Traffic Impact Study for The Avalon

Draft Report

in the

City of Fort Bragg

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Executive Summary

The proposed project is a 66-room hotel with ancillary facilities such as a restaurant, cocktail lounge and meeting space. On average, the project would be expected to generate 817 trips on a weekday, including 40 during the p.m. peak hour. On the weekend an average of 48 trips would be generated during the midday peak hour.

The study area included eight intersections along SR 1 (Main Street) between the site and Pine Street. A review of the collision histories for the intersections as well as the segment in which the project site is located indicate that most locations have collision rates that are below the Statewide average for similar facilities, and where the rates are above average, excessive speed was the predominant primary collision factor. Additional speed enforcement as resources are available is suggested.

All eight of the study intersections are currently operating at LOS C or better overall. Continued acceptable operation is projected with project trips added to current volumes as well as under anticipated Future volumes without and with the project. It is noted that LOS D or E operation on stop-controlled side-street approaches is not considered unacceptable under the Caltrans standards that were applied, and with a maximum average delay of less than 50 seconds, operation is expected to remain well within the limits that are considered tolerable by most drivers.

Operation of SR 1 was also considered, and is acceptable at LOS C under current conditions and with project traffic added. Under projected future volumes and with project traffic included operation is expected to remain at the threshold between LOS C and LOS D, which is considered acceptable by Caltrans.

Highway 1 currently has no pedestrian, bicycle or transit facilities serving the project site, though long-range plans include widening to provide a 4-foot shoulder. The project should be coordinated with these plans to ensure that either adequate right-of-way is dedicated, or that the shoulder is constructed along eh project's frontage. Further, bike parking should be provided to meet the City's zoning requirements.

Access to the site is proposed via two driveways on SR 1. Both driveways would have full access, with left turns and right turns allowed both inbound and outbound. Turn lanes from SR 1 to the driveway are not warranted due to volumes or sight distance issues, and are not recommended. Sight distance along SR 1 is adequate both from and to both driveways.

Introduction

Introduction

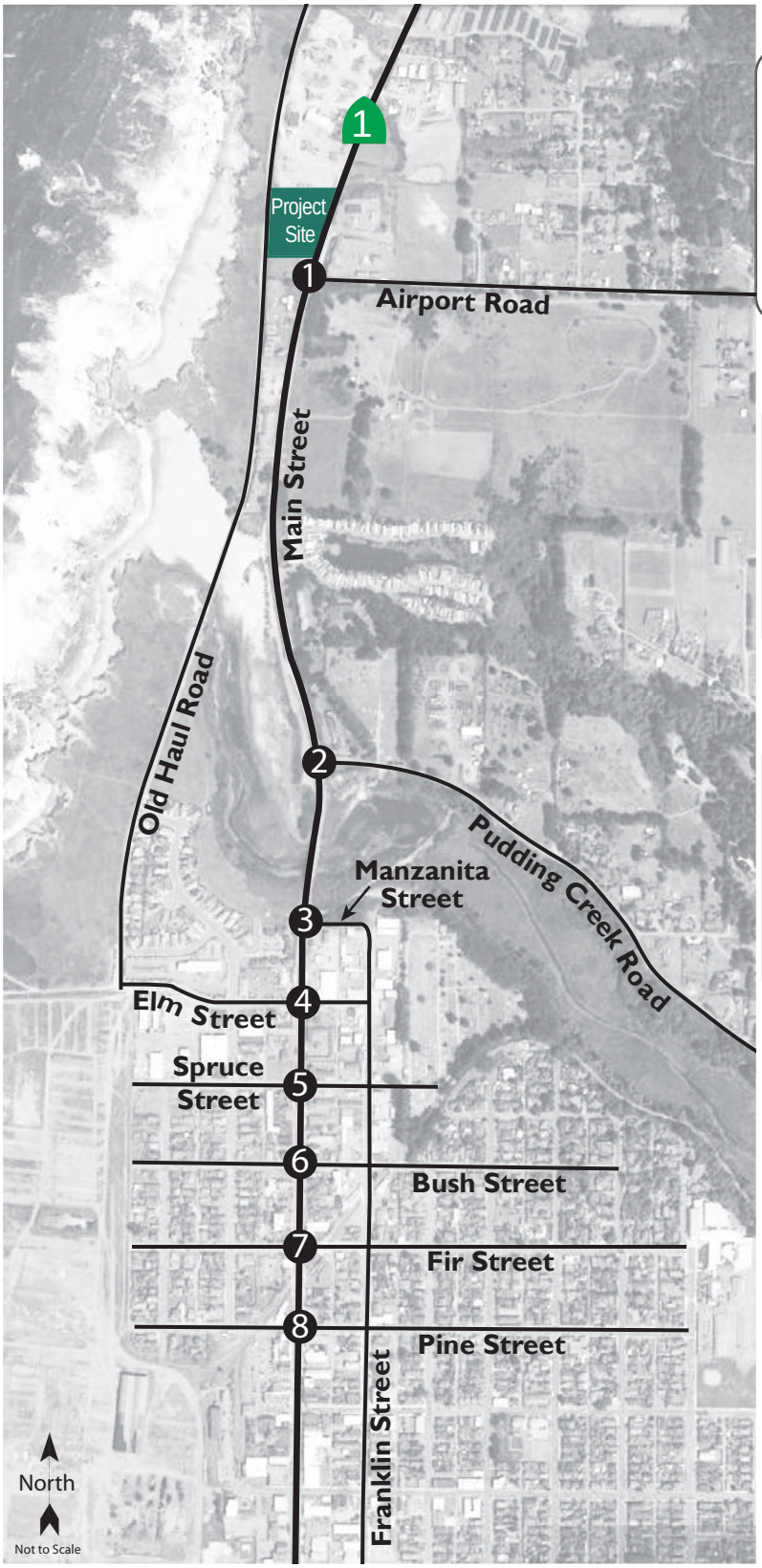
This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed Avalon Inn to be located on the west side of SR 1 at the northerly end of the City of Fort Bragg. The traffic study was completed in accordance with the criteria established by the City of Fort Bragg, includes a study area set by the City, and is consistent with standard traffic engineering techniques.

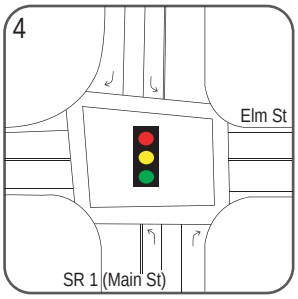
Prelude

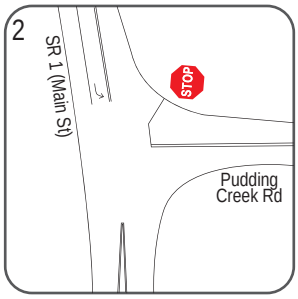
The purpose of a traffic impact study is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

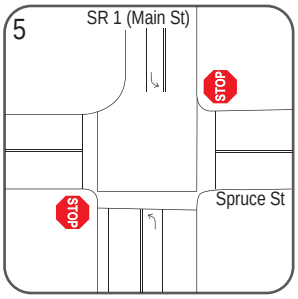
Project Profile

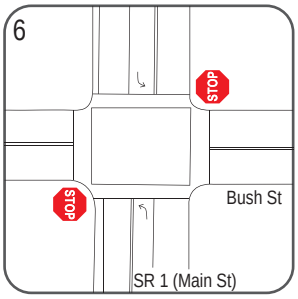
The proposed Avalon project would be a 66-room hotel with a conference room, restaurant with cocktail bar and lounge. The project site location is shown in Figure 1.

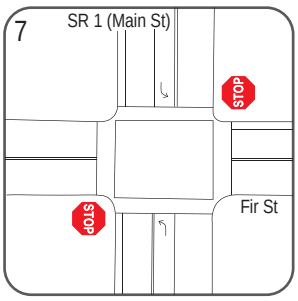


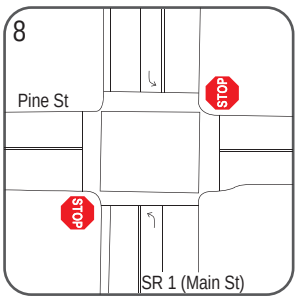












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● Study Intersection

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Traffic Impact Study for The Avalon

Figure 1 – Study Area and Lane Configurations

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Transportation Setting

Operational Analysis

Study Area and Periods

The study area included the following intersections:

1. SR 1/Airport Road
2. SR1/Pudding Creek Road
3. SR 1/East Manzanita Street
4. SR 1/Elm Street
5. SR 1/Spruce Street
6. SR 1/Bush Street
7. SR 1/Fir Street
8. SR 1/Pine Street

Operating conditions during the weekday p.m. and Saturday midday peak periods were evaluated as these time periods reflect the highest traffic volumes area-wide and for the proposed project. The weekday evening peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion of the day during the homeward bound commute, while the weekend midday peak occurs between 12:00 and 2:00 p.m.

Study Intersections

SR 1/Airport Road is a tee-intersection with a stop control on the terminating east leg of Airport Road. There are no crosswalks.

SR 1/Pudding Creek Road is a tee intersection with a stop control on Pudding Creek Road, which forms the east leg.

SR 1/East Manzanita Street is a tee intersection with East Manzanita Street stop-controlled.

SR 1/Elm Street is a four-way signalized intersection. There are crosswalks on all four legs of the intersection. There is protected left turn phasing on SR 1.

SR 1/Spruce Street is a two-way stop controlled intersections with stop signs on the Spruce Street approaches. There are crosswalks on the south, east, and west legs of the intersection.

SR 1/Bush Street is a two-way stop controlled intersections with Bush Street stop-controlled. There are crosswalks on all four legs of the intersection.

SR 1/Fir Street is a two-way stop controlled intersections with stop signs on the Fir Street approaches. All four legs of the intersection have marked crosswalks.

SR 1/Pine Street has two-way stop controls on the Vine Street approaches and crosswalks on all four legs of the intersection.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Study Roadway

SR 1 is a north-south minor arterial road with a posted speed limit of 45 miles per hour (mph) as it enters the study area from the north. The speed limit drops to 35 mph between Manzanita Street and Spruce Street where it changes to 25 mph through the downtown core. SR 1 varies from two lanes (one lane in each direction) separated by a double yellow line to three lanes, including a center turn lane. Traffic counts obtained in July 2015 near the project site indicate that SR 1 carried about 8,500 vehicles per day on Thursday, with 9,100 vehicles on Friday, 8,700 vehicles per day on Saturday, and 7,700 vehicles per day on Sunday. On average, SR 1 carries an ADT of about 8,500 vehicles per day.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is January 1, 2009 through December 31, 2013.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2010 Collision Data on California State Highways*, California Department of Transportation (Caltrans). The only location with a rate considerably higher than the statewide average is at the intersection of SR 1/Pine Street. A review of the records indicates that five of the seven crashes reported at this location included two southbound vehicles, of which four were rear-end crashes and many had "unsafe speed" as the primary collision factor (PCF). The collision rate calculations are provided in Appendix A.

Table 1 – Collision Rates at the Study Intersections

Study Intersection	Number of Collisions (2009-20013)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
SR 1/Airport Rd	1	0.06	0.18
SR 1/Pudding Creek Rd	2	0.10	0.18
SR 1/E Manzanita Rd	1	0.05	0.18
SR 1/Elm St	4	0.17	0.27
SR 1/Spruce St	1	0.05	0.15
SR 1/Bush St	4	**0.17**	0.15
SR 1/Fir St	3	0.13	0.15
SR 1/Pine St	7	**0.28**	0.15

Note: c/mve = collisions per million vehicles entering

Collision rates for the study segments were also compared to statewide averages for similar facilities. A 1.5-mile study segment (three-quarters of a mile on either side of the driveway) had 35 reported collisions over a five-year study period. This translates to a collision rate of 1.49 collisions per million vehicle miles (c/mvm), which is slightly higher than the statewide average rate of 1.29 c/mvm. The most evident trend in the collisions on this segment is that about half (16 of 35) involved a single vehicle generally hitting a fixed object, with "unsafe speed" or "improper turning" cited most frequently as the primary collision factor.

Finding: The collision rates for both intersections and the study segment are generally consistent with statewide averages for similar facilities. However, it appears that many drivers may be traveling at excessive speeds, contributing to the incidence of crashes.

Recommendation: To the extent that resources are available, the City of Fort Bragg should increase speed limit enforcement.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, the existing network of sidewalks, crosswalks, pedestrian signals, and curb ramps do not provide access for pedestrians in the vicinity of the proposed project site. Existing gaps and obstacles are present along the connecting roadways that impact convenient and continuous access for pedestrians and present safety concerns in those locations.

- **SR 1** – Intermittent sidewalk coverage is provided on SR 1 with significant gaps on both sides of the street north of Elm Street. Sidewalks are provided sporadically along frontages of properties that have been developed north of Spruce Street, but are generally continuous south of that point. Very few curb ramps at side street approaches have been upgraded to achieve compliancy with current ADA standards. Lighting is provided by overhead street lights south of Manzanita Street; there is no street lighting north of Manzanita Street.

Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2012, classifies bikeways into three categories:

- **Class I Multi-Use Path**: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane**: a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route**: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area, there is the Class I Pudding Creek Trail and Class II bike lanes exist on Fir Street between SR 1 and North Harold Street, on Harrison Street between Fir Street and Walnut Street, and on Harold Street from East Fir Street to Maple Street. SR 1 has both Class II bike lanes and Class III bike routes marked in the project area. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *City of Fort Bragg 2009 Bicycle Master Plan*.

Table 2 – Bicycle Facility Summary				
Status ***Facility***	**Class**	**Length (miles)**	**Begin Point**	**End Point**
Existing				
Pudding Creek Trestle	I/II/III	0.95	E Fir St	City Limits North
Fir St	II	0.41	SR 1	N Harold St
Harrison St	II	0.93	E Fir St	Walnut St
Harold St	II	0.61	E Fir St	Maple St
SR 1	II	0.50	Walnut St	Oak St
SR 1 (southbound)	II	0.35	Spruce St	Laurel St
SR 1	III	0.44	E Fir St	Oak St
Planned				
SR 1	II	1.40	Elm St	City Limits North
Franklin Street	II	0.52	Manzanita St	Pine St

Source: *City of Fort Bragg 2009 Bicycle Master Plan*

Additionally, the *Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study* prepared by Alta Planning + Design specifies that the shoulders along the section of SR 1 in front of the project site are to be widened to four feet. Caltrans has already prepared the Project Study Report (PSR) for this project and is seeking funding sources for its construction.

Transit Facilities

The Mendocino Transit Authority (MTA) provides fixed route bus service in Fort Bragg. MTA Local Route 5 provides loop service to destinations throughout the City and stops on Stewart Street between East Elm Street and Manzanita Street. Route 5 operates Monday through Friday with approximately one-hour headways between 7:00 a.m. and 6:00 p.m.

Routes 60 and 65 provide regional service between Fort Bragg and surrounding communities. Each route stops on Stewart Street between Elm Street and Manzanita Street. Route 65 operates seven days a week with one bus in either direction each day. Route 60 operates Monday through Friday with approximately one-hour headways.

Two bicycles can be carried on most MTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on MTA buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. MTA Paratransit is designed to serve the needs of individuals with disabilities within Fort Bragg and the greater Fort Bragg area.

Capacity Analysis

Intersection Level of Service Methodologies

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

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

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

The study intersections that are currently controlled by a traffic signal, or may be in the future, were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using optimized signal timing.

The ranges of delay associated with the various levels of service are indicated in Table 3.

Table 3 – Intersection Level of Service Criteria

LOS	Two-Way Stop-Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

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

Roadway Segment Level of Service Methodology

The roadway segment Level of Service methodology found in Chapter 17, "Urban Street Segments," of the *Highway Capacity Manual* is the basis of the automobile LOS analysis. This method does not address the capacity of a facility, but rather determines a Level of Service based the calculated percentage of the street's base free-flow speed. In essence, congestion occurs as traffic volumes increase, and the overall travel speed is reduced due to increased delay. Therefore, the slower the speed, the lower that speed is as a percentage of free-flow speed, and the lower the Level of Service.

The relationship between Level of Service and percentages of free-flow speed is presented in Table 4.

Table 4 – Automobile Level of Service Criteria

Level of Service	Travel Speed as a Percentage of Base Free-Flow Speed (%)
A	>85
B	>67-85
C	>50-67
D	>40-50
E	>30-40
F	≤30

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Traffic Operation Standards

Although SR 1 serves as Main Street through the City of Fort Bragg, it is under the jurisdiction of Caltrans. The Caltrans standard of significance was therefore applied.

