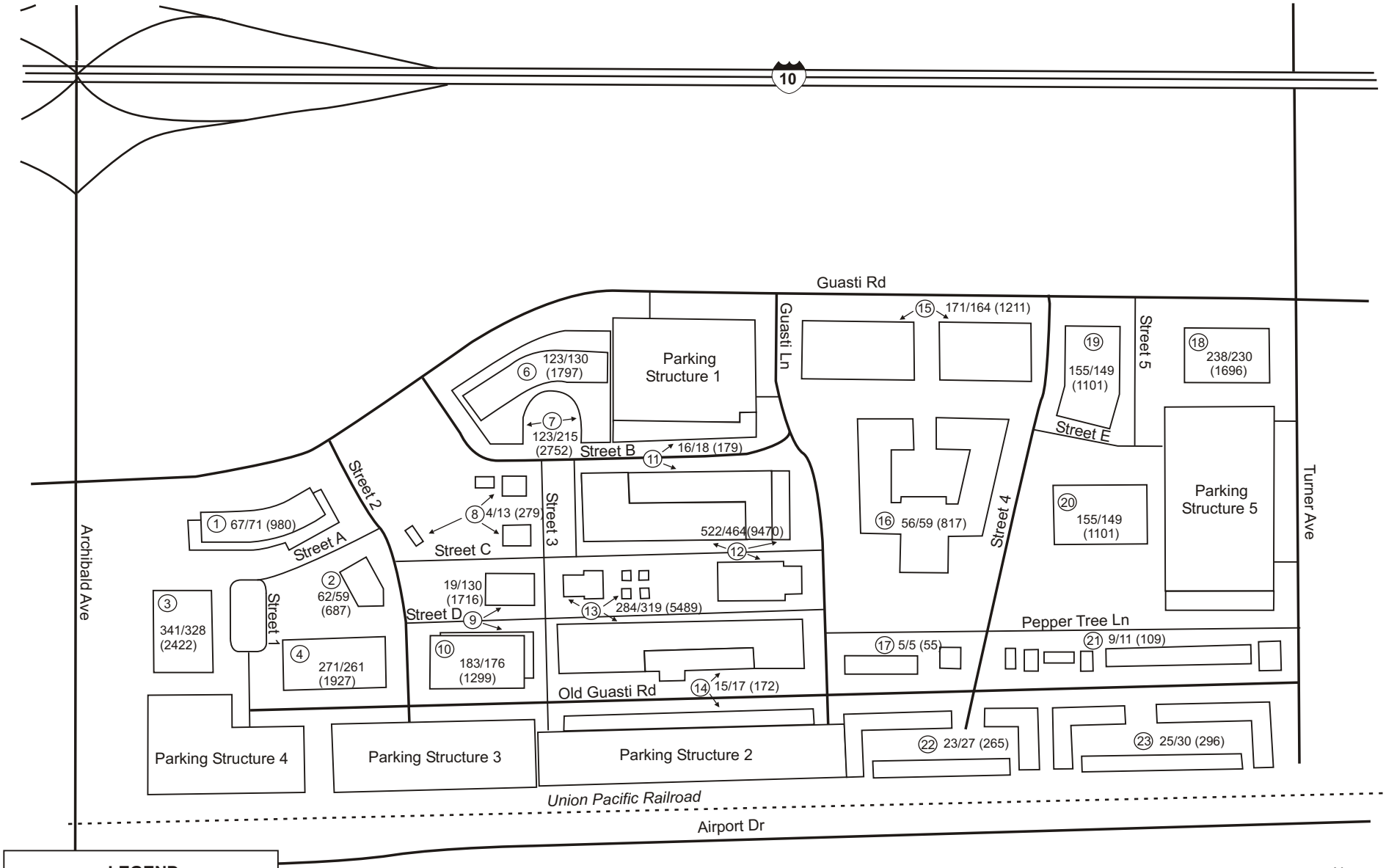
Note: * a 10% reduction for internal linked trips was taken from all retail uses

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)

