

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	7	2	6	No	No	No	No	No	No	No	No	No	No
6	2	16	2	14	No	No	No	No	No	No	No	No	No	No
7	2	18	2	15	No	No	No	No	No	No	No	No	No	No
8	2	33	2	29	No	No	No	No	No	No	No	No	No	No
9	2	57	2	50	No	No	No	No	No	No	No	No	No	No
10	2	58	2	51	No	No	No	No	No	No	No	No	No	No
11	2	58	2	51	No	No	No	No	No	No	No	No	No	No
12	2	63	2	56	No	No	No	No	No	No	No	No	No	No
13	2	69	2	61	No	No	No	No	No	No	No	No	No	No
14	2	73	2	64	No	No	No	No	No	No	No	No	No	No
15	2	73	2	64	No	No	No	No	No	No	No	No	No	No
16	2	78	2	68	No	No	No	No	No	No	No	No	No	No
17	2	97	2	86	No	No	No	No	No	No	No	No	No	No
18	2	102	2	90	No	No	No	No	No	No	No	No	No	No
19	2	110	2	97	No	No	No	No	No	No	No	No	No	No
20	2	123	2	108	No	No	No	No	No	No	No	No	No	No
21	2	129	2	114	No	No	No	No	No	No	No	No	No	No
22	2	152	2	135	No	No	No	No	No	No	No	No	No	No
23	2	155	2	137	No	No	No	No	No	No	No	No	No	No
24	2	162	2	143	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:23
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	3	140
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	305	305
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	209	231	40
2	201	222	38
3	196	217	38
4	167	185	32
5	159	176	30
6	142	157	27
7	132	146	25
8	125	139	24
9	100	111	19
10	94	104	18
11	94	104	18
12	90	99	17
13	82	90	16
14	75	83	14
15	75	83	14
16	73	81	14
17	42	46	8
18	23	25	4
19	21	23	4
20	8	9	2
21	6	7	1
22	6	7	1
23	4	5	1
24	4	5	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	440	1	40	No	No	No	No	No	No	No	No	No	No
2	2	423	1	38	No	No	No	No	No	No	No	No	No	No
3	2	413	1	38	No	No	No	No	No	No	No	No	No	No
4	2	352	1	32	No	No	No	No	No	No	No	No	No	No
5	2	335	1	30	No	No	No	No	No	No	No	No	No	No
6	2	299	1	27	No	No	No	No	No	No	No	No	No	No
7	2	278	1	25	No	No	No	No	No	No	No	No	No	No
8	2	264	1	24	No	No	No	No	No	No	No	No	No	No
9	2	211	1	19	No	No	No	No	No	No	No	No	No	No
10	2	198	1	18	No	No	No	No	No	No	No	No	No	No
11	2	198	1	18	No	No	No	No	No	No	No	No	No	No
12	2	189	1	17	No	No	No	No	No	No	No	No	No	No
13	2	172	1	16	No	No	No	No	No	No	No	No	No	No
14	2	158	1	14	No	No	No	No	No	No	No	No	No	No
15	2	158	1	14	No	No	No	No	No	No	No	No	No	No
16	2	154	1	14	No	No	No	No	No	No	No	No	No	No
17	2	88	1	8	No	No	No	No	No	No	No	No	No	No
18	2	48	1	4	No	No	No	No	No	No	No	No	No	No
19	2	44	1	4	No	No	No	No	No	No	No	No	No	No
20	2	17	1	2	No	No	No	No	No	No	No	No	No	No
21	2	13	1	1	No	No	No	No	No	No	No	No	No	No
22	2	13	1	1	No	No	No	No	No	No	No	No	No	No
23	2	9	1	1	No	No	No	No	No	No	No	No	No	No
24	2	9	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	40
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	480
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	323	295	38	34
2	310	283	36	33
3	304	277	36	32
4	258	236	30	27
5	245	224	29	26
6	220	201	26	23
7	203	186	24	21
8	194	177	23	20
9	155	142	18	16
10	145	133	17	15
11	145	133	17	15
12	139	127	16	15
13	126	115	15	13
14	116	106	14	12
15	116	106	14	12
16	113	103	13	12
17	65	59	8	7
18	36	32	4	4
19	32	30	4	3
20	13	12	2	1
21	10	9	1	1
22	10	9	1	1
23	6	6	1	1
24	6	6	1	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	618	2	72	No	No	No	No	No	No	No	No	No	No
2	2	593	2	69	No	No	No	No	No	No	No	No	No	No
3	2	581	2	68	No	No	No	No	No	No	No	No	No	No
4	2	494	2	57	No	No	No	No	No	No	No	No	No	No
5	2	469	2	55	No	No	No	No	No	No	No	No	No	No
6	2	421	2	49	No	No	No	No	No	No	No	No	No	No
7	2	389	2	45	No	No	No	No	No	No	No	No	No	No
8	2	371	2	43	No	No	No	No	No	No	No	No	No	No
9	2	297	2	34	No	No	No	No	No	No	No	No	No	No
10	2	278	2	32	No	No	No	No	No	No	No	No	No	No
11	2	278	2	32	No	No	No	No	No	No	No	No	No	No
12	2	266	2	31	No	No	No	No	No	No	No	No	No	No
13	2	241	2	28	No	No	No	No	No	No	No	No	No	No
14	2	222	2	26	No	No	No	No	No	No	No	No	No	No
15	2	222	2	26	No	No	No	No	No	No	No	No	No	No
16	2	216	2	25	No	No	No	No	No	No	No	No	No	No
17	2	124	2	15	No	No	No	No	No	No	No	No	No	No
18	2	68	2	8	No	No	No	No	No	No	No	No	No	No
19	2	62	2	7	No	No	No	No	No	No	No	No	No	No
20	2	25	2	3	No	No	No	No	No	No	No	No	No	No
21	2	19	2	2	No	No	No	No	No	No	No	No	No	No
22	2	19	2	2	No	No	No	No	No	No	No	No	No	No
23	2	12	2	2	No	No	No	No	No	No	No	No	No	No
24	2	12	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.9	14.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	0:08
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	38	34
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	690	690
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	3	4	0
2	3	4	0
3	3	4	0
4	2	3	0
5	2	3	0
6	2	3	0
7	2	3	0
8	2	2	0
9	1	2	0
10	1	2	0
11	1	2	0
12	1	2	0
13	1	2	0
14	1	1	0
15	1	1	0
16	1	1	0
17	1	1	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	7	1	0	No	No	No	No	No	No	No	No	No	No
2	3	7	1	0	No	No	No	No	No	No	No	No	No	No
3	3	7	1	0	No	No	No	No	No	No	No	No	No	No
4	3	5	1	0	No	No	No	No	No	No	No	No	No	No
5	3	5	1	0	No	No	No	No	No	No	No	No	No	No
6	3	5	1	0	No	No	No	No	No	No	No	No	No	No
7	3	5	1	0	No	No	No	No	No	No	No	No	No	No
8	3	4	1	0	No	No	No	No	No	No	No	No	No	No
9	3	3	1	0	No	No	No	No	No	No	No	No	No	No
10	3	3	1	0	No	No	No	No	No	No	No	No	No	No
11	3	3	1	0	No	No	No	No	No	No	No	No	No	No
12	3	3	1	0	No	No	No	No	No	No	No	No	No	No
13	3	3	1	0	No	No	No	No	No	No	No	No	No	No
14	3	2	1	0	No	No	No	No	No	No	No	No	No	No
15	3	2	1	0	No	No	No	No	No	No	No	No	No	No
16	3	2	1	0	No	No	No	No	No	No	No	No	No	No
17	3	2	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	7
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	41	38	15
2	39	36	14
3	39	36	14
4	33	30	12
5	31	29	11
6	28	26	10
7	26	24	9
8	25	23	9
9	20	18	7
10	18	17	7
11	18	17	7
12	18	16	6
13	16	15	6
14	15	14	5
15	15	14	5
16	14	13	5
17	8	8	3
18	5	4	2
19	4	4	2
20	2	2	1
21	1	1	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	79	1	15	No	No	No	No	No	No	No	No	No	No
2	2	75	1	14	No	No	No	No	No	No	No	No	No	No
3	2	75	1	14	No	No	No	No	No	No	No	No	No	No
4	2	63	1	12	No	No	No	No	No	No	No	No	No	No
5	2	60	1	11	No	No	No	No	No	No	No	No	No	No
6	2	54	1	10	No	No	No	No	No	No	No	No	No	No
7	2	50	1	9	No	No	No	No	No	No	No	No	No	No
8	2	48	1	9	No	No	No	No	No	No	No	No	No	No
9	2	38	1	7	No	No	No	No	No	No	No	No	No	No
10	2	35	1	7	No	No	No	No	No	No	No	No	No	No
11	2	35	1	7	No	No	No	No	No	No	No	No	No	No
12	2	34	1	6	No	No	No	No	No	No	No	No	No	No
13	2	31	1	6	No	No	No	No	No	No	No	No	No	No
14	2	29	1	5	No	No	No	No	No	No	No	No	No	No
15	2	29	1	5	No	No	No	No	No	No	No	No	No	No
16	2	27	1	5	No	No	No	No	No	No	No	No	No	No
17	2	16	1	3	No	No	No	No	No	No	No	No	No	No
18	2	9	1	2	No	No	No	No	No	No	No	No	No	No
19	2	8	1	2	No	No	No	No	No	No	No	No	No	No
20	2	4	1	1	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	15
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	94
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	210	341	44
2	202	327	42
3	197	321	41
4	168	273	35
5	160	259	33
6	143	232	30
7	132	215	28
8	126	205	26
9	101	164	21
10	95	153	20
11	95	153	20
12	90	147	19
13	82	133	17
14	76	123	16
15	76	123	16
16	74	119	15
17	42	68	9
18	23	38	5
19	21	34	4
20	8	14	2
21	6	10	1
22	6	10	1
23	4	7	1
24	4	7	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	551	1	44	No	No	No	No	No	No	No	Yes	No	No
2	2	529	1	42	No	No	No	No	No	No	No	Yes	No	No
3	2	518	1	41	No	No	No	No	No	No	No	No	No	No
4	2	441	1	35	No	No	No	No	No	No	No	No	No	No
5	2	419	1	33	No	No	No	No	No	No	No	No	No	No
6	2	375	1	30	No	No	No	No	No	No	No	No	No	No
7	2	347	1	28	No	No	No	No	No	No	No	No	No	No
8	2	331	1	26	No	No	No	No	No	No	No	No	No	No
9	2	265	1	21	No	No	No	No	No	No	No	No	No	No
10	2	248	1	20	No	No	No	No	No	No	No	No	No	No
11	2	248	1	20	No	No	No	No	No	No	No	No	No	No
12	2	237	1	19	No	No	No	No	No	No	No	No	No	No
13	2	215	1	17	No	No	No	No	No	No	No	No	No	No
14	2	199	1	16	No	No	No	No	No	No	No	No	No	No
15	2	199	1	16	No	No	No	No	No	No	No	No	No	No
16	2	193	1	15	No	No	No	No	No	No	No	No	No	No
17	2	110	1	9	No	No	No	No	No	No	No	No	No	No
18	2	61	1	5	No	No	No	No	No	No	No	No	No	No
19	2	55	1	4	No	No	No	No	No	No	No	No	No	No
20	2	22	1	2	No	No	No	No	No	No	No	No	No	No
21	2	16	1	1	No	No	No	No	No	No	No	No	No	No
22	2	16	1	1	No	No	No	No	No	No	No	No	No	No
23	2	11	1	1	No	No	No	No	No	No	No	No	No	No
24	2	11	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	2	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	44
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	595
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	3	2	3
2	3	2	3
3	3	2	3
4	2	2	2
5	2	2	2
6	2	1	2
7	2	1	2
8	2	1	2
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	1	0	1
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	5	1	3	No	No	No	No	No	No	No	No	No	No
2	2	5	1	3	No	No	No	No	No	No	No	No	No	No
3	2	5	1	3	No	No	No	No	No	No	No	No	No	No
4	2	4	1	2	No	No	No	No	No	No	No	No	No	No
5	2	4	1	2	No	No	No	No	No	No	No	No	No	No
6	2	3	1	2	No	No	No	No	No	No	No	No	No	No
7	2	3	1	2	No	No	No	No	No	No	No	No	No	No
8	2	3	1	2	No	No	No	No	No	No	No	No	No	No
9	2	2	1	1	No	No	No	No	No	No	No	No	No	No
10	2	2	1	1	No	No	No	No	No	No	No	No	No	No
11	2	2	1	1	No	No	No	No	No	No	No	No	No	No
12	2	2	1	1	No	No	No	No	No	No	No	No	No	No
13	2	2	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	1	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	8
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2	2	3
2	2	2	3
3	2	2	3
4	2	2	2
5	2	2	2
6	1	1	2
7	1	1	2
8	1	1	2
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	0	0	1
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	4	1	3	No	No	No	No	No	No	No	No	No	No
2	2	4	1	3	No	No	No	No	No	No	No	No	No	No
3	2	4	1	3	No	No	No	No	No	No	No	No	No	No
4	2	4	1	2	No	No	No	No	No	No	No	No	No	No
5	2	4	1	2	No	No	No	No	No	No	No	No	No	No
6	2	2	1	2	No	No	No	No	No	No	No	No	No	No
7	2	2	1	2	No	No	No	No	No	No	No	No	No	No
8	2	2	1	2	No	No	No	No	No	No	No	No	No	No
9	2	2	1	1	No	No	No	No	No	No	No	No	No	No
10	2	2	1	1	No	No	No	No	No	No	No	No	No	No
11	2	2	1	1	No	No	No	No	No	No	No	No	No	No
12	2	2	1	1	No	No	No	No	No	No	No	No	No	No
13	2	2	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	0	1	1	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	7
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	332	231	52
2	319	222	50
3	312	217	49
4	266	185	42
5	252	176	40
6	226	157	35
7	209	146	33
8	199	139	31
9	159	111	25
10	149	104	23
11	149	104	23
12	143	99	22
13	129	90	20
14	120	83	19
15	120	83	19
16	116	81	18
17	66	46	10
18	37	25	6
19	33	23	5
20	13	9	2
21	10	7	2
22	10	7	2
23	7	5	1
24	7	5	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	563	1	52	No	No	No	No	No	No	No	Yes	No	No
2	2	541	1	50	No	No	No	No	No	No	No	Yes	No	No
3	2	529	1	49	No	No	No	No	No	No	No	Yes	No	No
4	2	451	1	42	No	No	No	No	No	No	No	No	No	No
5	2	428	1	40	No	No	No	No	No	No	No	No	No	No
6	2	383	1	35	No	No	No	No	No	No	No	No	No	No
7	2	355	1	33	No	No	No	No	No	No	No	No	No	No
8	2	338	1	31	No	No	No	No	No	No	No	No	No	No
9	2	270	1	25	No	No	No	No	No	No	No	No	No	No
10	2	253	1	23	No	No	No	No	No	No	No	No	No	No
11	2	253	1	23	No	No	No	No	No	No	No	No	No	No
12	2	242	1	22	No	No	No	No	No	No	No	No	No	No
13	2	219	1	20	No	No	No	No	No	No	No	No	No	No
14	2	203	1	19	No	No	No	No	No	No	No	No	No	No
15	2	203	1	19	No	No	No	No	No	No	No	No	No	No
16	2	197	1	18	No	No	No	No	No	No	No	No	No	No
17	2	112	1	10	No	No	No	No	No	No	No	No	No	No
18	2	62	1	6	No	No	No	No	No	No	No	No	No	No
19	2	56	1	5	No	No	No	No	No	No	No	No	No	No
20	2	22	1	2	No	No	No	No	No	No	No	No	No	No
21	2	17	1	2	No	No	No	No	No	No	No	No	No	No
22	2	17	1	2	No	No	No	No	No	No	No	No	No	No
23	2	12	1	1	No	No	No	No	No	No	No	No	No	No
24	2	12	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	52
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	615
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	330	195	3
2	317	187	3
3	310	183	3
4	264	156	2
5	251	148	2
6	224	133	2
7	208	123	2
8	198	117	2
9	158	94	1
10	149	88	1
11	149	88	1
12	142	84	1
13	129	76	1
14	119	70	1
15	119	70	1
16	115	68	1
17	66	39	1
18	36	21	0
19	33	20	0
20	13	8	0
21	10	6	0
22	10	6	0
23	7	4	0
24	7	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	525	1	3	No	No	No	No	No	No	No	No	No	No
2	2	504	1	3	No	No	No	No	No	No	No	No	No	No
3	2	493	1	3	No	No	No	No	No	No	No	No	No	No
4	2	420	1	2	No	No	No	No	No	No	No	No	No	No
5	2	399	1	2	No	No	No	No	No	No	No	No	No	No
6	2	357	1	2	No	No	No	No	No	No	No	No	No	No
7	2	331	1	2	No	No	No	No	No	No	No	No	No	No
8	2	315	1	2	No	No	No	No	No	No	No	No	No	No
9	2	252	1	1	No	No	No	No	No	No	No	No	No	No
10	2	237	1	1	No	No	No	No	No	No	No	No	No	No
11	2	237	1	1	No	No	No	No	No	No	No	No	No	No
12	2	226	1	1	No	No	No	No	No	No	No	No	No	No
13	2	205	1	1	No	No	No	No	No	No	No	No	No	No
14	2	189	1	1	No	No	No	No	No	No	No	No	No	No
15	2	189	1	1	No	No	No	No	No	No	No	No	No	No
16	2	183	1	1	No	No	No	No	No	No	No	No	No	No
17	2	105	1	1	No	No	No	No	No	No	No	No	No	No
18	2	57	1	0	No	No	No	No	No	No	No	No	No	No
19	2	53	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	11	1	0	No	No	No	No	No	No	No	No	No	No
24	2	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	528
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 14: 2014 PM Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 PM Pk Hr plus

4/23/2014

Project.pdf

Trip generation summary**Added Trips**

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Regional Park	417	Acres	1.000	32.000	40.62	59.38	13	19	32	100.00
Added Trips Total								13	19	32	100.00

San Benito County Regional Park

Vistro File:

Scenario 14: 2014 PM Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 PM Pk Hr plus

4/23/2014

Project.pdf

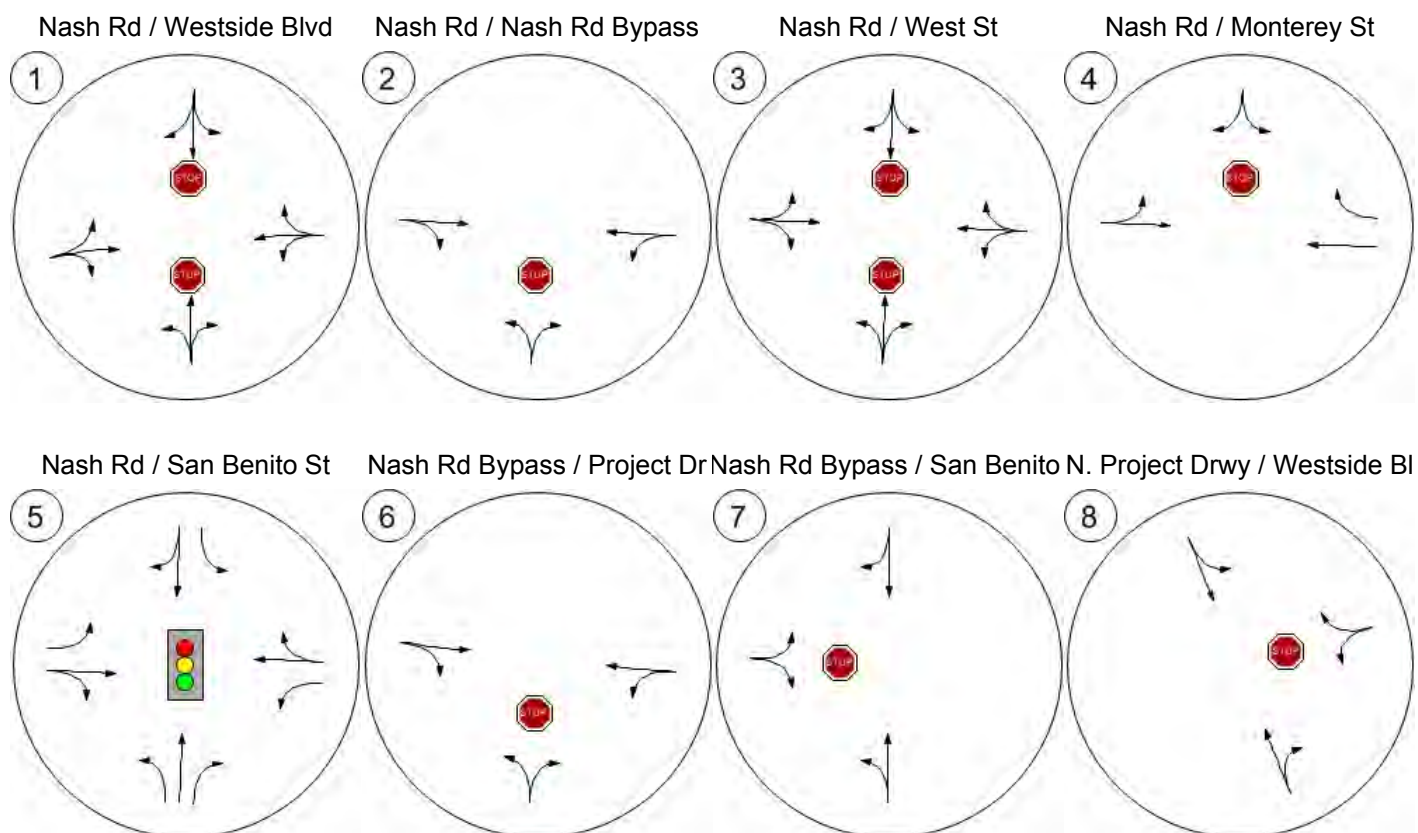
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	5.00	1	5.00	1
3: Gate	15.00	2	15.00	3
4: Gate	1.00	0	1.00	0
5: Gate	1.00	0	1.00	0
6: Gate	3.00	0	3.00	1
7: Gate	25.00	3	25.00	5
8: Gate	40.00	5	40.00	8
9: Gate	5.00	1	5.00	1
10: Gate	5.00	1	5.00	1
Total	100.00	13	100.00	20

Report Figure 1: Study Intersections



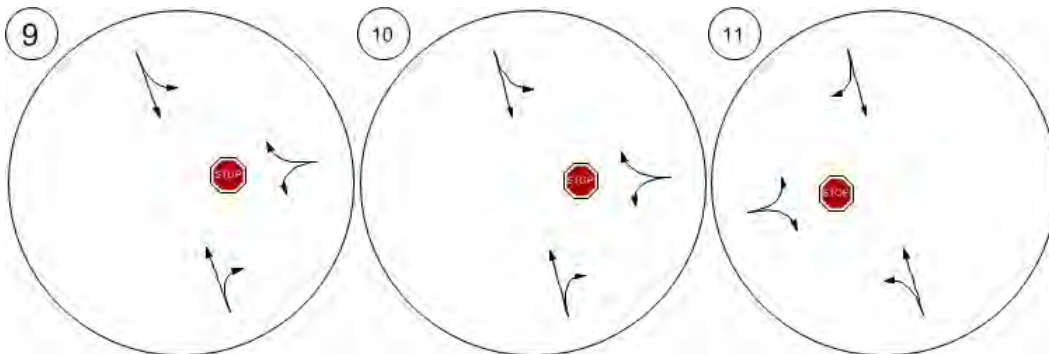
Report Figure 2: Lane Configuration and Traffic Control



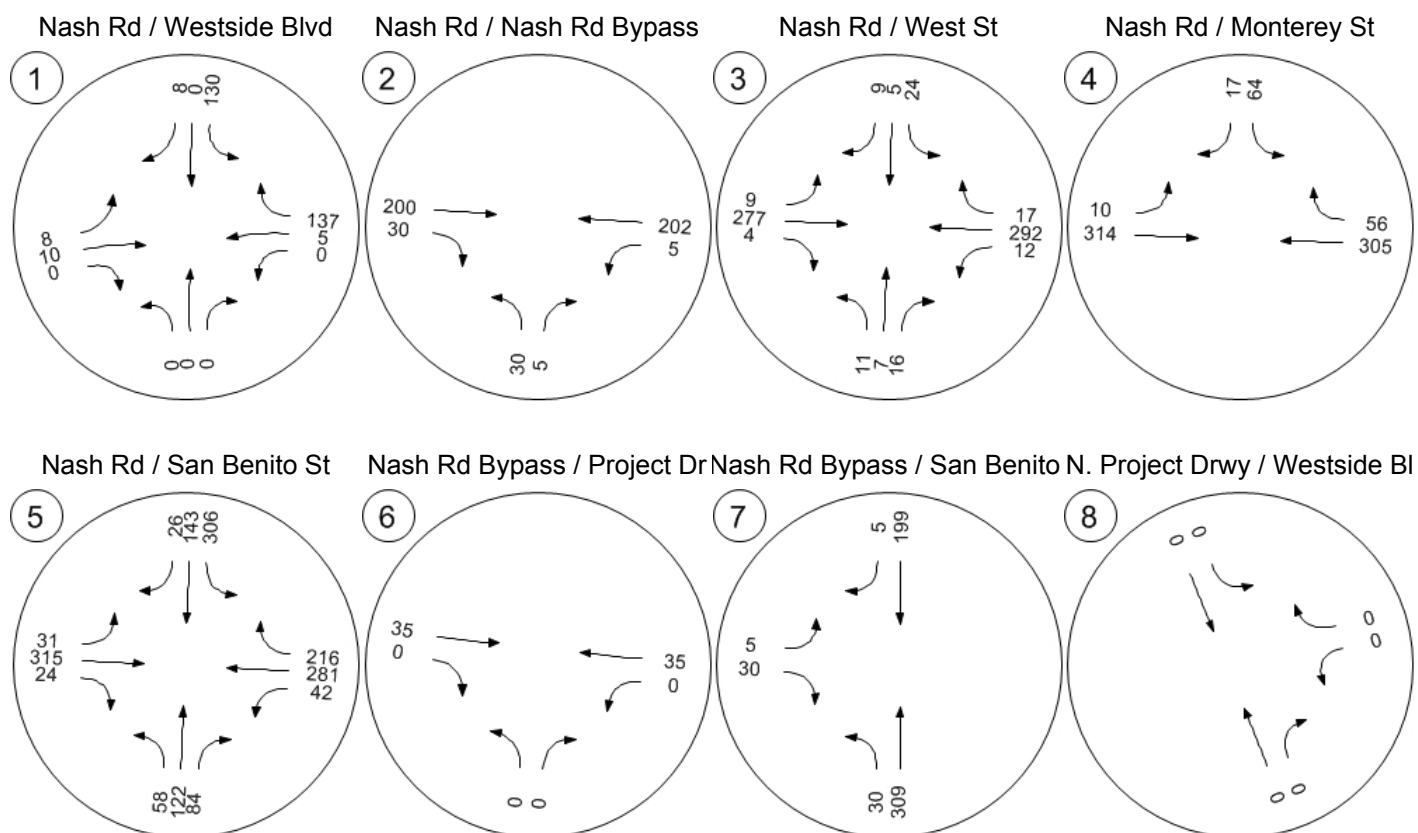
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3a: Traffic Volume - Base Volume



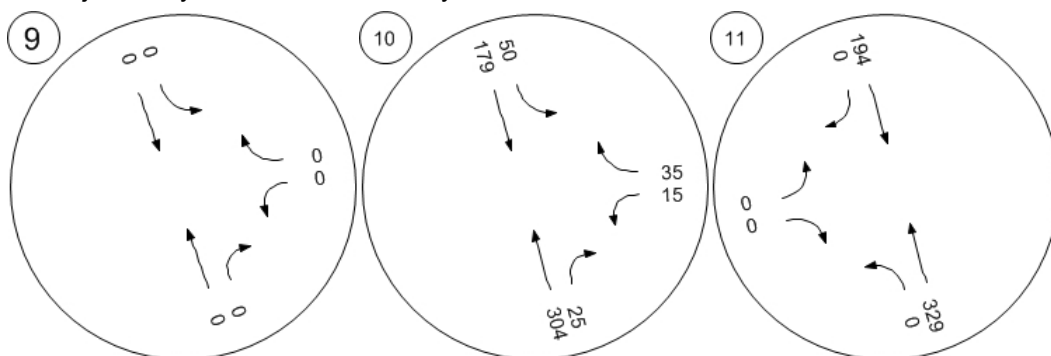
Report Figure 3a: Traffic Volume - Base Volume