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

On sections of certain arterial streets it is typical to have all of the side streets operating at LOS E or F with long traffic delays, even where side street volumes are very low. In fact, it may be operationally, physically, and/or financially infeasible to provide mitigation which would allow Level of Service D conditions or better from all side streets during peak hours. The most typical mitigation measure used to improve operation for the side street is a traffic signal, and it is both operationally and financially undesirable to provide a traffic signal at every intersection along most street segments. For these reasons mitigation measures were considered only if LOS F conditions were projected for minor movements at unsignalized intersections.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday p.m. and weekend midday peak periods. This condition does not include project-generated traffic volumes. As requested by City staff, volume data was collected in July 2015 to reflect peak summertime activity.

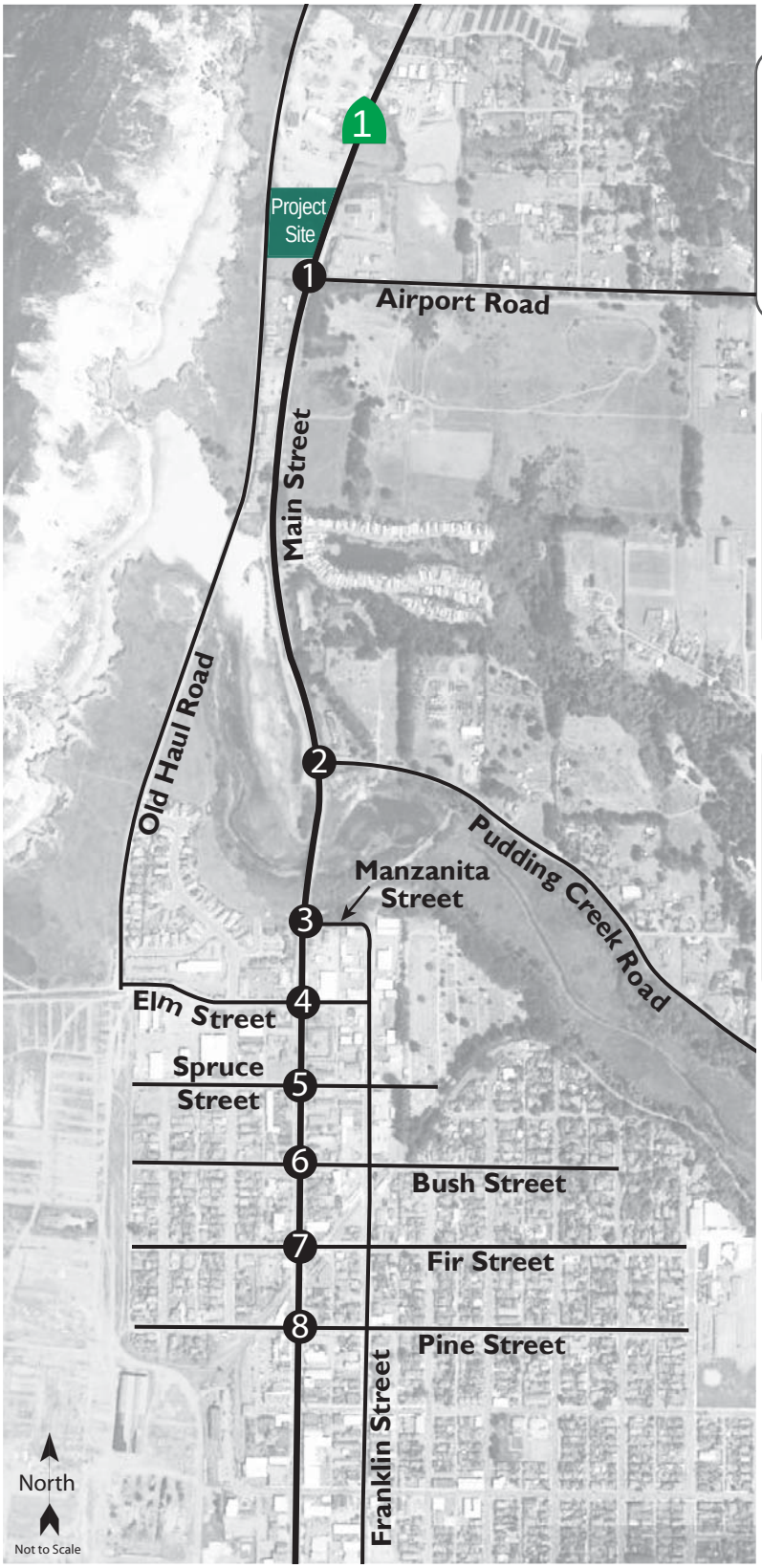
Intersection Levels of Service

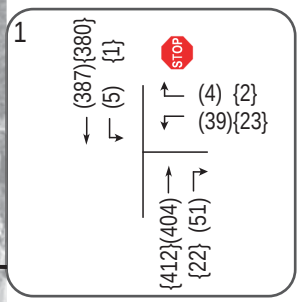
Under existing conditions, all eight study intersections are operating acceptably at LOS C or better overall. It is noted that LOS D operation on the stop-controlled side-street approaches is considered acceptable under the applied standards. Existing intersection Level of Service calculations are summarized in Table 5, the existing traffic volumes are shown in Figure 2, and copies of the Level of Service calculations are provided in Appendix B.

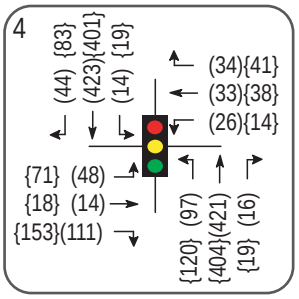
Table 5 – Existing Peak Hour Intersection Levels of Service

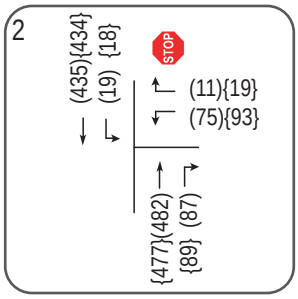
Study Intersection *Approach*	Weekday PM Peak		Weekend MD Peak	
	Delay	LOS	Delay	LOS
1. SR 1/Airport Rd	0.9	A	0.5	A
Westbound	*17.4*	*C*	*16.3*	*C*
2. SR 1/Pudding Creek Rd	2.2	A	2.9	A
Westbound	*26.9*	*D*	*27.4*	*D*
3. SR 1/Manzanita St	1.3	A	0.9	A
Westbound	*13.3*	*B*	*13.4*	*B*
4. SR 1/Elm St	18.6	B	21.4	C
5. SR 1/Spruce St	1.1	A	0.8	A
Westbound	*31.4*	*D*	*18.0*	*C*
Eastbound	*14.8*	*B*	*16.3*	*C*
6. SR 1/Bush St	0.8	A	0.5	A
Westbound	*29.9*	*D*	*16.8*	*C*
Eastbound	*14.2*	*B*	*19.8*	*C*
7. SR 1/Fir St	1.2	A	0.7	A
Westbound	*29.7*	*D*	*19.2*	*C*
Eastbound	*18.5*	*C*	*12.8*	*C*
8. SR 1/Pine St	2.6	A	2.8	A
Westbound	*34.2*	*D*	*31.8*	*D*
Eastbound	16.7	C	20.7	C

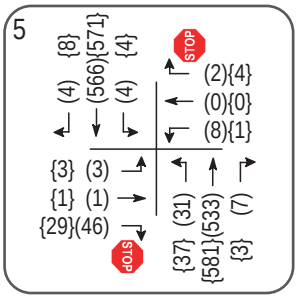
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

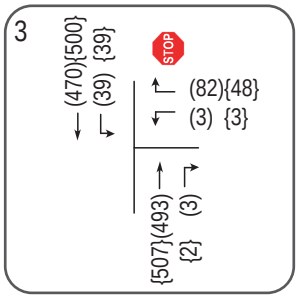


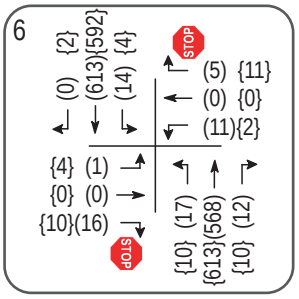


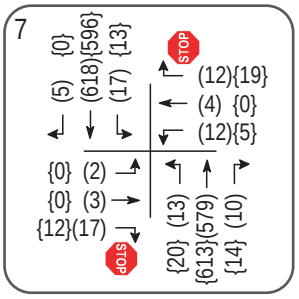


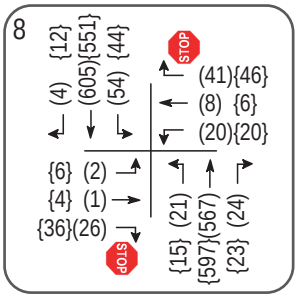












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- ● Study Intersection
- (xx) P.M. Peak Hour Volume
- {xx} Saturday Midday Peak Hour Volume

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Traffic Impact Study for The Avalon

Figure 2 – Existing Traffic Volumes

W-Trans

Roadway Segment Levels of Service

The segment of SR 1 within one-half mile on either side of the site was selected for evaluation. Under existing conditions, SR 1 is operating acceptably at LOS C. A summary of the roadway segment level of service calculations is shown in Table 6, and copies of the Level of Service calculations are provided in Appendix C.

Table 6 – Existing Peak Hour Roadway Segment Levels of Service

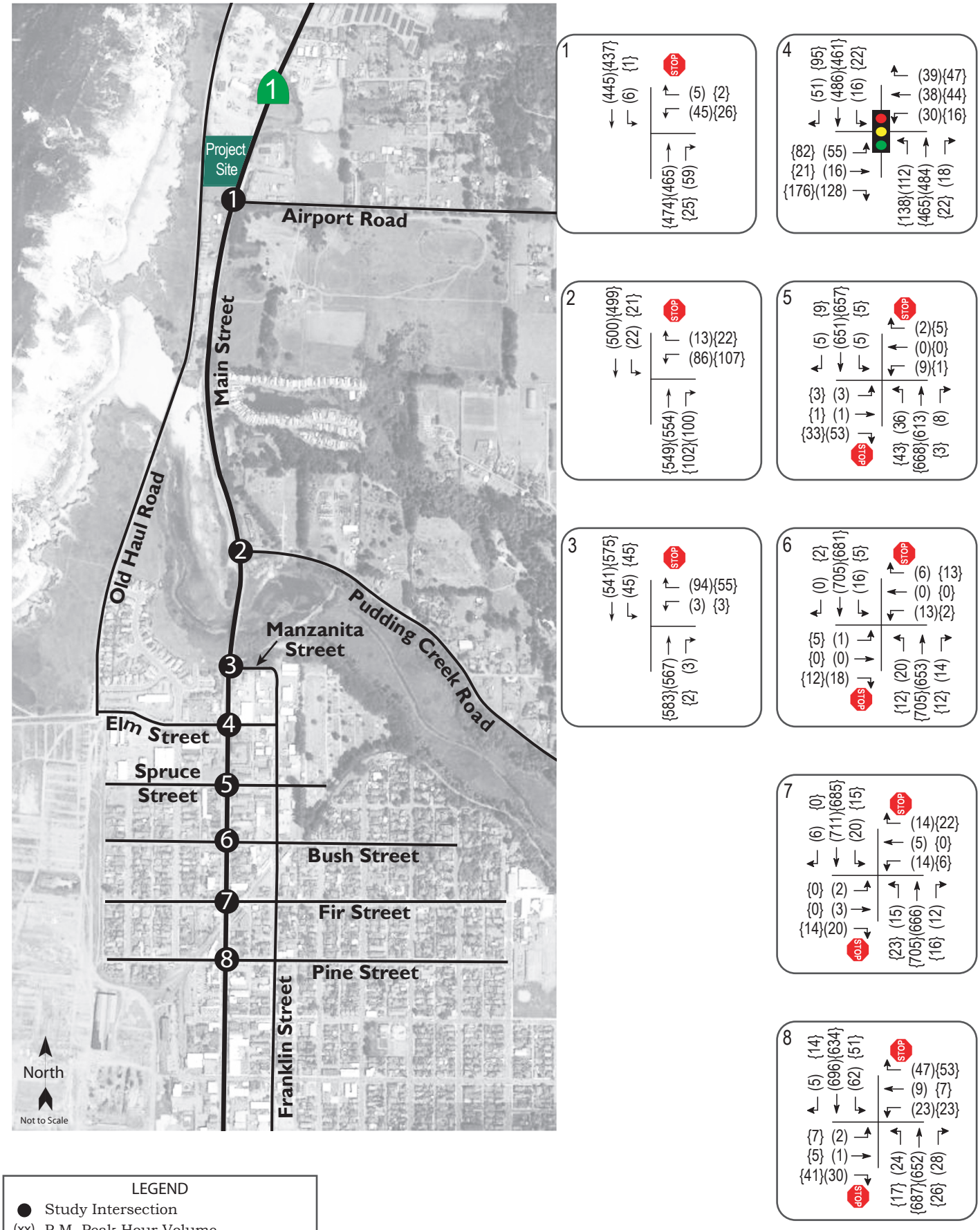
SR 1	Weekday PM Peak		Weekend MD Peak	
	PTSF	LOS	PTSF	LOS
Northbound	65.2	C	65.5	C
Southbound	65.4	C	66.1	C

Notes: PTSF = Percent Time Spent Following; LOS = Level of Service

Future Conditions

Caltrans District 1 publishes growth factors that indicate the anticipated future increase in volume on highways in Mendocino County, including SR 1. Assuming a 20-year straight-line growth pattern, a growth Factor of 1.15, or about 1 percent annually for a period of 20 years) was applied to all study intersections and study segments based on the information from the *2014 Growth Factor Map*.

Under the anticipated Future volumes, and assuming that existing geometrics are retained, the study intersections are expected to operate acceptably at LOS C or better. It is again noted that delays indicating LOS D or worse operation on side street approaches is not considered significant unless it is sufficiently high to cause the overall delay to degrade to an unacceptable level. As can be seen from the study results, five of the seven unsignalized study intersections would experience delays exceeding 25 seconds during one or both peak hours evaluated, which is the threshold for LOS D operation. It can reasonably be assumed that nearly all of the unsignalized intersections along SR 1 in the City of Fort Bragg experience such delays, but that does not necessarily mean that physical improvements are needed to address this condition. Adding a traffic signal at every intersection to achieve LOS C or better operation for every movement would ultimately result in much poorer operation overall as drivers would need to stop regularly as they travel along SR 1. It is more reasonable to anticipate that, should delays on any specific side street approach become intolerable, drivers will take advantage of the grid network street system to take access at a signalized location. Future volumes are shown in Figure 3 and operating conditions are summarized in Table **7**.



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- ● Study Intersection
- (xx) P.M. Peak Hour Volume
- {xx} Saturday Midday Peak Hour Volume

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Figure 3 – Future Traffic Volumes

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Table 7 – Future Peak Hour Intersection Levels of Service					
Study Intersection ***Approach***		**Weekday PM Peak**		**Weekend MD Peak**	
		Delay	**LOS**	**Delay**	**LOS**
1.	SR 1/Airport Rd	1.0	A	0.5	A
	Westbound	*19.1*	*C*	*17.7*	*C*
2.	SR 1/Pudding Creek Rd	2.6	A	3.6	A
	Westbound	*31.1*	*D*	*35.2*	*E*
3.	SR 1/Manzanita St	1.4	A	1.0	A
	Westbound	*14.0*	*B*	*13.8*	*B*
4.	SR 1/Elm St	18.8	B	22.1	C
5.	SR 1/Spruce St	1.2	A	0.8	A
	Westbound	*36.7*	*E*	*18.9*	*C*
	Eastbound	*15.9*	*C*	*17.0*	*C*
6.	SR 1/Bush St	0.9	A	0.5	A
	Westbound	*35.6*	*E*	*17.7*	*C*
	Eastbound	*15.2*	*C*	*21.3*	*C*
7.	SR 1/Fir St	*1.3*	*A*	0.7	A
	Westbound	*34.3*	*D*	*20.9*	*C*
	Eastbound	*20.1*	*C*	*13.2*	*B*
8.	SR 1/Pine St	3.1	A	3.3	A
	Westbound	*44.7*	*E*	*39.5*	*E*
	Eastbound	*18.4*	*C*	*23.3*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Under projected future volumes, the roadway study segment is expected to continue operating at or above the threshold between LOS C and D, with operating conditions on weekends 0.1 percent above the threshold between LOS C and LOS D during the weekend peak period, which is acceptable under the standards applied. These results are summarized in Table 8.