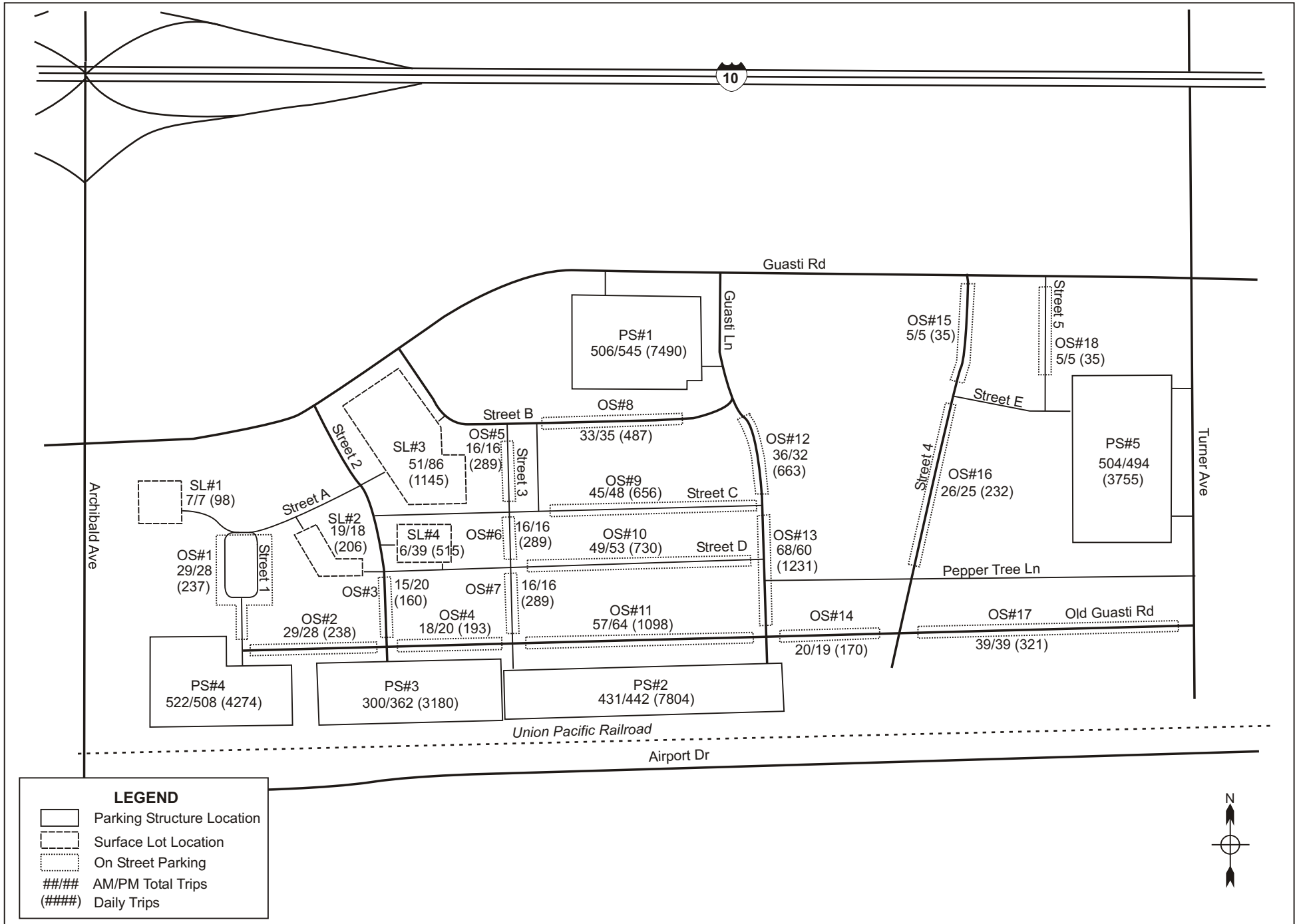

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Figure 12

Generations by Parking - Alternative 2 (Townhomes)