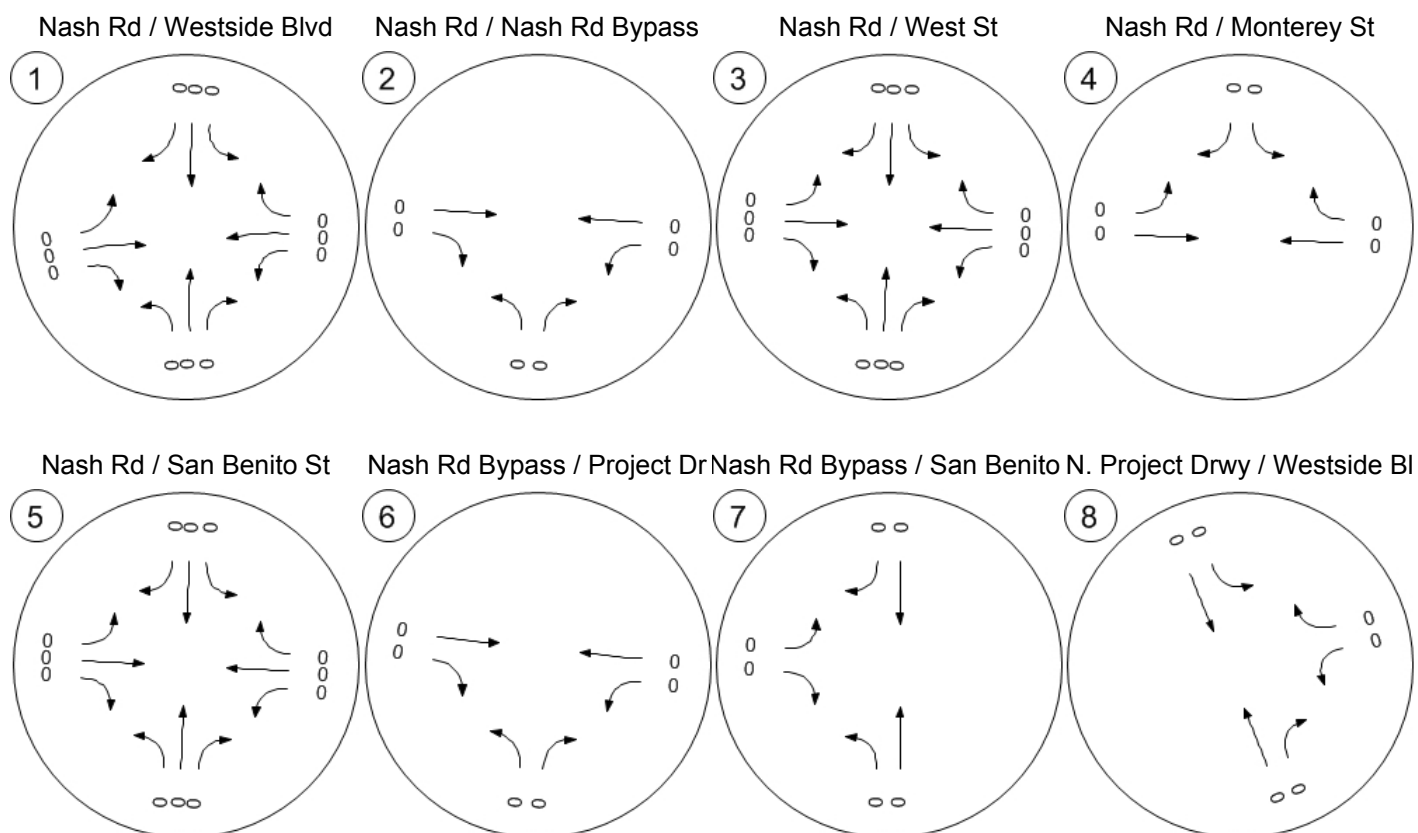
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3b: Traffic Volume - In-Process Volume



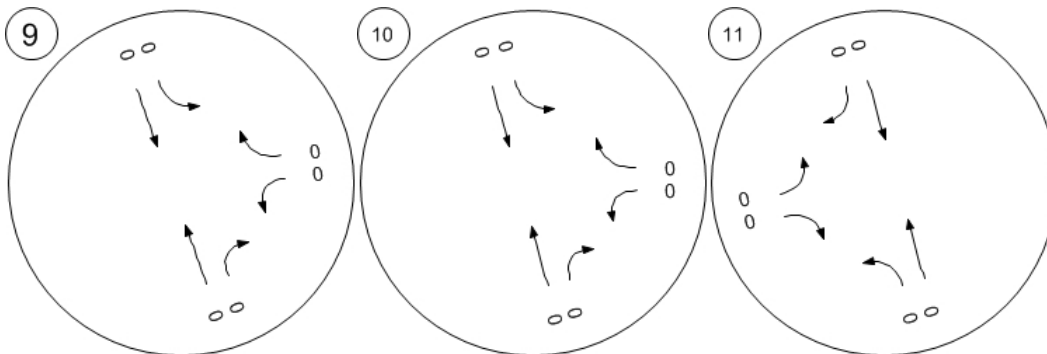
Report Figure 3b: Traffic Volume - In-Process Volume



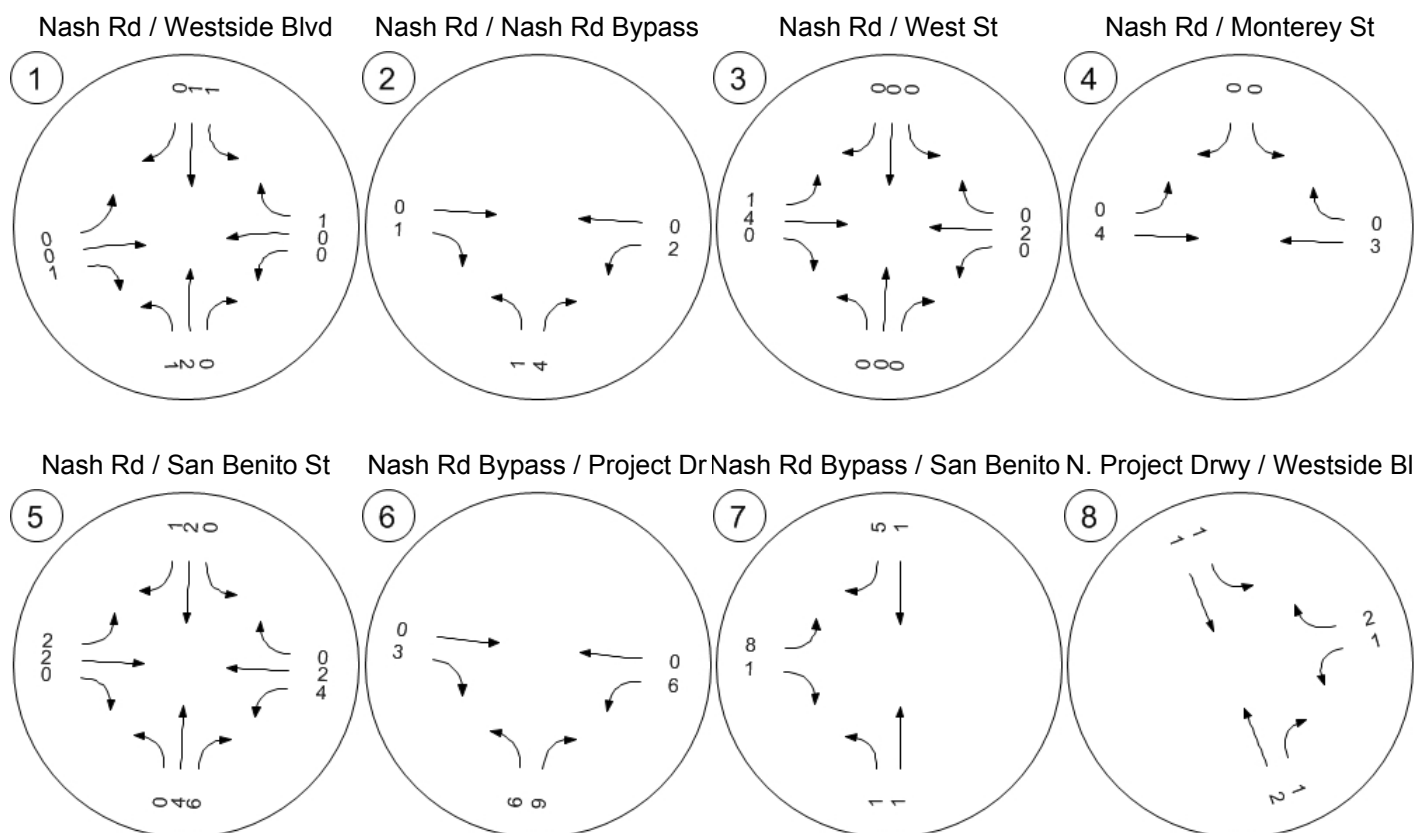
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3c: Traffic Volume - Net New Site Trips



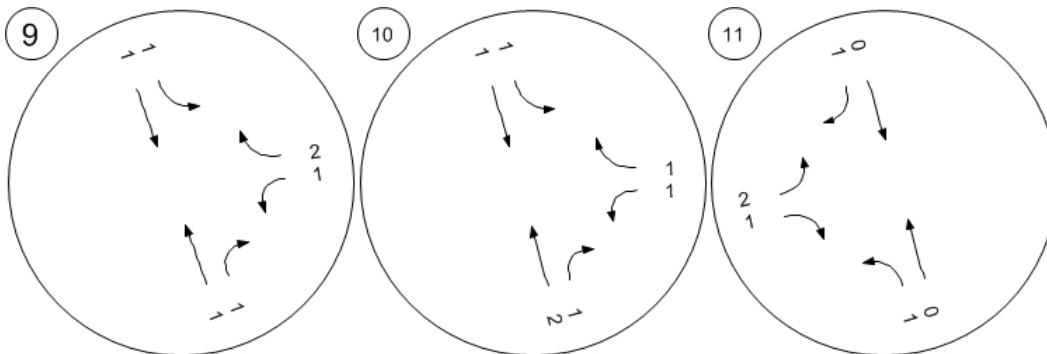
Report Figure 3c: Traffic Volume - Net New Site Trips



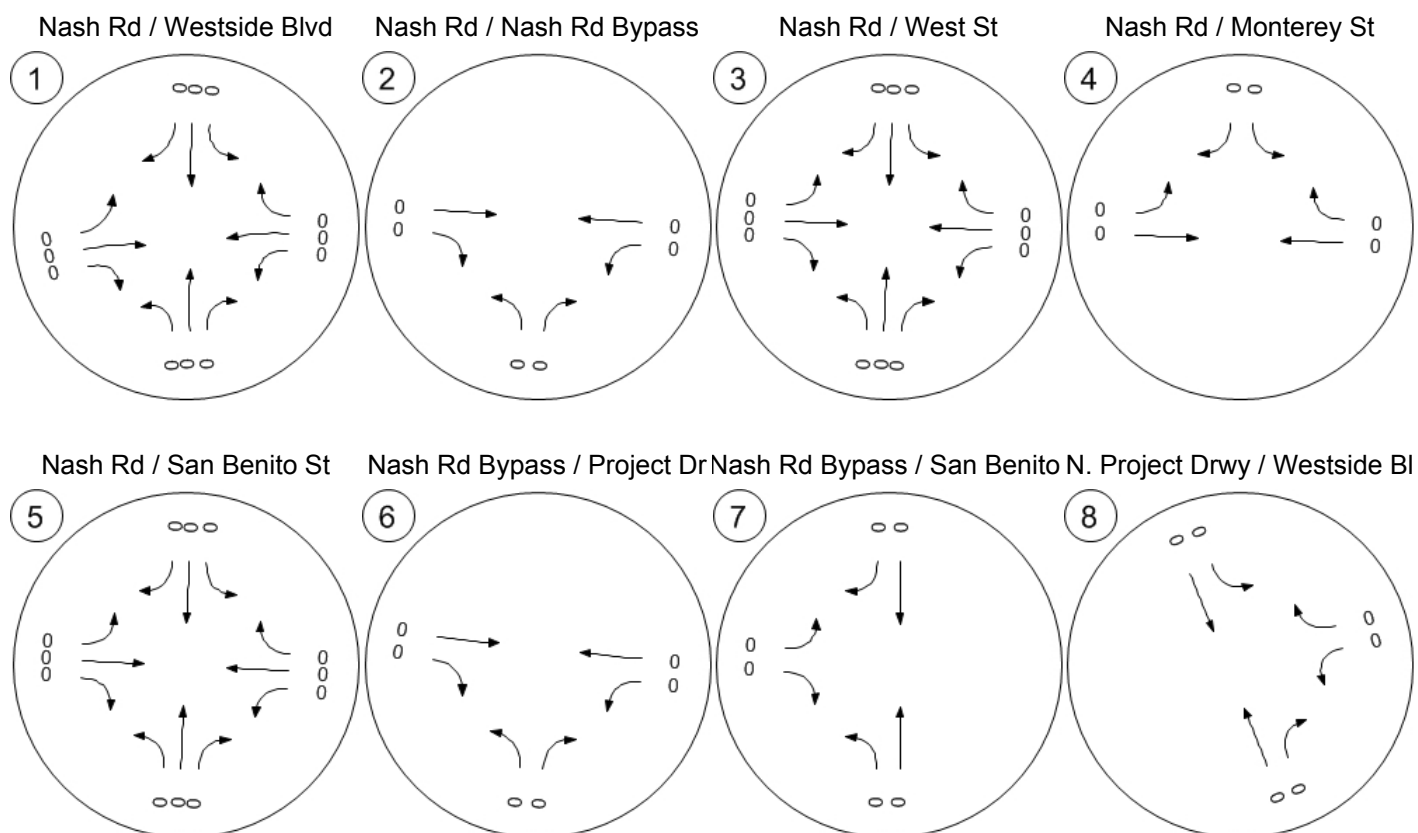
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



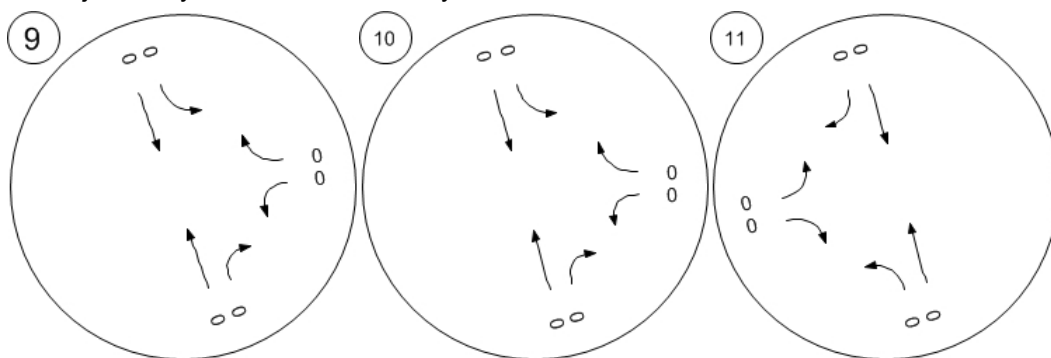
Report Figure 3d: Traffic Volume - Other Volume



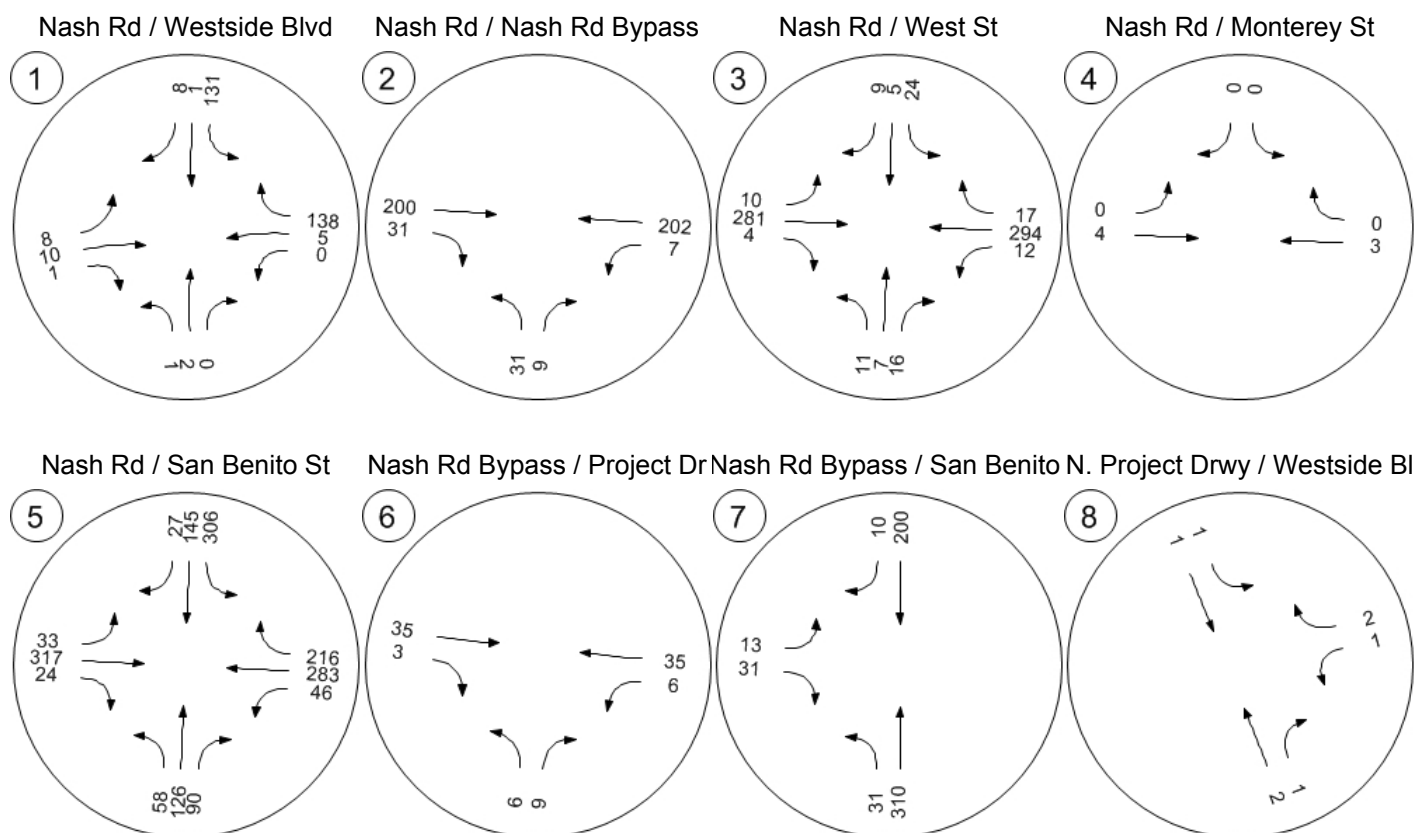
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



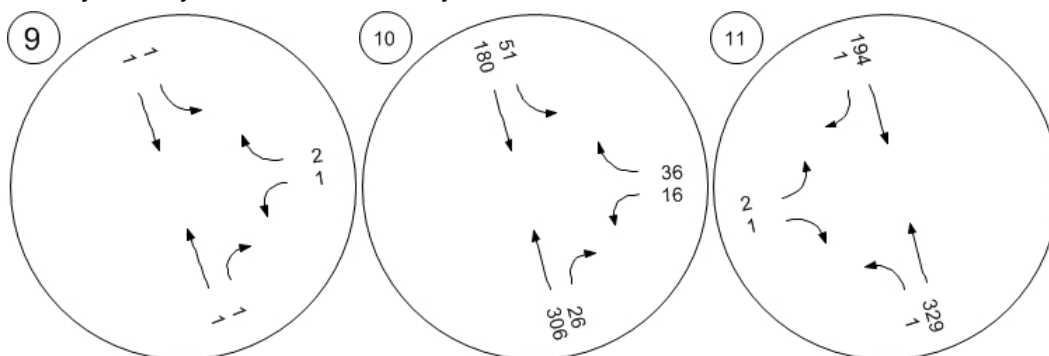
Report Figure 3e: Traffic Volume - Future Total Volume



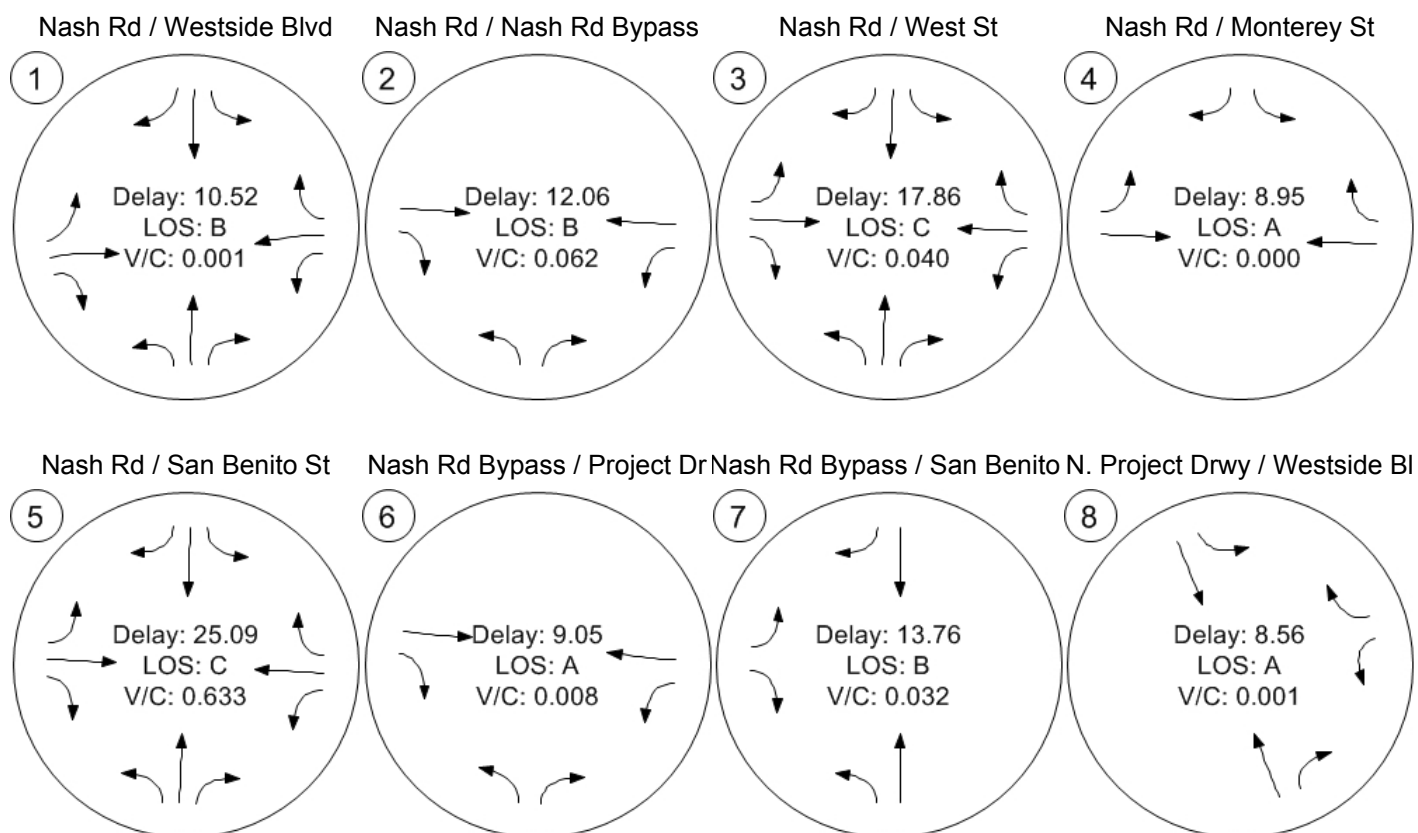
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



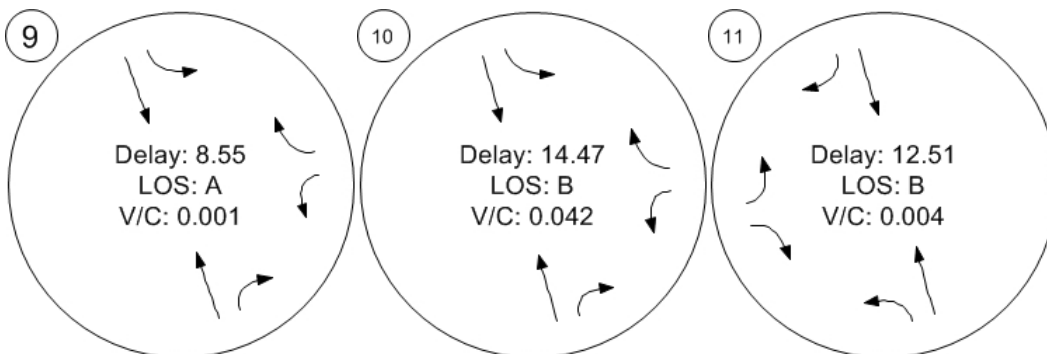
Report Figure 4: Traffic Conditions



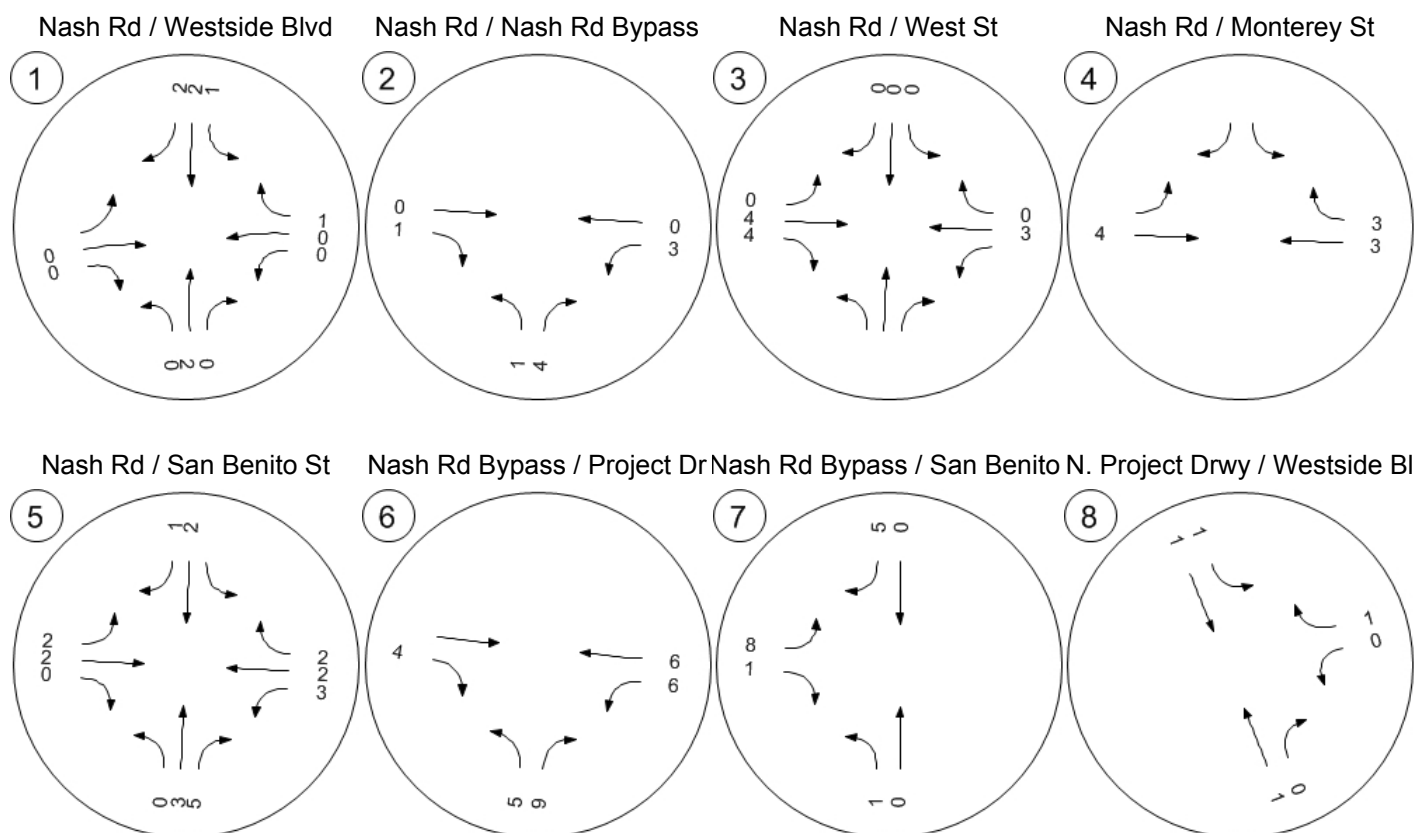
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



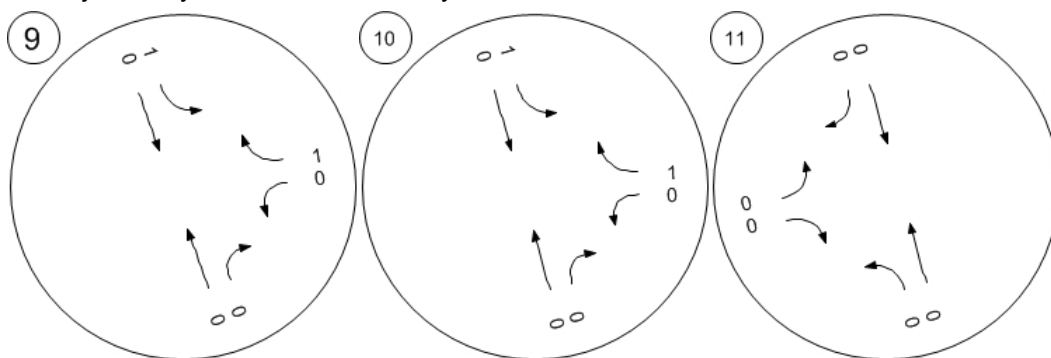
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