Table 8 – Future Peak Hour Roadway Segment Levels of Service				
SR 1	**Weekday PM Peak**		**Weekend MD Peak**	
	PTSF	**LOS**	**PTSF**	**LOS**
Northbound	68.8	C	70.1	D
Southbound	68.9	C	69.7	C

Notes: PTSF = Percent Time Spent Following; LOS = Level of Service

Project Description

The proposed project consists of a 66-room hotel including a 2,645 square foot conference room, 689 square foot restaurant and a 561 square foot cocktail bar and lounge on a currently vacant site. The site would be accessed via two driveways on SR 1. The proposed project site plan is shown in Figure 4.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Hotel" (ITE LU 310). The description of Hotel land use states "Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting or banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops." The proposed conference room, restaurant and cocktail bar, which would serve primarily guests, but also non-guests, were therefore assumed to be captured in the standard trip rates. The site is currently vacant and therefore does not generate any existing trips.

The expected trip generation potential for the proposed project is indicated in Table 9. The 66-room hotel is expected to generate an average of 539 trips per day, including 40 trips during the weekday p.m. peak hour and 48 during the Saturday midday peak hour.

Table 9 – Trip Generation Summary

Land Use	Units	Daily		PM Peak Hour				Saturday MD Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Hotel	66 rooms	8.17	539	0.60	40	20	20	0.72	48	27	21

Source: *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012

Trip Distribution

The pattern used to allocate new project trips to the street network was based on likely travel patterns given the site's location. It was assumed that 80 percent of trips would be to/from the south and the remaining 20 percent to/from the north. Because trips to and from the south are expected to be from origins and to destinations south of Pine Street, all of the project-generated trips were assigned to routes through the study intersections.

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue operating acceptably during both peak hours evaluated. These results are summarized in Table **10**. Project traffic volumes are shown in Figure 5.

Source: Epikos Land Planning & Architecture 8/15

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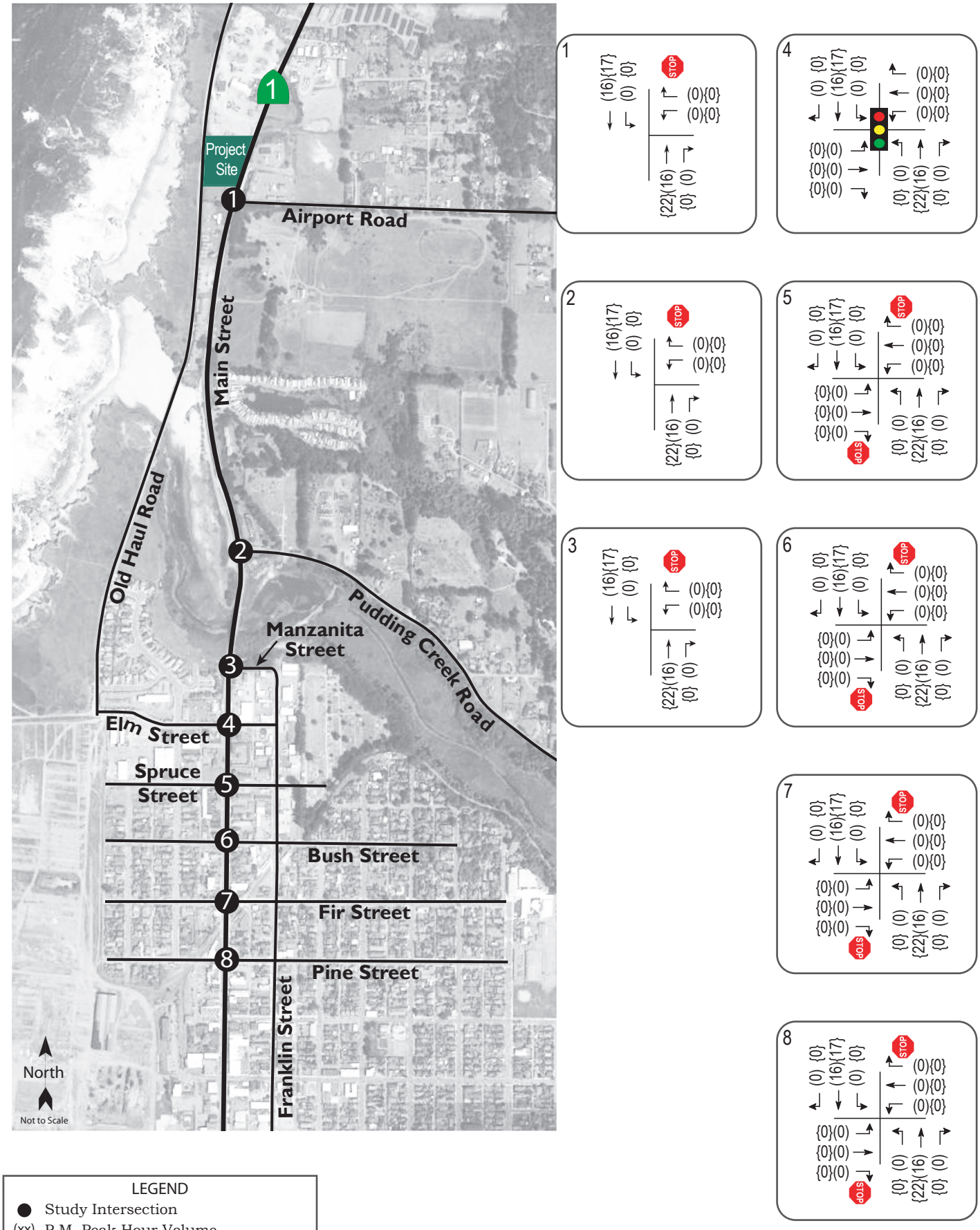
Traffic Impact Study for The Avalon

Figure 4 – Site Plan



LEGEND

- ● Study Intersection
- (xx) P.M. Peak Hour Volume
- {xx} Saturday Midday Peak Hour Volume

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Traffic Impact Study for The Avalon

Figure 5 – Project Traffic Volumes

W-Trans

Table 10 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

	Study Intersection *Approach*	Existing Conditions				Existing plus Project			
		Weekend PM Peak		Weekend MD Peak		Weekday PM Peak		Weekend MD Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	SR 1/Airport Rd	0.9	A	0.5	A	0.9	A	0.5	A
	Westbound	*17.4*	*C*	*16.3*	*C*	*18.1*	*C*	*17.0*	*C*
2.	SR 1/Pudding Creek Rd	2.2	A	2.9	A	2.3	A	3.0	A
	Westbound	*26.9*	*D*	*27.4*	*D*	*28.5*	*D*	29.6	D
3.	SR 1/Manzanita St	1.3	A	0.9	A	1.3	A	0.9	A
	Westbound	*13.3*	*B*	*13.4*	*B*	*13.5*	*B*	*13.8*	*B*
4.	SR 1/Elm St	18.6	B	21.4	C	18.4	B	21.2	C
5.	SR 1/Spruce St	1.1	A	0.8	A	1.1	A	0.8	A
	Westbound	*31.4*	*D*	*18.0*	*C*	*33.0*	*D*	18.7	C
	Eastbound	*14.8*	*B*	*16.3*	*C*	*15.2*	*C*	16.8	C
6.	SR 1/Bush St	0.8	A	0.5	A	0.8	A	0.5	A
	Westbound	*29.9*	*D*	*16.8*	*C*	*31.3*	*D*	*17.4*	*C*
	Eastbound	*14.2*	*B*	*19.8*	*C*	*14.5*	*B*	*20.7*	*C*
7.	SR 1/Fir St	1.2	A	0.7	A	1.2	A	0.7	A
	Westbound	*29.7*	*D*	*19.2*	*C*	*31.3*	*D*	*20.0*	*C*
	Eastbound	*18.5*	*C*	*12.8*	*B*	*19.1*	*C*	*13.0*	*B*
8.	SR 1/Pine St	2.6	A	2.8	A	2.6	A	2.9	A
	Westbound	*34.2*	*D*	*31.8*	*D*	*36.5*	*E*	*34.4*	*D*
	Eastbound	*16.7*	*C*	*20.7*	*C*	*17.2*	*C*	*21.7*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service;
Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

It should be noted that with the addition of project-related traffic volumes, average delay at the intersection of SR1/Elm Street decreases during both the weekday p.m. and weekend midday peak hour. While this is counter-intuitive, this condition occurs when a project adds trips to movements that are currently underutilized or have delays that are below the intersection average, resulting in a better balance between approaches and lower overall average delay. The project adds traffic predominantly to the through movement, which has an average delay that is lower than the average for the intersection as a whole, resulting in a slight reduction in the overall average delay. The conclusion could incorrectly be drawn that the project actually improves operation based on this data alone; however, it is more appropriate to conclude that the project trips are expected to make use of excess capacity, so drivers would experience little, if any, change in conditions as a result of the project.

Finding: The study intersections are expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic, with the exception of SR 1 and Pine Street where the side street operation would decrease from LOS D to LOS E during the weekday p.m. peak period. This does not, however, constitute a significant impact as overall intersection operation would remain at LOS A.

Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated Future volumes, the study intersections are expected to operate acceptably overall, though many of the minor approaches would continue to experience delays in excess of 25 seconds, or at LOS D or worse. However, as noted previously, this is acceptable under the Caltrans standards applied. The Future plus Project operating conditions are summarized in Table 11.

Table 11 – Future and Future plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*		Future Conditions				Future plus Project			
		Weekend PM Peak		Weekend MD Peak		Weekday PM Peak		Weekend MD Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	SR 1/Airport Rd	1.0	A	0.5	A	1.0	A	0.5	A
	Westbound	*19.1*	*C*	*17.7*	*C*	*19.9*	*C*	*18.4*	*C*
2.	SR 1/Pudding Creek Rd	2.6	A	3.6	A	2.6	A	3.8	A
	Westbound	*31.1*	*D*	*35.2*	*E*	*33.0*	*D*	*38.5*	*E*
3.	SR 1/Manzanita St	1.4	A	1.0	A	1.4	A	0.9	A
	Westbound	*14.0*	*B*	*13.8*	*B*	*14.3*	*B*	*14.2*	*B*
4.	SR 1/Elm St	18.8	B	22.1	C	18.6	B	22.0	C
5.	SR 1/Spruce St	1.2	A	0.8	A	1.2	A	0.8	A
	Westbound	*36.7*	*E*	*18.9*	*C*	*38.6*	*E*	*19.6*	*C*
	Eastbound	*15.9*	*C*	*17.0*	*C*	*16.3*	*C*	*17.5*	*C*
6.	SR 1/Bush St	0.9	A	0.5	A	0.9	A	0.5	A
	Westbound	*35.6*	*E*	*17.7*	*C*	*37.4*	*E*	*18.3*	*C*
	Eastbound	*15.2*	*C*	*21.3*	*C*	*15.5*	*C*	*22.1*	*C*
7.	SR 1/Fir St	*1.3*	*A*	0.7	A	*1.3*	*A*	0.7	A
	Westbound	*34.3*	*D*	*20.9*	*C*	*36.1*	*D*	*21.8*	*C*
	Eastbound	*20.1*	*C*	*13.2*	*B*	*20.7*	*C*	*13.4*	*B*
8.	SR 1/Pine St	3.1	A	3.3	A	3.3	A	3.4	A
	Westbound	*44.7*	*E*	*39.5*	*E*	*48.1*	*E*	*43.0*	*E*
	Eastbound	*18.4*	*C*	*23.3*	*C*	*19.0*	*C*	*24.5*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service;
Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Finding: The addition of project-generated traffic to projected Future volumes would have a less-than-significant traffic impact on the eight study intersections. As noted for Existing plus Project conditions, the average delay would sometimes be reduced upon the addition of project trips, as indicated at the intersections of SR 1/Manzanita Street and SR 1/El Street. This is attributable to the project adding trips only to movements that have delays which are below the average for the intersection.

Roadway Segment Operation

Existing plus Project Conditions

Under Existing plus Project volumes the study roadways segments are expected to operate acceptably during both peak periods evaluated. These results are summarized in Table 12.

Table 12 – Existing and Existing plus Project Peak Hour Roadway Segment Levels of Service

SR 1	Existing Conditions				Existing plus Project			
	Weekday PM Peak		Weekend MD Peak		Weekday PM Peak		Weekend MD Peak	
	PTSF	LOS	PTSF	LOS	Speed	LOS	Speed	LOS
Northbound	65.2	C	65.5	C	65.7	C	67.0	C
Southbound	65.4	C	66.1	C	65.1	C	68.1	D

Notes: PTSF = Percent Time Spent Following; LOS = Level of Service

Finding: The study roadways are expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic, indicating a less-than-significant impact.

Future plus Project Conditions

With project-generated traffic added to the anticipated Future volumes the study roadways are expected to operate acceptably at or above the LOS C/D threshold. The Future plus Project operating conditions are summarized in Table 13.

Table 13 – Future and Future plus Project Peak Hour Roadway Segment Levels of Service

SR 1	Future Conditions				Future plus Project			
	Weekday PM Peak		Weekend MD Peak		Weekday PM Peak		Weekend MD Peak	
	PTSF	LOS	PTSF	LOS	PTSF	LOS	PTSF	LOS
Northbound	68.8	C	70.1	D	69.0	C	69.4	C
Southbound	68.9	C	69.7	C	69.0	C	72.7	D

Notes: PTSF = Percent Time Spent Following; LOS = Level of Service

Finding: The study roadway segment is expected to continue operating acceptably at or above the threshold between LOS C and D during both peak periods evaluated. It is noted that while the northbound direction is expected to operate at LOS D during the weekend midday peak without project traffic added, it is the southbound direction that is projected to operate at LOS D with project traffic added. Since the volumes were obtained during peak summertime conditions and the growth rate is generally conservative, it is reasonable to conclude that operation would remain at LOS C or better for many years into the future, and also for most of the year.

Alternative Modes

Alternative Modes

Pedestrian Facilities

Given the relatively rural nature of the site, it is anticipated that few project patrons or employees would want to walk and/or use transit to reach the project site. Sidewalks do not exist along the project frontage, or along frontages on adjacent and nearby developed sites, except for a short segment directly across SR 1 from the site along the frontage of the Caltrans maintenance station. No other pedestrian facilities exist near the site.

Finding: While pedestrian activity is unlikely to be substantial, pedestrian facilities to access the project site, and also within the site itself, should be provided for current and potential future use.

Recommendation: A pathway or the planned 4-foot shoulders should be installed along the SR 1 frontage.

Bicycle Facilities

There are existing bicycle facilities, including bike lanes and bike routes, on SR 1 through part of the City of Fort Bragg, though the shoulder width along the project frontage is inadequate to accommodate bicyclists. Future plans for SR 1 include sufficient widening to provide 4-foot shoulders which could serve bicycle traffic.

Bicycle Storage

The project site plan does not identify the provision of bicycle parking or storage facilities. Per Section 18.36.060 of the City's Municipal Code, bicycle parking for non-residential uses is to be equal to one bike parking space for every ten vehicle spaces.

Finding: Bicycle facilities serving the project site are inadequate.

Recommendation:

- The project applicant should coordinate efforts with Caltrans to provide the planned 4-foot shoulder along the project frontage, including dedication of right-of-way if appropriate. As an alternative, the shoulder could be provided as part of the project.
- Off-street bicycle parking should be provided at a ratio of one bike rack space for every ten vehicle spaces.

Transit

There are no transit routes that currently serve the site; the nearest MTA bus stop is on Stewart Street, which is a walking distance of more than a mile, well in excess of the quarter-mile distance typically considered as the limit most patrons will walk. Limited potential for transit use would be anticipated given the type of use as well as its location.

Finding: There are no transit facilities currently serving the project site. It is understood from communication provided by MTA that transit service is not expected to be extended north towards the project site.

Recommendation: Though transit service is inadequate, there is no action that the applicant can take to change this condition; as such nothing is recommended.

Access and Circulation

Site Access

Access to the project site would occur via two driveways located on the west side of SR 1. Both driveways are proposed to have full access, accommodating turns in both directions both inbound and outbound.

Sight Distance

At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance should be measured from a 3.5-foot height at the location of the driver on the minor road to a 4.25-foot object height in the center of the approaching lane of the major road. Set-back for the driver on the crossroad shall be a minimum of 15 feet, measured from the edge of the traveled way.

Sight distance along SR 1 at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for driveway approaches is based on stopping sight distance, with the approach travel speed used as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street.