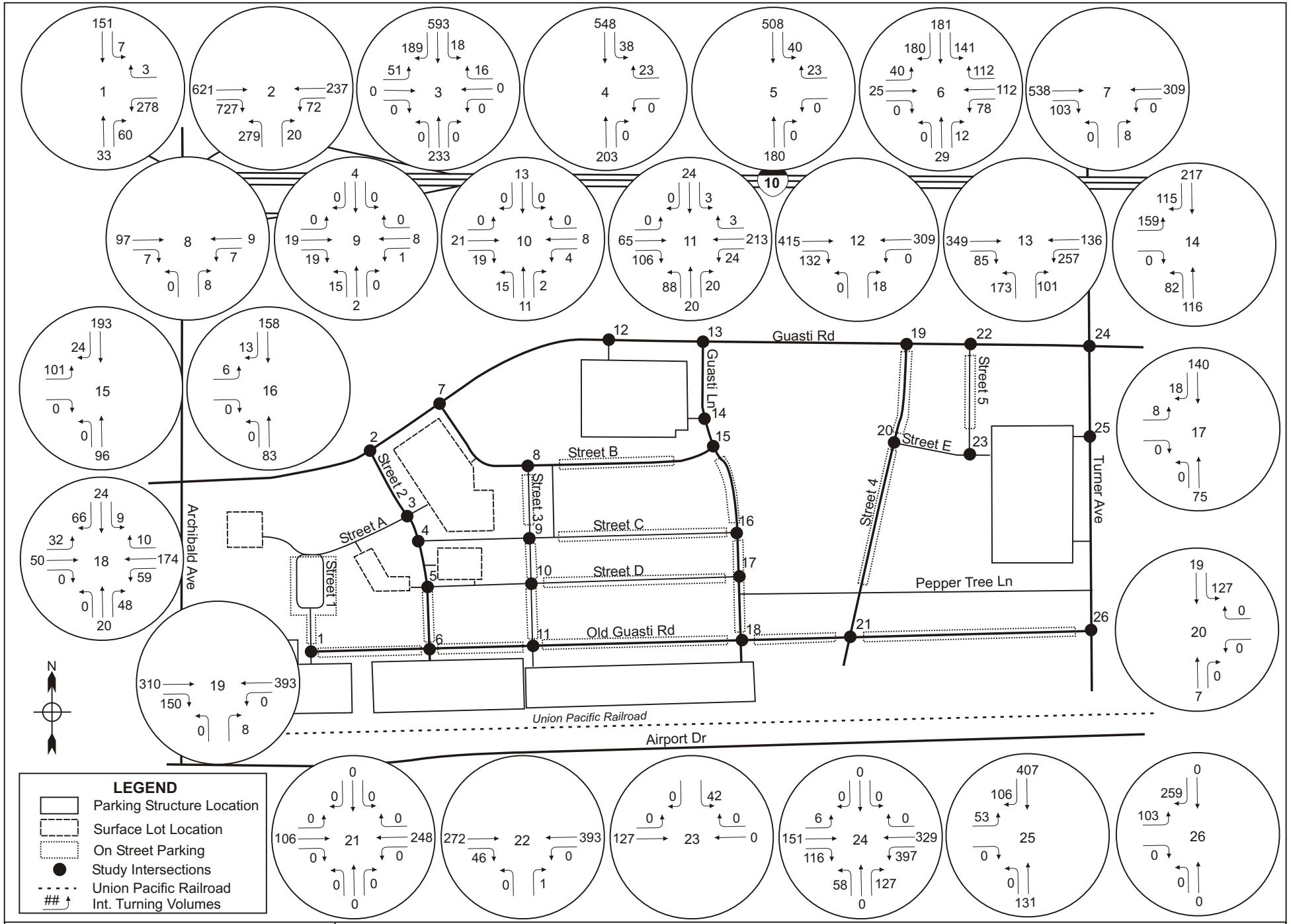

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Figure 13

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

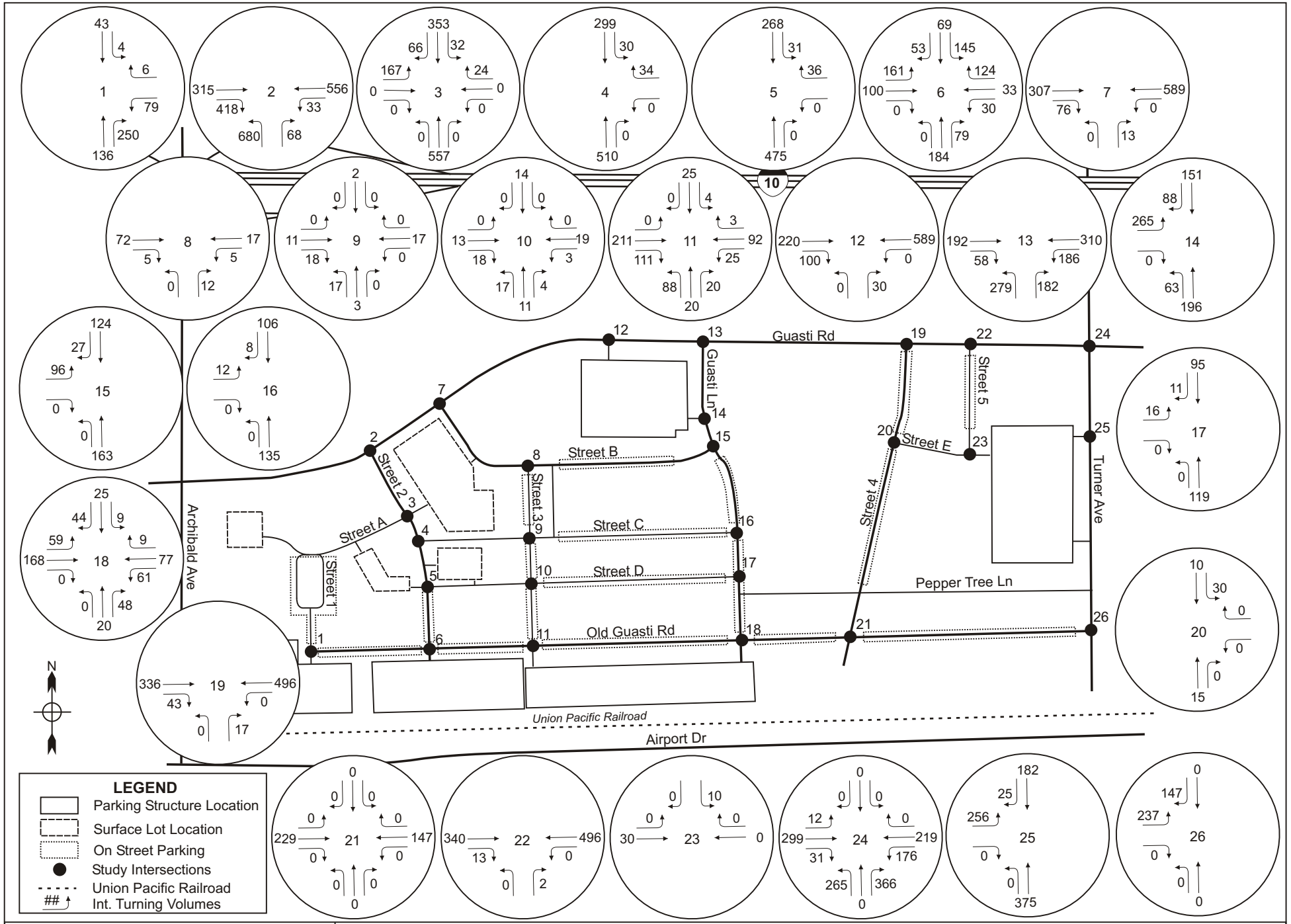

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Figure 14

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.