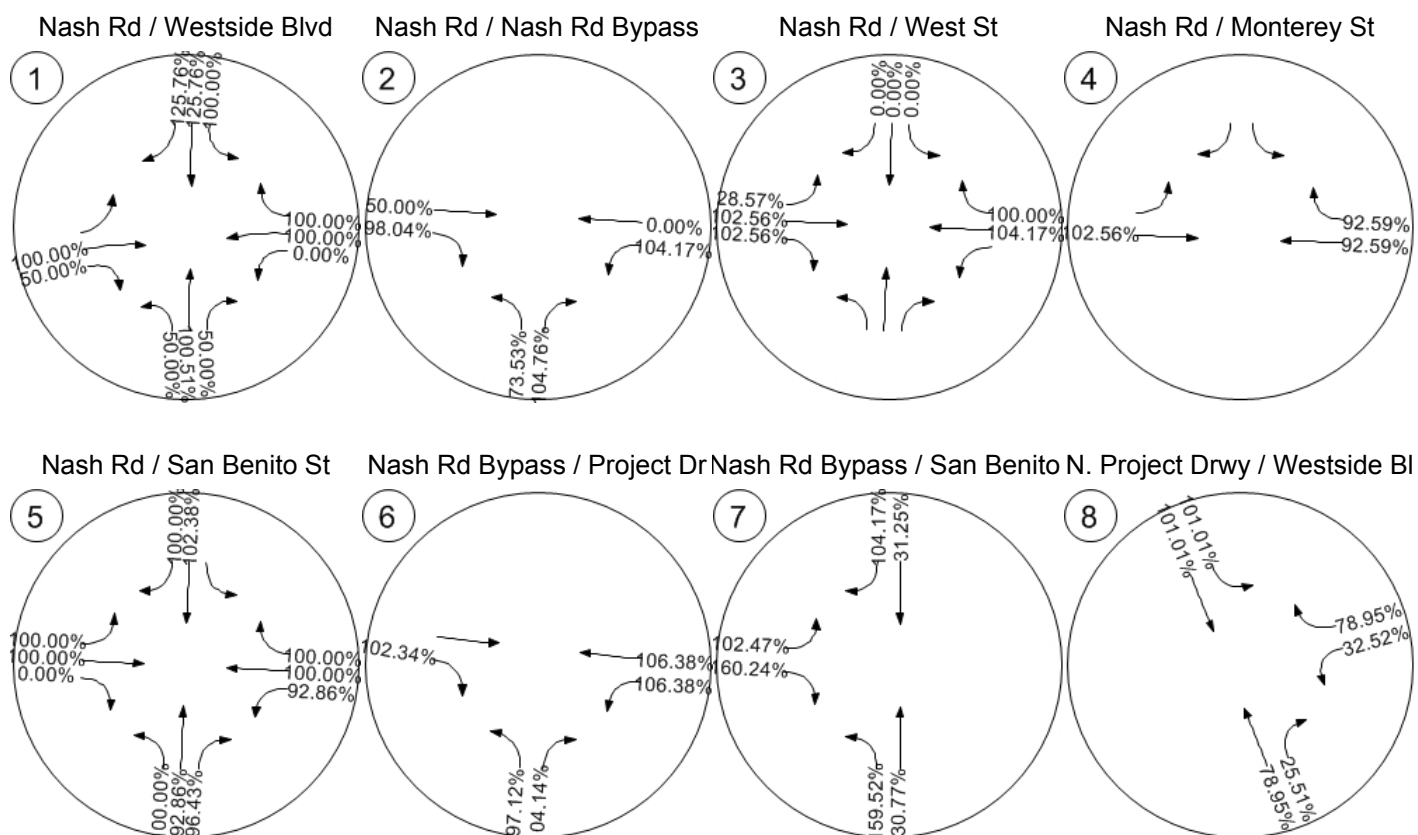
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



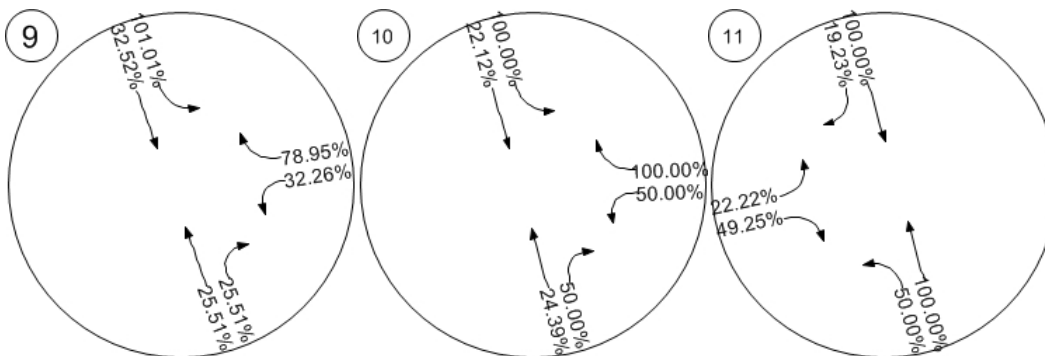
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



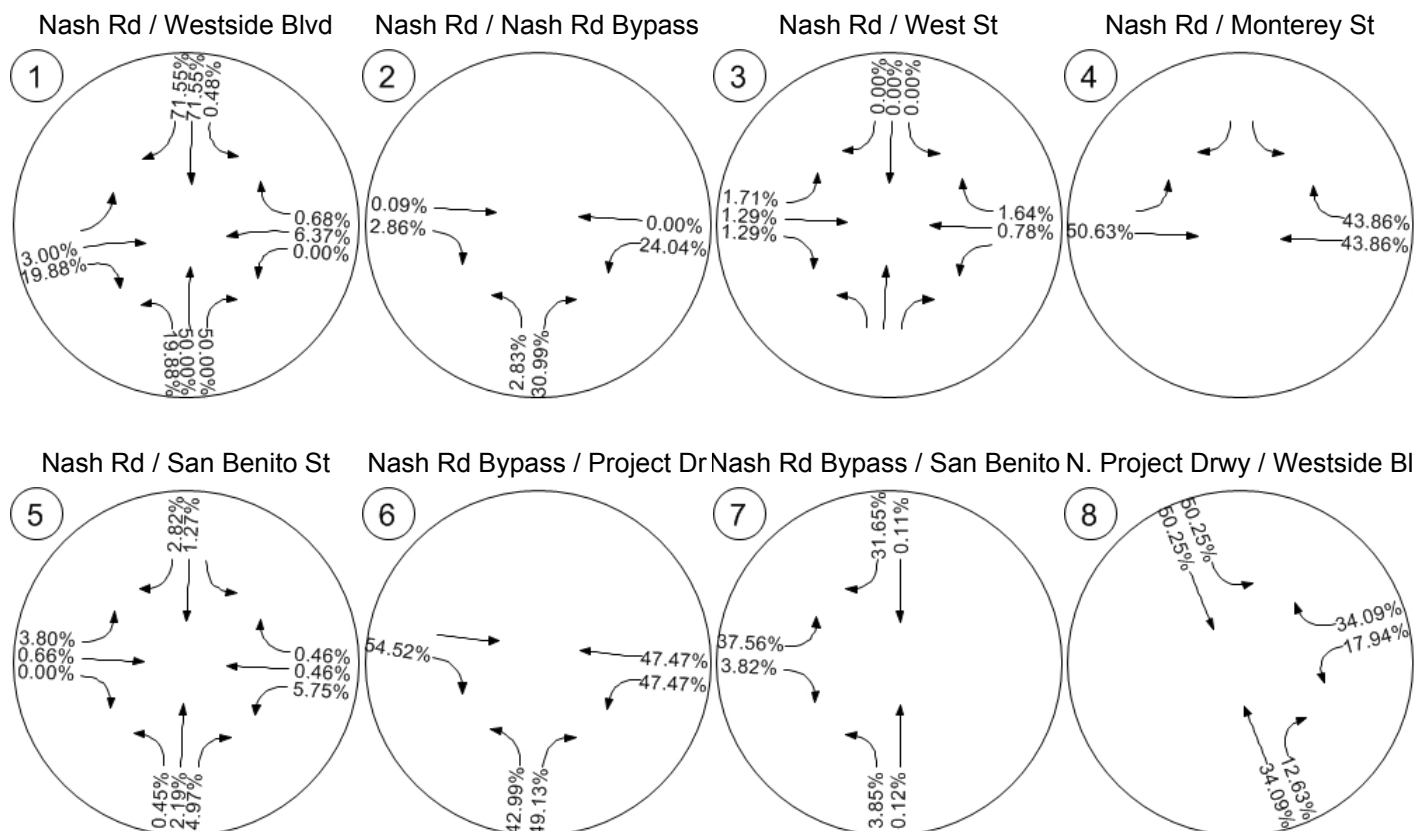
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



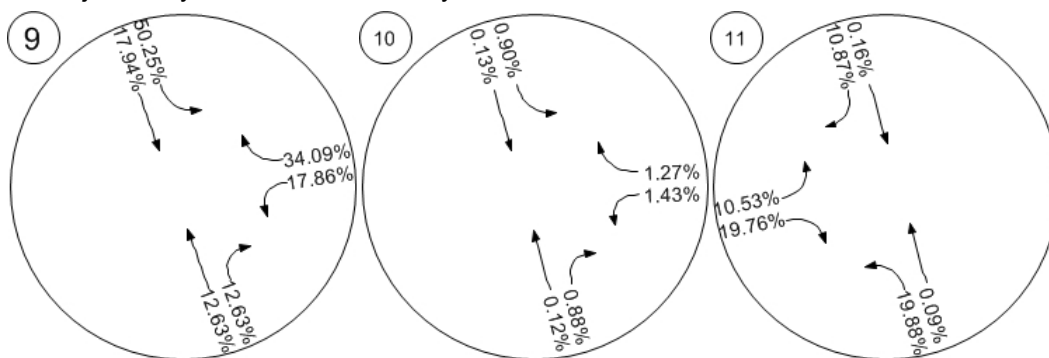
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 15: 2014 Sat Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 Sat Pk Hr plus

4/23/2014

Project.pdf

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.005	10.5	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.060	11.8	B
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.084	14.5	B
4	New Intersection	Two-way stop	HCM2010	SBL	0.109	14.1	B
5	Nash Rd / San Benito St	Signalized	HCM2010	WBL	0.655	27.2	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.013	9.2	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.038	11.9	B
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.002	8.6	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.002	8.6	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.029	11.8	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.005	10.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**#1: Nash Rd / Westside Blvd**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 10.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	3	0	2	4	0	0	1	1	0	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	3	0	126	4	8	8	11	1	0	6	132
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	34	1	2	2	3	0	0	2	36
Total Analysis Volume [veh/h]	1	3	0	137	4	9	9	12	1	0	7	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.28	10.10	8.40	10.06	10.51	9.54	7.53	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.42	0.42	0.42	0.05	0.05	0.05	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.27	0.27	0.27	10.45	10.45	10.45	1.15	1.15	1.15	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.02	0.02	0.02	0.63	0.63	0.63	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.41	0.41	0.41	15.64	15.64	15.64	1.17	1.17	1.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90			10.04			3.08			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.95											
Intersection LOS	B											

Intersection Level Of Service Report**#2: Nash Rd / Nash Rd Bypass**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.060

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	30	5	174	30	5	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	7	0	3	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	12	165	32	13	195
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	45	9	4	53
Total Analysis Volume [veh/h]	34	13	179	35	14	212
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.78	9.73	0.00	0.00	7.68	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.15	0.15	0.00	0.00	0.48	0.48
50th-Percentile Queue Length [ft]	3.66	3.66	0.00	0.00	12.06	12.06
95th-Percentile Queue Length [veh]	0.24	0.24	0.00	0.00	0.60	0.60
95th-Percentile Queue Length [ft]	6.06	6.06	0.00	0.00	14.94	14.94
d_A, Approach Delay [s/veh]	11.21		0.00		0.48	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report**#3: Nash Rd / West St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 14.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.084

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2	2	34	0	13	18	210	1	1	277	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	1	1	7	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	2	34	0	14	19	217	1	1	285	26
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	9	0	4	5	56	0	0	73	7
Total Analysis Volume [veh/h]	0	2	2	35	0	14	20	224	1	1	294	27
Pedestrian Volume [ped/h]	1			0			3			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	3	3	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.90	13.78	9.50	14.50	14.45	10.82	7.95	0.00	0.00	7.69	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.18	0.18	0.18	0.54	0.54	0.54	0.69	0.69	0.69
50th-Percentile Queue Length [ft]	0.32	0.32	0.32	4.58	4.58	4.58	13.53	13.53	13.53	17.19	17.19	17.19
95th-Percentile Queue Length [veh]	0.02	0.02	0.02	0.34	0.34	0.34	0.74	0.74	0.74	0.94	0.94	0.94
95th-Percentile Queue Length [ft]	0.55	0.55	0.55	8.57	8.57	8.57	18.38	18.38	18.38	23.52	23.52	23.52
d_A, Approach Delay [s/veh]	11.64			13.45			0.65			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.41											
Intersection LOS	B											

Intersection Level Of Service Report #4: New Intersection

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 14.1
Level Of Service: B
Volume to Capacity (v/c): 0.109

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	45	7	9	238	294	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	7	9	245	302	18
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	2	2	67	82	5
Total Analysis Volume [veh/h]	49	8	10	266	328	20
Pedestrian Volume [ped/h]	2		1		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.06	11.12	8.01	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.22	0.22	0.61	0.61	0.00	0.00
50th-Percentile Queue Length [ft]	5.40	5.40	15.35	15.35	0.00	0.00
95th-Percentile Queue Length [veh]	0.41	0.41	0.88	0.88	0.00	0.00
95th-Percentile Queue Length [ft]	10.19	10.19	22.08	22.08	0.00	0.00
d_A, Approach Delay [s/veh]	13.65		0.29		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report**#5: Nash Rd / San Benito St**

Control Type: Signalized
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 27.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.655

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	33	108	45	322	109	35	36	259	15	38	275	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	10	0	7	3	3	4	0	11	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	114	55	322	116	38	39	263	15	49	280	296
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	31	15	88	32	10	11	71	4	13	76	80
Total Analysis Volume [veh/h]	36	124	60	350	126	41	42	286	16	53	304	322
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			4			5			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	10	21	0	26	37	0	9	43	0	10	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	7	7	15	19	3	26	4	26
g / C, Green / Cycle	0.04	0.11	0.11	0.23	0.29	0.05	0.39	0.06	0.40
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.04	0.20	0.09	0.02	0.16	0.03	0.37
s, saturation flow rate [veh/h]	1774	1863	1546	1774	1781	1774	1843	1774	1703
c, Capacity [veh/h]	79	197	163	413	523	86	724	98	680
d1, Uniform Delay [s]	30.48	28.04	27.23	24.01	18.02	30.33	14.44	30.11	18.69
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.30
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.03	3.29	1.37	4.92	0.35	4.17	0.38	4.58	13.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.63	0.37	0.85	0.32	0.49	0.42	0.54	0.92
d, Delay for Lane Group [s/veh]	34.51	31.33	28.60	28.93	18.36	34.50	14.82	34.69	32.02
Lane Group LOS	C	C	C	C	B	C	B	C	C
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	0.63	1.98	0.91	5.47	1.92	0.73	3.10	0.91	10.67
50th-Percentile Queue Length [ft]	15.68	49.51	22.71	136.78	48.02	18.19	77.38	22.87	266.79
95th-Percentile Queue Length [veh]	1.13	3.56	1.63	9.31	3.46	1.31	5.57	1.65	16.03
95th-Percentile Queue Length [ft]	28.22	89.11	40.87	232.68	86.44	32.74	139.28	41.17	400.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.51	31.33	28.60	28.93	18.36	18.36	34.50	14.82	14.82	34.69	32.02	32.02
Movement LOS	C	C	C	C	B	B	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	31.10			25.52			17.22			32.23		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	27.18											
Intersection LOS	C											
Intersection V/C	0.655											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#6: Nash Rd Bypass / Project Drwy**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	35	0	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	16	0	11	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	16	33	11	17	33
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	9	3	5	9
Total Analysis Volume [veh/h]	11	17	36	12	18	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.24	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.07	0.07	0.00	0.00	0.11	0.11
50th-Percentile Queue Length [ft]	1.72	1.72	0.00	0.00	2.75	2.75
95th-Percentile Queue Length [veh]	0.09	0.09	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft]	2.25	2.25	0.00	0.00	2.69	2.69
d_A, Approach Delay [s/veh]	8.86		0.00		2.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.92					
Intersection LOS	A					

**Intersection Level Of Service Report
#7: Nash Rd Bypass / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	30	186	162	5	5	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	3	15	14	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	179	157	20	19	31
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	49	43	5	5	8
Total Analysis Volume [veh/h]	34	195	171	22	21	34
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.04	0.04
d_M, Delay for Movement [s/veh]	7.67	0.00	0.00	0.00	11.91	9.61
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.49	0.49	0.00	0.00	0.16	0.16
50th-Percentile Queue Length [ft]	12.20	12.20	0.00	0.00	4.01	4.01
95th-Percentile Queue Length [veh]	0.59	0.59	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft]	14.86	14.86	0.00	0.00	6.27	6.27
d_A, Approach Delay [s/veh]	1.14		0.00		10.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	B					

Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	2	3	3	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	3	3	2	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	1
Total Analysis Volume [veh/h]	3	2	3	3	2	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.60	8.35
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.30	0.30	0.29	0.29
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.28	0.28	0.36	0.36
d_A, Approach Delay [s/veh]	0.00		3.62		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS	A					

Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	3	2	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	3	2	2	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	1
Total Analysis Volume [veh/h]	2	2	3	2	2	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.59	8.35
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.25	0.25	0.29	0.29
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.23	0.23	0.36	0.36
d_A, Approach Delay [s/veh]	0.00		4.34		8.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.57					
Intersection LOS	A					

Intersection Level Of Service Report**#10: Sally St / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	151	25	50	142	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	1	3	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	25	49	138	15	34
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	7	13	38	4	9
Total Analysis Volume [veh/h]	159	27	53	150	16	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.03	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	11.81	9.50
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.43	0.43	0.15	0.15
50th-Percentile Queue Length [ft]	0.00	0.00	10.85	10.85	3.75	3.75
95th-Percentile Queue Length [veh]	0.00	0.00	0.51	0.51	0.23	0.23
95th-Percentile Queue Length [ft]	0.00	0.00	12.80	12.80	5.73	5.73
d_A, Approach Delay [s/veh]	0.00		2.01		10.20	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.15					
Intersection LOS	B					

Intersection Level Of Service Report #11: Westside Blvd Ext. / Nash Rd

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 10.6
Level Of Service: B
Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	176	157	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	4	3	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	168	150	4	3	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	46	41	1	1	0
Total Analysis Volume [veh/h]	1	183	163	4	3	1
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	0.00	10.60	9.12
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.39	0.39	0.00	0.00	0.01	0.01
50th-Percentile Queue Length [ft]	9.65	9.65	0.00	0.00	0.28	0.28
95th-Percentile Queue Length [veh]	0.45	0.45	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft]	11.22	11.22	0.00	0.00	0.44	0.44
d_A, Approach Delay [s/veh]	0.04		0.00		10.23	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 15: 2014 Sat Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 Sat Pk Hr plus

4/23/2014

Project.pdf

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	1	3	0	126	4	8	8	11	1	0	6	132	300

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	31	12	165	32	13	195	448

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	0	2	2	34	0	14	19	217	1	1	285	26	601

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	New Intersection	45	7	9	245	302	18	626

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	33	114	55	322	116	38	39	263	15	49	280	296	1620

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	10	16	33	11	17	33	120

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	31	179	157	20	19	31	437

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	3	2	3	3	2	3	16

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	2	2	3	2	2	3	14

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	146	25	49	138	15	34	407

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	1	168	150	4	3	1	327

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	3	0	2	4	0	0	1	1	0	1	2	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	3	0	126	4	8	8	11	1	0	6	132	300

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	30	5	174	30	5	205	449
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	7	0	3	8	0	20
		Other	0	0	0	0	0	0	0
		Future Total	31	12	165	32	13	195	448

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	0	2	2	34	0	13	18	210	1	1	277	26	584
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	1	7	0	0	8	0	17
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	2	2	34	0	14	19	217	1	1	285	26	601

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	New Intersection	Final Base	45	7	9	238	294	18	611
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	7	8	0	15
		Other	0	0	0	0	0	0	0
		Future Total	45	7	9	245	302	18	626

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	33	108	45	322	109	35	36	259	15	38	275	296	1571
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	10	0	7	3	3	4	0	11	5	0	49
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	33	114	55	322	116	38	39	263	15	49	280	296	1620

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	35	0	0	35	70
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	10	16	0	11	17	0	54
		Other	0	0	0	0	0	0	0
		Future Total	10	16	33	11	17	33	120

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	30	186	162	5	5	30	418
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	2	3	15	14	2	38
		Other	0	0	0	0	0	0	0
		Future Total	31	179	157	20	19	31	437

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	3	2	3	3	2	3	16
		Other	0	0	0	0	0	0	0
		Future Total	3	2	3	3	2	3	16

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	2	3	2	2	3	14
		Other	0	0	0	0	0	0	0
		Future Total	2	2	3	2	2	3	14

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	151	25	50	142	15	35	418
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	3	1	1	3	1	1	10
		Other	0	0	0	0	0	0	0
		Future Total	146	25	49	138	15	34	407

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	176	157	0	0	0	333
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	1	4	3	1	11
		Other	0	0	0	0	0	0	0
		Future Total	1	168	150	4	3	1	327

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Fair Share Volumes

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	2	4	0	2	4	0	0	1	2	0	1	2	18
Total Volume	2	4	0	2	4	0	0	1	2	0	1	2	
Total Analysis Volume	1	3	0	137	4	9	9	12	1	0	7	143	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	3	7	0	3	8	0	21
Total Volume	3	7	0	3	8	0	
Total Analysis Volume	34	13	179	35	14	212	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	7	0	0	8	0	15
Total Volume	0	0	0	0	0	0	0	7	0	0	8	0	
Total Analysis Volume	0	2	2	35	0	14	20	224	1	1	294	27	

Intersection 4: New Intersection							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	7	8	0	15
Total Volume	0	0	0	7	8	0	
Total Analysis Volume	49	8	10	266	328	20	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	5	10	0	8	3	3	4	0	11	5	0	49
Total Volume	0	5	10	0	8	3	3	4	0	11	5	0	
Total Analysis Volume	36	124	60	350	126	41	42	286	16	53	304	322	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	10	15	0	11	17	0	53
Total Volume	10	15	0	11	17	0	
Total Analysis Volume	11	17	36	12	18	36	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	2	2	4	15	13	2	38
Total Volume	2	2	4	15	13	2	
Total Analysis Volume	34	195	171	22	21	34	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	3	4	3	3	3	3	19
Total Volume	3	4	3	3	3	3	
Total Analysis Volume	3	2	3	3	2	3	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	4	4	3	3	3	3	20
Total Volume	4	4	3	3	3	3	
Total Analysis Volume	2	2	3	2	2	3	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	3	2	1	5	2	1	14
Total Volume	3	2	1	5	2	1	
Total Analysis Volume	159	27	53	150	16	37	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	2	1	1	6	4	2	16
Total Volume	2	1	1	6	4	2	
Total Analysis Volume	1	183	163	4	3	1	

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Fair Share % of Net New Site

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	125.76%	110.61%	50%	100%	100.51%	0	0	100%	125.76%	50%	100%	100%	100.00%
Total	125.76%	110.61%	50.00%	100.00%	100.51%	0.00%	0.00%	100.00%	125.76%	50.00%	100.00%	100.00%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	126.05%	100%	50%	110.29%	96.15%	50%	100.00%
Total	126.05%	100.00%	50.00%	110.29%	96.15%	50.00%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	100%	0	28.57%	28.57%	104.35%	0	0	100%	100%	100.00%
Total	0.00%	0.00%	0.00%	100.00%	0.00%	28.57%	28.57%	104.35%	0.00%	0.00%	100.00%	100.00%	

Intersection 4: New Intersection							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	100%	96.15%	0	100.00%
Total	0.00%	0.00%	0.00%	100.00%	96.15%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	100%	86.51%	98.98%	0	107.14%	100%	100%	100%	100%	102.38%	100%	0	100.00%
Total	100.00%	86.51%	98.98%	0.00%	107.14%	100.00%	100.00%	100.00%	100.00%	102.38%	100.00%	0.00%	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	106.47%	97.08%	0	99.81%	101.88%	0	100.00%
Total	106.47%	97.08%	0.00%	99.81%	101.88%	0.00%	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	100%	73.91%	150%	100%	94.33%	100%	100.00%
Total	100.00%	73.91%	150.00%	100.00%	94.33%	100.00%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	127.49%	155.6%	112.68%	112.68%	116.88%	127.49%	100.00%
Total	127.49%	155.60%	112.68%	112.68%	116.88%	127.49%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	155.6%	155.6%	112.68%	116.88%	115.88%	127.49%	100.00%
Total	155.60%	155.60%	112.68%	116.88%	115.88%	127.49%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	90.6%	150%	100%	150.32%	150%	100%	100.00%
Total	90.60%	150.00%	100.00%	150.32%	150.00%	100.00%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	125.76%	100%	100%	164.29%	112.12%	123.88%	100.00%
Total	125.76%	100.00%	100.00%	164.29%	112.12%	123.88%	

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Fair Share % of Total Analysis

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	71.55%	57.94%	50%	1.47%	50%	0	0	5.36%	71.55%	50%	8.85%	1.17%	112.85%
Total	71.55%	57.94%	50.00%	1.47%	50.00%	0.00%	0.00%	5.36%	71.55%	50.00%	8.85%	1.17%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	8.25%	35.64%	0.11%	7.95%	34.4%	0.09%	17.75%
Total	8.25%	35.64%	0.11%	7.95%	34.40%	0.09%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0.85%	0	1.36%	0.97%	3.12%	0	0	2.49%	1.1%	1.60%
Total	0.00%	0.00%	0.00%	0.85%	0.00%	1.36%	0.97%	3.12%	0.00%	0.00%	2.49%	1.10%	

Intersection 4: New Intersection							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	2.64%	2.23%	0	0.72%
Total	0.00%	0.00%	0.00%	2.64%	2.23%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0.83%	4.18%	13.9%	0	5.64%	6.82%	6.04%	1.45%	1.84%	16.93%	1.46%	0	3.36%
Total	0.83%	4.18%	13.90%	0.00%	5.64%	6.82%	6.04%	1.45%	1.84%	16.93%	1.46%	0.00%	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	49.56%	46.7%	0	46.63%	49.46%	0	147.96%
Total	49.56%	46.70%	0.00%	46.63%	49.46%	0.00%	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	4.71%	0.86%	2.16%	41.02%	37.89%	4.66%	19.14%
Total	4.71%	0.86%	2.16%	41.02%	37.89%	4.66%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	58.08%	85.03%	54.79%	54.79%	62.65%	58.08%	2333.88%
Total	58.08%	85.03%	54.79%	54.79%	62.65%	58.08%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	85.03%	85.03%	54.79%	62.65%	62.36%	58.08%	2913.86%
Total	85.03%	85.03%	54.79%	62.65%	62.36%	58.08%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	1.67%	5.36%	1.85%	3.1%	8.82%	2.63%	5.30%
Total	1.67%	5.36%	1.85%	3.10%	8.82%	2.63%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	71.55%	0.37%	0.4%	76.67%	58.73%	70.94%	78.50%
Total	71.55%	0.37%	0.40%	76.67%	58.73%	70.94%	

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	6	1	0	6
6	14	2	0	14
7	15	2	0	15
8	28	4	1	28
9	48	7	1	48
10	50	7	1	50
11	50	7	1	50
12	54	8	2	54
13	59	9	2	59
14	62	9	2	62
15	62	9	2	62
16	66	10	2	66
17	83	12	2	83
18	87	13	3	87
19	94	14	3	94
20	105	15	3	105
21	110	16	3	110
22	130	19	4	130
23	132	19	4	132
24	138	20	4	138