A short sample of approach speeds indicates critical (85th percentile) speeds of 49 mph northbound and 51 mph southbound. Sight distance at the proposed driveway locations was field measured. Based on a design speed of 50 mph, the minimum stopping sight distance needed is 430 feet. Available sight lines are in excess of 600 feet in both directions from the proposed driveway as well as for a following driver; this sight distance is therefore adequate for speeds in excess of 60 mph.

Finding: Sight distance at the driveway locations is adequate.

Access Analysis

Left-Turn Lane Warrants

The need for a left-turn lane on SR 1 at the project driveway was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which was referenced in Section 405.2, Left-turn Channelization, of previous editions of the Caltrans *Highway Design Manual*, though this reference has been deleted from the most recent edition of this manual.

A review of current, peak month volumes as well as project future volumes, and assuming all inbound movements occur at a single driveway even though two are proposed, indicates that a left-turn lane is not warranted on SR 1 at the project driveways during either of the peak periods evaluated. Further, they are not expected to be warranted under volumes projected for a 20-year horizon. Copies of the analysis spreadsheets are provided in Appendix D.

Right-Turn Lane Warrants

The need for a right-turn lane or taper was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985. A right-turn lane would consist of a lane installed to the right of the travel lane and would be a minimum of ten feet wide, plus a shoulder where not adjacent to a curb. A right-turn taper is a shoulder area that gets progressively wider as the motorist drives toward the intersection. Both improvements are meant to provide an area for motorists turning right to move out of the traffic lane without impeding through traffic. The warrants were evaluated using existing and future volumes both with and without the project.

The need for a right-turn lane or taper on SR 1 at the project driveways was also evaluated. Using the same criteria contained in the *Intersection Channelization Design Guide*, the warrants were evaluated using both existing and future Saturday midday peak volume. Based on these assumptions, no additional facilities in the form of either a right-turn lane or right-turn taper would be warranted.

Finding: Left-turn lanes and right-turn lanes or tapers on SR 1 at the project driveways are neither warranted nor recommended.

Conclusions and Recommendations

Conclusions

- The proposed 66-room hotel would be expected to generate an average of 817 daily trips on a weekday, including 40 during the p.m. peak hour. An average of 48 trips are projected for the weekend midday peak hour.

- The collision analysis indicates that SR 12/Pine Street as well as the study segment of SR 1 experienced collisions at a rate that exceed Statewide averages for similar facilities. In both cases, unsafe speed was cited as a primary collision factor for many of the incidents.

- Eight intersections along SR 1 were evaluated under Existing, Existing plus Project, Future and Future plus Project volumes, resulting in acceptable LOS C or better operation overall for all scenarios, indicating a less-than-significant project impact. While some side street approaches are currently or are expected to operate at LOS D or E, this is considered acceptable under the Caltrans standards applied. Further, the maximum projected average delay is 48.1 seconds, a wait time that is reasonable for a vehicle entering a major arterial or highway.

- SR 1 near the project site is currently operating at LOS C in both directions, and would continue doing so with project trips added. Traffic operation is expected to hover near the LOS C/D threshold, which is considered acceptable by Caltrans, under projected future volumes, without and with project trips added. The project's impact is therefore less-than-significant.

- There are currently no pedestrian, bicycle or transit facilities serving the project site, though Caltrans has plans to widen the shoulder along the site's frontage on SR 1 to 4 feet.

- Sight distance along SR 1 is adequate in both directions from the site driveway as well as for drivers on SR 1 approaching the driveway.

- Left-turn and right-turn lanes on SR 1 at the site's driveways are not warranted, so are not recommended.

Recommendations

- To the extent that manpower is available, the City of Fort Bragg and/or the California Highway Patrol should increase speed enforcement on SR 1.

- Right-of-way should be dedicated along the frontage to accommodate Caltrans' planned widening of SR 1 to provide a 4-foot shoulder. The wider shoulder could be constructed as part of the project depending on the timing of the Caltrans project.

- Bike parking equivalent to one space for every ten vehicle parking spaces should be provided on the site.

Study Participants and References

Study Participants

Principal in Charge	Dalene J. Whitlock, PE, PTOE
Technician/Graphics	Deborah J. Mizell
Technician/Design	William Petker, EIT
Engineering Intern	Allison Jaromin
Editing/Formatting	Angela McCoy
Review	Mark Spencer, TE, PTOE

References

2010 Collision Data on California State Highways, California Department of Transportation, 2010
City of Fort Bragg 2009 Bicycle Master Plan, City of Fort Bragg, 2009
Fort Bragg Municipal Code, Code Publishing Corporation, 2014
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Highway Design Manual, 6th Edition, California Department of Transportation, 2012
Intersection Channelization Design Guide, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985
Mendocino Transit Authority, http://www.4mta.org/schedule_maps.html
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study, Alta Planning + Design, February 2013
Statewide Integrated Traffic Records System (SWITRS), California Highway Patrol, 2009-2013
Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012

Communications

Email from Mike Thomas to Marie Jones, February 7, 2013, regarding need for MTA bus shelter at site
Email from Phil Dow to Amy Wynn, September 30, 2015, regarding potential grant applicant to fund construction of shoulders on SR 1

FBR041

Appendix A

Collision Rate Calculations

Intersection Collision Rate Calculaions

City of Fort Bragg

Intersection # 1: SR 1 & Airport Road

Date of Count: Thursday, July 16, 2015

Number of Collisions: 1
Number of Injuries: 1
Number of Fatalities: 0
ADT: 8900
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Tee
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{1 \times 1{,}000{,}000}{8{,}900 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.06 c/mve**	**0.0%**	**100.0%**
Statewide Average*	**0.18 c/mve**	**0.7%**	**36.4%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 2: SR 1 & Pudding Creek Road

Date of Count: Thursday, July 16, 2015

Number of Collisions: 2
Number of Injuries: 1
Number of Fatalities: 0
ADT: 11100
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Tee
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{2 \times 1{,}000{,}000}{11{,}100 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.10 c/mve**	**0.0%**	**50.0%**
Statewide Average*	**0.18 c/mve**	**0.7%**	**36.4%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fort Bragg

Intersection # 3: SR 1 & E. Manzanita Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 1
Number of Injuries: 1
Number of Fatalities: 0
ADT: 10900
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Tee
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{1 \times 1{,}000{,}000}{10{,}900 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.05 c/mve**	**0.0%**	**100.0%**
Statewide Average*	**0.18 c/mve**	**0.7%**	**36.4%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 4: SR 1 & Elm Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 4
Number of Injuries: 2
Number of Fatalities: 0
ADT: 12800
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{4 \times 1{,}000{,}000}{12{,}800 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.17 c/mve**	**0.0%**	**50.0%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fort Bragg

Intersection # 5: SR 1 & Spruce Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 1
Number of Injuries: 0
Number of Fatalities: 0
ADT: 12100
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{1 \times 1{,}000{,}000}{12{,}100 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.05 c/mve**	**0.0%**	**0.0%**
Statewide Average*	**0.15 c/mve**	**1.0%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 6: SR 1 & Bush Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 4
Number of Injuries: 1
Number of Fatalities: 0
ADT: 12600
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{4 \times 1{,}000{,}000}{12{,}600 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.17 c/mve**	**0.0%**	**25.0%**
Statewide Average*	**0.15 c/mve**	**1.0%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fort Bragg

Intersection # 7: SR 1 & Fir Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 3
Number of Injuries: 0
Number of Fatalities: 0
ADT: 12900
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{3 \times 1{,}000{,}000}{12{,}900 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.13 c/mve**	**0.0%**	**0.0%**
Statewide Average*	**0.15 c/mve**	**1.0%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 8: SR 1 & Pine Street

Date of Count: Thursday, July 16, 2015

Number of Collisions: 7
Number of Injuries: 1
Number of Fatalities: 0
ADT: 13700
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{7 \times 1{,}000{,}000}{13{,}700 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.28 c/mve**	**0.0%**	**14.3%**
Statewide Average*	**0.15 c/mve**	**1.0%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

SEGMENT COLLISION RATE CALCULATIONS

The Avalon

Location: SR 1

Date of Count: Thursday, July 16, 2015
ADT: 8,600

Number of Collisions: 35
Number of Injuries: 14
Number of Fatalities: 0
Start Date: July 1, 2007
End Date: June 30, 2012
Number of Years: 5

Highway Type: Conventional 2 lanes or less
Area: Urban
Design Speed: >45

Segment Length: 1.5 miles
Direction: North/South

$$\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\frac{35 \times 1{,}000{,}000}{8{,}600 \times 365 \times 1.5 \times 5}$$

	Collision Rate		Fatality Rate	Injury Rate
Study Segment	**1.49**	**c/mvm**	**0.0%**	**40.0%**
Statewide Average*	**1.29**	**c/mvm**	**1.0%**	**41.2%**

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2010 Collision Data on California State Highways, Caltrans

Appendix B

Intersection Level of Service Calculations

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.4]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	404	51	5	387	0	0	0	0	39	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	404	51	5	387	0	0	0	0	39	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	428	54	5	410	0	0	0	0	41	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	428	54	5	410	0	0	0	0	41	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	876	876	455
Potent Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	xxxx	xxxx	xxxxx	322	289	609
Move Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	xxxx	xxxx	xxxxx	321	288	609
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	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	335	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.4		
ApproachLOS:	*			*			*			C		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[16.3]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	412	22	1	380	0	0	0	0	23	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	22	1	380	0	0	0	0	23	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	437	23	1	403	0	0	0	0	24	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	437	23	1	403	0	0	0	0	24	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	461	xxxx	xxxxx	xxxx	xxxx	xxxxx	855	855	449
Potent Cap.:	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	298	614
Move Cap.:	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	298	614
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	344	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.3		
ApproachLOS:	*			*			*			C		

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: D[26.9]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	0	1 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	482	87	19	435	1	0	0	0	75	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	482	87	19	435	1	0	0	0	75	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	523	94	21	472	1	0	0	0	81	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	523	94	21	472	1	0	0	0	81	0	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	617	xxxx	xxxxx	xxxx	xxxx	xxxxx	1084	1084	570
Potent Cap.:	xxxx	xxxx	xxxxx	973	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	219	525
Move Cap.:	xxxx	xxxx	xxxxx	973	xxxx	xxxxx	xxxx	xxxx	xxxxx	238	214	525
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	256	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.9		
ApproachLOS:	*			*			*			D		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[27.4]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	0	1 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	0	477	89	18	434	0	0	0	0	93	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	477	89	18	434	0	0	0	0	93	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	503	94	19	458	0	0	0	0	98	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	503	94	19	458	0	0	0	0	98	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	597	xxxx	xxxxx	xxxx	xxxx	xxxxx	1046	1046	550
Potent Cap.:	xxxx	xxxx	xxxxx	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	230	539
Move Cap.:	xxxx	xxxx	xxxxx	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	226	539
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.4		
ApproachLOS:	*			*			*			D		

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.3]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	493	3	39	470	0	0	0	0	3	0	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	493	3	39	470	0	0	0	0	3	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	528	3	42	504	0	0	0	0	3	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	528	3	42	504	0	0	0	0	3	0	88
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	532	xxxx	xxxxx	xxxx	xxxx	xxxxx	1117	1117	530
Potent Cap.:	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	209	553
Move Cap.:	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	200	553
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	526	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.4]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	507	2	39	500	0	0	0	0	3	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	507	2	39	500	0	0	0	0	3	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	561	2	43	553	0	0	0	0	3	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	561	2	43	553	0	0	0	0	3	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	563	xxxx	xxxxx	xxxx	xxxx	xxxxx	1201	1201	562
Potent Cap.:	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx	206	186	530
Move Cap.:	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	178	530
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	483	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.4		
ApproachLOS:	*			*			*			B		

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	8	Average Delay (sec/veh):	18.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	97	421	16	14	423	44	48	14	111	26	33	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	421	16	14	423	44	48	14	111	26	33	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	106	462	18	15	464	48	53	15	122	29	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	462	18	15	464	48	53	15	122	29	36	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	462	18	15	464	48	53	15	122	29	36	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.08	0.64	0.28	0.35	0.37
Final Sat.:	1805	1900	1615	1805	1900	1615	431	126	997	455	577	595
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.01	0.01	0.24	0.03	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.63	0.63	0.02	0.53	0.53	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.46	0.38	0.02	0.38	0.46	0.06	0.46	0.46	0.46	0.24	0.24	0.24
Delay/Veh:	41.9	9.1	6.8	54.2	15.1	11.5	31.7	31.7	31.7	29.2	29.2	29.2
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:	41.9	9.1	6.8	54.2	15.1	11.5	31.7	31.7	31.7	29.2	29.2	29.2
LOS by Move:	D	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	7	13	0	2	17	1	10	10	10	5	5	5

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8	Average Delay (sec/veh):	21.4
Optimal Cycle:	31	Level Of Service:	C

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	120	404	19	19	401	83	71	18	153	14	38	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	404	19	19	401	83	71	18	153	14	38	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	125	421	20	20	418	87	74	19	160	15	40	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	421	20	20	418	87	74	19	160	15	40	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	421	20	20	418	87	74	19	160	15	40	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.81	0.81	0.81	0.89	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.07	0.64	0.15	0.41	0.44
Final Sat.:	1805	1900	1615	1805	1900	1615	451	114	973	255	691	746
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.01	0.01	0.22	0.05	0.16	0.16	0.16	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.56	0.56	0.03	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.49	0.40	0.02	0.40	0.49	0.12	0.49	0.49	0.49	0.17	0.17	0.17
Delay/Veh:	41.2	12.7	9.8	52.9	20.1	16.3	27.4	27.4	27.4	23.8	23.8	23.8
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:	41.2	12.7	9.8	52.9	20.1	16.3	27.4	27.4	27.4	23.8	23.8	23.8
LOS by Move:	D	B	A	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	8	14	1	2	17	3	13	13	13	4	4	4

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[31.4]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2016 << 16:15-17:15												
Base Vol:	31	533	7	4	566	4	3	1	46	8	0	2
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	31	533	7	4	566	4	3	1	46	8	0	2
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.93 0.93		0.93	0.93 0.93		0.93	0.93 0.93		0.93	0.93 0.93		0.93
PHF Volume:	33	571	8	4	607	4	3	1	49	9	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	571	8	4	607	4	3	1	49	9	0	2
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	611 xxxx	xxxxx		579 xxxx	xxxxx		1260	1263	609	1284	1261	575
Potent Cap.:	978 xxxx	xxxxx		1005 xxxx	xxxxx		149	171	499	143	172	521
Move Cap.:	978 xxxx	xxxxx		1005 xxxx	xxxxx		144	165	499	125	165	521
Volume/Cap:	0.03 xxxx	xxxx		0.00 xxxx	xxxx		0.02	0.01	0.10	0.07	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8 xxxx	xxxxx		8.6 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	420	xxxxx	xxxx	147	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	31.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.8			31.4		
ApproachLOS:	*			*			B			D		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[18.0]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 <<												
Base Vol:	37	581	3	4	571	8	3	1	29	1	0	4
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	37	581	3	4	571	8	3	1	29	1	0	4
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.90 0.90		0.90	0.90 0.90		0.90	0.90 0.90		0.90	0.90 0.90		0.90
PHF Volume:	41	643	3	4	632	9	3	1	32	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	643	3	4	632	9	3	1	32	1	0	4
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	641 xxxx	xxxxx		647 xxxx	xxxxx		1375	1374	637	1389	1377	645
Potent Cap.:	953 xxxx	xxxxx		948 xxxx	xxxxx		124	147	481	121	146	476
Move Cap.:	953 xxxx	xxxxx		948 xxxx	xxxxx		118	140	481	108	139	476
Volume/Cap:	0.04 xxxx	xxxx		0.00 xxxx	xxxx		0.03	0.01	0.07	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9 xxxx	xxxxx		8.8 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	356	xxxxx	xxxx	283	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	18.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.3			18.0		
ApproachLOS:	*			*			C			C		

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[29.9]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	17	568	12	14	613	0	1	0	16	11	0	5
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	17	568	12	14	613	0	1	0	16	11	0	5
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.94 0.94	0.94		0.94 0.94	0.94		0.94 0.94	0.94		0.94 0.94	0.94	
PHF Volume:	18	604	13	15	651	0	1	0	17	12	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	604	13	15	651	0	1	0	17	12	0	5
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	651 xxxx	xxxxx		616 xxxx	xxxxx		1330	1334	651	1336	1327	610
Potent Cap.:	945 xxxx	xxxxx		973 xxxx	xxxxx		133	155	472	132	157	498
Move Cap.:	945 xxxx	xxxxx		973 xxxx	xxxxx		128	150	472	124	151	498
Volume/Cap:	0.02 xxxx	xxxx		0.02 xxxx	xxxx		0.01	0.00	0.04	0.09	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9 xxxx	xxxxx		8.8 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	408	xxxxx	xxxx	162	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	14.2	xxxxx	xxxxx	29.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.2			29.9		
ApproachLOS:	*			*			B			D		