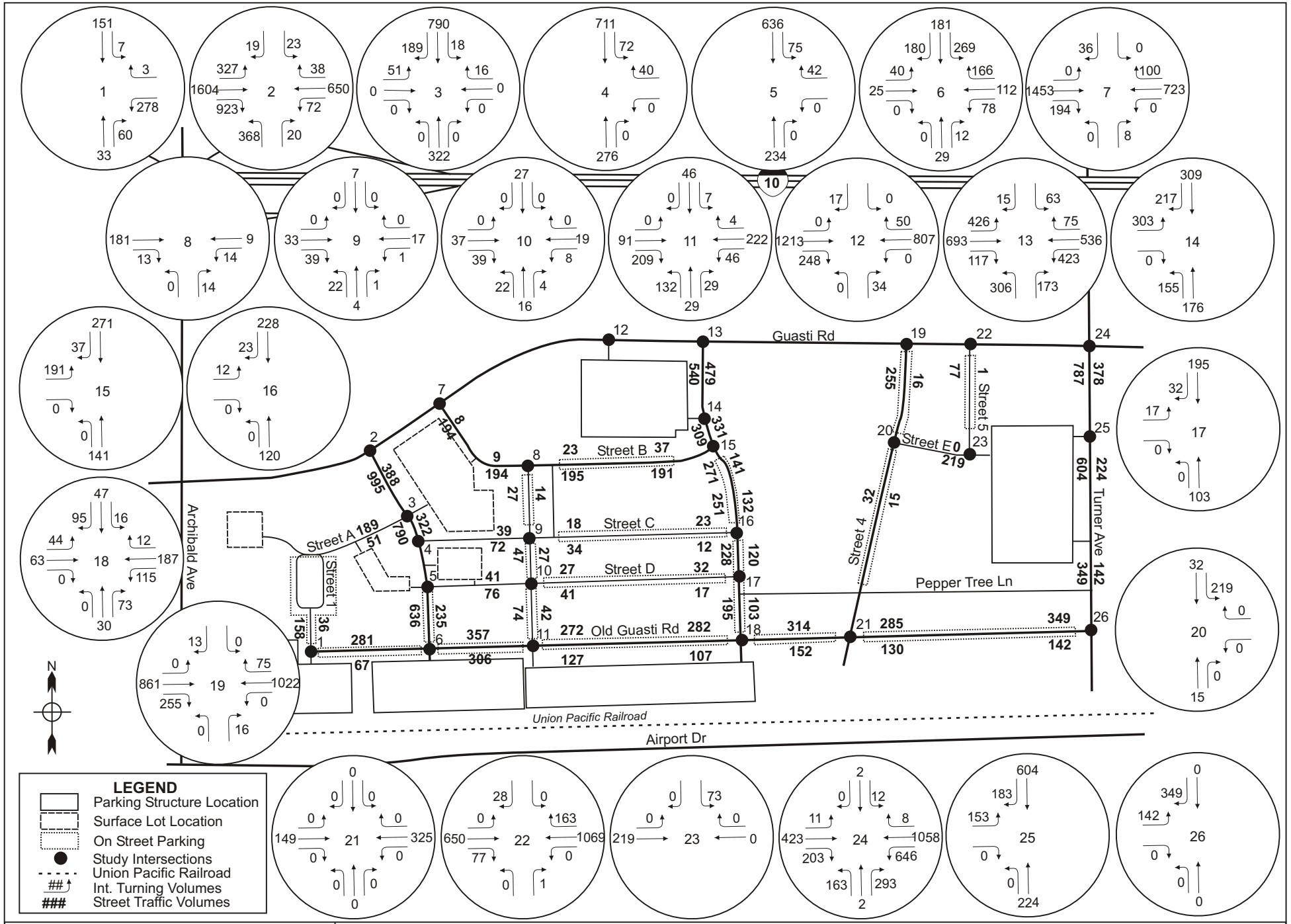

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Figure 15

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

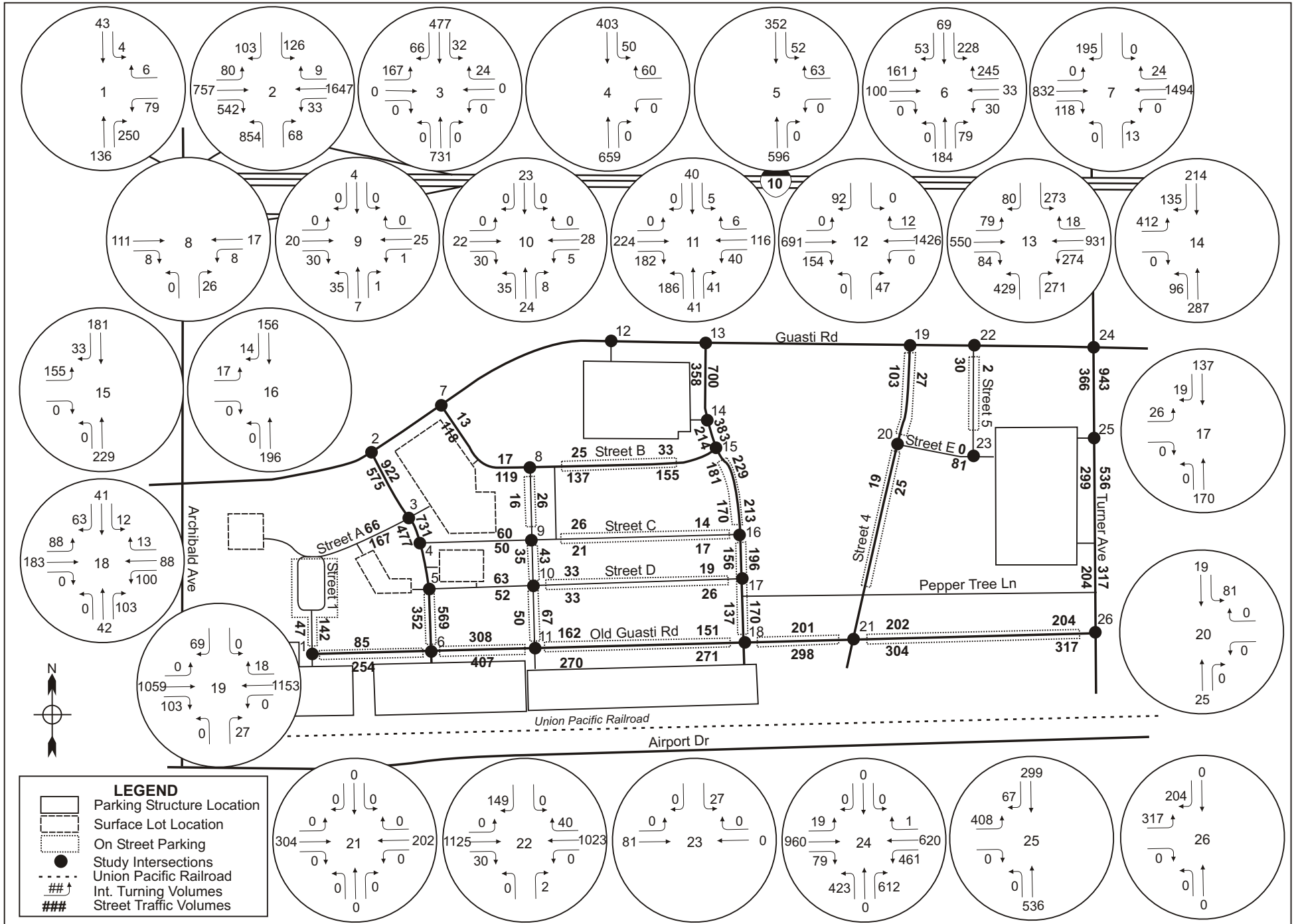

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Figure 16