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	7	2	6	No	No	No	No	No	No	No	No	No	No
6	2	16	2	14	No	No	No	No	No	No	No	No	No	No
7	2	17	2	15	No	No	No	No	No	No	No	No	No	No
8	2	32	2	29	No	No	No	No	No	No	No	No	No	No
9	2	55	2	49	No	No	No	No	No	No	No	No	No	No
10	2	57	2	51	No	No	No	No	No	No	No	No	No	No
11	2	57	2	51	No	No	No	No	No	No	No	No	No	No
12	2	62	2	56	No	No	No	No	No	No	No	No	No	No
13	2	68	2	61	No	No	No	No	No	No	No	No	No	No
14	2	71	2	64	No	No	No	No	No	No	No	No	No	No
15	2	71	2	64	No	No	No	No	No	No	No	No	No	No
16	2	76	2	68	No	No	No	No	No	No	No	No	No	No
17	2	95	2	85	No	No	No	No	No	No	No	No	No	No
18	2	100	2	90	No	No	No	No	No	No	No	No	No	No
19	2	108	2	97	No	No	No	No	No	No	No	No	No	No
20	2	120	2	108	No	No	No	No	No	No	No	No	No	No
21	2	126	2	113	No	No	No	No	No	No	No	No	No	No
22	2	149	2	134	No	No	No	No	No	No	No	No	No	No
23	2	151	2	136	No	No	No	No	No	No	No	No	No	No
24	2	158	2	142	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.9	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:23
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	4	138
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	300	300
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	208	197	43
2	200	189	41
3	196	185	40
4	166	158	34
5	158	150	33
6	141	134	29
7	131	124	27
8	125	118	26
9	100	95	21
10	94	89	19
11	94	89	19
12	89	85	18
13	81	77	17
14	75	71	15
15	75	71	15
16	73	69	15
17	42	39	9
18	23	22	5
19	21	20	4
20	8	8	2
21	6	6	1
22	6	6	1
23	4	4	1
24	4	4	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	405	1	43	No	No	No	No	No	No	No	No	No	No
2	2	389	1	41	No	No	No	No	No	No	No	No	No	No
3	2	381	1	40	No	No	No	No	No	No	No	No	No	No
4	2	324	1	34	No	No	No	No	No	No	No	No	No	No
5	2	308	1	33	No	No	No	No	No	No	No	No	No	No
6	2	275	1	29	No	No	No	No	No	No	No	No	No	No
7	2	255	1	27	No	No	No	No	No	No	No	No	No	No
8	2	243	1	26	No	No	No	No	No	No	No	No	No	No
9	2	195	1	21	No	No	No	No	No	No	No	No	No	No
10	2	183	1	19	No	No	No	No	No	No	No	No	No	No
11	2	183	1	19	No	No	No	No	No	No	No	No	No	No
12	2	174	1	18	No	No	No	No	No	No	No	No	No	No
13	2	158	1	17	No	No	No	No	No	No	No	No	No	No
14	2	146	1	15	No	No	No	No	No	No	No	No	No	No
15	2	146	1	15	No	No	No	No	No	No	No	No	No	No
16	2	142	1	15	No	No	No	No	No	No	No	No	No	No
17	2	81	1	9	No	No	No	No	No	No	No	No	No	No
18	2	45	1	5	No	No	No	No	No	No	No	No	No	No
19	2	41	1	4	No	No	No	No	No	No	No	No	No	No
20	2	16	1	2	No	No	No	No	No	No	No	No	No	No
21	2	12	1	1	No	No	No	No	No	No	No	No	No	No
22	2	12	1	1	No	No	No	No	No	No	No	No	No	No
23	2	8	1	1	No	No	No	No	No	No	No	No	No	No
24	2	8	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	448
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	312	237	48	4
2	300	228	46	4
3	293	223	45	4
4	250	190	38	3
5	237	180	36	3
6	212	161	33	3
7	197	149	30	3
8	187	142	29	2
9	150	114	23	2
10	140	107	22	2
11	140	107	22	2
12	134	102	21	2
13	122	92	19	2
14	112	85	17	1
15	112	85	17	1
16	109	83	17	1
17	62	47	10	1
18	34	26	5	0
19	31	24	5	0
20	12	9	2	0
21	9	7	1	0
22	9	7	1	0
23	6	5	1	0
24	6	5	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	549	2	52	No	No	No	No	No	No	No	Yes	No	No
2	2	528	2	50	No	No	No	No	No	No	No	Yes	No	No
3	2	516	2	49	No	No	No	No	No	No	No	Yes	No	No
4	2	440	2	41	No	No	No	No	No	No	No	No	No	No
5	2	417	2	39	No	No	No	No	No	No	No	No	No	No
6	2	373	2	36	No	No	No	No	No	No	No	No	No	No
7	2	346	2	33	No	No	No	No	No	No	No	No	No	No
8	2	329	2	31	No	No	No	No	No	No	No	No	No	No
9	2	264	2	25	No	No	No	No	No	No	No	No	No	No
10	2	247	2	24	No	No	No	No	No	No	No	No	No	No
11	2	247	2	24	No	No	No	No	No	No	No	No	No	No
12	2	236	2	23	No	No	No	No	No	No	No	No	No	No
13	2	214	2	21	No	No	No	No	No	No	No	No	No	No
14	2	197	2	18	No	No	No	No	No	No	No	No	No	No
15	2	197	2	18	No	No	No	No	No	No	No	No	No	No
16	2	192	2	18	No	No	No	No	No	No	No	No	No	No
17	2	109	2	11	No	No	No	No	No	No	No	No	No	No
18	2	60	2	5	No	No	No	No	No	No	No	No	No	No
19	2	55	2	5	No	No	No	No	No	No	No	No	No	No
20	2	21	2	2	No	No	No	No	No	No	No	No	No	No
21	2	16	2	1	No	No	No	No	No	No	No	No	No	No
22	2	16	2	1	No	No	No	No	No	No	No	No	No	No
23	2	11	2	1	No	No	No	No	No	No	No	No	No	No
24	2	11	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.4	11.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	48	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	601	601
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: New Intersection

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	320	254	52
2	307	244	50
3	301	239	49
4	256	203	42
5	243	193	40
6	218	173	35
7	202	160	33
8	192	152	31
9	154	122	25
10	144	114	23
11	144	114	23
12	138	109	22
13	125	99	20
14	115	91	19
15	115	91	19
16	112	89	18
17	64	51	10
18	35	28	6
19	32	25	5
20	13	10	2
21	10	8	2
22	10	8	2
23	6	5	1
24	6	5	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	574	1	52	No	No	No	No	No	No	No	Yes	No	No
2	3	551	1	50	No	No	No	No	No	No	No	Yes	No	No
3	3	540	1	49	No	No	No	No	No	No	No	Yes	No	No
4	3	459	1	42	No	No	No	No	No	No	No	No	No	No
5	3	436	1	40	No	No	No	No	No	No	No	No	No	No
6	3	391	1	35	No	No	No	No	No	No	No	No	No	No
7	3	362	1	33	No	No	No	No	No	No	No	No	No	No
8	3	344	1	31	No	No	No	No	No	No	No	No	No	No
9	3	276	1	25	No	No	No	No	No	No	No	No	No	No
10	3	258	1	23	No	No	No	No	No	No	No	No	No	No
11	3	258	1	23	No	No	No	No	No	No	No	No	No	No
12	3	247	1	22	No	No	No	No	No	No	No	No	No	No
13	3	224	1	20	No	No	No	No	No	No	No	No	No	No
14	3	206	1	19	No	No	No	No	No	No	No	No	No	No
15	3	206	1	19	No	No	No	No	No	No	No	No	No	No
16	3	201	1	18	No	No	No	No	No	No	No	No	No	No
17	3	115	1	10	No	No	No	No	No	No	No	No	No	No
18	3	63	1	6	No	No	No	No	No	No	No	No	No	No
19	3	57	1	5	No	No	No	No	No	No	No	No	No	No
20	3	23	1	2	No	No	No	No	No	No	No	No	No	No
21	3	18	1	2	No	No	No	No	No	No	No	No	No	No
22	3	18	1	2	No	No	No	No	No	No	No	No	No	No
23	3	11	1	1	No	No	No	No	No	No	No	No	No	No
24	3	11	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	52
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	626
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	50	44	26
2	48	42	25
3	47	41	24
4	40	35	21
5	38	33	20
6	34	30	18
7	32	28	16
8	30	26	16
9	24	21	12
10	23	20	12
11	23	20	12
12	22	19	11
13	20	17	10
14	18	16	9
15	18	16	9
16	18	15	9
17	10	9	5
18	6	5	3
19	5	4	3
20	2	2	1
21	2	1	1
22	2	1	1
23	1	1	1
24	1	1	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	94	1	26	No	No	No	No	No	No	No	No	No	No
2	2	90	1	25	No	No	No	No	No	No	No	No	No	No
3	2	88	1	24	No	No	No	No	No	No	No	No	No	No
4	2	75	1	21	No	No	No	No	No	No	No	No	No	No
5	2	71	1	20	No	No	No	No	No	No	No	No	No	No
6	2	64	1	18	No	No	No	No	No	No	No	No	No	No
7	2	60	1	16	No	No	No	No	No	No	No	No	No	No
8	2	56	1	16	No	No	No	No	No	No	No	No	No	No
9	2	45	1	12	No	No	No	No	No	No	No	No	No	No
10	2	43	1	12	No	No	No	No	No	No	No	No	No	No
11	2	43	1	12	No	No	No	No	No	No	No	No	No	No
12	2	41	1	11	No	No	No	No	No	No	No	No	No	No
13	2	37	1	10	No	No	No	No	No	No	No	No	No	No
14	2	34	1	9	No	No	No	No	No	No	No	No	No	No
15	2	34	1	9	No	No	No	No	No	No	No	No	No	No
16	2	33	1	9	No	No	No	No	No	No	No	No	No	No
17	2	19	1	5	No	No	No	No	No	No	No	No	No	No
18	2	11	1	3	No	No	No	No	No	No	No	No	No	No
19	2	9	1	3	No	No	No	No	No	No	No	No	No	No
20	2	4	1	1	No	No	No	No	No	No	No	No	No	No
21	2	3	1	1	No	No	No	No	No	No	No	No	No	No
22	2	3	1	1	No	No	No	No	No	No	No	No	No	No
23	2	2	1	1	No	No	No	No	No	No	No	No	No	No
24	2	2	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	26
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	120
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	177	210	50
2	170	202	48
3	166	197	47
4	142	168	40
5	135	160	38
6	120	143	34
7	112	132	32
8	106	126	30
9	85	101	24
10	80	95	23
11	80	95	23
12	76	90	22
13	69	82	20
14	64	76	18
15	64	76	18
16	62	74	18
17	35	42	10
18	19	23	6
19	18	21	5
20	7	8	2
21	5	6	2
22	5	6	2
23	4	4	1
24	4	4	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	387	1	50	No	No	No	No	No	No	No	No	No	No
2	2	372	1	48	No	No	No	No	No	No	No	No	No	No
3	2	363	1	47	No	No	No	No	No	No	No	No	No	No
4	2	310	1	40	No	No	No	No	No	No	No	No	No	No
5	2	295	1	38	No	No	No	No	No	No	No	No	No	No
6	2	263	1	34	No	No	No	No	No	No	No	No	No	No
7	2	244	1	32	No	No	No	No	No	No	No	No	No	No
8	2	232	1	30	No	No	No	No	No	No	No	No	No	No
9	2	186	1	24	No	No	No	No	No	No	No	No	No	No
10	2	175	1	23	No	No	No	No	No	No	No	No	No	No
11	2	175	1	23	No	No	No	No	No	No	No	No	No	No
12	2	166	1	22	No	No	No	No	No	No	No	No	No	No
13	2	151	1	20	No	No	No	No	No	No	No	No	No	No
14	2	140	1	18	No	No	No	No	No	No	No	No	No	No
15	2	140	1	18	No	No	No	No	No	No	No	No	No	No
16	2	136	1	18	No	No	No	No	No	No	No	No	No	No
17	2	77	1	10	No	No	No	No	No	No	No	No	No	No
18	2	42	1	6	No	No	No	No	No	No	No	No	No	No
19	2	39	1	5	No	No	No	No	No	No	No	No	No	No
20	2	15	1	2	No	No	No	No	No	No	No	No	No	No
21	2	11	1	2	No	No	No	No	No	No	No	No	No	No
22	2	11	1	2	No	No	No	No	No	No	No	No	No	No
23	2	8	1	1	No	No	No	No	No	No	No	No	No	No
24	2	8	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	50
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	437
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	5	6	5
2	5	6	5
3	5	6	5
4	4	5	4
5	4	5	4
6	3	4	3
7	3	4	3
8	3	4	3
9	2	3	2
10	2	3	2
11	2	3	2
12	2	3	2
13	2	2	2
14	2	2	2
15	2	2	2
16	2	2	2
17	1	1	1
18	1	1	1
19	1	1	1
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	11	1	5	No	No	No	No	No	No	No	No	No	No
2	2	11	1	5	No	No	No	No	No	No	No	No	No	No
3	2	11	1	5	No	No	No	No	No	No	No	No	No	No
4	2	9	1	4	No	No	No	No	No	No	No	No	No	No
5	2	9	1	4	No	No	No	No	No	No	No	No	No	No
6	2	7	1	3	No	No	No	No	No	No	No	No	No	No
7	2	7	1	3	No	No	No	No	No	No	No	No	No	No
8	2	7	1	3	No	No	No	No	No	No	No	No	No	No
9	2	5	1	2	No	No	No	No	No	No	No	No	No	No
10	2	5	1	2	No	No	No	No	No	No	No	No	No	No
11	2	5	1	2	No	No	No	No	No	No	No	No	No	No
12	2	5	1	2	No	No	No	No	No	No	No	No	No	No
13	2	4	1	2	No	No	No	No	No	No	No	No	No	No
14	2	4	1	2	No	No	No	No	No	No	No	No	No	No
15	2	4	1	2	No	No	No	No	No	No	No	No	No	No
16	2	4	1	2	No	No	No	No	No	No	No	No	No	No
17	2	2	1	1	No	No	No	No	No	No	No	No	No	No
18	2	2	1	1	No	No	No	No	No	No	No	No	No	No
19	2	2	1	1	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	5
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	16
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	4	5	5
2	4	5	5
3	4	5	5
4	3	4	4
5	3	4	4
6	3	3	3
7	3	3	3
8	2	3	3
9	2	2	2
10	2	2	2
11	2	2	2
12	2	2	2
13	2	2	2
14	1	2	2
15	1	2	2
16	1	2	2
17	1	1	1
18	0	1	1
19	0	1	1
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	9	1	5	No	No	No	No	No	No	No	No	No	No
2	2	9	1	5	No	No	No	No	No	No	No	No	No	No
3	2	9	1	5	No	No	No	No	No	No	No	No	No	No
4	2	7	1	4	No	No	No	No	No	No	No	No	No	No
5	2	7	1	4	No	No	No	No	No	No	No	No	No	No
6	2	6	1	3	No	No	No	No	No	No	No	No	No	No
7	2	6	1	3	No	No	No	No	No	No	No	No	No	No
8	2	5	1	3	No	No	No	No	No	No	No	No	No	No
9	2	4	1	2	No	No	No	No	No	No	No	No	No	No
10	2	4	1	2	No	No	No	No	No	No	No	No	No	No
11	2	4	1	2	No	No	No	No	No	No	No	No	No	No
12	2	4	1	2	No	No	No	No	No	No	No	No	No	No
13	2	4	1	2	No	No	No	No	No	No	No	No	No	No
14	2	3	1	2	No	No	No	No	No	No	No	No	No	No
15	2	3	1	2	No	No	No	No	No	No	No	No	No	No
16	2	3	1	2	No	No	No	No	No	No	No	No	No	No
17	2	2	1	1	No	No	No	No	No	No	No	No	No	No
18	2	1	1	1	No	No	No	No	No	No	No	No	No	No
19	2	1	1	1	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	5
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	14
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	171	187	49
2	164	180	47
3	161	176	46
4	137	150	39
5	130	142	37
6	116	127	33
7	108	118	31
8	103	112	29
9	82	90	24
10	77	84	22
11	77	84	22
12	74	80	21
13	67	73	19
14	62	67	18
15	62	67	18
16	60	65	17
17	34	37	10
18	19	21	5
19	17	19	5
20	7	7	2
21	5	6	1
22	5	6	1
23	3	4	1
24	3	4	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	358	1	49	No	No	No	No	No	No	No	No	No	No
2	2	344	1	47	No	No	No	No	No	No	No	No	No	No
3	2	337	1	46	No	No	No	No	No	No	No	No	No	No
4	2	287	1	39	No	No	No	No	No	No	No	No	No	No
5	2	272	1	37	No	No	No	No	No	No	No	No	No	No
6	2	243	1	33	No	No	No	No	No	No	No	No	No	No
7	2	226	1	31	No	No	No	No	No	No	No	No	No	No
8	2	215	1	29	No	No	No	No	No	No	No	No	No	No
9	2	172	1	24	No	No	No	No	No	No	No	No	No	No
10	2	161	1	22	No	No	No	No	No	No	No	No	No	No
11	2	161	1	22	No	No	No	No	No	No	No	No	No	No
12	2	154	1	21	No	No	No	No	No	No	No	No	No	No
13	2	140	1	19	No	No	No	No	No	No	No	No	No	No
14	2	129	1	18	No	No	No	No	No	No	No	No	No	No
15	2	129	1	18	No	No	No	No	No	No	No	No	No	No
16	2	125	1	17	No	No	No	No	No	No	No	No	No	No
17	2	71	1	10	No	No	No	No	No	No	No	No	No	No
18	2	40	1	5	No	No	No	No	No	No	No	No	No	No
19	2	36	1	5	No	No	No	No	No	No	No	No	No	No
20	2	14	1	2	No	No	No	No	No	No	No	No	No	No
21	2	11	1	1	No	No	No	No	No	No	No	No	No	No
22	2	11	1	1	No	No	No	No	No	No	No	No	No	No
23	2	7	1	1	No	No	No	No	No	No	No	No	No	No
24	2	7	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	49
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	407
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	169	154	4
2	162	148	4
3	159	145	4
4	135	123	3
5	128	117	3
6	115	105	3
7	106	97	3
8	101	92	2
9	81	74	2
10	76	69	2
11	76	69	2
12	73	66	2
13	66	60	2
14	61	55	1
15	61	55	1
16	59	54	1
17	34	31	1
18	19	17	0
19	17	15	0
20	7	6	0
21	5	5	0
22	5	5	0
23	3	3	0
24	3	3	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	323	1	4	No	No	No	No	No	No	No	No	No	No
2	2	310	1	4	No	No	No	No	No	No	No	No	No	No
3	2	304	1	4	No	No	No	No	No	No	No	No	No	No
4	2	258	1	3	No	No	No	No	No	No	No	No	No	No
5	2	245	1	3	No	No	No	No	No	No	No	No	No	No
6	2	220	1	3	No	No	No	No	No	No	No	No	No	No
7	2	203	1	3	No	No	No	No	No	No	No	No	No	No
8	2	193	1	2	No	No	No	No	No	No	No	No	No	No
9	2	155	1	2	No	No	No	No	No	No	No	No	No	No
10	2	145	1	2	No	No	No	No	No	No	No	No	No	No
11	2	145	1	2	No	No	No	No	No	No	No	No	No	No
12	2	139	1	2	No	No	No	No	No	No	No	No	No	No
13	2	126	1	2	No	No	No	No	No	No	No	No	No	No
14	2	116	1	1	No	No	No	No	No	No	No	No	No	No
15	2	116	1	1	No	No	No	No	No	No	No	No	No	No
16	2	113	1	1	No	No	No	No	No	No	No	No	No	No
17	2	65	1	1	No	No	No	No	No	No	No	No	No	No
18	2	36	1	0	No	No	No	No	No	No	No	No	No	No
19	2	32	1	0	No	No	No	No	No	No	No	No	No	No
20	2	13	1	0	No	No	No	No	No	No	No	No	No	No
21	2	10	1	0	No	No	No	No	No	No	No	No	No	No
22	2	10	1	0	No	No	No	No	No	No	No	No	No	No
23	2	6	1	0	No	No	No	No	No	No	No	No	No	No
24	2	6	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	327
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 15: 2014 Sat Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 Sat Pk Hr plus

4/23/2014

Project.pdf

Trip generation summary**Added Trips**

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Regional Park	417	Acres	1.000	73.000	52.55	47.45	38	35	73	100.00
Added Trips Total								38	35	73	100.00

San Benito County Regional Park

Vistro File:

Scenario 15: 2014 Sat Peak Hour - Nash Bypass

Report File: J:\...\Nash Bypass 2014 Sat Pk Hr plus

4/23/2014

Project.pdf

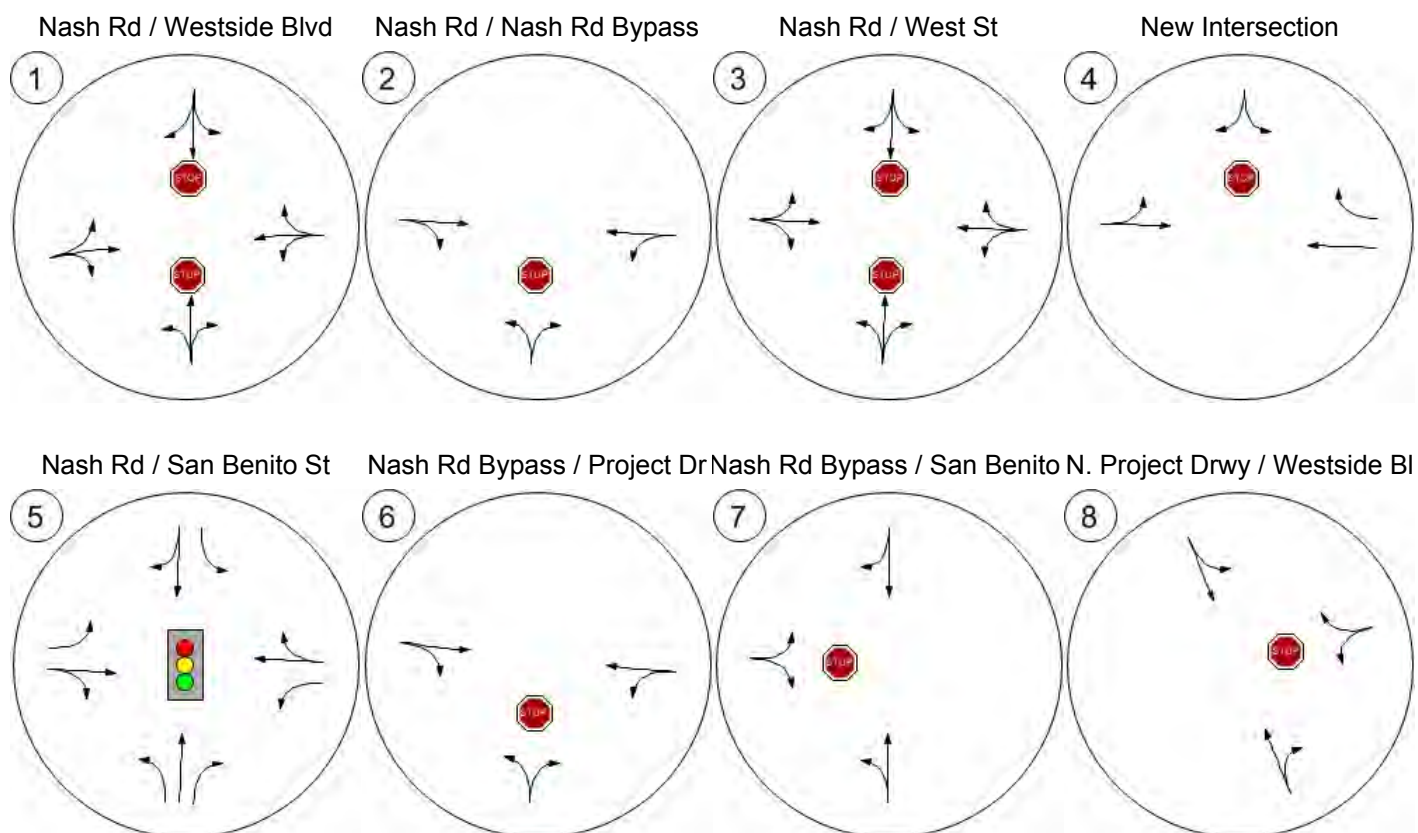
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	5.00	2	5.00	2
3: Gate	15.00	6	15.00	5
4: Gate	1.00	0	1.00	0
5: Gate	1.00	0	1.00	0
6: Gate	3.00	1	3.00	1
7: Gate	25.00	10	25.00	9
8: Gate	40.00	15	40.00	14
9: Gate	5.00	2	5.00	2
10: Gate	5.00	2	5.00	2
Total	100.00	38	100.00	35

Report Figure 1: Study Intersections



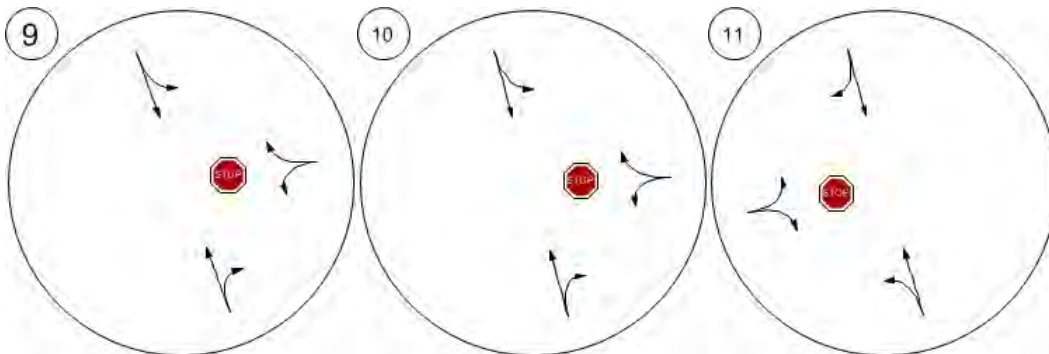
Report Figure 2: Lane Configuration and Traffic Control



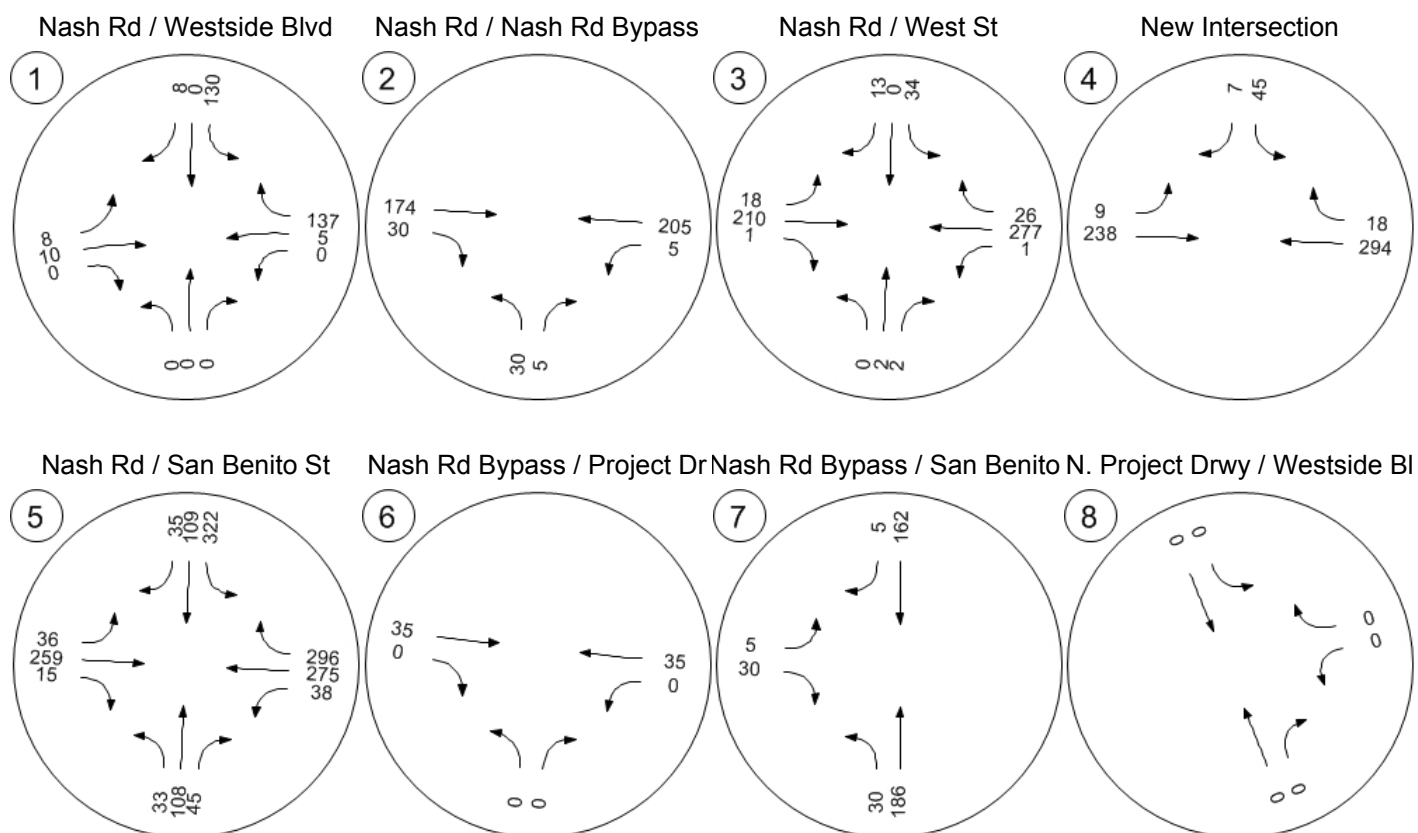
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3a: Traffic Volume - Base Volume