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

Saturday MD Peak Hour - Existing Conditions
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City of Fort Bragg

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

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[19.8]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	10	613	10	4	592	2	4	0	10	2	0	11
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	10	613	10	4	592	2	4	0	10	2	0	11
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91	
PHF Volume:	11	672	11	4	649	2	4	0	11	2	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	672	11	4	649	2	4	0	11	2	0	12
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	651 xxxx	xxxxx		683 xxxx	xxxxx		1365	1364	650	1364	1360	678
Potent Cap.:	945 xxxx	xxxxx		919 xxxx	xxxxx		126	149	473	126	150	456
Move Cap.:	945 xxxx	xxxxx		919 xxxx	xxxxx		121	146	473	122	147	456
Volume/Cap:	0.01 xxxx	xxxx		0.00 xxxx	xxxx		0.04	0.00	0.02	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9 xxxx	xxxxx		8.9 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	258	xxxxx	xxxx	320	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	19.8	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.8			16.8		
ApproachLOS:	*			*			C			C		

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

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

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[29.7]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	13	579	10	17	618	5	2	3	17	12	4	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:	13	579	10	17	618	5	2	3	17	12	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	14	627	11	18	670	5	2	3	18	13	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	627	11	18	670	5	2	3	18	13	4	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	675	xxxx	xxxxx	638	xxxx	xxxxx	1379	1375	672	1381	1373	633
Potent Cap.:	926	xxxx	xxxxx	955	xxxx	xxxxx	123	147	459	123	147	484
Move Cap.:	926	xxxx	xxxxx	955	xxxx	xxxxx	114	142	459	113	142	484
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.02	0.04	0.12	0.03	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	176	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx	xxxxx	29.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			18.5			29.7		
ApproachLOS:	*			*			C			D		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[19.2]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	0	1 0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	20	613	14	13	596	0	0	0	12	5	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	613	14	13	596	0	0	0	12	5	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	666	15	14	648	0	0	0	13	5	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	666	15	14	648	0	0	0	13	5	0	21
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	648	xxxx	xxxxx	682	xxxx	xxxxx	xxxx	xxxx	648	1400	1393	674
Potent Cap.:	948	xxxx	xxxxx	921	xxxx	xxxxx	xxxx	xxxx	474	119	143	458
Move Cap.:	948	xxxx	xxxxx	921	xxxx	xxxxx	xxxx	xxxx	474	112	138	458
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.03	0.05	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	279	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.8			19.2		
ApproachLOS:	*			*			B			C		

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

PM Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[34.2]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	21	567	24	54	605	4	2	1	26	20	8	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	567	24	54	605	4	2	1	26	20	8	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	606	26	58	647	4	2	1	28	21	9	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	606	26	58	647	4	2	1	28	21	9	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	651	xxxx	xxxxx	632	xxxx	xxxxx	1455	1442	649	1443	1431	619
Potent Cap.:	945	xxxx	xxxxx	960	xxxx	xxxxx	109	134	473	111	136	492
Move Cap.:	945	xxxx	xxxxx	960	xxxx	xxxxx	88	123	473	97	125	492
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.02	0.01	0.06	0.22	0.07	0.09
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	195	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	xxxxx	34.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			16.7			34.2		
ApproachLOS:	*			*			C			D		

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

Saturday MD Peak Hour - Existing Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[31.8]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	15	597	23	44	551	12	6	4	36	20	6	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	597	23	44	551	12	6	4	36	20	6	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	645	25	48	595	13	6	4	39	22	6	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	645	25	48	595	13	6	4	39	22	6	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	608	xxxx	xxxxx	670	xxxx	xxxxx	1414	1398	602	1408	1393	657
Potent Cap.:	980	xxxx	xxxxx	930	xxxx	xxxxx	116	142	504	118	143	468
Move Cap.:	980	xxxx	xxxxx	930	xxxx	xxxxx	95	132	504	100	134	468
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.07	0.03	0.08	0.22	0.05	0.11
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	279	xxxxx	xxxx	210	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.7	xxxxx	xxxxx	31.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			20.7			31.8		
ApproachLOS:	*			*			C			D		

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

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

Trip Generation Report

Forecast for pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	The Avalon	1.00	Hotel	20.00	20.00	20	20	40	100.0
	Zone 1 Subtotal					20	20	40	100.0
TOTAL						20	20	40	100.0

Saturday MD Peak Hour - Existing plus Project Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

Trip Generation Report

Forecast for md

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	The Avalon	1.00	Hotel	27.00	21.00	27	21	48	100.0
	Zone 1 Subtotal					27	21	48	100.0
TOTAL						27	21	48	100.0

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[18.1]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	404	51	5	387	0	0	0	0	39	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	404	51	5	387	0	0	0	0	39	0	4
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	51	5	403	0	0	0	0	39	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	445	54	5	427	0	0	0	0	41	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	445	54	5	427	0	0	0	0	41	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	499	xxxx	xxxxx	xxxx	xxxx	xxxxx	910	910	472
Potent Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	276	596
Move Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	306	275	596
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.1		
ApproachLOS:	*			*			*			C		

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

Saturday MD Peak Hour - Existing plus Project Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[17.0]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	412	22	1	380	0	0	0	0	23	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	22	1	380	0	0	0	0	23	0	2
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	434	22	1	397	0	0	0	0	23	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	461	23	1	421	0	0	0	0	24	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	461	23	1	421	0	0	0	0	24	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	484	xxxx	xxxxx	xxxx	xxxx	xxxxx	896	896	472
Potent Cap.:	xxxx	xxxx	xxxxx	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	282	596
Move Cap.:	xxxx	xxxx	xxxxx	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	282	596
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	325	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.0		
ApproachLOS:	*			*			*			C		

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

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: D[28.5]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	0	1 0	0 0	0	0 0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	482	87	19	435	1	0	0	0	75	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	482	87	19	435	1	0	0	0	75	0	11
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	87	19	451	1	0	0	0	75	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	540	94	21	489	1	0	0	0	81	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	540	94	21	489	1	0	0	0	81	0	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	634	xxxx	xxxxx	xxxx	xxxx	xxxxx	1118	1119	587
Potent Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	209	513
Move Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	204	513
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	245	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.5		
ApproachLOS:	*			*			*			D		

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

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

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: D[29.6]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	1	0 0	0 0	0	0 0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	0	477	89	18	434	0	0	0	0	93	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	477	89	18	434	0	0	0	0	93	0	19
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	499	89	18	451	0	0	0	0	93	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	526	94	19	476	0	0	0	0	98	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	526	94	19	476	0	0	0	0	98	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	1087	573
Potent Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	218	523
Move Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	238	214	523
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.6		
ApproachLOS:	*			*			*			D		

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

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

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.5]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	493	3	39	470	0	0	0	0	3	0	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	493	3	39	470	0	0	0	0	3	0	82
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	509	3	39	486	0	0	0	0	3	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	546	3	42	521	0	0	0	0	3	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	546	3	42	521	0	0	0	0	3	0	88
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	549	xxxx	xxxxx	xxxx	xxxx	xxxxx	1152	1152	547
Potent Cap.:	xxxx	xxxx	xxxxx	1031	xxxx	xxxxx	xxxx	xxxx	xxxxx	221	199	541
Move Cap.:	xxxx	xxxx	xxxxx	1031	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	191	541
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	513	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.8]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	507	2	39	500	0	0	0	0	3	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	507	2	39	500	0	0	0	0	3	0	48
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	529	2	39	517	0	0	0	0	3	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	585	2	43	572	0	0	0	0	3	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	585	2	43	572	0	0	0	0	3	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	587	xxxx	xxxxx	xxxx	xxxx	xxxxx	1244	1244	586
Potent Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	176	514
Move Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	168	514
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	466	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

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

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

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 8 Average Delay (sec/veh): 18.4
Optimal Cycle: 30 Level Of Service: B

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	97	421	16	14	423	44	48	14	111	26	33	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	421	16	14	423	44	48	14	111	26	33	34
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	437	16	14	439	44	48	14	111	26	33	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	106	479	18	15	481	48	53	15	122	29	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	479	18	15	481	48	53	15	122	29	36	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	479	18	15	481	48	53	15	122	29	36	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.08	0.64	0.28	0.35	0.37
Final Sat.:	1805	1900	1615	1805	1900	1615	431	126	997	456	578	596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.01	0.01	0.25	0.03	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.12	0.64	0.64	0.02	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.47	0.39	0.02	0.39	0.47	0.06	0.47	0.47	0.47	0.24	0.24	0.24
Delay/Veh:	42.3	8.9	6.6	54.7	14.7	11.1	32.2	32.2	32.2	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	8.9	6.6	54.7	14.7	11.1	32.2	32.2	32.2	29.6	29.6	29.6
LOS by Move:	D	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	7	13	0	2	17	1	10	10	10	5	5	5

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Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 8 Average Delay (sec/veh): 21.2
Optimal Cycle: 32 Level Of Service: C

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	120	404	19	19	401	83	71	18	153	14	38	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	404	19	19	401	83	71	18	153	14	38	41
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	426	19	19	418	83	71	18	153	14	38	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	125	444	20	20	436	87	74	19	160	15	40	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	444	20	20	436	87	74	19	160	15	40	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	444	20	20	436	87	74	19	160	15	40	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.81	0.81	0.81	0.89	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.07	0.64	0.15	0.41	0.44
Final Sat.:	1805	1900	1615	1805	1900	1615	451	114	973	255	691	746
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.01	0.23	0.05	0.16	0.16	0.16	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.57	0.57	0.03	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.50	0.41	0.02	0.41	0.50	0.12	0.50	0.50	0.50	0.18	0.18	0.18
Delay/Veh:	41.6	12.5	9.5	53.6	19.7	15.7	28.0	28.0	28.0	24.2	24.2	24.2
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:	41.6	12.5	9.5	53.6	19.7	15.7	28.0	28.0	28.0	24.2	24.2	24.2
LOS by Move:	D	B	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	14	1	2	18	3	13	13	13	4	4	4

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[33.0]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2016 << 16:15-17:15												
Base Vol:	31	533	7	4	566	4	3	1	46	8	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	533	7	4	566	4	3	1	46	8	0	2
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	549	7	4	582	4	3	1	46	8	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	33	588	8	4	624	4	3	1	49	9	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	588	8	4	624	4	3	1	49	9	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	628	xxxx	xxxxx	596	xxxx	xxxxx	1294	1297	626	1318	1295	592
Potent Cap.:	964	xxxx	xxxxx	990	xxxx	xxxxx	141	163	488	136	164	510
Move Cap.:	964	xxxx	xxxxx	990	xxxx	xxxxx	136	157	488	118	157	510
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.01	0.10	0.07	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.7	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	407	xxxxx	xxxx	139	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	33.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			15.2			33.0		
ApproachLOS:	*			*			C			D		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[18.7]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 <<												
Base Vol:	37	581	3	4	571	8	3	1	29	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	581	3	4	571	8	3	1	29	1	0	4
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	603	3	4	588	8	3	1	29	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	41	668	3	4	651	9	3	1	32	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	668	3	4	651	9	3	1	32	1	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	660	xxxx	xxxxx	671	xxxx	xxxxx	1418	1417	656	1432	1420	669
Potent Cap.:	938	xxxx	xxxxx	929	xxxx	xxxxx	116	138	469	113	138	461
Move Cap.:	938	xxxx	xxxxx	929	xxxx	xxxxx	110	132	469	101	131	461
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.01	0.07	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	342	xxxxx	xxxx	269	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.8			18.7		
ApproachLOS:	*			*			C			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[31.3]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	17	568	12	14	613	0	1	0	16	11	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	568	12	14	613	0	1	0	16	11	0	5
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	584	12	14	629	0	1	0	16	11	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	621	13	15	668	0	1	0	17	12	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	621	13	15	668	0	1	0	17	12	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	668	xxxx	xxxxx	633	xxxx	xxxxx	1364	1368	668	1370	1361	627
Potent Cap.:	931	xxxx	xxxxx	959	xxxx	xxxxx	126	148	461	125	149	487
Move Cap.:	931	xxxx	xxxxx	959	xxxx	xxxxx	121	143	461	117	144	487
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.04	0.10	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	396	xxxxx	xxxx	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	31.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.5			31.3		
ApproachLOS:	*			*			B			D		

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

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Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.7]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	10	613	10	4	592	2	4	0	10	2	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	613	10	4	592	2	4	0	10	2	0	11
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	635	10	4	609	2	4	0	10	2	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	11	696	11	4	668	2	4	0	11	2	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	696	11	4	668	2	4	0	11	2	0	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	670	xxxx	xxxxx	707	xxxx	xxxxx	1407	1407	669	1407	1402	702
Potent Cap.:	930	xxxx	xxxxx	901	xxxx	xxxxx	118	140	461	118	141	442
Move Cap.:	930	xxxx	xxxxx	901	xxxx	xxxxx	113	138	461	113	139	442
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.02	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	245	xxxxx	xxxx	306	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.7	xxxxx	xxxxx	17.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			20.7			17.4		
ApproachLOS:	*			*			C			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[31.3]

Street Name:	SR 1 (Main St)						Fir St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	13	579	10	17	618	5	2	3	17	12	4	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:	13	579	10	17	618	5	2	3	17	12	4	12
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	595	10	17	634	5	2	3	17	12	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	14	645	11	18	687	5	2	3	18	13	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	645	11	18	687	5	2	3	18	13	4	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	692	xxxx	xxxxx	655	xxxx	xxxxx	1413	1410	690	1415	1407	650
Potent Cap.:	912	xxxx	xxxxx	941	xxxx	xxxxx	117	140	449	116	140	473
Move Cap.:	912	xxxx	xxxxx	941	xxxx	xxxxx	108	135	449	106	135	473
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.02	0.04	0.12	0.03	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	280	xxxxx	xxxx	167	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.1	xxxxx	xxxxx	31.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			19.1			31.3		
ApproachLOS:	*			*			C			D		

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

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Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[20.0]

Street Name:	SR 1 (Main St)						Fir St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	0	1 0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	20	613	14	13	596	0	0	0	12	5	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	613	14	13	596	0	0	0	12	5	0	19
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	635	14	13	613	0	0	0	12	5	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	690	15	14	666	0	0	0	13	5	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	690	15	14	666	0	0	0	13	5	0	21
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	666	xxxx	xxxxx	705	xxxx	xxxxx	xxxx	xxxx	666	1442	1436	698
Potent Cap.:	933	xxxx	xxxxx	902	xxxx	xxxxx	xxxx	xxxx	463	111	135	444
Move Cap.:	933	xxxx	xxxxx	902	xxxx	xxxxx	xxxx	xxxx	463	105	130	444
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.03	0.05	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	265	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.0			20.0		
ApproachLOS:	*			*			B			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: E[36.5]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	21	567	24	54	605	4	2	1	26	20	8	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	567	24	54	605	4	2	1	26	20	8	41
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	583	24	54	621	4	2	1	26	20	8	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	624	26	58	664	4	2	1	28	21	9	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	624	26	58	664	4	2	1	28	21	9	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	668	xxxx	xxxxx	649	xxxx	xxxxx	1489	1476	666	1478	1465	636
Potent Cap.:	931	xxxx	xxxxx	946	xxxx	xxxxx	103	127	463	105	129	481
Move Cap.:	931	xxxx	xxxxx	946	xxxx	xxxxx	83	117	463	92	119	481
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.01	0.06	0.23	0.07	0.09
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	186	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	36.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			17.2			36.5		
ApproachLOS:	*			*			C			E		

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

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Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[34.4]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	15	597	23	44	551	12	6	4	36	20	6	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	597	23	44	551	12	6	4	36	20	6	46
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	619	23	44	568	12	6	4	36	20	6	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	668	25	48	613	13	6	4	39	22	6	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	668	25	48	613	13	6	4	39	22	6	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	626	xxxx	xxxxx	693	xxxx	xxxxx	1456	1441	620	1450	1435	681
Potent Cap.:	965	xxxx	xxxxx	911	xxxx	xxxxx	109	134	492	110	135	454
Move Cap.:	965	xxxx	xxxxx	911	xxxx	xxxxx	88	125	492	93	126	454
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.07	0.03	0.08	0.23	0.05	0.11
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	266	xxxxx	xxxx	198	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	34.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			21.7			34.4		
ApproachLOS:	*			*			C			D		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[19.1]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	404	51	5	387	0	0	0	0	39	0	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	465	59	6	445	0	0	0	0	45	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	59	6	445	0	0	0	0	45	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	465	59	6	445	0	0	0	0	45	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	950	950	494
Potent Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	262	579
Move Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	261	579
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.01