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

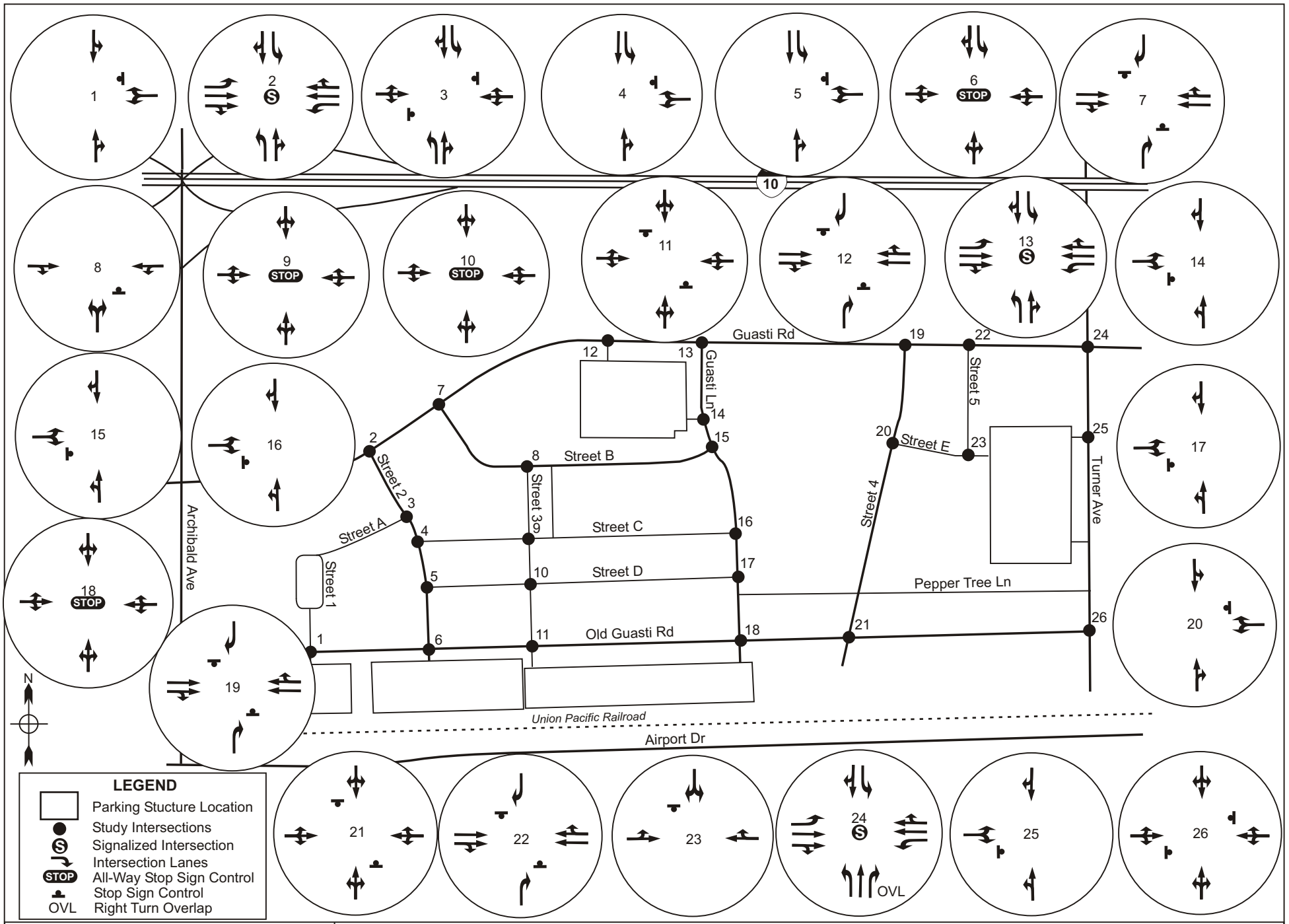

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Figure 17

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.