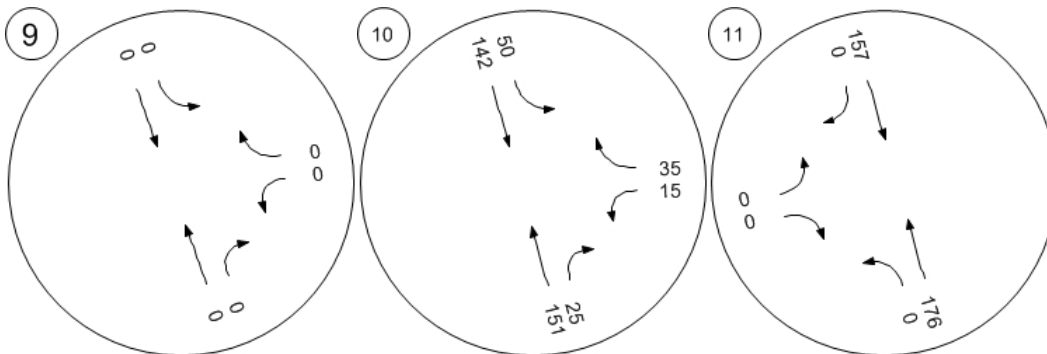
Report Figure 3a: Traffic Volume - Base Volume



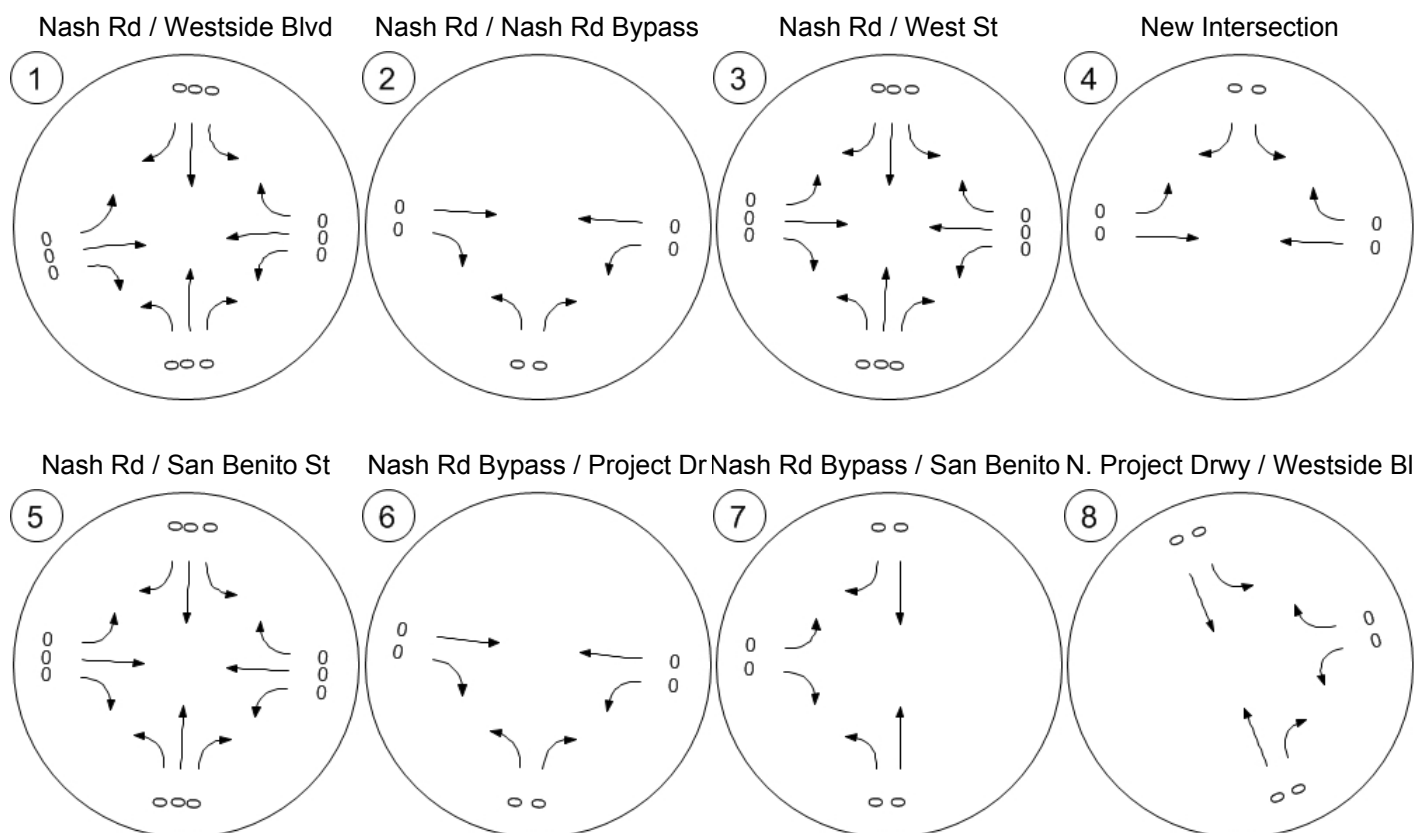
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3b: Traffic Volume - In-Process Volume



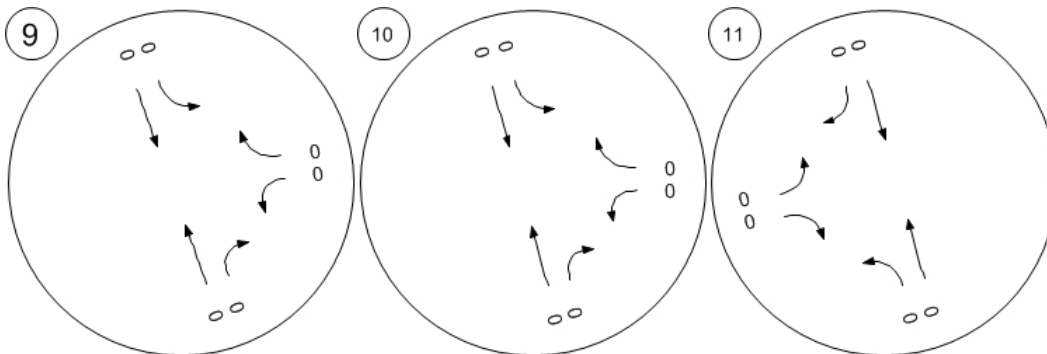
Report Figure 3b: Traffic Volume - In-Process Volume



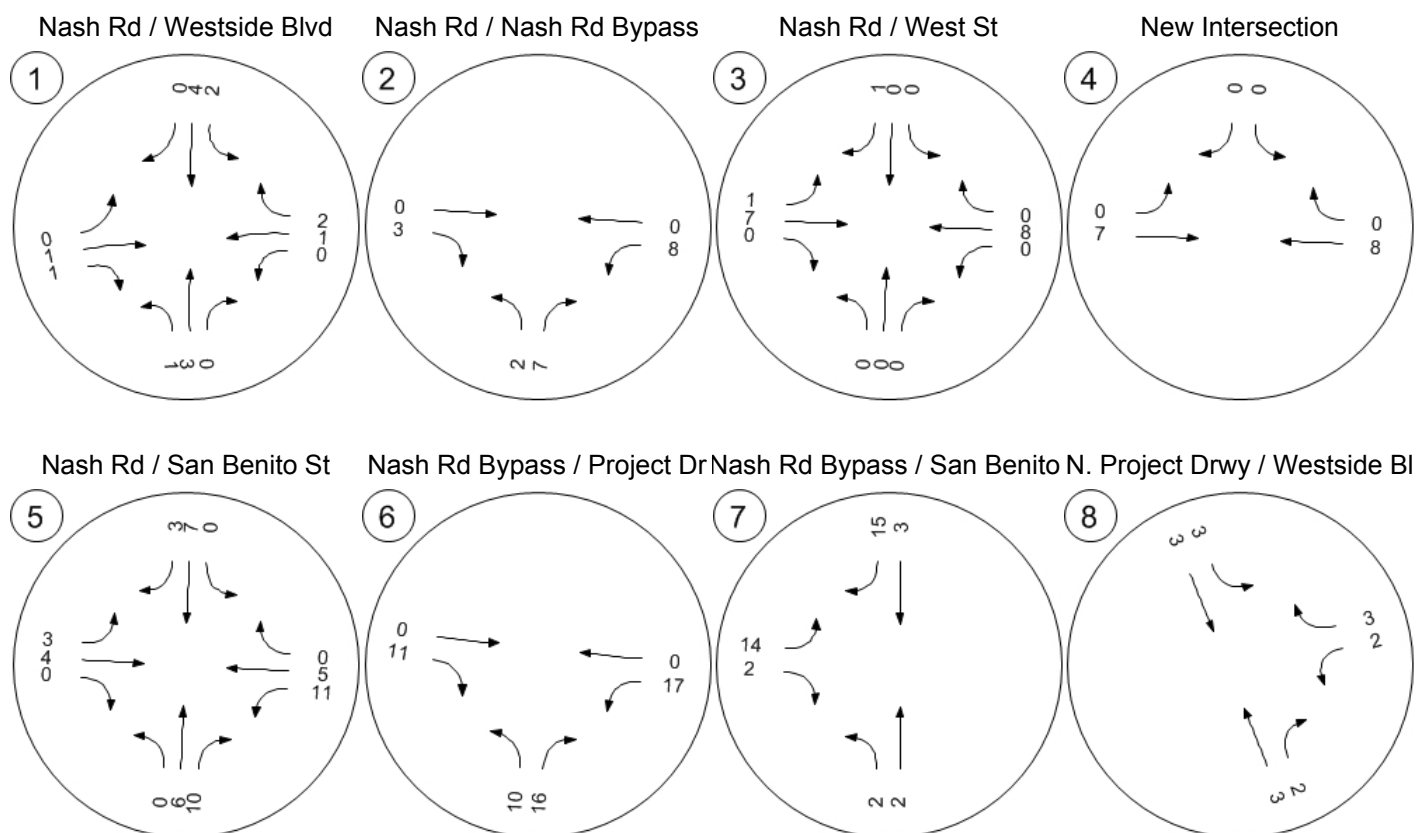
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



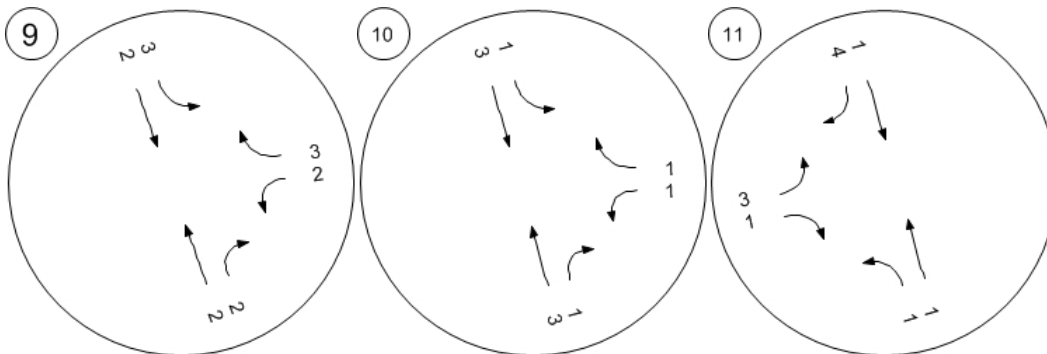
Report Figure 3c: Traffic Volume - Net New Site Trips



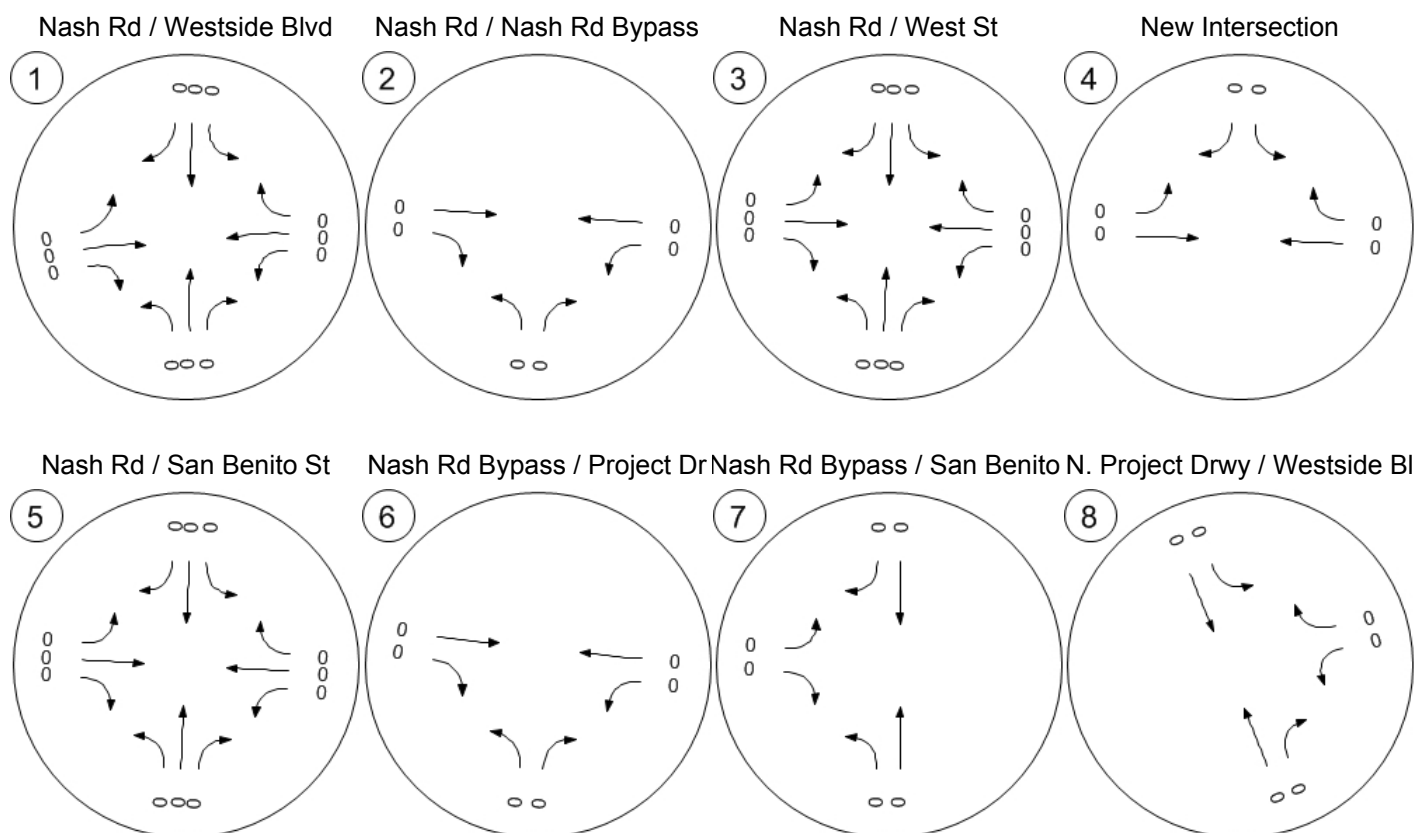
Report Figure 3c: Traffic Volume - Net New Site Trips



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



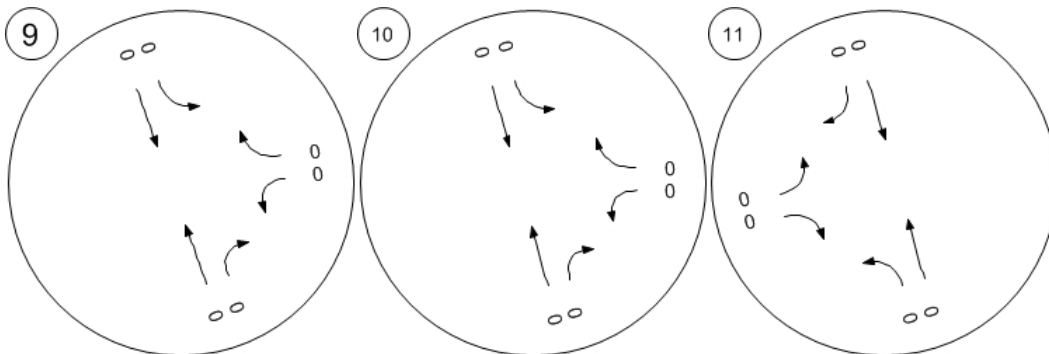
Report Figure 3d: Traffic Volume - Other Volume



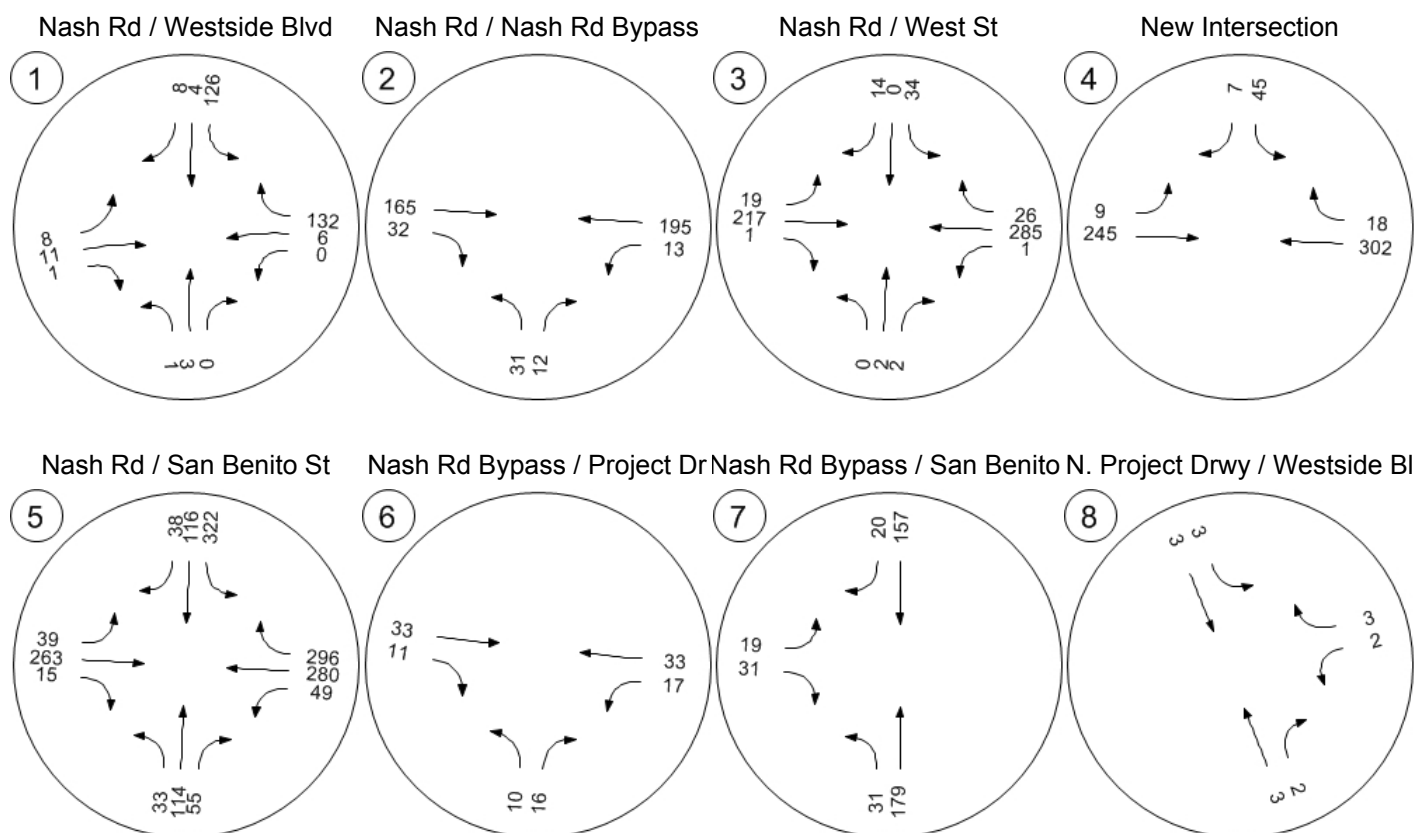
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



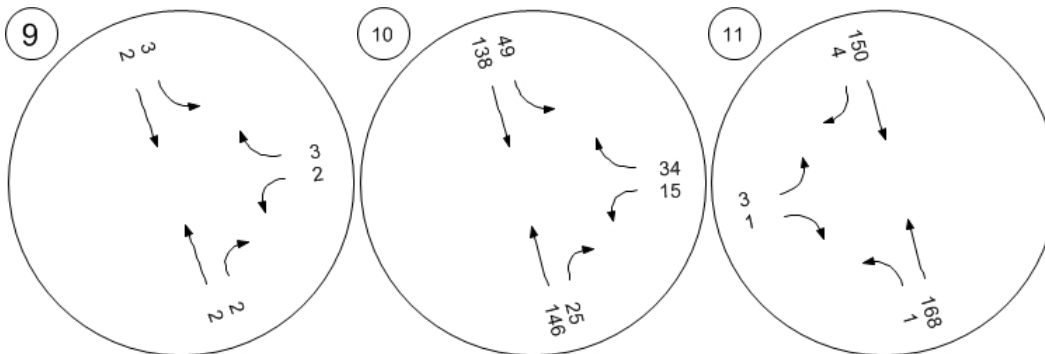
Report Figure 3e: Traffic Volume - Future Total Volume



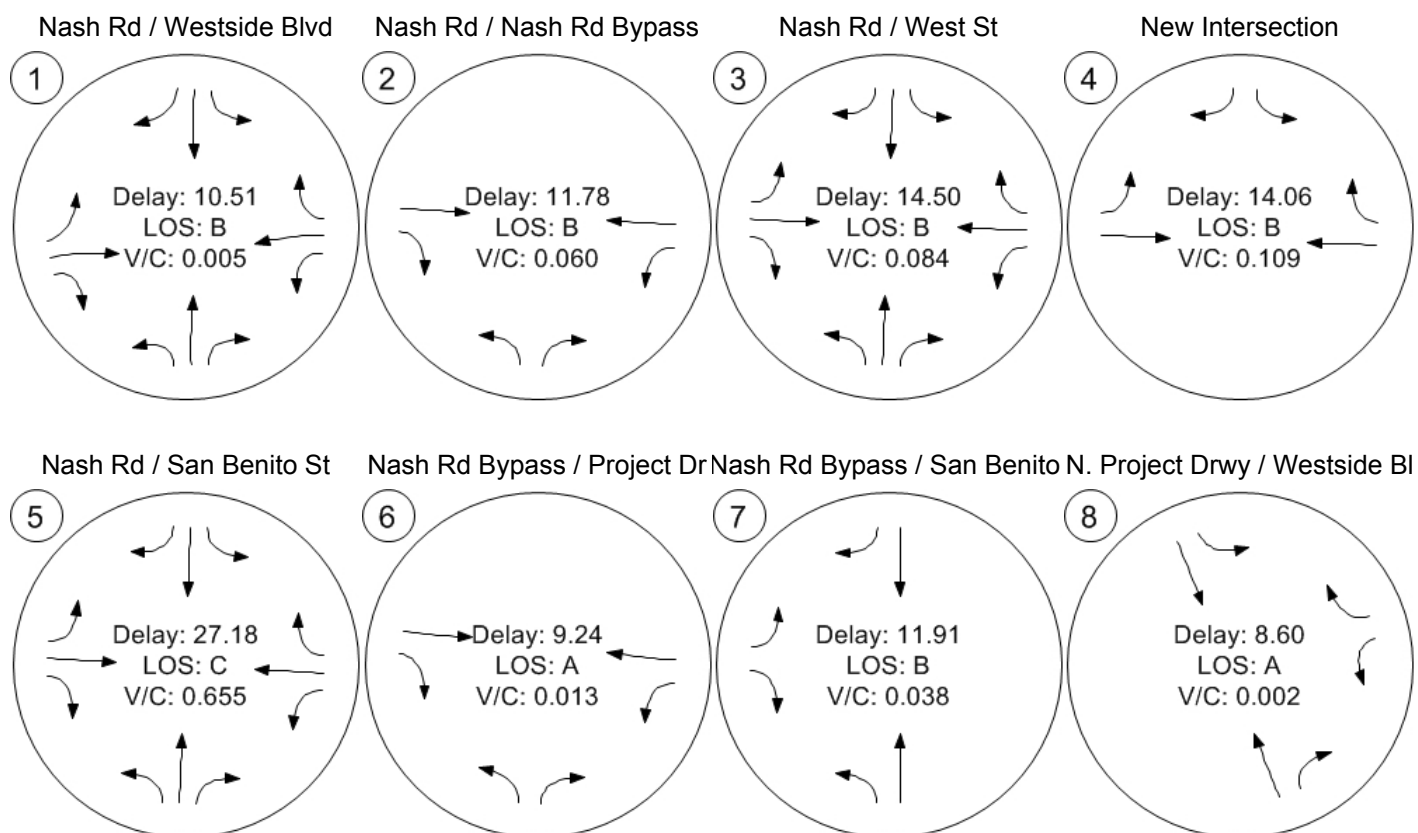
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



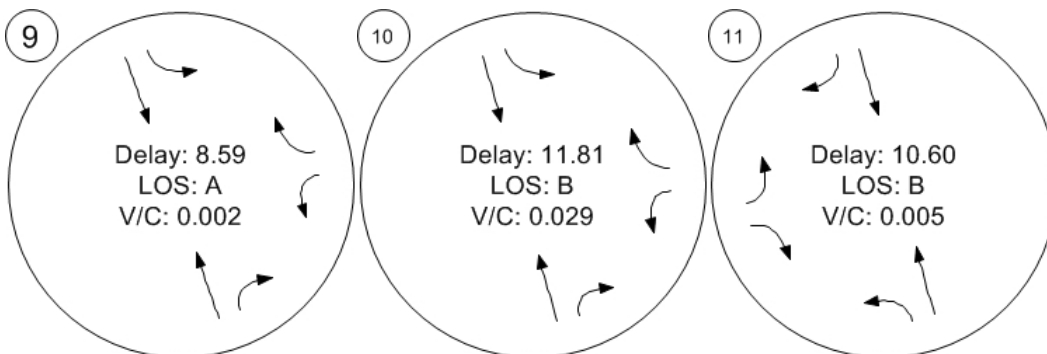
Report Figure 4: Traffic Conditions



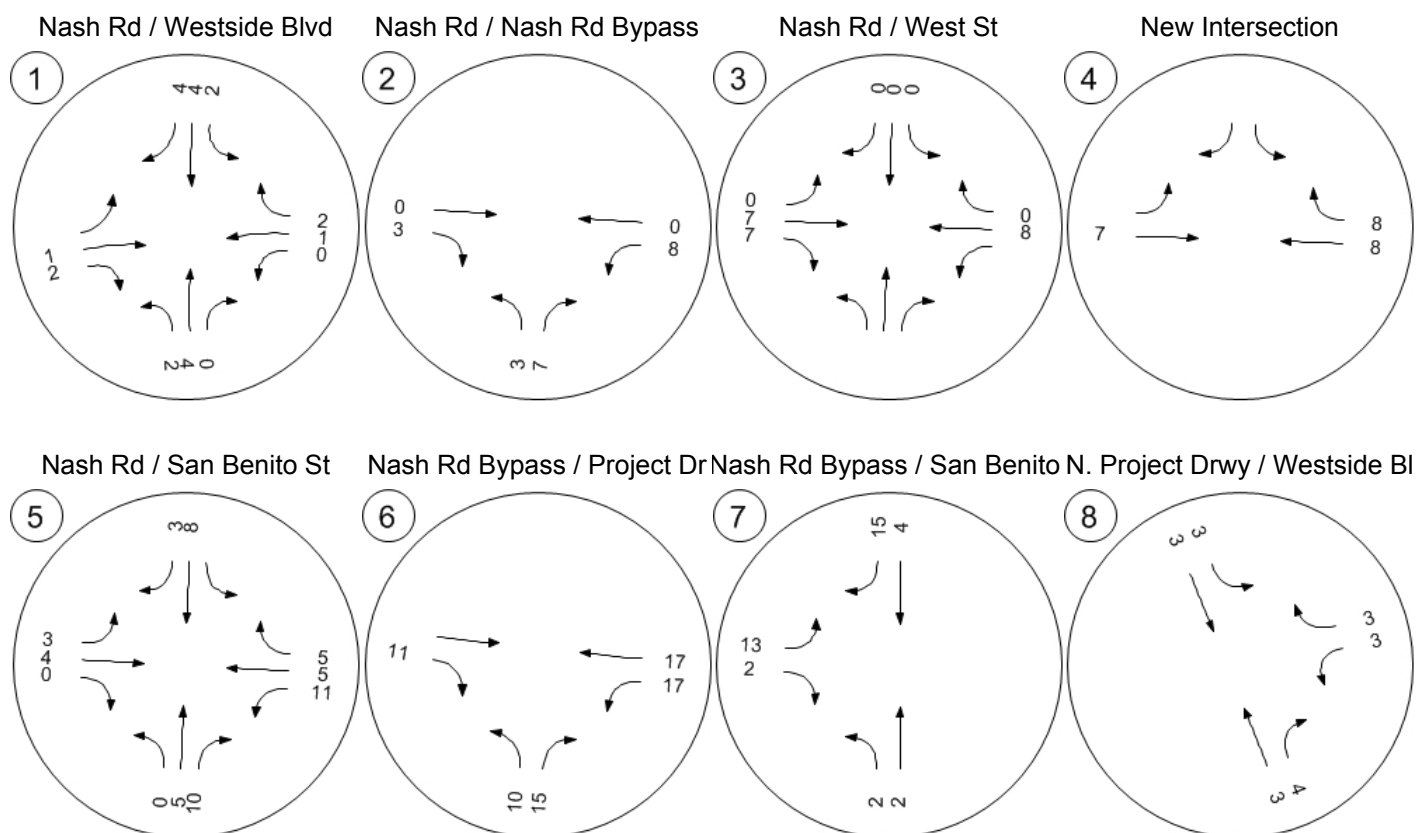
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