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	304	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.1		
ApproachLOS:	*			*			*			C		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[17.7]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	412	22	1	380	0	0	0	0	23	0	2
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	474	25	1	437	0	0	0	0	26	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	474	25	1	437	0	0	0	0	26	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	474	25	1	437	0	0	0	0	26	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	499	xxxx	xxxxx	xxxx	xxxx	xxxxx	926	926	486
Potent Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	585
Move Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	585
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.00

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	313	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.7		
ApproachLOS:	*			*			*			C		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[31.1]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	482	87	19	435	1	0	0	0	75	0	11
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	554	100	22	500	1	0	0	0	86	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	554	100	22	500	1	0	0	0	86	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	554	100	22	500	1	0	0	0	86	0	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	654	xxxx	xxxxx	xxxx	xxxx	xxxxx	1149	1149	604
Potent Cap.:	xxxx	xxxx	xxxxx	942	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	200	502
Move Cap.:	xxxx	xxxx	xxxxx	942	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	195	502
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	235	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			31.1		
ApproachLOS:	*			*			*			D		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[35.2]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	0	477	89	18	434	0	0	0	0	93	0	19
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	549	102	21	499	0	0	0	0	107	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	549	102	21	499	0	0	0	0	107	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	549	102	21	499	0	0	0	0	107	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	651	xxxx	xxxxx	xxxx	xxxx	xxxxx	1140	1140	600
Potent Cap.:	xxxx	xxxx	xxxxx	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	203	505
Move Cap.:	xxxx	xxxx	xxxxx	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	220	198	505
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	244	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.2		
ApproachLOS:	*			*			*			E		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.0]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	493	3	39	470	0	0	0	0	3	0	82
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	567	3	45	541	0	0	0	0	3	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	567	3	45	541	0	0	0	0	3	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	567	3	45	541	0	0	0	0	3	0	94
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	570	xxxx	xxxxx	xxxx	xxxx	xxxxx	1199	1199	569
Potent Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	187	526
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	178	526
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	497	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.0		
ApproachLOS:	*			*			*			B		

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

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Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.8]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	507	2	39	500	0	0	0	0	3	0	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	583	2	45	575	0	0	0	0	3	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	583	2	45	575	0	0	0	0	3	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	583	2	45	575	0	0	0	0	3	0	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	585	xxxx	xxxxx	xxxx	xxxx	xxxxx	1249	1249	584
Potent Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	193	175	515
Move Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	167	515
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	467	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

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

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City of Fort Bragg

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

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	8	Average Delay (sec/veh):	18.8
Optimal Cycle:	31	Level Of Service:	B

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	97	421	16	14	423	44	48	14	111	26	33	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	112	484	18	16	486	51	55	16	128	30	38	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	484	18	16	486	51	55	16	128	30	38	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	18	16	486	51	55	16	128	30	38	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	18	16	486	51	55	16	128	30	38	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.08	0.64	0.28	0.35	0.37
Final Sat.:	1805	1900	1615	1805	1900	1615	430	126	995	455	578	595
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.01	0.01	0.26	0.03	0.13	0.13	0.13	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.63	0.63	0.02	0.53	0.53	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.48	0.40	0.02	0.40	0.48	0.06	0.48	0.48	0.48	0.25	0.25	0.25
Delay/Veh:	42.2	9.2	6.8	54.7	15.3	11.5	31.9	31.9	31.9	29.2	29.2	29.2
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:	42.2	9.2	6.8	54.7	15.3	11.5	31.9	31.9	31.9	29.2	29.2	29.2
LOS by Move:	D	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	7	14	0	2	18	2	11	11	11	5	5	5

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

Saturday MD Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	8	Average Delay (sec/veh):	22.1
Optimal Cycle:	34	Level Of Service:	C

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	120	404	19	19	401	83	71	18	153	14	38	41
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	138	465	22	22	461	95	82	21	176	16	44	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	465	22	22	461	95	82	21	176	16	44	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	465	22	22	461	95	82	21	176	16	44	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	465	22	22	461	95	82	21	176	16	44	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.81	0.81	0.81	0.89	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.07	0.64	0.15	0.41	0.44
Final Sat.:	1805	1900	1615	1805	1900	1615	449	114	967	253	687	742
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.01	0.01	0.24	0.06	0.18	0.18	0.18	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.56	0.56	0.03	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.54	0.44	0.02	0.44	0.54	0.13	0.54	0.54	0.54	0.19	0.19	0.19
Delay/Veh:	42.5	13.2	9.9	53.9	21.0	16.4	28.3	28.3	28.3	23.8	23.8	23.8
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:	42.5	13.2	9.9	53.9	21.0	16.4	28.3	28.3	28.3	23.8	23.8	23.8
LOS by Move:	D	B	A	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	9	16	1	3	19	4	14	14	14	5	5	5

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

PM Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[36.7]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2016 << 16:15-17:15												
Base Vol:	31	533	7	4	566	4	3	1	46	8	0	2
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	36	613	8	5	651	5	3	1	53	9	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	613	8	5	651	5	3	1	53	9	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	613	8	5	651	5	3	1	53	9	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	656	xxxx	xxxxx	621	xxxx	xxxxx	1352	1355	653	1378	1353	617
Potent Cap.:	941	xxxx	xxxxx	969	xxxx	xxxxx	129	151	471	123	151	494
Move Cap.:	941	xxxx	xxxxx	969	xxxx	xxxxx	124	144	471	105	145	494
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.01	0.11	0.09	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.7	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	388	xxxxx	xxxx	125	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.9	xxxxx	xxxxx	36.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			15.9			36.7		
ApproachLOS:	*			*			C			E		

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

Saturday MD Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[18.9]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 <<												
Base Vol:	37	581	3	4	571	8	3	1	29	1	0	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	43	668	3	5	657	9	3	1	33	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	668	3	5	657	9	3	1	33	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	668	3	5	657	9	3	1	33	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	666	xxxx	xxxxx	672	xxxx	xxxxx	1428	1427	661	1443	1430	670
Potent Cap.:	933	xxxx	xxxxx	928	xxxx	xxxxx	114	136	466	111	136	461
Move Cap.:	933	xxxx	xxxxx	928	xxxx	xxxxx	108	130	466	99	129	461
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.01	0.07	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	266	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	18.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.0			18.9		
ApproachLOS:	*			*			C			C		

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

PM Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[35.6]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	17	568	12	14	613	0	1	0	16	11	0	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	653	14	16	705	0	1	0	18	13	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	653	14	16	705	0	1	0	18	13	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	653	14	16	705	0	1	0	18	13	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	705	xxxx	xxxxx	667	xxxx	xxxxx	1439	1443	705	1446	1436	660
Potent Cap.:	902	xxxx	xxxxx	932	xxxx	xxxxx	112	133	440	111	135	467
Move Cap.:	902	xxxx	xxxxx	932	xxxx	xxxxx	107	128	440	103	129	467
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.04	0.12	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	372	xxxxx	xxxx	136	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	35.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			15.2			35.6		
ApproachLOS:	*			*			C			E		

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

Saturday MD Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
City of Fort Bragg

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

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[21.3]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	10	613	10	4	592	2	4	0	10	2	0	11
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	705	12	5	681	2	5	0	12	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	705	12	5	681	2	5	0	12	2	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	705	12	5	681	2	5	0	12	2	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	683	xxxx	xxxxx	716	xxxx	xxxxx	1431	1431	682	1431	1426	711
Potent Cap.:	919	xxxx	xxxxx	894	xxxx	xxxxx	113	136	453	113	137	437
Move Cap.:	919	xxxx	xxxxx	894	xxxx	xxxxx	108	133	453	109	134	437
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.03	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	238	xxxxx	xxxx	299	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.3	xxxxx	xxxxx	17.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			21.3			17.7		
ApproachLOS:	*			*			C			C		

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

PM Peak Hour - Future Conditions
Traffic Impact Study for The Avalon
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[34.3]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	13	579	10	17	618	5	2	3	17	12	4	12
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	15	666	12	20	711	6	2	3	20	14	5	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	666	12	20	711	6	2	3	20	14	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	666	12	20	711	6	2	3	20	14	5	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	716	xxxx	xxxxx	677	xxxx	xxxxx	1463	1460	714	1466	1457	672
Potent Cap.:	894	xxxx	xxxxx	924	xxxx	xxxxx	108	130	435	107	131	460
Move Cap.:	894	xxxx	xxxxx	924	xxxx	xxxxx	99	125	435	97	126	460
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.03	0.04	0.14	0.04	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	264	xxxxx	xxxx	155	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.1	xxxxx	xxxxx	34.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			20.1			34.3		
ApproachLOS:	*			*			C			D		

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

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

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[20.9]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	0	1 0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	20	613	14	13	596	0	0	0	12	5	0	19
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	705	16	15	685	0	0	0	14	6	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	705	16	15	685	0	0	0	14	6	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	705	16	15	685	0	0	0	14	6	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	685	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	685	1481	1474	713
Potent Cap.:	918	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	451	105	128	435
Move Cap.:	918	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	451	98	122	435
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.03	0.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	254	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.2			20.9		
ApproachLOS:	*			*			B			C		

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

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

Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[44.7]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	21	567	24	54	605	4	2	1	26	20	8	41
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	24	652	28	62	696	5	2	1	30	23	9	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	652	28	62	696	5	2	1	30	23	9	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	652	28	62	696	5	2	1	30	23	9	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	700	xxxx	xxxxx	680	xxxx	xxxxx	1565	1550	698	1552	1539	666
Potent Cap.:	906	xxxx	xxxxx	922	xxxx	xxxxx	91	115	444	93	117	463
Move Cap.:	906	xxxx	xxxxx	922	xxxx	xxxxx	71	104	444	80	106	463
Volume/Cap:	0.03	xxxx	xxxx	0.07	xxxx	xxxx	0.03	0.01	0.07	0.29	0.09	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	301	xxxxx	xxxx	167	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx	xxxxx	44.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			18.4			44.7		
ApproachLOS:	*			*			C			E		

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

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: E[39.5]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	15	597	23	44	551	12	6	4	36	20	6	46
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	687	26	51	634	14	7	5	41	23	7	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	687	26	51	634	14	7	5	41	23	7	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	687	26	51	634	14	7	5	41	23	7	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	647	xxxx	xxxxx	713	xxxx	xxxxx	1506	1489	641	1499	1483	700
Potent Cap.:	948	xxxx	xxxxx	896	xxxx	xxxxx	101	125	479	102	126	443
Move Cap.:	948	xxxx	xxxxx	896	xxxx	xxxxx	80	116	479	85	117	443
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.09	0.04	0.09	0.27	0.06	0.12
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.3	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	249	xxxxx	xxxx	184	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx	xxxxx	39.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			23.3			39.5		
ApproachLOS:	*			*			C			E		

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

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[19.9]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 0	0	0	0 0	0	0 0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	404	51	5	387	0	0	0	0	39	0	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	465	59	6	445	0	0	0	0	45	0	5
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	481	59	6	461	0	0	0	0	45	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	481	59	6	461	0	0	0	0	45	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	481	59	6	461	0	0	0	0	45	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	982	510
Potent Cap.:	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	251	567
Move Cap.:	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	250	567
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	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	291	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.9		
ApproachLOS:	*			*			*			C		

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

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

Intersection #1 SR 1 (Main St)/Airport Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[18.4]

Street Name:	SR 1 (Main St)						Airport Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 0	0	0	0 0	0	0 0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	412	22	1	380	0	0	0	0	23	0	2
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	474	25	1	437	0	0	0	0	26	0	2
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	496	25	1	454	0	0	0	0	26	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	496	25	1	454	0	0	0	0	26	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	496	25	1	454	0	0	0	0	26	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	965	965	508
Potent Cap.:	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	257	569
Move Cap.:	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	257	569
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	297	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.4		
ApproachLOS:	*			*			*			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[33.0]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	0	1 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	482	87	19	435	1	0	0	0	75	0	11
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	554	100	22	500	1	0	0	0	86	0	13
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	100	22	516	1	0	0	0	86	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	570	100	22	516	1	0	0	0	86	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	570	100	22	516	1	0	0	0	86	0	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	670	xxxx	xxxxx	xxxx	xxxx	xxxxx	1181	1181	620
Potent Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	212	191	491
Move Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	208	187	491
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	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	225	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			33.0		
ApproachLOS:	*			*			*			D		

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

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

Intersection #2 SR 1 (Main St)/Pudding Creek Rd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[38.5]

Street Name:	SR 1 (Main St)						Pudding Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	0	477	89	18	434	0	0	0	0	93	0	19
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	549	102	21	499	0	0	0	0	107	0	22
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	571	102	21	516	0	0	0	0	107	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	571	102	21	516	0	0	0	0	107	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	571	102	21	516	0	0	0	0	107	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	xxxx	xxxx	xxxxx	1179	1179	622
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	212	192	491
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	209	188	491
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.51	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	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	231	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			38.5		
ApproachLOS:	*			*			*			E		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.3]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0	0	0	0 0	0	0	0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	0	493	3	39	470	0	0	0	0	3	0	82
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	567	3	45	541	0	0	0	0	3	0	94
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	583	3	45	557	0	0	0	0	3	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	583	3	45	557	0	0	0	0	3	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	583	3	45	557	0	0	0	0	3	0	94
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	xxxx	xxxxx	xxxx	xxxx	xxxxx	1231	1231	585
Potent Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	179	515
Move Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	171	515
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	486	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.3		
ApproachLOS:	*			*			*			B		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 1 (Main St)/Manzanita St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.2]

Street Name:	SR 1 (Main St)						Manzanita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0	0	0	0 0	0	0	0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	0	507	2	39	500	0	0	0	0	3	0	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	583	2	45	575	0	0	0	0	3	0	55
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	605	2	45	592	0	0	0	0	3	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	605	2	45	592	0	0	0	0	3	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	605	2	45	592	0	0	0	0	3	0	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	607	xxxx	xxxxx	xxxx	xxxx	xxxxx	1288	1288	606
Potent Cap.:	xxxx	xxxx	xxxxx	981	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	165	501
Move Cap.:	xxxx	xxxx	xxxxx	981	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	158	501
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	452	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.2		
ApproachLOS:	*			*			*			B		

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	8	Average Delay (sec/veh):	18.6
Optimal Cycle:	32	Level Of Service:	B

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1!	0	0	1! 0 0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	97	421	16	14	423	44	48	14	111	26	33	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	112	484	18	16	486	51	55	16	128	30	38	39
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	500	18	16	502	51	55	16	128	30	38	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	500	18	16	502	51	55	16	128	30	38	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	500	18	16	502	51	55	16	128	30	38	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	500	18	16	502	51	55	16	128	30	38	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.08	0.64	0.28	0.35	0.37
Final Sat.:	1805	1900	1615	1805	1900	1615	430	126	995	456	579	597
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.01	0.01	0.26	0.03	0.13	0.13	0.13	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.64	0.64	0.02	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.49	0.41	0.02	0.41	0.49	0.06	0.49	0.49	0.49	0.25	0.25	0.25
Delay/Veh:	42.5	9.1	6.6	55.2	15.1	11.2	32.4	32.4	32.4	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	9.1	6.6	55.2	15.1	11.2	32.4	32.4	32.4	29.6	29.6	29.6
LOS by Move:	D	A	A	E	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	14	0	2	18	2	11	11	11	5	5	5

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Intersection #4 SR 1 (Main St)/Elm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	8	Average Delay (sec/veh):	22.0
Optimal Cycle:	35	Level Of Service:	C

Street Name:	SR 1 (Main St)						Elm St					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1!	0	0	1! 0 0
Volume Module: >> Count Date: 18 Jul 2015 << 12:15-13:15												
Base Vol:	120	404	19	19	401	83	71	18	153	14	38	41
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	138	465	22	22	461	95	82	21	176	16	44	47
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	487	22	22	478	95	82	21	176	16	44	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	487	22	22	478	95	82	21	176	16	44	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	487	22	22	478	95	82	21	176	16	44	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	487	22	22	478	95	82	21	176	16	44	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.81	0.81	0.81	0.89	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.07	0.64	0.15	0.41	0.44
Final Sat.:	1805	1900	1615	1805	1900	1615	449	114	967	253	687	742
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.01	0.01	0.25	0.06	0.18	0.18	0.18	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.57	0.57	0.03	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.55	0.45	0.02	0.45	0.55	0.13	0.55	0.55	0.55	0.19	0.19	0.19
Delay/Veh:	43.0	13.0	9.6	54.6	20.7	15.9	28.9	28.9	28.9	24.3	24.3	24.3
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:	43.0	13.0	9.6	54.6	20.7	15.9	28.9	28.9	28.9	24.3	24.3	24.3
LOS by Move:	D	B	A	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	9	16	1	3	20	3	14	14	14	5	5	5