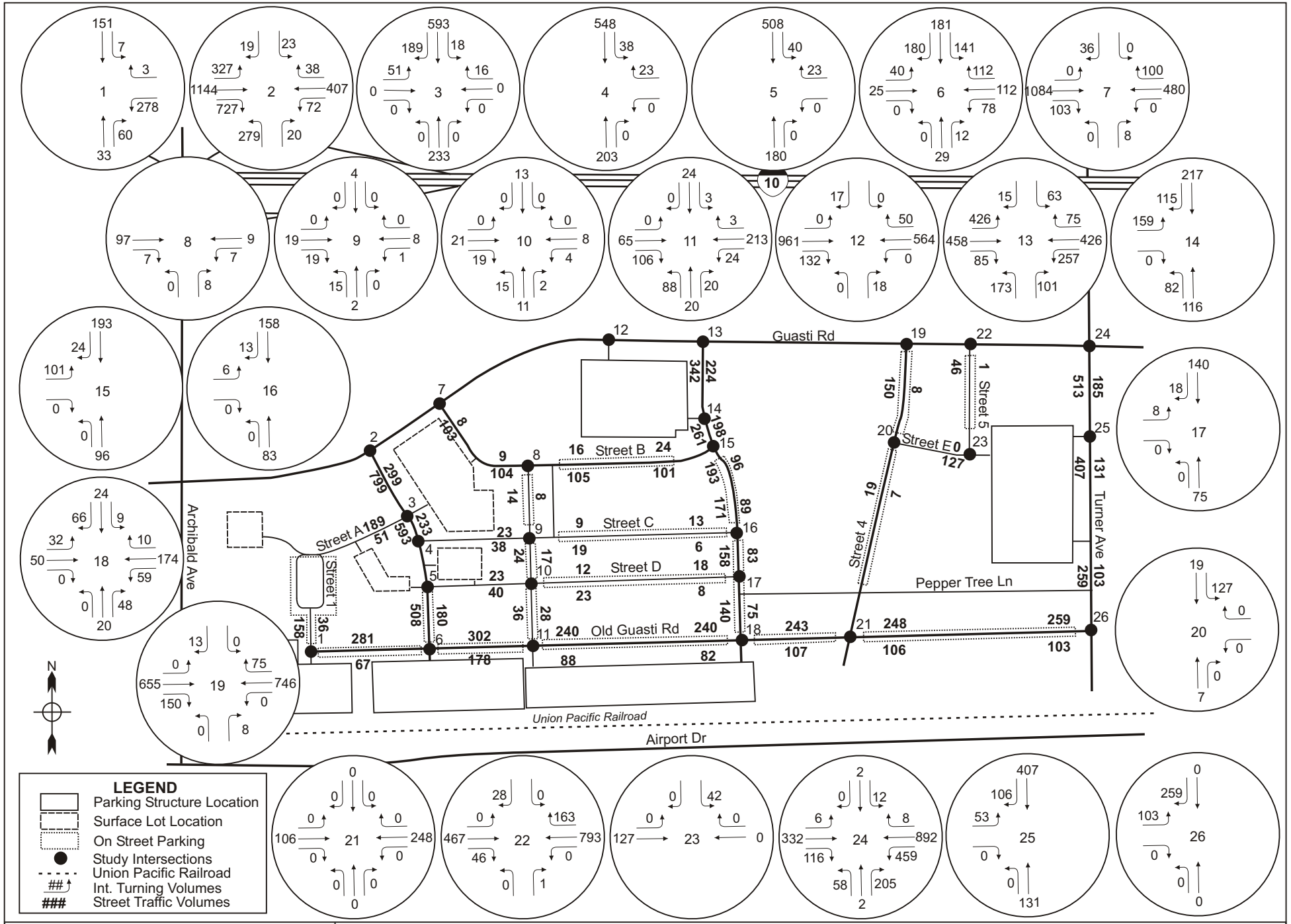

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Figure 18

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

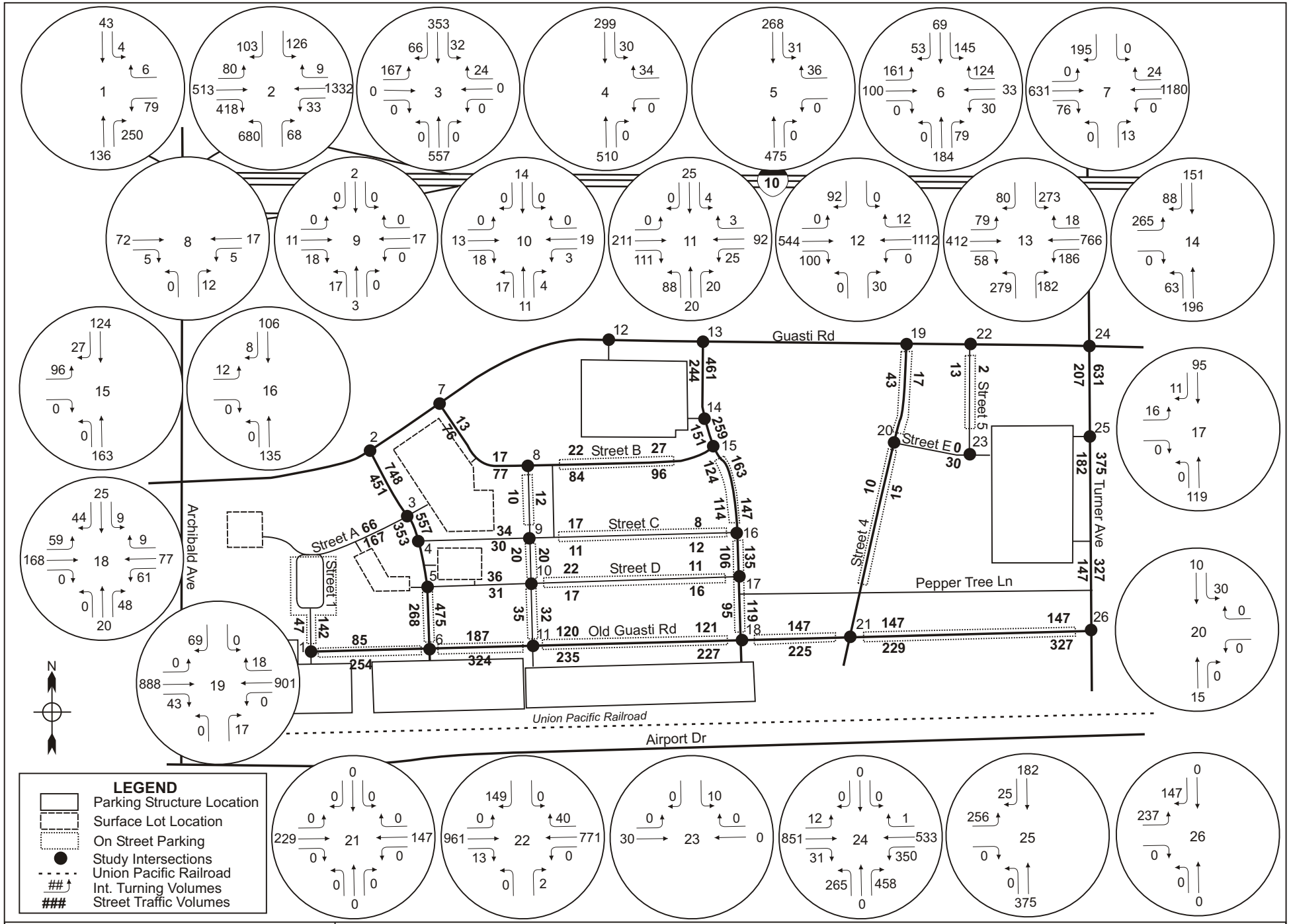

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Figure 19

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

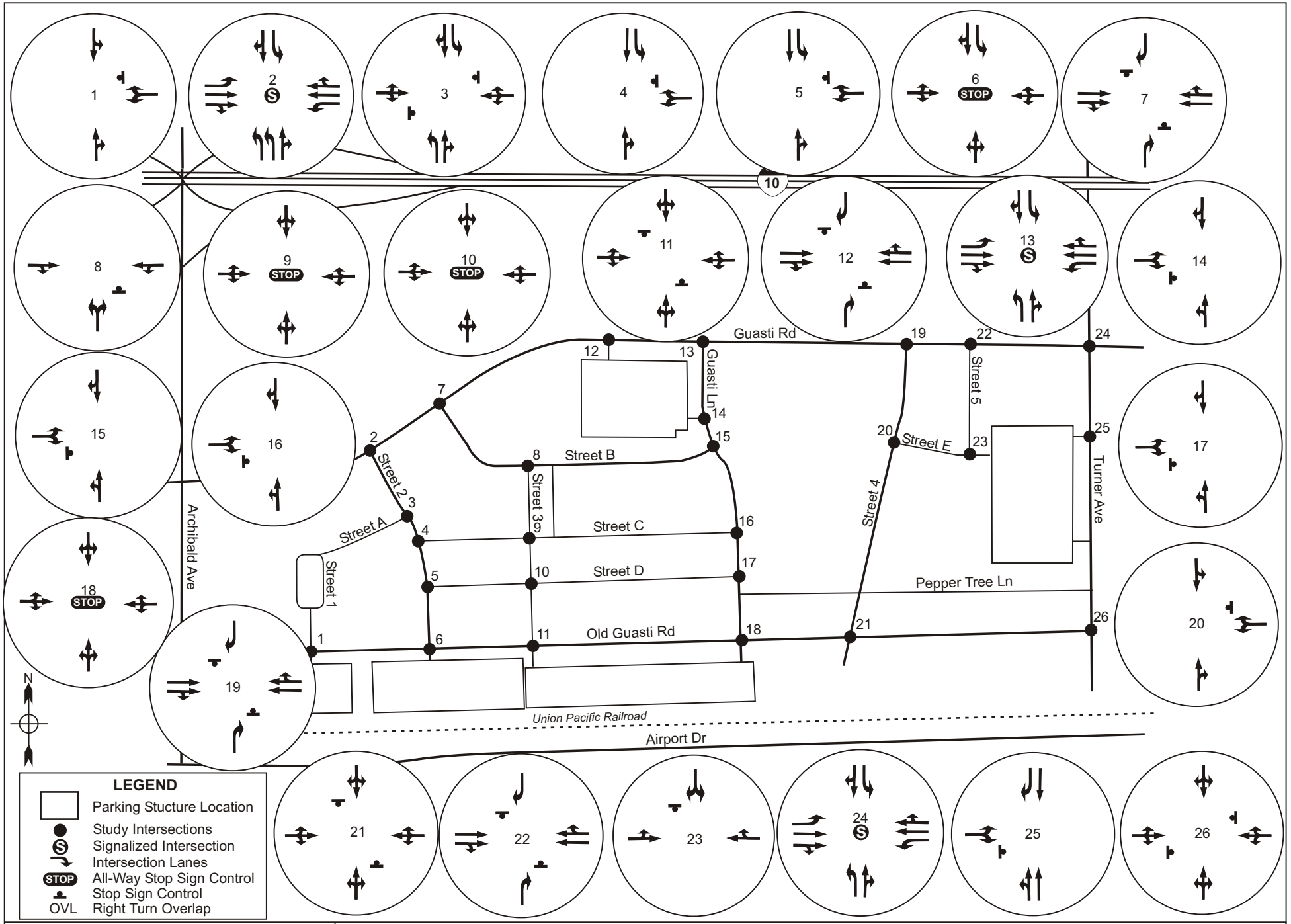

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Figure 20

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

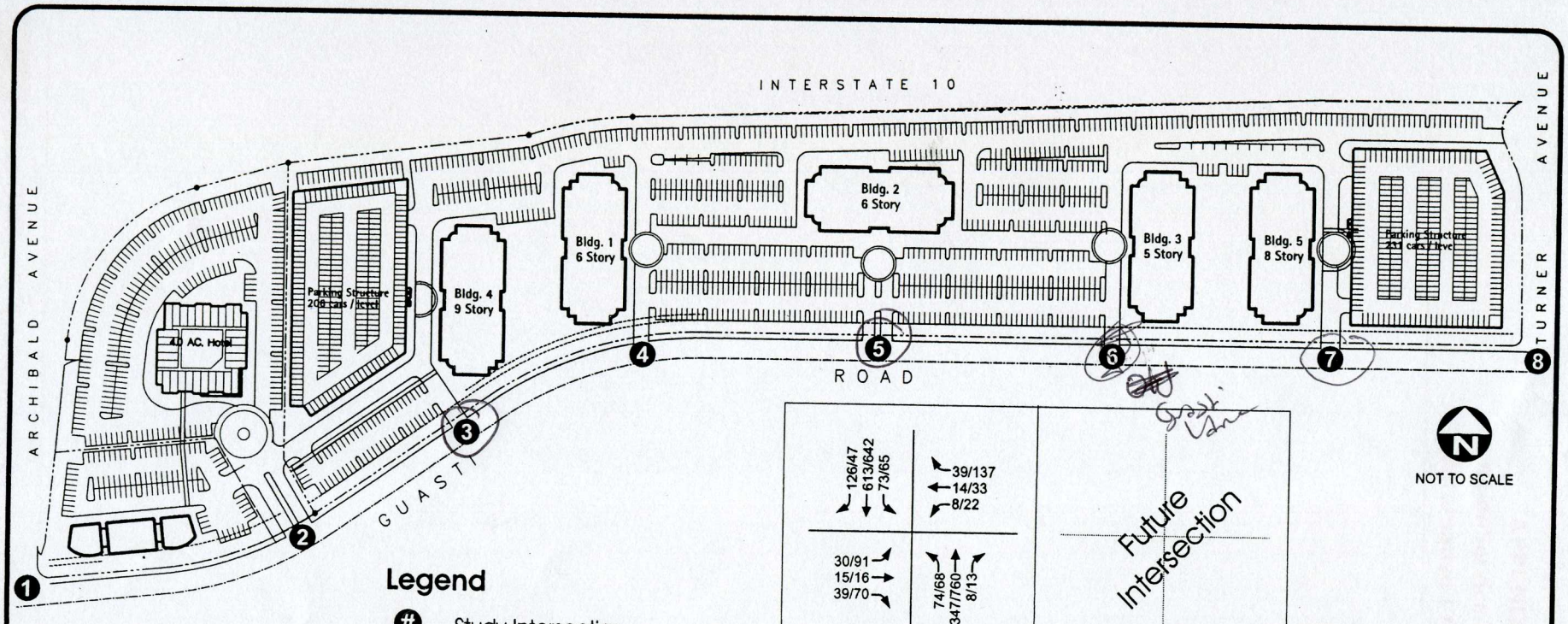
Area 1

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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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:																

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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:																

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Alternative 1 - Restaurant/Retail
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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			

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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
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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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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				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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:																

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JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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): 0.3 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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JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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:																

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JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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): 0.5 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			*						

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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:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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): 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			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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:																

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Alternative 1 - Restaurant/Retail
AM 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): 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 1 - Restaurant/Retail
AM Peak Hour

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			*			*						

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

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

Intersection #30 Guasti at Pkg Structure

Average Delay (sec/veh): 0.3 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			*			*						

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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	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				*			

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
AM 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:																

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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			*			*						

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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:																

JA6824 - Guasti Project
Alternative 1 - Restaurant/Retail
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): 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

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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

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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

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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

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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

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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

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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
#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

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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

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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			*			*		

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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			*			*		

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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:																

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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:																

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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				*			

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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:																

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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				*			

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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			*		

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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:																

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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	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				
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			*			*						