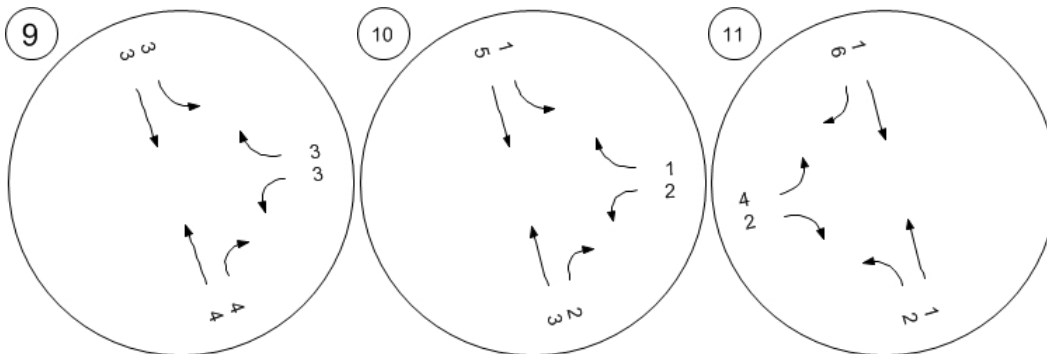
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



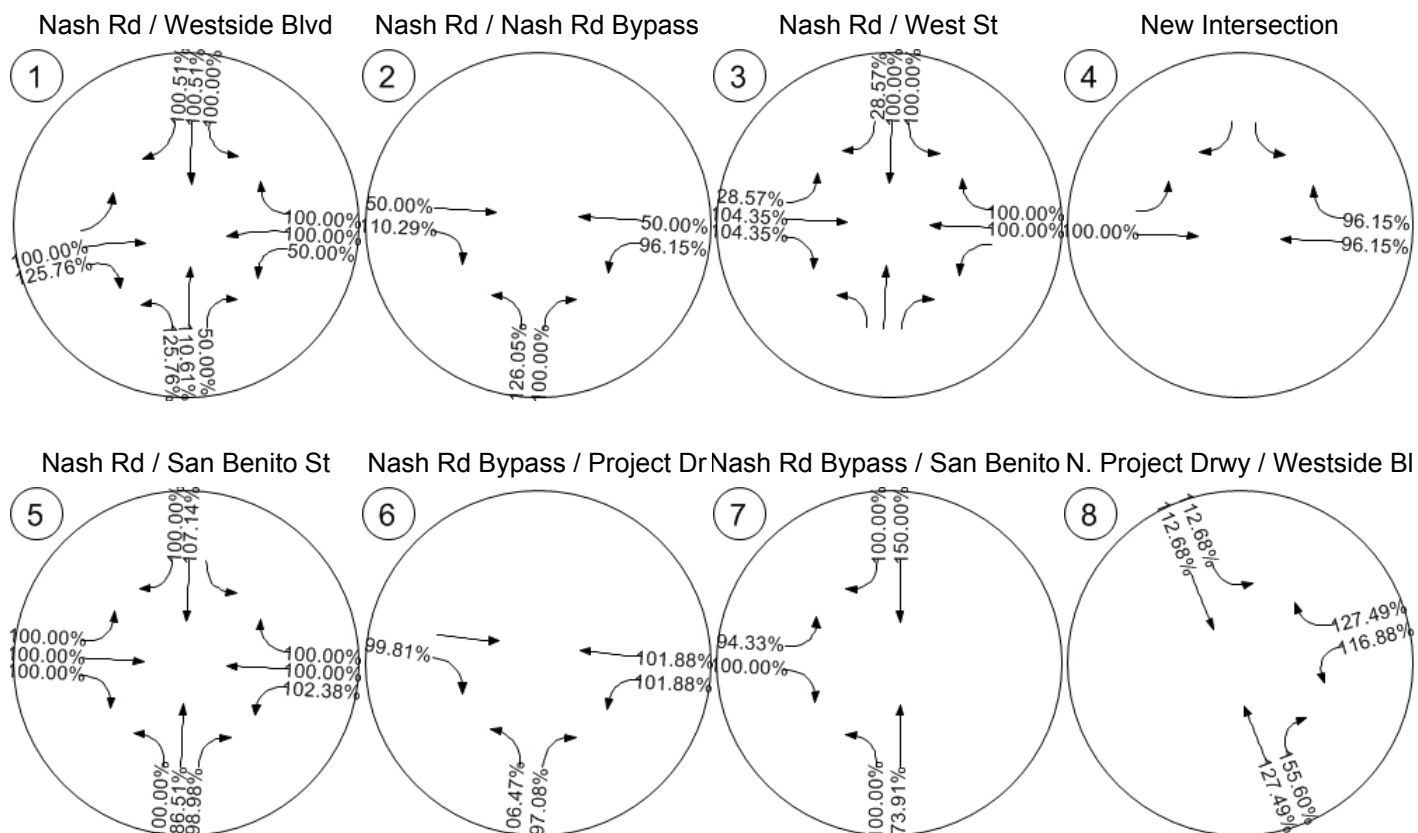
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



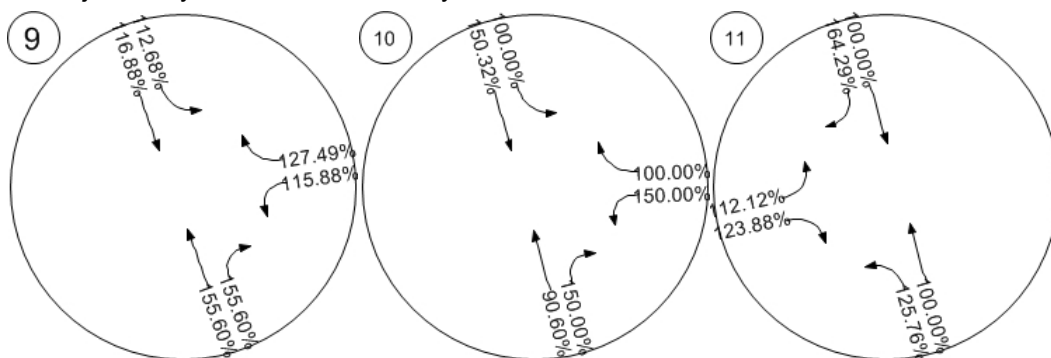
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



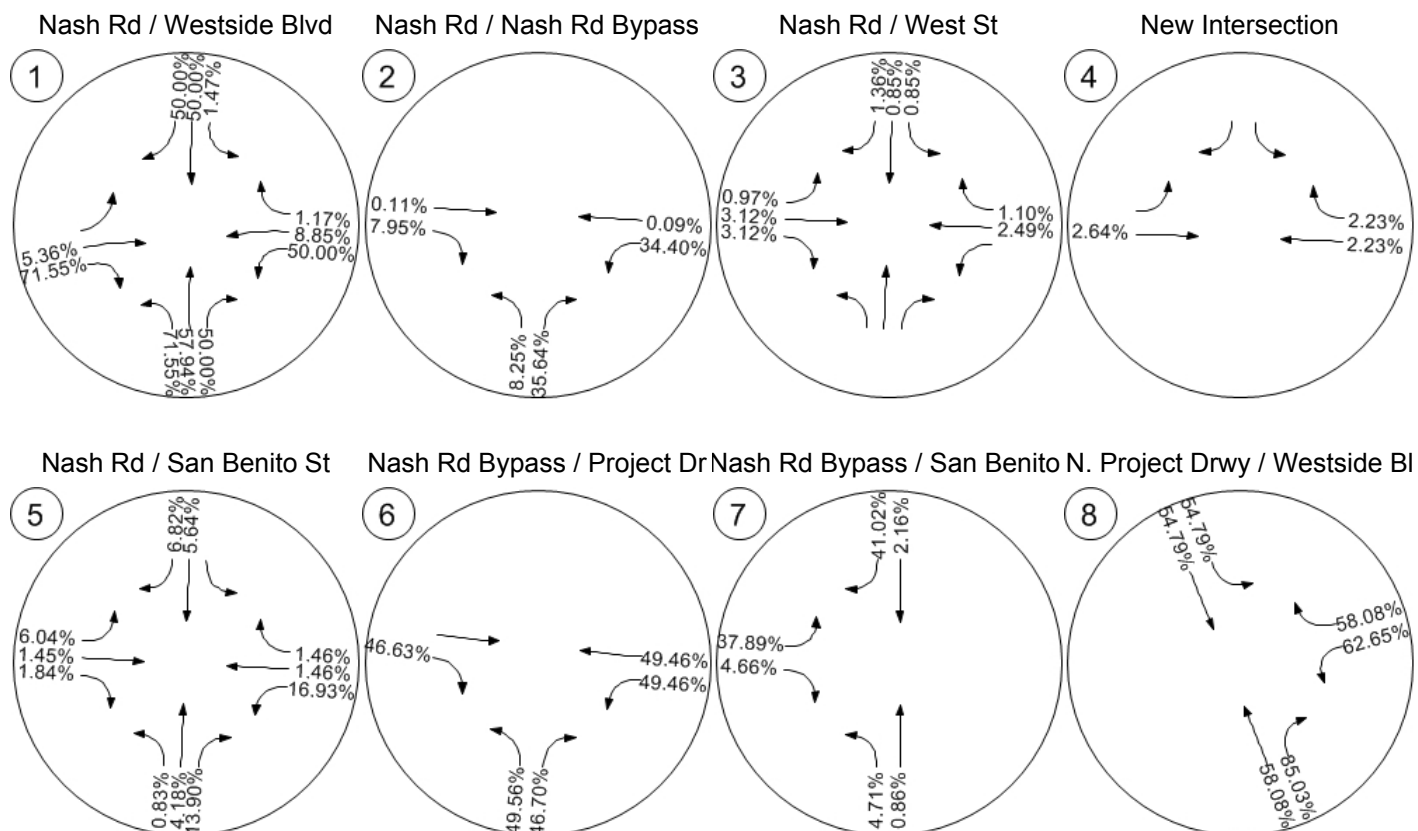
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



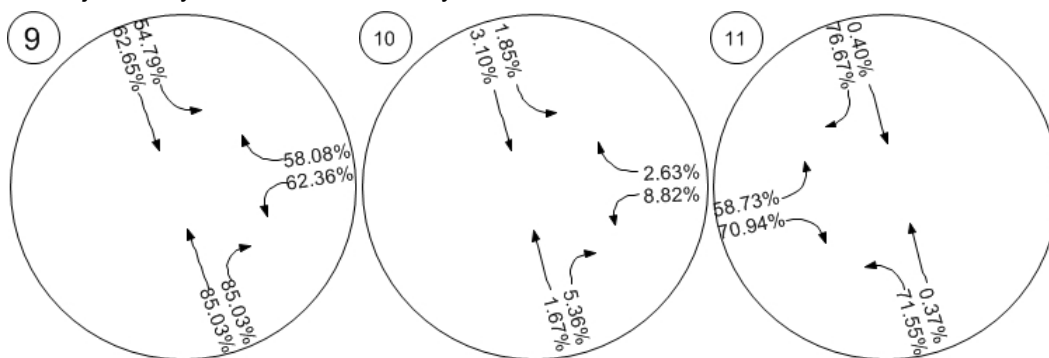
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk

4/10/2014

Hr.pdf

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.3	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.252	13.6	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.010	11.3	B
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBR	0.000	13.7	B
5	Nash Rd / San Benito St	Signalized	HCM2010	NBL	0.677	28.7	C
6	Baler Alley / Project Drwy	Two-way stop	HCM2010	NBL	0.000	11.5	B
7	Baler Alley / San Benito St	Two-way stop	HCM2010	EBL	0.521	23.8	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.047	13.4	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	12.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**#1: Nash Rd / Westside Blvd**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	128	0	3	4	6	0	0	14	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	128	0	3	4	6	0	0	14	118
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	0	1	1	2	0	0	4	32
Total Analysis Volume [veh/h]	0	0	0	139	0	3	4	7	0	0	15	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	9.92	8.35	9.82	10.30	9.44	7.51	0.00	0.00	7.23	0.00	0.00
Movement LOS	A	A	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.39	0.39	0.39	0.02	0.02	0.02	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	9.68	9.68	9.68	0.57	0.57	0.57	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.57	0.57	0.57	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	14.17	14.17	14.17	0.58	0.58	0.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.11			9.82			2.73			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	B											

Intersection Level Of Service Report**#2: Nash Rd / Nash Rd Bypass**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.252

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	143	90	45	134	66	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	90	45	134	66	73
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	24	12	36	18	20
Total Analysis Volume [veh/h]	155	98	49	146	72	79
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.11	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.64	11.67	0.00	0.00	7.76	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.91	0.91	0.00	0.00	0.33	0.33
50th-Percentile Queue Length [ft]	22.63	22.63	0.00	0.00	8.13	8.13
95th-Percentile Queue Length [veh]	1.62	1.62	0.00	0.00	0.37	0.37
95th-Percentile Queue Length [ft]	40.52	40.52	0.00	0.00	9.21	9.21
d_A, Approach Delay [s/veh]	12.88		0.00		3.70	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.37					
Intersection LOS	B					

Intersection Level Of Service Report**#3: Nash Rd / West St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.010

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	5	14	0	0	6	63	32	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	14	0	0	6	63	32	0	8	0	0	0
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	0	0	2	18	9	0	2	0	0	0
Total Analysis Volume [veh/h]	6	16	0	0	7	73	37	0	9	0	0	0
Pedestrian Volume [ped/h]	25			9			84			16		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.01	0.08	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.35	10.07	8.81	9.81	10.35	9.52	7.31	0.00	0.00	7.34	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.06	0.06	0.06	0.21	0.21	0.21	0.09	0.09	0.09	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	1.59	1.59	1.59	5.33	5.33	5.33	2.33	2.33	2.33	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.10	0.10	0.10	0.31	0.31	0.31	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	2.48	2.48	2.48	7.63	7.63	7.63	2.22	2.22	2.22	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.42			9.59			5.88			2.45		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.56											
Intersection LOS	B											

Intersection Level Of Service Report**#4: Nash Rd / Monterey St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	93	0	0	0	0	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	314		75		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.57	13.67	9.12	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.12		4.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.89					
Intersection LOS	B					

Intersection Level Of Service Report**#5: Nash Rd / San Benito St**

Control Type: Signalized
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 28.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.677

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	68	177	245	284	130	27	40	29	45	284	13	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	177	245	284	130	27	40	29	45	284	13	190
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	56	78	90	41	9	13	9	14	90	4	60
Total Analysis Volume [veh/h]	86	224	310	359	165	34	51	37	57	359	16	241
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			13			81			46		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	16	27	0	26	37	0	9	21	0	26	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	18	18	17	30	4	6	17	19
g / C, Green / Cycle	0.07	0.25	0.25	0.23	0.42	0.05	0.08	0.23	0.26
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.22	0.20	0.11	0.03	0.06	0.20	0.16
s, saturation flow rate [veh/h]	1774	1863	1440	1774	1772	1774	1656	1774	1561
c, Capacity [veh/h]	116	472	365	416	748	92	134	416	412
d1, Uniform Delay [s]	32.66	22.56	25.29	26.15	13.38	32.94	31.85	26.15	23.09
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	0.74	5.59	5.42	0.19	5.13	6.43	5.42	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.47	0.85	0.86	0.27	0.55	0.70	0.86	0.62
d, Delay for Lane Group [s/veh]	41.55	23.30	30.88	31.57	13.57	38.07	38.29	31.57	24.65
Lane Group LOS	D	C	C	C	B	D	D	C	C
Critical Lane Group	no	no	yes	yes	no	no	yes	yes	no
50th-Percentile Queue Length [veh]	1.71	3.17	5.34	6.23	2.00	0.97	1.78	6.23	3.83
50th-Percentile Queue Length [ft]	42.81	79.28	133.39	155.69	49.96	24.34	44.54	155.69	95.73
95th-Percentile Queue Length [veh]	3.08	5.71	9.12	10.32	3.60	1.75	3.21	10.32	6.89
95th-Percentile Queue Length [ft]	77.06	142.70	228.09	258.00	89.93	43.81	80.17	258.00	172.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.55	23.30	30.88	31.57	13.57	13.57	38.07	38.29	38.29	31.57	24.65	24.65
Movement LOS	D	C	C	C	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	29.62			25.15			38.21			28.68		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	28.68											
Intersection LOS	C											
Intersection V/C	0.677											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**#6: Baler Alley / Project Drwy**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	200	0	0	233
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	200	0	0	233
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	54	0	0	63
Total Analysis Volume [veh/h]	0	0	217	0	0	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.52	9.38	0.00	0.00	7.66	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

Intersection Level Of Service Report**#7: Baler Alley / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 23.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.521

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	20	350	144	213	190	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	350	144	213	190	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	95	39	58	52	3
Total Analysis Volume [veh/h]	22	380	157	232	207	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.52	0.01
d_M, Delay for Movement [s/veh]	8.14	0.00	0.00	0.00	23.80	19.44
Movement LOS	A	A	A	A	C	C
50th-Percentile Queue Length [veh]	0.91	0.91	0.00	0.00	1.43	1.43
50th-Percentile Queue Length [ft]	22.72	22.72	0.00	0.00	35.70	35.70
95th-Percentile Queue Length [veh]	1.55	1.55	0.00	0.00	3.06	3.06
95th-Percentile Queue Length [ft]	38.66	38.66	0.00	0.00	76.53	76.53
d_A, Approach Delay [s/veh]	0.45		0.00		23.58	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.27					
Intersection LOS	C					

Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

Intersection Level Of Service Report**#10: Sally St / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.047

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	330	15	30	124	20	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	330	15	30	124	20	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	4	8	34	5	11
Total Analysis Volume [veh/h]	359	16	33	135	22	43
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.05	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	8.13	0.00	13.42	11.06
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.38	0.38	0.21	0.21
50th-Percentile Queue Length [ft]	0.00	0.00	9.48	9.48	5.35	5.35
95th-Percentile Queue Length [veh]	0.00	0.00	0.49	0.49	0.37	0.37
95th-Percentile Queue Length [ft]	0.00	0.00	12.36	12.36	9.24	9.24
d_A, Approach Delay [s/veh]	0.00		1.60		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	B					

Intersection Level Of Service Report**#11: Westside Blvd Ext. / Nash Rd**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	345	144	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	345	144	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	94	39	0	0	0
Total Analysis Volume [veh/h]	0	375	157	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	0.00	12.08	9.05
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk

4/10/2014

Hr.pdf

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	128	0	3	4	6	0	0	14	118	273

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	143	90	45	134	66	73	551

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	5	14	0	0	6	63	32	0	8	0	0	0	128

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	68	177	245	284	130	27	40	29	45	284	13	190	1532

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	0	0	200	0	0	233	433

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	20	350	144	213	190	10	927

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	330	15	30	124	20	40	559

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	345	144	0	0	0	489

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closre

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk

4/10/2014

Hr.pdf

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	128	0	3	4	6	0	0	14	118	273
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	128	0	3	4	6	0	0	14	118	273

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	143	90	45	134	66	73	551
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	143	90	45	134	66	73	551

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	5	14	0	0	6	63	32	0	8	0	0	0	128
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	14	0	0	6	63	32	0	8	0	0	0	128

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	93	0	0	0	0	141	234
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	68	177	245	284	130	27	40	29	45	284	13	190	1532
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	68	177	245	284	130	27	40	29	45	284	13	190	1532

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	Final Base	0	0	200	0	0	233	433
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	200	0	0	233	433

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	20	350	144	213	190	10	927
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	20	350	144	213	190	10	927

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	330	15	30	124	20	40	559
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	330	15	30	124	20	40	559

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	345	144	0	0	0	489
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	345	144	0	0	0	489

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	0	0	4
4	4	0	0	4
5	5	0	0	5
6	13	1	0	13
7	15	1	0	14
8	26	2	0	26
9	46	4	0	46
10	48	4	0	47
11	48	4	0	47
12	51	4	0	51
13	57	4	0	56
14	59	5	0	59
15	59	5	0	59
16	63	5	0	63
17	79	6	0	79
18	83	6	0	83
19	90	7	0	89
20	100	8	0	100
21	106	8	0	105
22	124	9	0	123
23	127	10	0	126
24	132	10	0	131

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	4	2	4	No	No	No	No	No	No	No	No	No	No
4	2	4	2	4	No	No	No	No	No	No	No	No	No	No
5	2	5	2	5	No	No	No	No	No	No	No	No	No	No
6	2	14	2	13	No	No	No	No	No	No	No	No	No	No
7	2	16	2	14	No	No	No	No	No	No	No	No	No	No
8	2	28	2	26	No	No	No	No	No	No	No	No	No	No
9	2	50	2	46	No	No	No	No	No	No	No	No	No	No
10	2	52	2	47	No	No	No	No	No	No	No	No	No	No
11	2	52	2	47	No	No	No	No	No	No	No	No	No	No
12	2	55	2	51	No	No	No	No	No	No	No	No	No	No
13	2	61	2	56	No	No	No	No	No	No	No	No	No	No
14	2	64	2	59	No	No	No	No	No	No	No	No	No	No
15	2	64	2	59	No	No	No	No	No	No	No	No	No	No
16	2	68	2	63	No	No	No	No	No	No	No	No	No	No
17	2	85	2	79	No	No	No	No	No	No	No	No	No	No
18	2	89	2	83	No	No	No	No	No	No	No	No	No	No
19	2	97	2	89	No	No	No	No	No	No	No	No	No	No
20	2	108	2	100	No	No	No	No	No	No	No	No	No	No
21	2	114	2	105	No	No	No	No	No	No	No	No	No	No
22	2	133	2	123	No	No	No	No	No	No	No	No	No	No
23	2	137	2	126	No	No	No	No	No	No	No	No	No	No
24	2	142	2	131	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	9.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:21
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	131
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	273	273
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	139	179	233
2	133	172	224
3	131	168	219
4	111	143	186
5	106	136	177
6	95	122	158
7	88	113	147
8	83	107	140
9	67	86	112
10	63	81	105
11	63	81	105
12	60	77	100
13	54	70	91
14	50	64	84
15	50	64	84
16	49	63	82
17	28	36	47
18	15	20	26
19	14	18	23
20	6	7	9
21	4	5	7
22	4	5	7
23	3	4	5
24	3	4	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	318	1	233	No	No	No	No	No	No	No	No	No	No
2	2	305	1	224	No	No	No	No	No	No	No	No	No	No
3	2	299	1	219	No	No	No	No	No	No	No	No	No	No
4	2	254	1	186	No	No	No	No	No	No	No	No	No	No
5	2	242	1	177	No	No	No	No	No	No	No	No	No	No
6	2	217	1	158	No	No	No	No	No	No	No	No	No	No
7	2	201	1	147	No	No	No	No	No	No	No	No	No	No
8	2	190	1	140	No	No	No	No	No	No	No	No	No	No
9	2	153	1	112	No	No	No	No	No	No	No	No	No	No
10	2	144	1	105	No	No	No	No	No	No	No	No	No	No
11	2	144	1	105	No	No	No	No	No	No	No	No	No	No
12	2	137	1	100	No	No	No	No	No	No	No	No	No	No
13	2	124	1	91	No	No	No	No	No	No	No	No	No	No
14	2	114	1	84	No	No	No	No	No	No	No	No	No	No
15	2	114	1	84	No	No	No	No	No	No	No	No	No	No
16	2	112	1	82	No	No	No	No	No	No	No	No	No	No
17	2	64	1	47	No	No	No	No	No	No	No	No	No	No
18	2	35	1	26	No	No	No	No	No	No	No	No	No	No
19	2	32	1	23	No	No	No	No	No	No	No	No	No	No
20	2	13	1	9	No	No	No	No	No	No	No	No	No	No
21	2	9	1	7	No	No	No	No	No	No	No	No	No	No
22	2	9	1	7	No	No	No	No	No	No	No	No	No	No
23	2	7	1	5	No	No	No	No	No	No	No	No	No	No
24	2	7	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	233
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	551
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	0	40	69	19
2	0	38	66	18
3	0	38	65	18
4	0	32	55	15
5	0	30	52	14
6	0	27	47	13
7	0	25	43	12
8	0	24	41	11
9	0	19	33	9
10	0	18	31	9
11	0	18	31	9
12	0	17	30	8
13	0	16	27	7
14	0	14	25	7
15	0	14	25	7
16	0	14	24	7
17	0	8	14	4
18	0	4	8	2
19	0	4	7	2
20	0	2	3	1
21	0	1	2	1
22	0	1	2	1
23	0	1	1	0
24	0	1	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	40	2	88	No	No	No	No	No	No	No	No	No	No
2	2	38	2	84	No	No	No	No	No	No	No	No	No	No
3	2	38	2	83	No	No	No	No	No	No	No	No	No	No
4	2	32	2	70	No	No	No	No	No	No	No	No	No	No
5	2	30	2	66	No	No	No	No	No	No	No	No	No	No
6	2	27	2	60	No	No	No	No	No	No	No	No	No	No
7	2	25	2	55	No	No	No	No	No	No	No	No	No	No
8	2	24	2	52	No	No	No	No	No	No	No	No	No	No
9	2	19	2	42	No	No	No	No	No	No	No	No	No	No
10	2	18	2	40	No	No	No	No	No	No	No	No	No	No
11	2	18	2	40	No	No	No	No	No	No	No	No	No	No
12	2	17	2	38	No	No	No	No	No	No	No	No	No	No
13	2	16	2	34	No	No	No	No	No	No	No	No	No	No
14	2	14	2	32	No	No	No	No	No	No	No	No	No	No
15	2	14	2	32	No	No	No	No	No	No	No	No	No	No
16	2	14	2	31	No	No	No	No	No	No	No	No	No	No
17	2	8	2	18	No	No	No	No	No	No	No	No	No	No
18	2	4	2	10	No	No	No	No	No	No	No	No	No	No
19	2	4	2	9	No	No	No	No	No	No	No	No	No	No
20	2	2	2	4	No	No	No	No	No	No	No	No	No	No
21	2	1	2	3	No	No	No	No	No	No	No	No	No	No
22	2	1	2	3	No	No	No	No	No	No	No	No	No	No
23	2	1	2	1	No	No	No	No	No	No	No	No	No	No
24	2	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	10.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	69	19
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	128	128
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Baler Alley / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	233	200	0
2	224	192	0
3	219	188	0
4	186	160	0
5	177	152	0
6	158	136	0
7	147	126	0
8	140	120	0
9	112	96	0
10	105	90	0
11	105	90	0
12	100	86	0
13	91	78	0
14	84	72	0
15	84	72	0
16	82	70	0
17	47	40	0
18	26	22	0
19	23	20	0
20	9	8	0
21	7	6	0
22	7	6	0
23	5	4	0
24	5	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	433	1	0	No	No	No	No	No	No	No	No	No	No
2	2	416	1	0	No	No	No	No	No	No	No	No	No	No
3	2	407	1	0	No	No	No	No	No	No	No	No	No	No
4	2	346	1	0	No	No	No	No	No	No	No	No	No	No
5	2	329	1	0	No	No	No	No	No	No	No	No	No	No
6	2	294	1	0	No	No	No	No	No	No	No	No	No	No
7	2	273	1	0	No	No	No	No	No	No	No	No	No	No
8	2	260	1	0	No	No	No	No	No	No	No	No	No	No
9	2	208	1	0	No	No	No	No	No	No	No	No	No	No
10	2	195	1	0	No	No	No	No	No	No	No	No	No	No
11	2	195	1	0	No	No	No	No	No	No	No	No	No	No
12	2	186	1	0	No	No	No	No	No	No	No	No	No	No
13	2	169	1	0	No	No	No	No	No	No	No	No	No	No
14	2	156	1	0	No	No	No	No	No	No	No	No	No	No
15	2	156	1	0	No	No	No	No	No	No	No	No	No	No
16	2	152	1	0	No	No	No	No	No	No	No	No	No	No
17	2	87	1	0	No	No	No	No	No	No	No	No	No	No
18	2	48	1	0	No	No	No	No	No	No	No	No	No	No
19	2	43	1	0	No	No	No	No	No	No	No	No	No	No
20	2	17	1	0	No	No	No	No	No	No	No	No	No	No
21	2	13	1	0	No	No	No	No	No	No	No	No	No	No
22	2	13	1	0	No	No	No	No	No	No	No	No	No	No
23	2	9	1	0	No	No	No	No	No	No	No	No	No	No
24	2	9	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	433
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Baler Alleyt / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	357	370	200
2	343	355	192
3	336	348	188
4	286	296	160
5	271	281	152
6	243	252	136
7	225	233	126
8	214	222	120
9	171	178	96
10	161	167	90
11	161	167	90
12	154	159	86
13	139	144	78
14	129	133	72
15	129	133	72
16	125	130	70
17	71	74	40
18	39	41	22
19	36	37	20
20	14	15	8
21	11	11	6
22	11	11	6
23	7	7	4
24	7	7	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	727	1	200	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	698	1	192	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	684	1	188	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
4	2	582	1	160	No	Yes	Yes	Yes	No	No	No	Yes	No	No
5	2	552	1	152	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	495	1	136	No	Yes	Yes	Yes	No	No	No	No	No	No
7	2	458	1	126	No	No	Yes	Yes	No	No	No	No	No	No
8	2	436	1	120	No	No	Yes	Yes	No	No	No	No	No	No
9	2	349	1	96	No	No	No	Yes	No	No	No	No	No	No
10	2	328	1	90	No	No	No	No	No	No	No	No	No	No
11	2	328	1	90	No	No	No	No	No	No	No	No	No	No
12	2	313	1	86	No	No	No	No	No	No	No	No	No	No
13	2	283	1	78	No	No	No	No	No	No	No	No	No	No
14	2	262	1	72	No	No	No	No	No	No	No	No	No	No
15	2	262	1	72	No	No	No	No	No	No	No	No	No	No
16	2	255	1	70	No	No	No	No	No	No	No	No	No	No
17	2	145	1	40	No	No	No	No	No	No	No	No	No	No
18	2	80	1	22	No	No	No	No	No	No	No	No	No	No
19	2	73	1	20	No	No	No	No	No	No	No	No	No	No
20	2	29	1	8	No	No	No	No	No	No	No	No	No	No
21	2	22	1	6	No	No	No	No	No	No	No	No	No	No
22	2	22	1	6	No	No	No	No	No	No	No	No	No	No
23	2	14	1	4	No	No	No	No	No	No	No	No	No	No
24	2	14	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					3	6	8	9	0	1	3	5	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:18
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	200
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	927
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	345	154	60
2	331	148	58
3	324	145	56
4	276	123	48
5	262	117	46
6	235	105	41
7	217	97	38
8	207	92	36
9	166	74	29
10	155	69	27
11	155	69	27
12	148	66	26
13	135	60	23
14	124	55	22
15	124	55	22
16	121	54	21
17	69	31	12
18	38	17	7
19	35	15	6
20	14	6	2
21	10	5	2
22	10	5	2
23	7	3	1
24	7	3	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	499	1	60	No	No	No	No	No	No	No	No	No	No
2	2	479	1	58	No	No	No	No	No	No	No	No	No	No
3	2	469	1	56	No	No	No	No	No	No	No	No	No	No
4	2	399	1	48	No	No	No	No	No	No	No	No	No	No
5	2	379	1	46	No	No	No	No	No	No	No	No	No	No
6	2	340	1	41	No	No	No	No	No	No	No	No	No	No
7	2	314	1	38	No	No	No	No	No	No	No	No	No	No
8	2	299	1	36	No	No	No	No	No	No	No	No	No	No
9	2	240	1	29	No	No	No	No	No	No	No	No	No	No
10	2	224	1	27	No	No	No	No	No	No	No	No	No	No
11	2	224	1	27	No	No	No	No	No	No	No	No	No	No
12	2	214	1	26	No	No	No	No	No	No	No	No	No	No
13	2	195	1	23	No	No	No	No	No	No	No	No	No	No
14	2	179	1	22	No	No	No	No	No	No	No	No	No	No
15	2	179	1	22	No	No	No	No	No	No	No	No	No	No
16	2	175	1	21	No	No	No	No	No	No	No	No	No	No
17	2	100	1	12	No	No	No	No	No	No	No	No	No	No
18	2	55	1	7	No	No	No	No	No	No	No	No	No	No
19	2	50	1	6	No	No	No	No	No	No	No	No	No	No
20	2	20	1	2	No	No	No	No	No	No	No	No	No	No
21	2	15	1	2	No	No	No	No	No	No	No	No	No	No
22	2	15	1	2	No	No	No	No	No	No	No	No	No	No
23	2	10	1	1	No	No	No	No	No	No	No	No	No	No
24	2	10	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	60
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	559
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	345	144	0
2	331	138	0
3	324	135	0
4	276	115	0
5	262	109	0
6	235	98	0
7	217	91	0
8	207	86	0
9	166	69	0
10	155	65	0
11	155	65	0
12	148	62	0
13	135	56	0
14	124	52	0
15	124	52	0
16	121	50	0
17	69	29	0
18	38	16	0
19	35	14	0
20	14	6	0
21	10	4	0
22	10	4	0
23	7	3	0
24	7	3	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	489	1	0	No	No	No	No	No	No	No	No	No	No
2	2	469	1	0	No	No	No	No	No	No	No	No	No	No
3	2	459	1	0	No	No	No	No	No	No	No	No	No	No
4	2	391	1	0	No	No	No	No	No	No	No	No	No	No
5	2	371	1	0	No	No	No	No	No	No	No	No	No	No
6	2	333	1	0	No	No	No	No	No	No	No	No	No	No
7	2	308	1	0	No	No	No	No	No	No	No	No	No	No
8	2	293	1	0	No	No	No	No	No	No	No	No	No	No
9	2	235	1	0	No	No	No	No	No	No	No	No	No	No
10	2	220	1	0	No	No	No	No	No	No	No	No	No	No
11	2	220	1	0	No	No	No	No	No	No	No	No	No	No
12	2	210	1	0	No	No	No	No	No	No	No	No	No	No
13	2	191	1	0	No	No	No	No	No	No	No	No	No	No
14	2	176	1	0	No	No	No	No	No	No	No	No	No	No
15	2	176	1	0	No	No	No	No	No	No	No	No	No	No
16	2	171	1	0	No	No	No	No	No	No	No	No	No	No
17	2	98	1	0	No	No	No	No	No	No	No	No	No	No
18	2	54	1	0	No	No	No	No	No	No	No	No	No	No
19	2	49	1	0	No	No	No	No	No	No	No	No	No	No
20	2	20	1	0	No	No	No	No	No	No	No	No	No	No
21	2	14	1	0	No	No	No	No	No	No	No	No	No	No
22	2	14	1	0	No	No	No	No	No	No	No	No	No	No
23	2	10	1	0	No	No	No	No	No	No	No	No	No	No
24	2	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