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Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[38.6]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2016 << 16:15-17:15												
Base Vol:	31	533	7	4	566	4	3	1	46	8	0	2
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	36	613	8	5	651	5	3	1	53	9	0	2
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	629	8	5	667	5	3	1	53	9	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	629	8	5	667	5	3	1	53	9	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	629	8	5	667	5	3	1	53	9	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	672	xxxx	xxxxx	637	xxxx	xxxxx	1384	1387	669	1410	1385	633
Potent Cap.:	929	xxxx	xxxxx	956	xxxx	xxxxx	122	144	461	117	145	483
Move Cap.:	929	xxxx	xxxxx	956	xxxx	xxxxx	118	138	461	100	138	483
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.01	0.11	0.09	0.00	0.00

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	377	xxxxx	xxxx	119	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	38.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			16.3			38.6		
ApproachLOS:	*			*			C			E		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 1 (Main St)/Spruce St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[19.6]

Street Name:	SR 1 (Main St)						Spruce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 <<												
Base Vol:	37	581	3	4	571	8	3	1	29	1	0	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	43	668	3	5	657	9	3	1	33	1	0	5
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	690	3	5	674	9	3	1	33	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	690	3	5	674	9	3	1	33	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	690	3	5	674	9	3	1	33	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	683	xxxx	xxxxx	694	xxxx	xxxxx	1467	1466	678	1482	1469	692
Potent Cap.:	920	xxxx	xxxxx	911	xxxx	xxxxx	107	129	456	104	129	447
Move Cap.:	920	xxxx	xxxxx	911	xxxx	xxxxx	102	123	456	92	122	447
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.07	0.01	0.00	0.01

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	253	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	19.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.5			19.6		
ApproachLOS:	*			*			C			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[37.4]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	17	568	12	14	613	0	1	0	16	11	0	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	653	14	16	705	0	1	0	18	13	0	6
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	669	14	16	721	0	1	0	18	13	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	669	14	16	721	0	1	0	18	13	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	669	14	16	721	0	1	0	18	13	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	721	xxxx	xxxxx	683	xxxx	xxxxx	1471	1475	721	1478	1468	676
Potent Cap.:	890	xxxx	xxxxx	919	xxxx	xxxxx	106	128	431	105	129	457
Move Cap.:	890	xxxx	xxxxx	919	xxxx	xxxxx	102	123	431	98	124	457
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.04	0.13	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	362	xxxxx	xxxx	129	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	37.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			15.5			37.4		
ApproachLOS:	*			*			C			E		

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

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Intersection #6 SR 1 (Main St)/Bush St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.1]

Street Name:	SR 1 (Main St)						Bush St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	10	613	10	4	592	2	4	0	10	2	0	11
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	705	12	5	681	2	5	0	12	2	0	13
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	727	12	5	698	2	5	0	12	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	727	12	5	698	2	5	0	12	2	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	727	12	5	698	2	5	0	12	2	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	700	xxxx	xxxxx	738	xxxx	xxxxx	1470	1470	699	1470	1465	733
Potent Cap.:	906	xxxx	xxxxx	877	xxxx	xxxxx	106	129	443	107	129	424
Move Cap.:	906	xxxx	xxxxx	877	xxxx	xxxxx	102	126	443	102	127	424
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.00	0.03	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	226	xxxxx	xxxx	286	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.1			18.3		
ApproachLOS:	*			*			C			C		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: E[36.1]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	13	579	10	17	618	5	2	3	17	12	4	12
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	15	666	12	20	711	6	2	3	20	14	5	14
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	682	12	20	727	6	2	3	20	14	5	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	682	12	20	727	6	2	3	20	14	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	682	12	20	727	6	2	3	20	14	5	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	732	xxxx	xxxxx	693	xxxx	xxxxx	1495	1492	730	1498	1489	688
Potent Cap.:	881	xxxx	xxxxx	911	xxxx	xxxxx	102	125	426	102	125	450
Move Cap.:	881	xxxx	xxxxx	911	xxxx	xxxxx	93	120	426	92	120	450
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.03	0.05	0.15	0.04	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	255	xxxxx	xxxx	147	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.7	xxxxx	xxxxx	36.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			20.7			36.1		
ApproachLOS:	*			*			C			E		

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

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Intersection #7 SR 1 (Main St)/Fir St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[21.8]

Street Name:	SR 1 (Main St)								Fir St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	0	1	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	20	613	14	13	596	0	0	0	12	5	0	19
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	705	16	15	685	0	0	0	14	6	0	22
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	727	16	15	702	0	0	0	14	6	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	727	16	15	702	0	0	0	14	6	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	727	16	15	702	0	0	0	14	6	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	702	xxxx	xxxxx	743	xxxx	xxxxx	xxxx	xxxx	702	1520	1513	735
Potent Cap.:	904	xxxx	xxxxx	873	xxxx	xxxxx	xxxx	xxxx	441	98	121	423
Move Cap.:	904	xxxx	xxxxx	873	xxxx	xxxxx	xxxx	xxxx	441	92	116	423
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.03	0.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.4			21.8		
ApproachLOS:	*			*			B			C		

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

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Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: E[48.1]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jul 2015 << 16:15-17:15												
Base Vol:	21	567	24	54	605	4	2	1	26	20	8	41
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	24	652	28	62	696	5	2	1	30	23	9	47
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	668	28	62	712	5	2	1	30	23	9	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	668	28	62	712	5	2	1	30	23	9	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	668	28	62	712	5	2	1	30	23	9	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	716	xxxx	xxxxx	696	xxxx	xxxxx	1597	1582	714	1584	1571	682
Potent Cap.:	894	xxxx	xxxxx	910	xxxx	xxxxx	87	110	435	89	112	453
Move Cap.:	894	xxxx	xxxxx	910	xxxx	xxxxx	67	100	435	76	101	453
Volume/Cap:	0.03	xxxx	xxxx	0.07	xxxx	xxxx	0.03	0.01	0.07	0.30	0.09	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	291	xxxxx	xxxx	160	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	48.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			19.0			48.1		
ApproachLOS:	*			*			C			E		

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

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Intersection #8 SR 1 (Main St)/Pine St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[43.0]

Street Name:	SR 1 (Main St)						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2015 << 13:00-14:00												
Base Vol:	15	597	23	44	551	12	6	4	36	20	6	46
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	687	26	51	634	14	7	5	41	23	7	53
Added Vol:	0	22	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	709	26	51	651	14	7	5	41	23	7	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	709	26	51	651	14	7	5	41	23	7	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	709	26	51	651	14	7	5	41	23	7	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	664	xxxx	xxxxx	735	xxxx	xxxxx	1545	1528	658	1538	1522	722
Potent Cap.:	934	xxxx	xxxxx	879	xxxx	xxxxx	94	118	468	95	120	430
Move Cap.:	934	xxxx	xxxxx	879	xxxx	xxxxx	74	110	468	79	111	430
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.09	0.04	0.09	0.29	0.06	0.12
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.3	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	237	xxxxx	xxxx	174	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.5	xxxxx	xxxxx	43.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			24.5			43.0		
ApproachLOS:	*			*			C			E		

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

Appendix C

Roadway Segment Level of Service Calculations

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/0 Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing NB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	388	veh/h
Opposing direction volume, Vo	381	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	408	pc/h	400	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h
Adj. for access point density,(note-3) fA	3.0	mi/h
Free-flow speed, FFSd	40.3	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	31.3	mi/h
Percent Free Flow Speed, PFFS	77.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	390	pc/h	383	pc/h
Base percent time-spent-following,(note-4) BPTSFd	41.1	%		
Adjustment for no-passing zones, fnp	47.8			
Percent time-spent-following, PTSFd	65.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	97	veh-mi
Peak-hour vehicle-miles of travel, VMT60	388	veh-mi
Peak 15-min total travel time, TT15	3.1	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1692	veh/h
Directional Capacity	1692	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.3	mi/h
Percent time-spent-following, PTSFd (from above)	65.2	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	388.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.71
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing SB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	381	veh/h
Opposing direction volume, Vo	388	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	400	pc/h	408	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	45.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h	
Adj. for access point density,(note-3) fA	2.5	mi/h	
Free-flow speed, FFSd	40.8	mi/h	
Adjustment for no-passing zones, fnp	2.7	mi/h	
Average travel speed, ATSd	31.9	mi/h	
Percent Free Flow Speed, PFFS	78.1	%	

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	383	pc/h	390	pc/h
Base percent time-spent-following,(note-4) BPTSFd	41.7	%		
Adjustment for no-passing zones, fnp	47.8			
Percent time-spent-following, PTSFd	65.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	95	veh-mi
Peak-hour vehicle-miles of travel, VMT60	381	veh-mi
Peak 15-min total travel time, TT15	3.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1692	veh/h
Directional Capacity	1692	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.9	mi/h
Percent time-spent-following, PTSFd (from above)	65.4	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	381.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.70
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing NB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	399	veh/h
Opposing direction volume, Vo	405	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	419	pc/h	425	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h
Adj. for access point density,(note-3) fA	3.0	mi/h
Free-flow speed, FFSd	40.3	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	31.2	mi/h
Percent Free Flow Speed, PFFS	77.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	401	pc/h	405	pc/h
Base percent time-spent-following,(note-4) BPTSFd	42.5	%		
Adjustment for no-passing zones, fnp	46.2			
Percent time-spent-following, PTSFd	65.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	100	veh-mi
Peak-hour vehicle-miles of travel, VMT60	399	veh-mi
Peak 15-min total travel time, TT15	3.2	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	65.5	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	399.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.76
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing SB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	405	veh/h
Opposing direction volume, Vo	399	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	425	pc/h	419	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	31.6	mi/h
Percent Free Flow Speed, PFFS	77.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		0.995	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	405	pc/h	401	pc/h
Base percent time-spent-following,(note-4) BPTSFd	42.9	%		
Adjustment for no-passing zones, fnp	46.2			
Percent time-spent-following, PTSFd	66.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	101	veh-mi
Peak-hour vehicle-miles of travel, VMT60	405	veh-mi
Peak 15-min total travel time, TT15	3.2	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.6	mi/h
Percent time-spent-following, PTSFd (from above)	66.1	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	405.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.77
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future NB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	446	veh/h
Opposing direction volume, Vo	438	veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	468	pc/h	460	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	3.0	mi/h
Free-flow speed, FFSd		40.3	mi/h
Adjustment for no-passing zones, fnp		2.4	mi/h
Average travel speed, ATSd		30.7	mi/h
Percent Free Flow Speed, PFFS		76.1	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	446	pc/h	438	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	46.7	%		
Adjustment for no-passing zones, fnp		43.9			
Percent time-spent-following, PTSFd		68.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.26	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	446	veh-mi
Peak 15-min total travel time, TT15	3.7	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt		1.0	mi
Length of two-lane highway upstream of the passing lane, Lu		-	mi
Length of passing lane including tapers, Lpl		-	mi
Average travel speed, ATSd (from above)		30.7	mi/h
Percent time-spent-following, PTSFd (from above)		68.8	
Level of service, LOSd (from above)		C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed,	Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed,	Ld	-	mi
Adj. factor for the effect of passing lane on average speed,	fpl	-	
Average travel speed including passing lane,	ATSpl	-	
Percent free flow speed including passing lane,	PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following,	Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following,	Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following,	fpl	-	
Percent time-spent-following including passing lane,	PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane,	LOSpl	A	
Peak 15-min total travel time,	TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	446.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.77
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future SB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	438	veh/h
Opposing direction volume, Vo	446	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	460	pc/h	468	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	45.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h	
Adj. for access point density,(note-3) fA	2.5	mi/h	
Free-flow speed, FFSd	40.8	mi/h	
Adjustment for no-passing zones, fnp	2.4	mi/h	
Average travel speed, ATSd	31.2	mi/h	
Percent Free Flow Speed, PFFS	76.5	%	

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	438	pc/h	446	pc/h
Base percent time-spent-following,(note-4) BPTSFd	47.1	%		
Adjustment for no-passing zones, fnp	43.9			
Percent time-spent-following, PTSFd	68.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.26	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	438	veh-mi
Peak 15-min total travel time, TT15	3.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	68.9	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	438.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.76
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future NB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	459	veh/h
Opposing direction volume, Vo	466	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	482	pc/h	489	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h
Adj. for access point density,(note-3) fA	3.0	mi/h
Free-flow speed, FFSd	40.3	mi/h
Adjustment for no-passing zones, fnp	2.3	mi/h
Average travel speed, ATSd	30.5	mi/h
Percent Free Flow Speed, PFFS	75.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	459	pc/h	466	pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.9	%		
Adjustment for no-passing zones, fnp	42.7			
Percent time-spent-following, PTSFd	70.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	115	veh-mi
Peak-hour vehicle-miles of travel, VMT60	459	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	1683	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.5	mi/h
Percent time-spent-following, PTSFd (from above)	70.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	459.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.78
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future SB Conditions

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	466	veh/h
Opposing direction volume, Vo	459	veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	489	pc/h	482	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	2.5	mi/h
Free-flow speed, FFSd		40.8	mi/h
Adjustment for no-passing zones, fnp		2.3	mi/h
Average travel speed, ATSd		30.9	mi/h
Percent Free Flow Speed, PFFS		75.8	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	466	pc/h	459	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	48.2	%		
Adjustment for no-passing zones, fnp		42.7			
Percent time-spent-following, PTSFd		69.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	117	veh-mi
Peak-hour vehicle-miles of travel, VMT60	466	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.9	mi/h
Percent time-spent-following, PTSFd (from above)	69.7	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	466.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.79
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing plus Project NB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	396	veh/h
Opposing direction volume, Vo	413	veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	416	pc/h	434	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	3.0	mi/h
Free-flow speed, FFSd		40.3	mi/h
Adjustment for no-passing zones, fnp		2.5	mi/h
Average travel speed, ATSd		31.2	mi/h
Percent Free Flow Speed, PFFS		77.3	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.1		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	0.995		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	398	pc/h	413	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	43.3	%		
Adjustment for no-passing zones,	fnp	45.7			
Percent time-spent-following,	PTSFd	65.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	99	veh-mi
Peak-hour vehicle-miles of travel, VMT60	396	veh-mi
Peak 15-min total travel time, TT15	3.2	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	65.7	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	396.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.72
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing plus Project SB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	413	veh/h
Opposing direction volume, Vo	396	veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	434	pc/h	416	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	2.5	mi/h
Free-flow speed, FFSd		40.8	mi/h
Adjustment for no-passing zones, fnp		2.6	mi/h
Average travel speed, ATSd		31.6	mi/h
Percent Free Flow Speed, PFFS		77.4	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.1	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		0.995	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	413	pc/h	398	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	43.7	%		
Adjustment for no-passing zones, fnp		45.7			
Percent time-spent-following, PTSFd		67.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	103	veh-mi
Peak-hour vehicle-miles of travel, VMT60	413	veh-mi
Peak 15-min total travel time, TT15	3.3	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1692	veh/h
Directional Capacity	1692	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.6	mi/h
Percent time-spent-following, PTSFd (from above)	67.0	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	413.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.74
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing plus Project NB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	409	veh/h
Opposing direction volume, Vo	443	veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	430	pc/h	465	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	3.0	mi/h
Free-flow speed, FFSd		40.3	mi/h
Adjustment for no-passing zones, fnp		2.4	mi/h
Average travel speed, ATSd		30.9	mi/h
Percent Free Flow Speed, PFFS		76.8	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	409	pc/h	443	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	43.9	%		
Adjustment for no-passing zones, fnp		44.1			
Percent time-spent-following, PTSFd		65.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	409	veh-mi
Peak 15-min total travel time, TT15	3.3	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.9	mi/h
Percent time-spent-following, PTSFd (from above)	65.1	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	409.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.77
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Existing plus Project SB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 443 veh/h
Opposing direction volume, Vo 409 veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	465	pc/h	430	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	2.5	mi/h
Free-flow speed, FFSd		40.8	mi/h
Adjustment for no-passing zones, fnp		2.6	mi/h
Average travel speed, ATSd		31.3	mi/h
Percent Free Flow Speed, PFFS		76.7	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	443	pc/h	409	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	45.2	%		
Adjustment for no-passing zones, fnp		44.1			
Percent time-spent-following, PTSFd		68.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.26	
Peak 15-min vehicle-miles of travel, VMT15	111	veh-mi
Peak-hour vehicle-miles of travel, VMT60	443	veh-mi
Peak 15-min total travel time, TT15	3.5	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.3	mi/h
Percent time-spent-following, PTSFd (from above)	68.1	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	443.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.81
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future plus Project NB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	454	veh/h
Opposing direction volume, Vo	470	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	477	pc/h	494	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	45.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h	
Adj. for access point density,(note-3) fA	3.0	mi/h	
Free-flow speed, FFSd	40.3	mi/h	
Adjustment for no-passing zones, fnp	2.3	mi/h	
Average travel speed, ATSd	30.5	mi/h	
Percent Free Flow Speed, PFFS	75.7	%	