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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): 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			*			*						

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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	
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 #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

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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

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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

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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

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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

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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

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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

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JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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			*			*						

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.3 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			*			*						

JA6824 - Guasti Project
Alternative 2 - Townhomes
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			*			*		

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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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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				*				*			

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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[12.4]

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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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:												

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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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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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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
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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		

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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:																

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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
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: 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:																

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Alternative 2 - Townhomes
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): 0.041
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					

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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 #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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Alternative 2 - Townhomes
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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			*			*						

JA6824 - Guasti Project
Alternative 2 - Townhomes
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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JA6824 - Guasti Project
Alternative 2 - Townhomes
AM 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): 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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Alternative 2 - Townhomes
AM 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
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 #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			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM 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
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 #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			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
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: 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:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.323
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			

JA6824 - Guasti Project
Alternative 2 - Townhomes
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 2 - Townhomes
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): 6.2 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:	*			*			*			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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:		*				*				*				*		

JA6824 - Guasti Project
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						

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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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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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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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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			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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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JA6824 - Guasti Project
Alternative 2 - Townhomes
AM Peak Hour

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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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: [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:																

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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				*			

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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

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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

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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

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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

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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

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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

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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

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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

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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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.376
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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.976
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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.375
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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.595
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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.346
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				

JA6824 - Guasti Project
Alternative 2 - Townhomes
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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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 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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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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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			*			*						

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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:												

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Alternative 2 - Townhomes
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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		

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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
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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		

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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:												

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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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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:																				

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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				

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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:																

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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): 1.3 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:												

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 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			*			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
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:																

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JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 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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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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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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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	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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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: 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:																

JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 0.305
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			

JA6824 - Guasti Project
Alternative 2 - Townhomes
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 2 - Townhomes
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): 4.0 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:	*			*			*			*		

JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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	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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Alternative 2 - Townhomes
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												
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			*			*														

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Alternative 2 - Townhomes
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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): 0.9 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			*			*														

JA6824 - Guasti Project
Alternative 2 - Townhomes
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:	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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JA6824 - Guasti Project
Alternative 2 - Townhomes
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): 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:																

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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			*				*					

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Alternative 2 - Townhomes
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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: [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 #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				*			

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