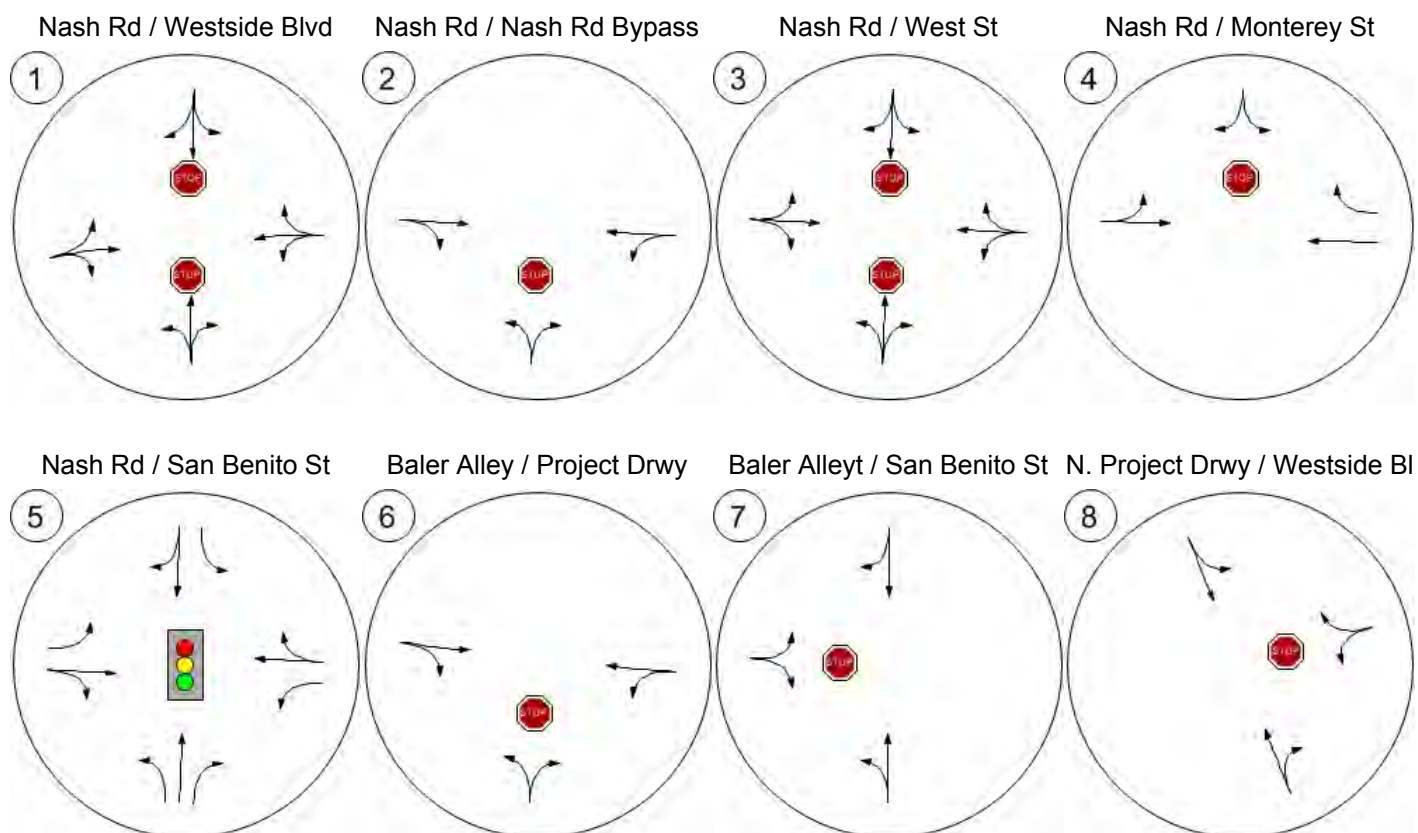
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	489
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



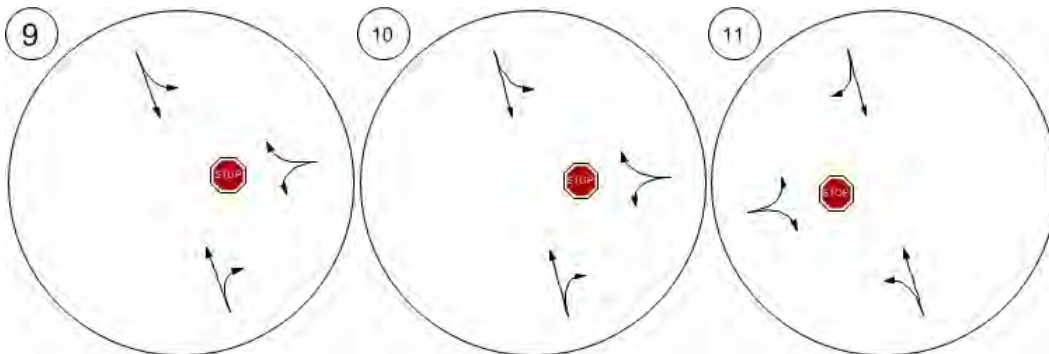
Report Figure 2: Lane Configuration and Traffic Control



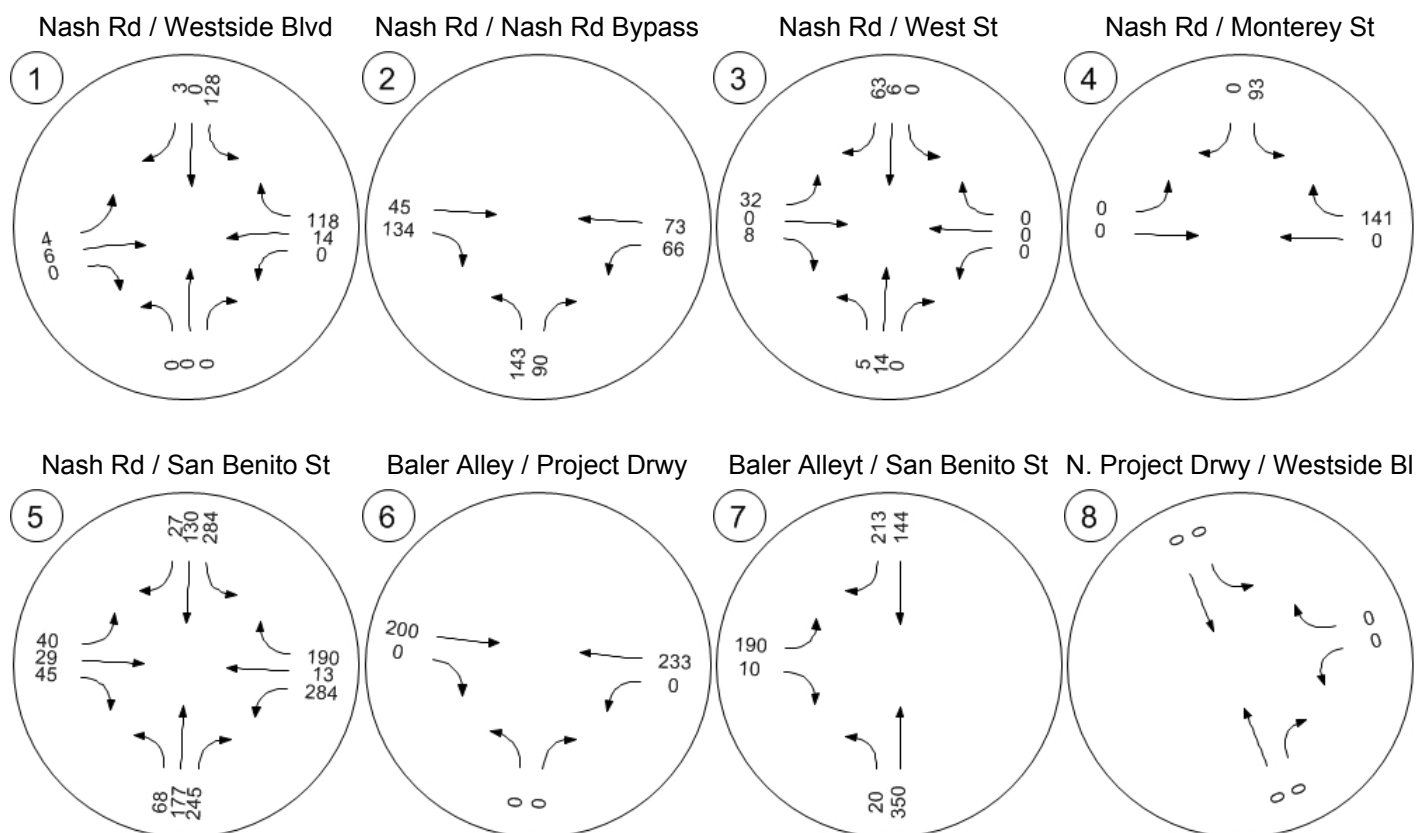
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



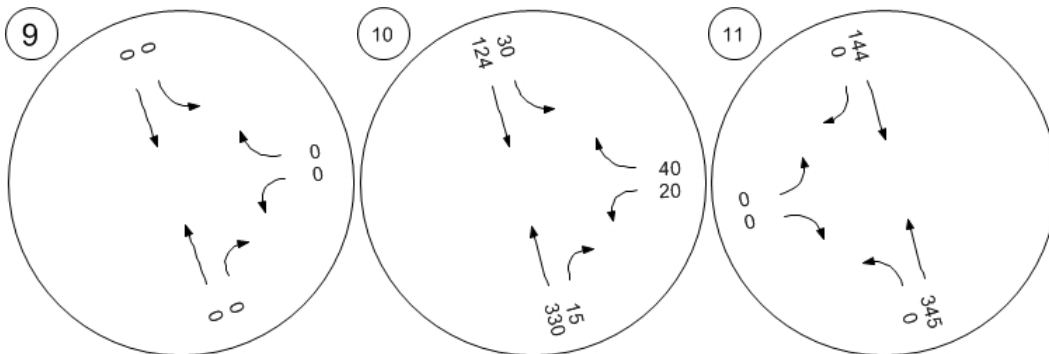
Report Figure 3a: Traffic Volume - Base Volume



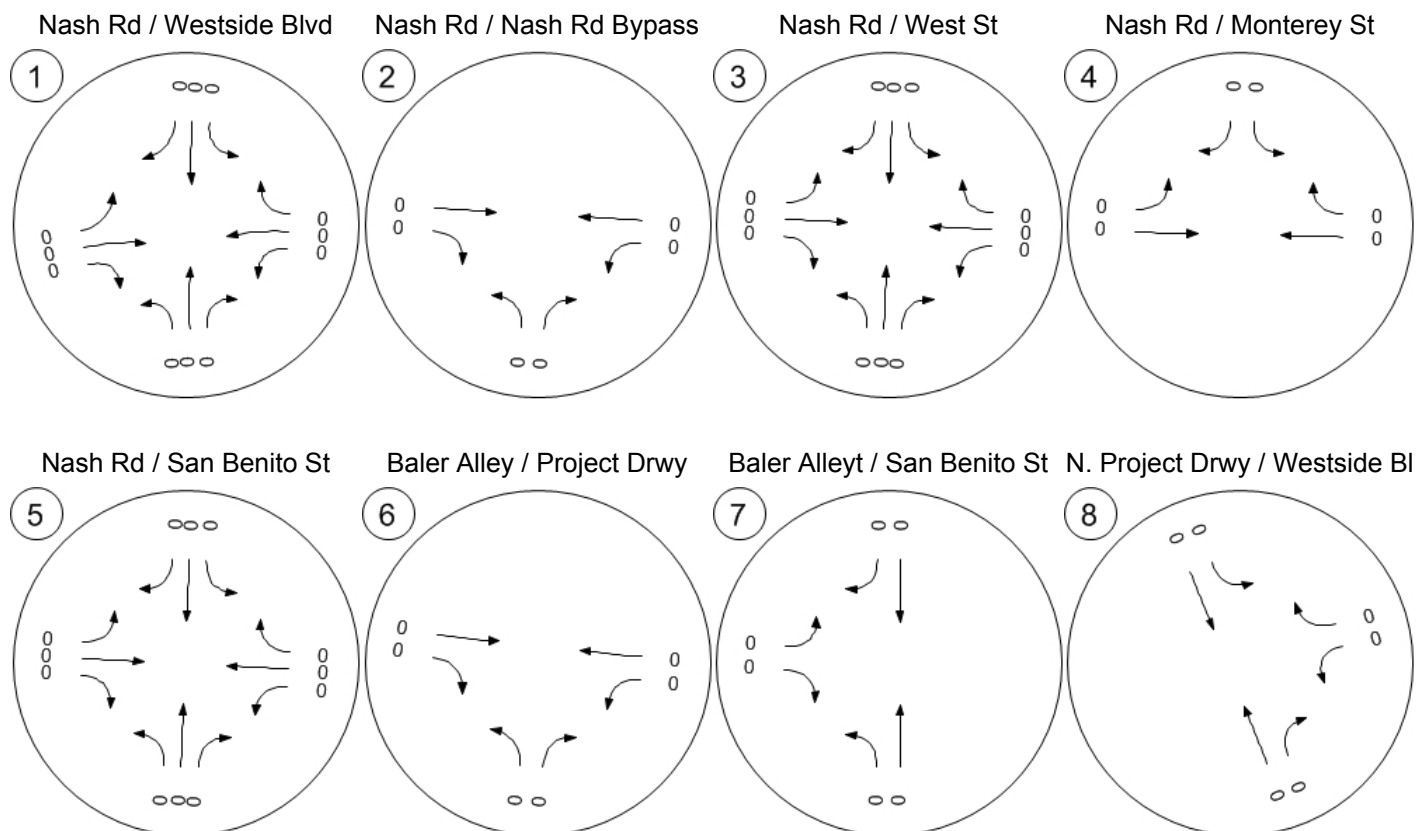
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3b: Traffic Volume - In-Process Volume



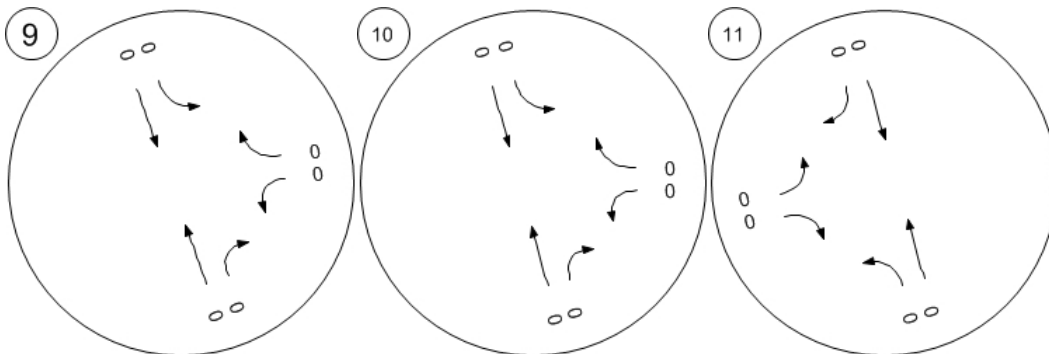
Report Figure 3b: Traffic Volume - In-Process Volume



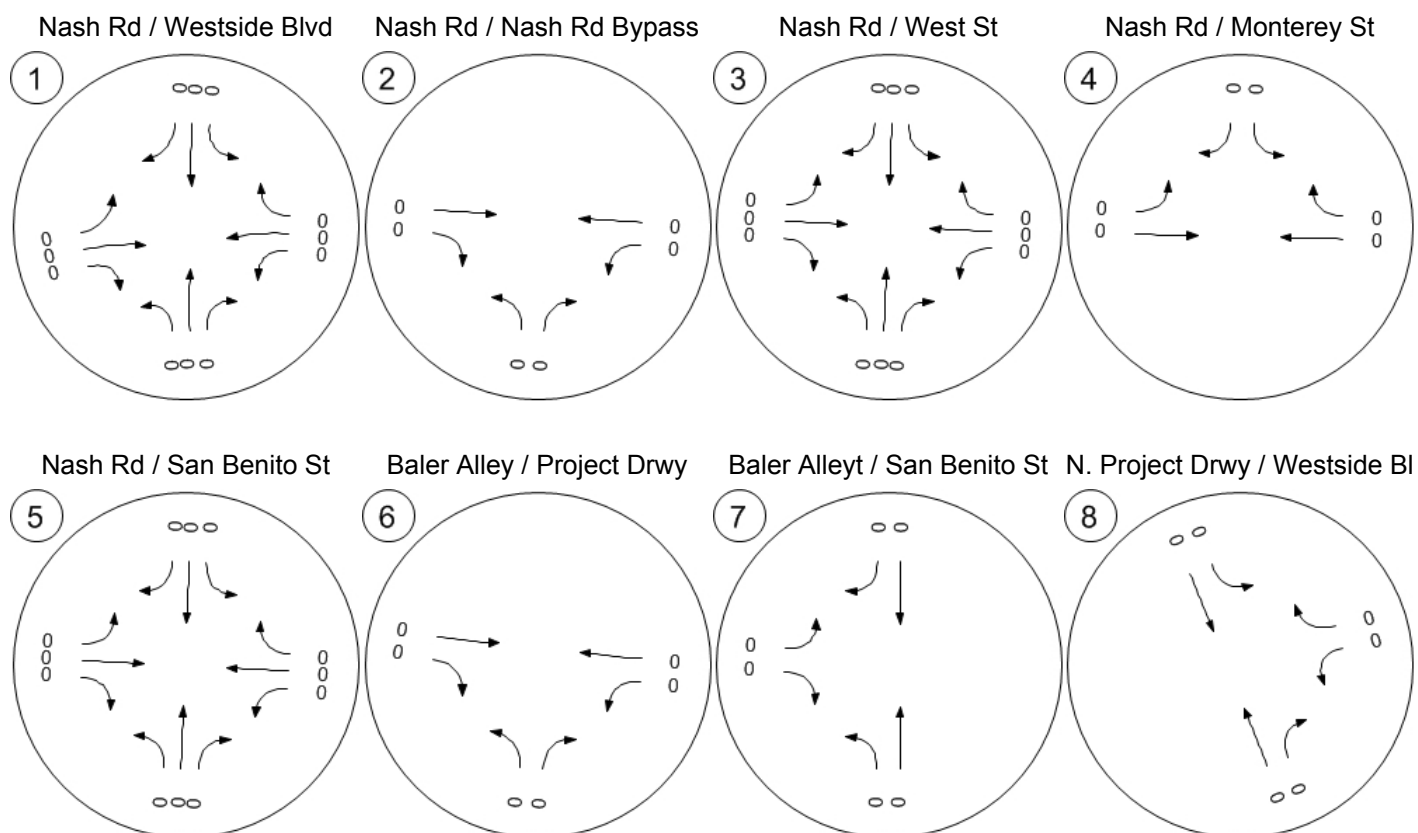
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



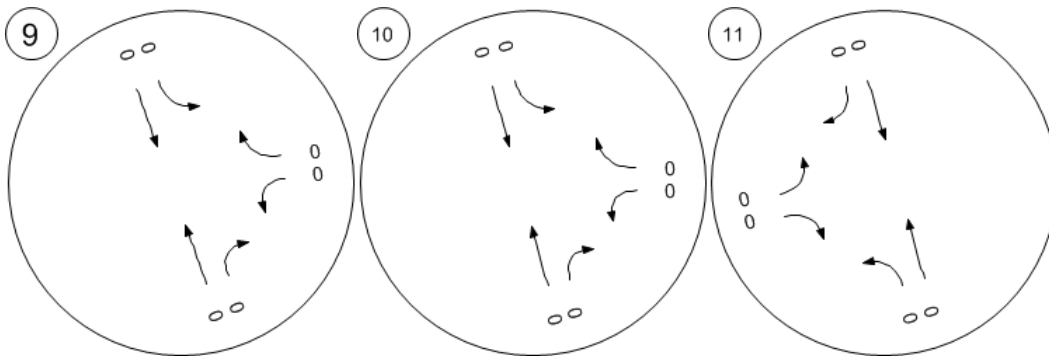
Report Figure 3c: Traffic Volume - Net New Site Trips



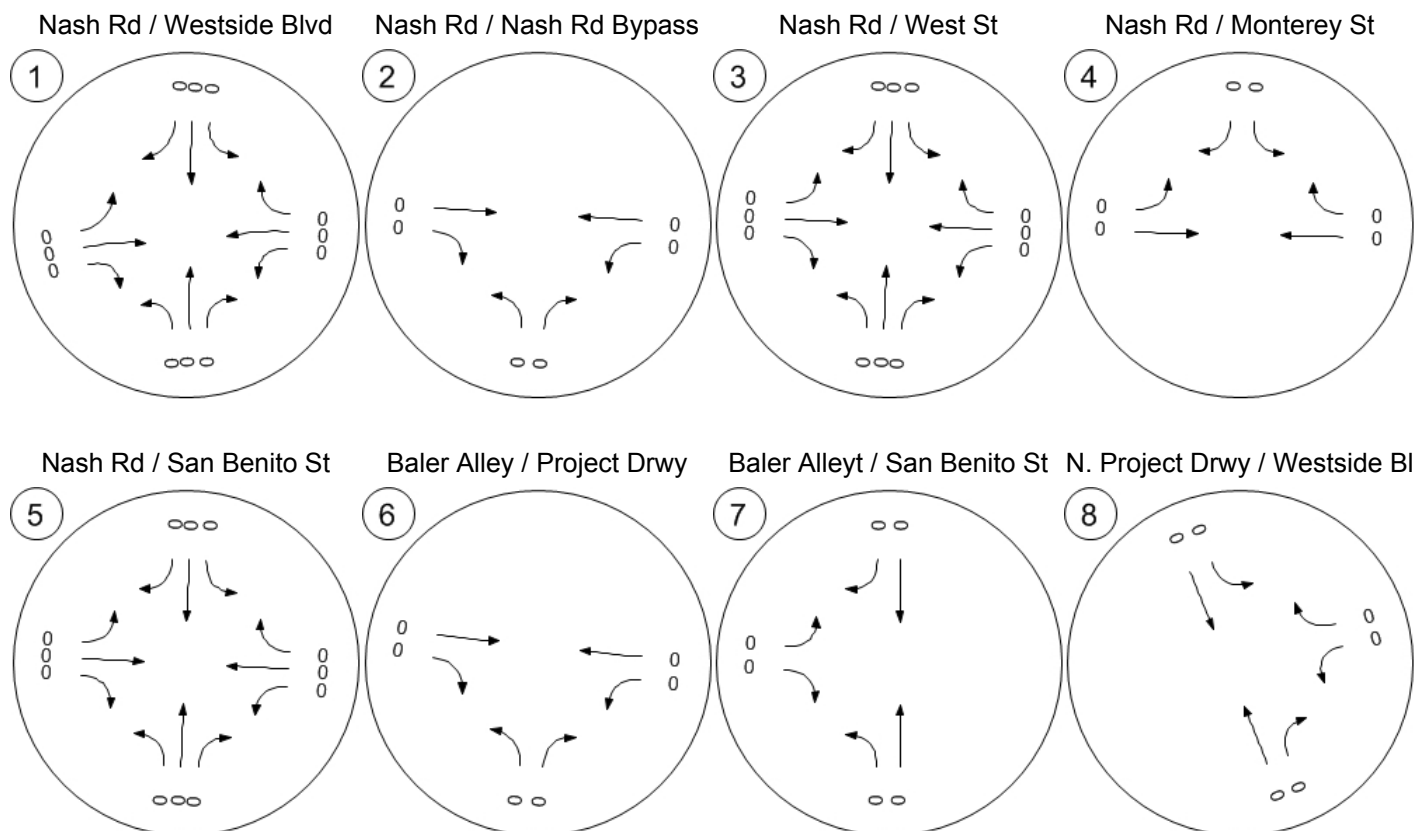
Report Figure 3c: Traffic Volume - Net New Site Trips