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	454	pc/h	470	pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.1	%		
Adjustment for no-passing zones, fnp	42.5			
Percent time-spent-following, PTSFd	69.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	114	veh-mi
Peak-hour vehicle-miles of travel, VMT60	454	veh-mi
Peak 15-min total travel time, TT15	3.7	veh-h
Capacity from ATS, CdATS	1683	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.5	mi/h
Percent time-spent-following, PTSFd (from above)	69.0	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	454.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.78
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekday PM Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future plus Project NB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd	454	veh/h
Opposing direction volume, Vo	470	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	477	pc/h	494	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	45.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h	
Adj. for access point density,(note-3) fA	3.0	mi/h	
Free-flow speed, FFSd	40.3	mi/h	
Adjustment for no-passing zones, fnp	2.3	mi/h	
Average travel speed, ATSd	30.5	mi/h	
Percent Free Flow Speed, PFFS	75.7	%	

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	454	pc/h	470	pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.1	%		
Adjustment for no-passing zones, fnp	42.5			
Percent time-spent-following, PTSFd	69.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	114	veh-mi
Peak-hour vehicle-miles of travel, VMT60	454	veh-mi
Peak 15-min total travel time, TT15	3.7	veh-h
Capacity from ATS, CdATS	1683	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.5	mi/h
Percent time-spent-following, PTSFd (from above)	69.0	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	454.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.78
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future plus Project NB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd 469 veh/h
Opposing direction volume, Vo 504 veh/h

Average Travel Speed

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		2.0*		2.0*	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adj. factor,(note-5)	fHV	0.952		0.952	
Grade adj. factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	493	pc/h	529	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3)	S FM	-	mi/h
Observed total demand,(note-3)	V	-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3)	BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3)	fLS	1.7	mi/h
Adj. for access point density,(note-3)	fA	3.0	mi/h
Free-flow speed, FFSd		40.3	mi/h
Adjustment for no-passing zones, fnp		2.1	mi/h
Average travel speed, ATSd		30.2	mi/h
Percent Free Flow Speed, PFFS		75.1	%

Percent Time-Spent-Following

Direction		Analysis(d)		Opposing (o)	
PCE for trucks, ET		1.0		1.0	
PCE for RVs, ER		1.0		1.0	
Heavy-vehicle adjustment factor,	fHV	1.000		1.000	
Grade adjustment factor,(note-1)	fg	1.00		1.00	
Directional flow rate,(note-2)	vi	469	pc/h	504	pc/h
Base percent time-spent-following,(note-4)	BPTSFd	49.8	%		
Adjustment for no-passing zones, fnp		40.7			
Percent time-spent-following, PTSFd		69.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.28	
Peak 15-min vehicle-miles of travel, VMT15	117	veh-mi
Peak-hour vehicle-miles of travel, VMT60	469	veh-mi
Peak 15-min total travel time, TT15	3.9	veh-h
Capacity from ATS, CdATS	1683	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.2	mi/h
Percent time-spent-following, PTSFd (from above)	69.4	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	469.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.79
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS 2010: Two-Lane Highways Release 6.50

Directional Two-Lane Highway Segment Analysis

Analyst	Allison Jaromin
Agency/Co.	City of Fort Bragg
Date Performed	7/1/2015
Analysis Time Period	Weekend MD Peak
Highway	SR 1
From/To	0.5 mi N/o & S/o Project Site
Jurisdiction	City of Fort Bragg
Analysis Year	2015
Description	Future plus Project SB

Input Data

Highway class	Class 2		Peak hour factor, PHF	1.00	
Shoulder width	5.0	ft	% Trucks and buses	5	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	2	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd	504	veh/h
Opposing direction volume, Vo	469	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.952	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	529	pc/h	493	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	1.7	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.3	mi/h
Average travel speed, ATSd	30.6	mi/h
Percent Free Flow Speed, PFFS	75.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	504	pc/h	469	pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.6	%		
Adjustment for no-passing zones, fnp	40.7			
Percent time-spent-following, PTSFd	72.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	126	veh-mi
Peak-hour vehicle-miles of travel, VMT60	504	veh-mi
Peak 15-min total travel time, TT15	4.1	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.6	mi/h
Percent time-spent-following, PTSFd (from above)	72.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	504.0
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.83
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

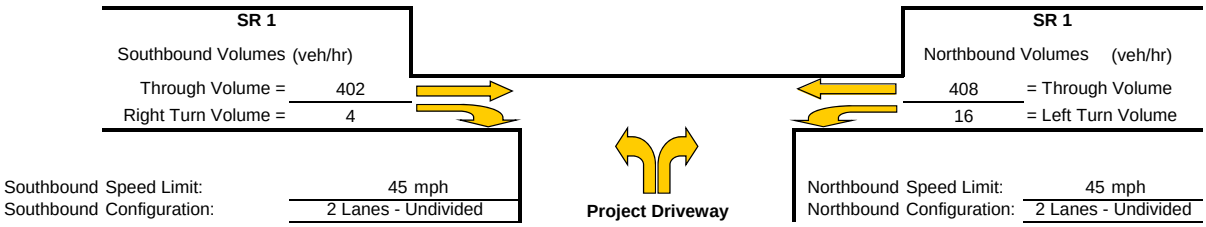
Appendix D

Turn Lane Warrants

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 1 and The Avalon Driveway
Study Scenario: Weekday PM Peak Period -- Existing plus Project Volumes

Direction of Analysis Street: North/South
Cross Street Intersects: From the West



Southbound Speed Limit:	45 mph	Northbound Speed Limit:	45 mph
Southbound Configuration:	2 Lanes - Undivided	Northbound Configuration:	2 Lanes - Undivided

Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	406
If AV<Va then warrant is met		-

Right Turn Lane Warranted: **NO**

Southbound Right Turn Taper Warrants
(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

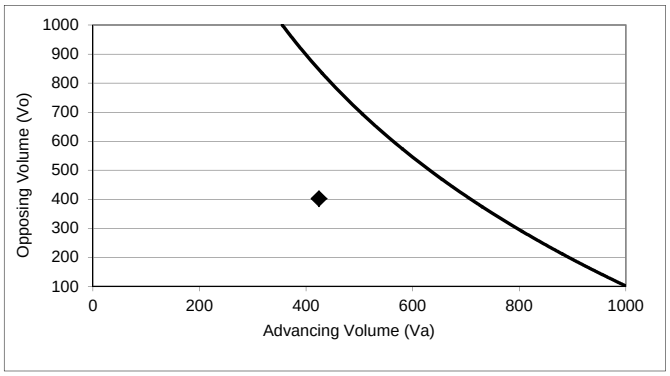
Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	406
If AV<Va then warrant is met		-

Right Turn Taper Warranted: **NO**

Northbound Left Turn Lane Warrants

Percentage Left Turns	%lt	3.8 %
Advancing Volume Threshold	AV	707 veh/hr

If AV<Va then warrant is met



◆ Study Intersection
Two lane roadway warrant threshold for: 45 mph
Turn lane warranted if point falls to right of warrant threshold line

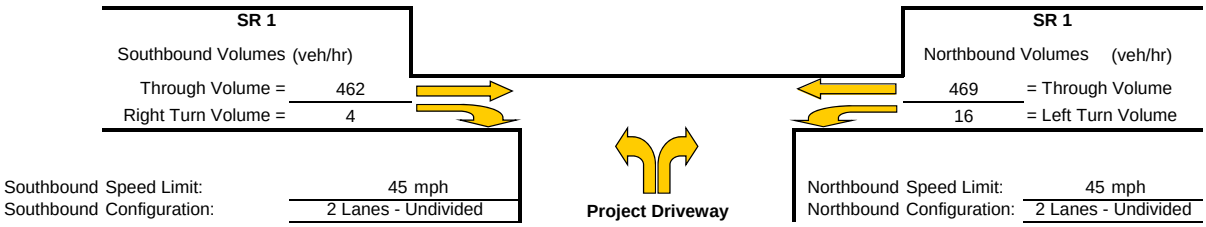
Left Turn Lane Warranted: **NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements* , January 1997.
The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 1 and The Avalon Driveway
Study Scenario: Weekday PM Peak Period -- Future plus Project Volumes

Direction of Analysis Street: North/South
Cross Street Intersects: From the West



Southbound Speed Limit: 45 mph
Southbound Configuration: 2 Lanes - Undivided

Northbound Speed Limit: 45 mph
Northbound Configuration: 2 Lanes - Undivided

Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = -
Advancing Volume Va = 466.3
If AV<Va then warrant is met -

Right Turn Lane Warranted: **NO**

Southbound Right Turn Taper Warrants
(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

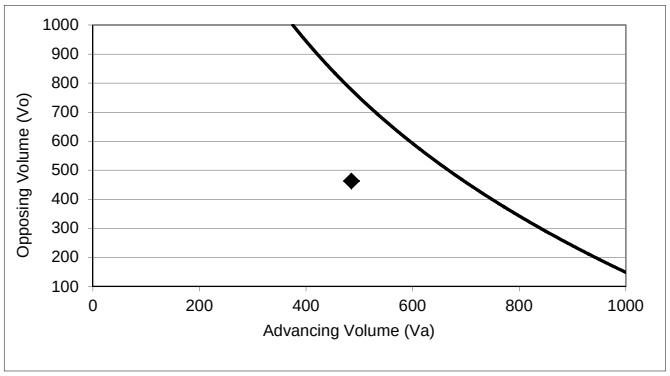
2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -
Advancing Volume Va = 466.3
If AV<Va then warrant is met -

Right Turn Taper Warranted: **NO**

Northbound Left Turn Lane Warrants

Percentage Left Turns %lt 3.3 %
Advancing Volume Threshold AV 697 veh/hr
If AV<Va then warrant is met



◆ Study Intersection
Two lane roadway warrant threshold for: 45 mph
Turn lane warranted if point falls to right of warrant threshold line

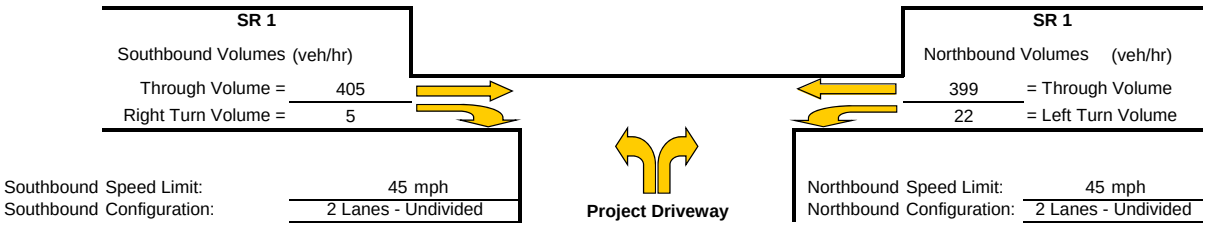
Left Turn Lane Warranted: **NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements* , January 1997.
The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 1 and The Avalon Driveway
Study Scenario: Saturday Midday Peak Period -- Existing plus Project Volumes

Direction of Analysis Street: North/South
Cross Street Intersects: From the West



Southbound Speed Limit: 45 mph
Southbound Configuration: 2 Lanes - Undivided

Northbound Speed Limit: 45 mph
Northbound Configuration: 2 Lanes - Undivided

Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	410
If AV<Va then warrant is met		-

Right Turn Lane Warranted: **NO**

Southbound Right Turn Taper Warrants
(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

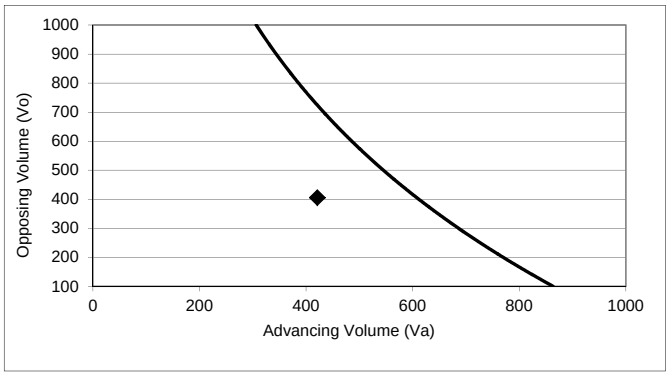
Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	410
If AV<Va then warrant is met		-

Right Turn Taper Warranted: **NO**

Northbound Left Turn Lane Warrants

Percentage Left Turns	%lt	5.2 %
Advancing Volume Threshold	AV	608 veh/hr

If AV<Va then warrant is met



◆ Study Intersection
Two lane roadway warrant threshold for: 45 mph
Turn lane warranted if point falls to right of warrant threshold line

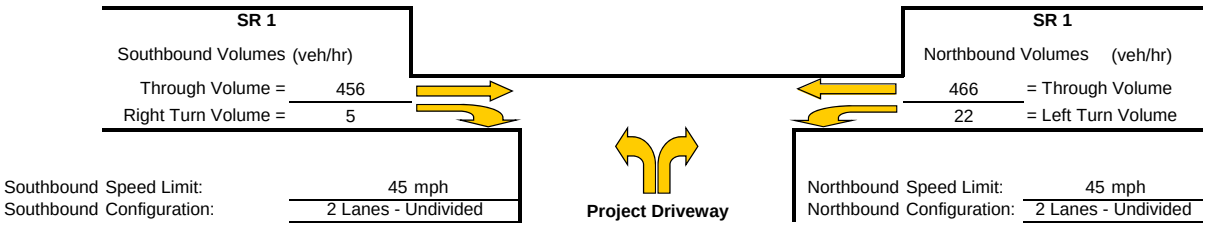
Left Turn Lane Warranted: **NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements* , January 1997.
The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 1 and The Avalon Driveway
Study Scenario: Saturday Midday Peak Period -- Future plus Project Volumes

Direction of Analysis Street: North/South
Cross Street Intersects: From the West



Southbound Speed Limit:	45 mph	Northbound Speed Limit:	45 mph
Southbound Configuration:	2 Lanes - Undivided	Northbound Configuration:	2 Lanes - Undivided

Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	461
If AV<Va then warrant is met		-

Right Turn Lane Warranted: **NO**

Southbound Right Turn Taper Warrants
(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

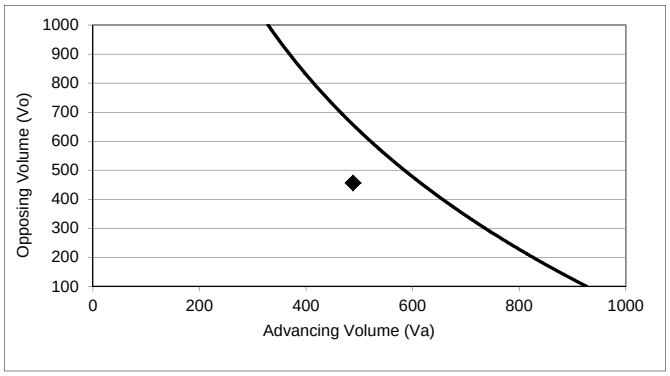
Advancing Volume Threshold	AV =	-
Advancing Volume	Va =	461
If AV<Va then warrant is met		-

Right Turn Taper Warranted: **NO**

Northbound Left Turn Lane Warrants

Percentage Left Turns	%lt	4.5 %
Advancing Volume Threshold	AV	615 veh/hr

If AV<Va then warrant is met



◆ Study Intersection
Two lane roadway warrant threshold for: 45 mph
Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: **NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements* , January 1997.
The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.