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



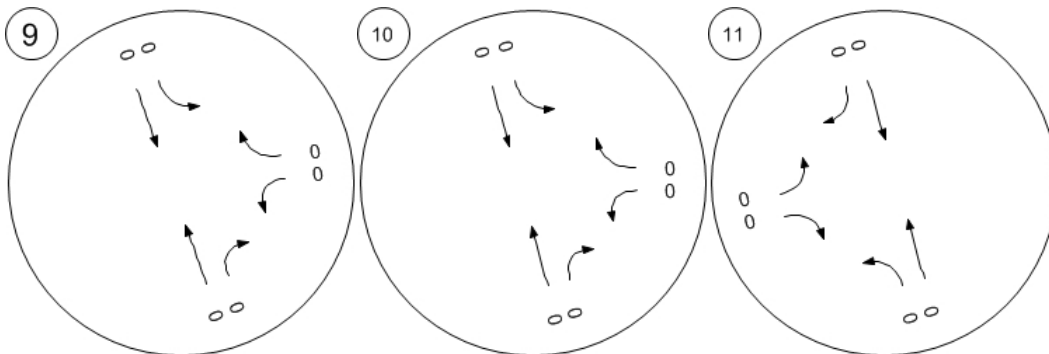
Report Figure 3d: Traffic Volume - Other Volume



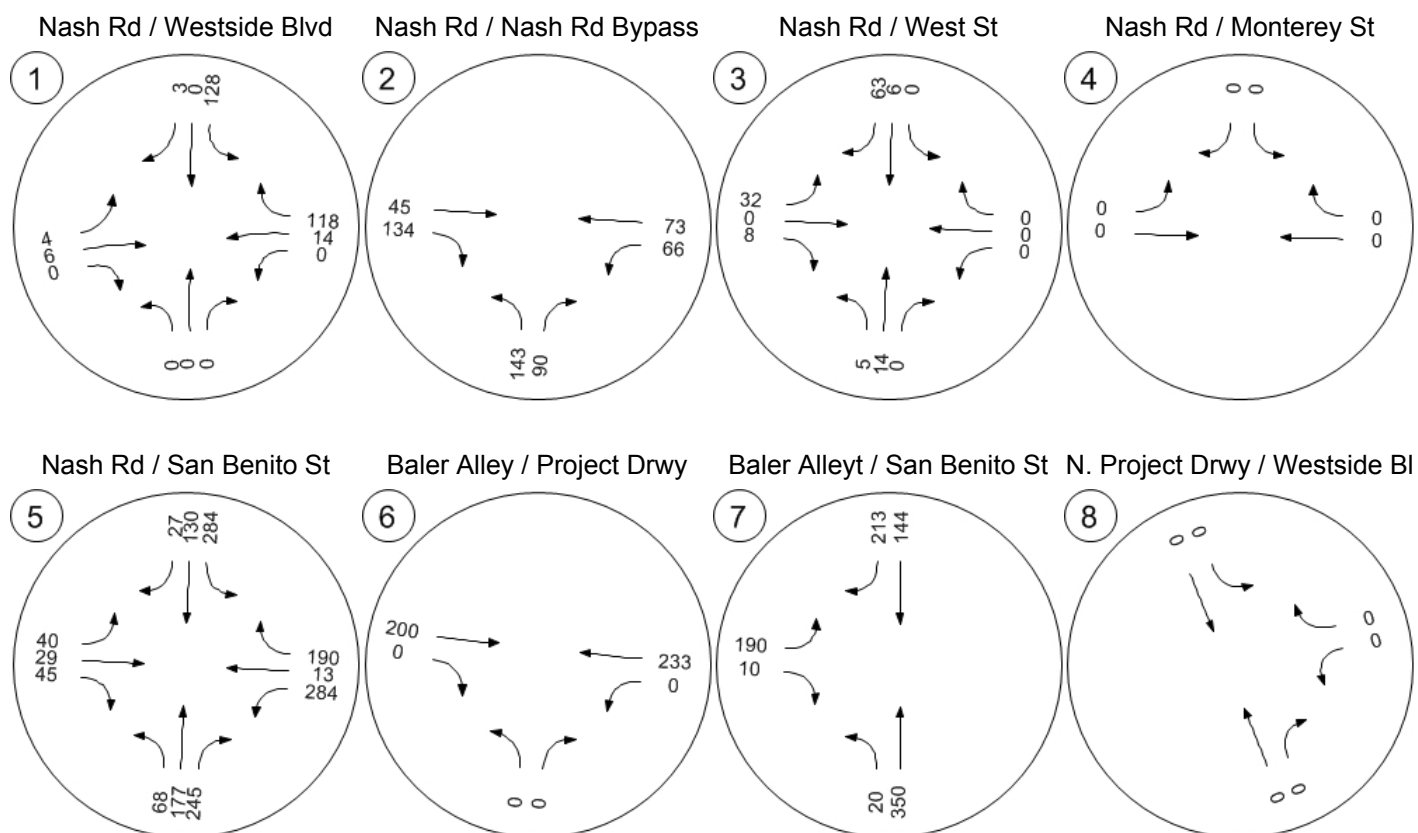
Report Figure 3d: Traffic Volume - Other Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



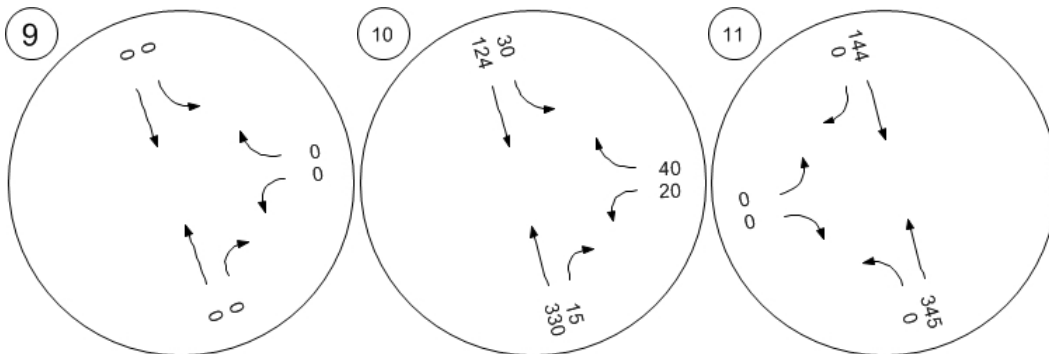
Report Figure 3e: Traffic Volume - Future Total Volume



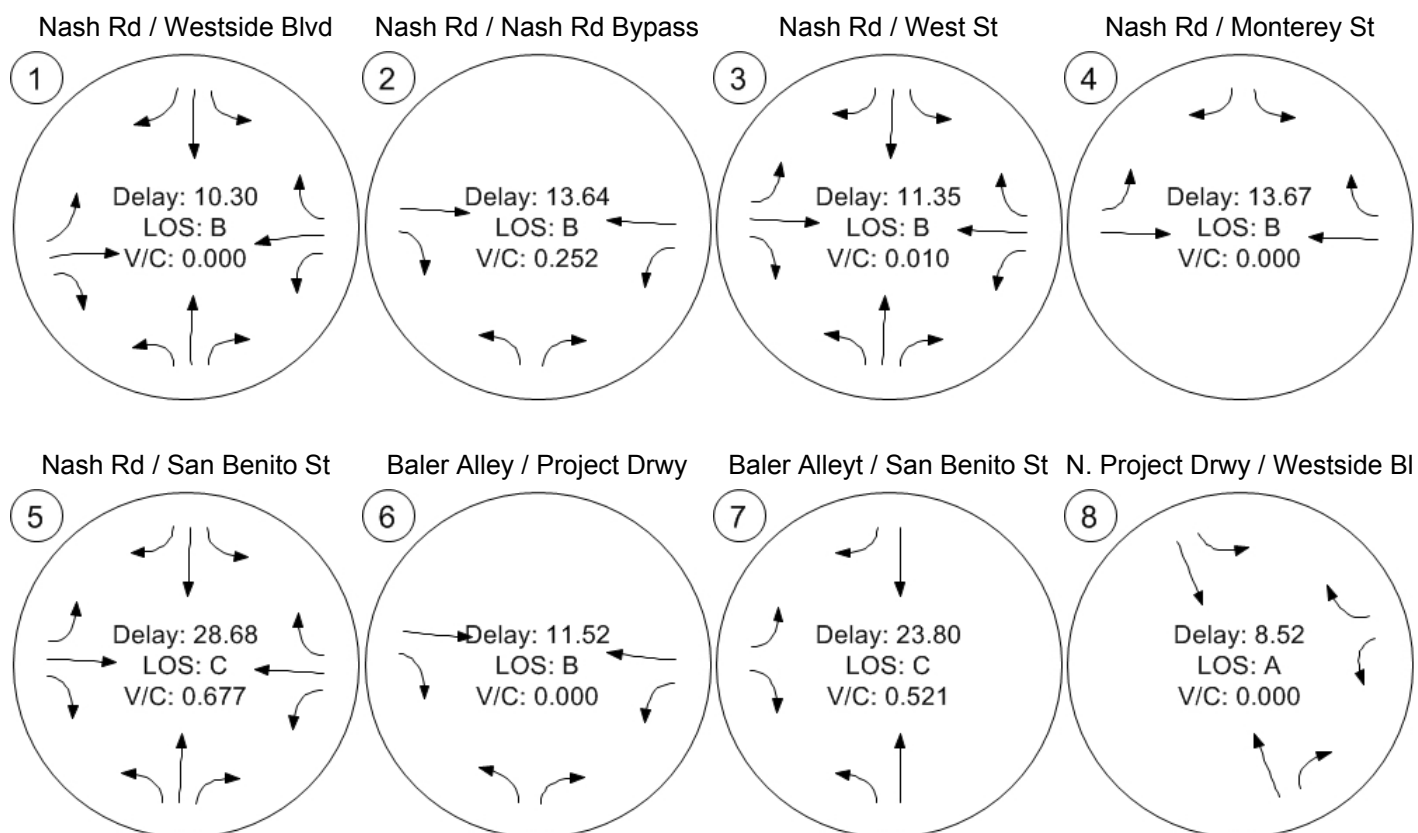
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



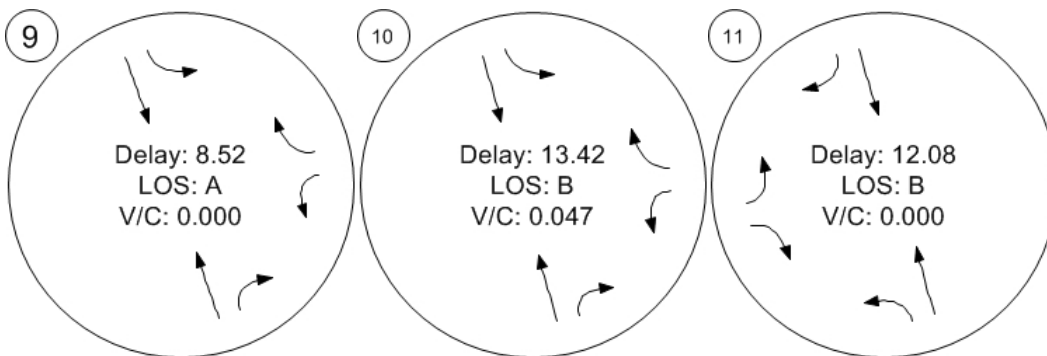
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Peak Hour w/ Nash Bypass &
ClosureReport File: J:\...\Nash Bypass and Closure 2014 PM Pk
Hr.pdf

4/10/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.5	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.369	17.8	C
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.016	9.9	A
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.000	8.9	A
5	Nash Rd / San Benito St	Signalized	HCM2010	EBT	0.707	31.1	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	10.8	B
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.864	62.6	F
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.039	14.3	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	12.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
#1: Nash Rd / Westside Blvd**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 10.5
Level Of Service: B
Volume to Capacity (v/c): 0.000**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	0	2	2	3	0	0	1	37
Total Analysis Volume [veh/h]	0	0	0	141	0	9	9	11	0	0	5	149
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	10.09	8.36	10.01	10.49	9.53	7.54	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.42	0.42	0.42	0.04	0.04	0.04	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	10.40	10.40	10.40	1.05	1.05	1.05	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.62	0.62	0.62	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	15.47	15.47	15.47	1.07	1.07	1.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.23			9.98			3.39			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.83											
Intersection LOS	B											

Intersection Level Of Service Report**#2: Nash Rd / Nash Rd Bypass**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 17.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.369

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	180	131	33	197	105	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	131	33	197	105	52
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	36	9	54	29	14
Total Analysis Volume [veh/h]	196	142	36	214	114	57
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.37	0.16	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	17.82	15.02	0.00	0.00	8.00	0.00
Movement LOS	C	C	A	A	A	A
50th-Percentile Queue Length [veh]	1.56	1.56	0.00	0.00	0.38	0.38
50th-Percentile Queue Length [ft]	39.06	39.06	0.00	0.00	9.50	9.50
95th-Percentile Queue Length [veh]	3.08	3.08	0.00	0.00	0.45	0.45
95th-Percentile Queue Length [ft]	76.96	76.96	0.00	0.00	11.17	11.17
d_A, Approach Delay [s/veh]	16.64		0.00		5.33	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.61					
Intersection LOS	C					

Intersection Level Of Service Report**#3: Nash Rd / West St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 9.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	11	23	0	0	17	26	19	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	23	0	0	17	26	19	0	4	0	0	0
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	0	0	5	7	5	0	1	0	0	0
Total Analysis Volume [veh/h]	12	25	0	0	18	28	21	0	4	0	0	0
Pedestrian Volume [ped/h]	28			0			25			28		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	3	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.02	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.91	9.81	8.98	9.43	9.80	8.72	7.25	0.00	0.00	7.34	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.10	0.10	0.10	0.12	0.12	0.12	0.05	0.05	0.05	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	2.53	2.53	2.53	2.92	2.92	2.92	1.26	1.26	1.26	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.15	0.15	0.15	0.16	0.16	0.16	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	3.73	3.73	3.73	3.96	3.96	3.96	1.17	1.17	1.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.84			9.14			6.09			2.45		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.67											
Intersection LOS	A											

Intersection Level Of Service Report**#4: Nash Rd / Monterey St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	104	0	0	0	0	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	41		0		6	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	8.64	7.39	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78		3.69		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	A					

Intersection Level Of Service Report**#5: Nash Rd / San Benito St**

Control Type: Signalized
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 31.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.707

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	43	122	351	306	143	26	31	48	24	303	20	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	122	351	306	143	26	31	48	24	303	20	216
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	35	101	88	41	7	9	14	7	87	6	62
Total Analysis Volume [veh/h]	49	140	403	352	164	30	36	55	28	348	23	248
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			3			33			10		
Bicycle Volume [bicycles/h]	2			0			4			3		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	4	5	0	4	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	12	31	0	24	43	0	8	21	0	24	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	22	22	17	36	3	5	17	19
g / C, Green / Cycle	0.05	0.30	0.30	0.23	0.48	0.03	0.06	0.23	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.26	0.20	0.11	0.02	0.05	0.20	0.17
s, saturation flow rate [veh/h]	1774	1863	1522	1774	1802	1774	1729	1774	1559
c, Capacity [veh/h]	87	553	452	405	857	62	111	401	398
d1, Uniform Delay [s]	35.18	20.24	25.46	28.12	11.65	35.99	34.83	28.20	25.41
k, delay calibration	0.11	0.11	0.20	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.53	0.24	10.79	5.81	0.13	8.45	9.72	5.81	2.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

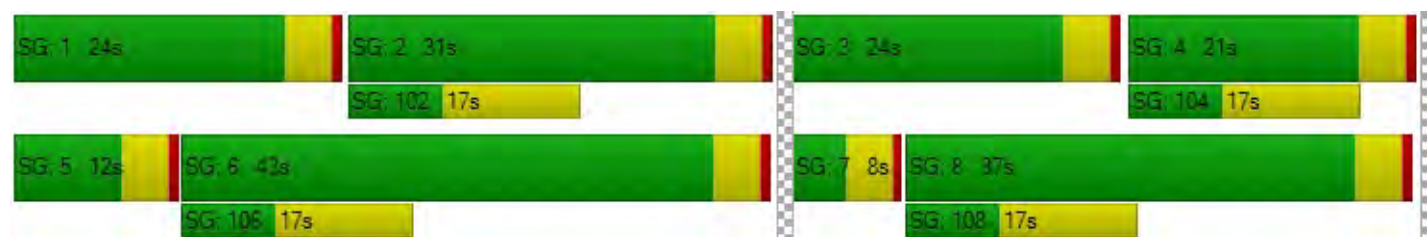
X, volume / capacity	0.56	0.25	0.89	0.87	0.23	0.58	0.75	0.87	0.68
d, Delay for Lane Group [s/veh]	40.72	20.47	36.25	33.93	11.79	44.44	44.55	34.01	27.47
Lane Group LOS	D	C	D	C	B	D	D	C	C
Critical Lane Group	no	no	yes	yes	no	no	yes	yes	no
50th-Percentile Queue Length [veh]	1.01	1.87	7.99	6.60	1.85	0.79	1.78	6.53	4.48
50th-Percentile Queue Length [ft]	25.14	46.71	199.67	164.97	46.15	19.78	44.49	163.22	112.08
95th-Percentile Queue Length [veh]	1.81	3.36	12.62	10.81	3.32	1.42	3.20	10.72	7.96
95th-Percentile Queue Length [ft]	45.26	84.07	315.54	270.28	83.07	35.61	80.07	267.97	198.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.72	20.47	36.25	33.93	11.79	11.79	44.44	44.55	44.55	34.01	27.47	27.47
Movement LOS	D	C	D	C	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	32.89			26.06			44.51			31.15		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.06											
Intersection LOS	C											
Intersection V/C	0.707											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#6: Nash Rd Bypass / Project Drwy**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 10.8
Level Of Service: B
Volume to Capacity (v/c): 0.000**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	35	0	0	311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	35	0	0	311
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	10	0	0	85
Total Analysis Volume [veh/h]	0	0	38	0	0	338
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.76	8.48	0.00	0.00	7.29	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.62		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

**Intersection Level Of Service Report
#7: Nash Rd Bypass / San Benito St**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 62.6
Level Of Service: F
Volume to Capacity (v/c): 0.864**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	←		→		→	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	45	294	199	266	273	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	294	199	266	273	30
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	80	54	72	74	8
Total Analysis Volume [veh/h]	49	320	216	289	297	33
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.86	0.05
d_M, Delay for Movement [s/veh]	8.56	0.00	0.00	0.00	62.57	57.36
Movement LOS	A	A	A	A	F	F
50th-Percentile Queue Length [veh]	0.88	0.88	0.00	0.00	5.69	5.69
50th-Percentile Queue Length [ft]	21.94	21.94	0.00	0.00	142.19	142.19
95th-Percentile Queue Length [veh]	1.57	1.57	0.00	0.00	9.31	9.31
95th-Percentile Queue Length [ft]	39.35	39.35	0.00	0.00	232.77	232.77
d_A, Approach Delay [s/veh]	1.14		0.00		62.04	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	17.35					
Intersection LOS	F					

Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

Intersection Level Of Service Report
#9: S. Project Drwy / Westside Blvd Ext.Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

**Intersection Level Of Service Report
#10: Sally St / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 14.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.039

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	304	25	50	179	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	25	50	179	15	35
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	7	14	49	4	10
Total Analysis Volume [veh/h]	330	27	54	195	16	38
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.04	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	14.34	10.78
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.56	0.56	0.18	0.18
50th-Percentile Queue Length [ft]	0.00	0.00	14.07	14.07	4.44	4.44
95th-Percentile Queue Length [veh]	0.00	0.00	0.78	0.78	0.31	0.31
95th-Percentile Queue Length [ft]	0.00	0.00	19.48	19.48	7.66	7.66
d_A, Approach Delay [s/veh]	0.00		1.76		11.84	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.63					
Intersection LOS	B					

Intersection Level Of Service Report**#11: Westside Blvd Ext. / Nash Rd**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	329	194	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	329	194	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	89	53	0	0	0
Total Analysis Volume [veh/h]	0	358	211	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	0.00	12.44	9.34
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Peak Hour w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr.pdf

4/10/2014

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	130	0	8	8	10	0	0	5	137	298

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	180	131	33	197	105	52	698

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	11	23	0	0	17	26	19	0	4	0	0	0	100

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	43	122	351	306	143	26	31	48	24	303	20	216	1633

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	35	0	0	311	346

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	45	294	199	266	273	30	1107

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ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	304	25	50	179	15	35	608

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	329	194	0	0	0	523

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Peak Hour w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr.pdf

4/10/2014

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	130	0	8	8	10	0	0	5	137	298

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	180	131	33	197	105	52	698
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	180	131	33	197	105	52	698

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	11	23	0	0	17	26	19	0	4	0	0	0	100
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	23	0	0	17	26	19	0	4	0	0	0	100

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	104	0	0	0	0	85	189
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	43	122	351	306	143	26	31	48	24	303	20	216	1633
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	43	122	351	306	143	26	31	48	24	303	20	216	1633

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	35	0	0	311	346
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	35	0	0	311	346

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	45	294	199	266	273	30	1107
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	45	294	199	266	273	30	1107

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

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ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	304	25	50	179	15	35	608
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	304	25	50	179	15	35	608

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	329	194	0	0	0	523
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	329	194	0	0	0	523

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	6	1	0	6
6	14	2	0	14
7	16	2	0	15
8	28	4	0	28
9	50	6	0	48
10	51	6	0	50
11	51	6	0	50
12	55	7	0	54
13	61	8	0	59
14	64	8	0	62
15	64	8	0	62
16	68	9	0	66
17	85	11	0	83
18	89	11	0	87
19	97	12	0	94
20	108	14	0	105
21	114	14	0	110
22	133	17	0	130
23	136	17	0	132
24	142	18	0	138

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	7	2	6	No	No	No	No	No	No	No	No	No	No
6	2	16	2	14	No	No	No	No	No	No	No	No	No	No
7	2	18	2	15	No	No	No	No	No	No	No	No	No	No
8	2	32	2	28	No	No	No	No	No	No	No	No	No	No
9	2	56	2	48	No	No	No	No	No	No	No	No	No	No
10	2	57	2	50	No	No	No	No	No	No	No	No	No	No
11	2	57	2	50	No	No	No	No	No	No	No	No	No	No
12	2	62	2	54	No	No	No	No	No	No	No	No	No	No
13	2	69	2	59	No	No	No	No	No	No	No	No	No	No
14	2	72	2	62	No	No	No	No	No	No	No	No	No	No
15	2	72	2	62	No	No	No	No	No	No	No	No	No	No
16	2	77	2	66	No	No	No	No	No	No	No	No	No	No
17	2	96	2	83	No	No	No	No	No	No	No	No	No	No
18	2	100	2	87	No	No	No	No	No	No	No	No	No	No
19	2	109	2	94	No	No	No	No	No	No	No	No	No	No
20	2	122	2	105	No	No	No	No	No	No	No	No	No	No
21	2	128	2	110	No	No	No	No	No	No	No	No	No	No
22	2	150	2	130	No	No	No	No	No	No	No	No	No	No
23	2	153	2	132	No	No	No	No	No	No	No	No	No	No
24	2	160	2	138	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:22
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	138
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	298	298
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	157	230	311
2	151	221	299
3	148	216	292
4	126	184	249
5	119	175	236
6	107	156	211
7	99	145	196
8	94	138	187
9	75	110	149
10	71	104	140
11	71	104	140
12	68	99	134
13	61	90	121
14	57	83	112
15	57	83	112
16	55	81	109
17	31	46	62
18	17	25	34
19	16	23	31
20	6	9	12
21	5	7	9
22	5	7	9
23	3	5	6
24	3	5	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	387	1	311	No	No	No	Yes	No	No	No	No	No	No
2	2	372	1	299	No	No	No	Yes	No	No	No	No	No	No
3	2	364	1	292	No	No	No	Yes	No	No	No	No	No	No
4	2	310	1	249	No	No	No	No	No	No	No	No	No	No
5	2	294	1	236	No	No	No	No	No	No	No	No	No	No
6	2	263	1	211	No	No	No	No	No	No	No	No	No	No
7	2	244	1	196	No	No	No	No	No	No	No	No	No	No
8	2	232	1	187	No	No	No	No	No	No	No	No	No	No
9	2	185	1	149	No	No	No	No	No	No	No	No	No	No
10	2	175	1	140	No	No	No	No	No	No	No	No	No	No
11	2	175	1	140	No	No	No	No	No	No	No	No	No	No
12	2	167	1	134	No	No	No	No	No	No	No	No	No	No
13	2	151	1	121	No	No	No	No	No	No	No	No	No	No
14	2	140	1	112	No	No	No	No	No	No	No	No	No	No
15	2	140	1	112	No	No	No	No	No	No	No	No	No	No
16	2	136	1	109	No	No	No	No	No	No	No	No	No	No
17	2	77	1	62	No	No	No	No	No	No	No	No	No	No
18	2	42	1	34	No	No	No	No	No	No	No	No	No	No
19	2	39	1	31	No	No	No	No	No	No	No	No	No	No
20	2	15	1	12	No	No	No	No	No	No	No	No	No	No
21	2	12	1	9	No	No	No	No	No	No	No	No	No	No
22	2	12	1	9	No	No	No	No	No	No	No	No	No	No
23	2	8	1	6	No	No	No	No	No	No	No	No	No	No
24	2	8	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	311
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	698
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	0	23	43	34
2	0	22	41	33
3	0	22	40	32
4	0	18	34	27
5	0	17	33	26
6	0	16	29	23
7	0	14	27	21
8	0	14	26	20
9	0	11	21	16
10	0	10	19	15
11	0	10	19	15
12	0	10	18	15
13	0	9	17	13
14	0	8	15	12
15	0	8	15	12
16	0	8	15	12
17	0	5	9	7
18	0	3	5	4
19	0	2	4	3
20	0	1	2	1
21	0	1	1	1
22	0	1	1	1
23	0	0	1	1
24	0	0	1	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	23	2	77	No	No	No	No	No	No	No	No	No	No
2	2	22	2	74	No	No	No	No	No	No	No	No	No	No
3	2	22	2	72	No	No	No	No	No	No	No	No	No	No
4	2	18	2	61	No	No	No	No	No	No	No	No	No	No
5	2	17	2	59	No	No	No	No	No	No	No	No	No	No
6	2	16	2	52	No	No	No	No	No	No	No	No	No	No
7	2	14	2	48	No	No	No	No	No	No	No	No	No	No
8	2	14	2	46	No	No	No	No	No	No	No	No	No	No
9	2	11	2	37	No	No	No	No	No	No	No	No	No	No
10	2	10	2	34	No	No	No	No	No	No	No	No	No	No
11	2	10	2	34	No	No	No	No	No	No	No	No	No	No
12	2	10	2	33	No	No	No	No	No	No	No	No	No	No
13	2	9	2	30	No	No	No	No	No	No	No	No	No	No
14	2	8	2	27	No	No	No	No	No	No	No	No	No	No
15	2	8	2	27	No	No	No	No	No	No	No	No	No	No
16	2	8	2	27	No	No	No	No	No	No	No	No	No	No
17	2	5	2	16	No	No	No	No	No	No	No	No	No	No
18	2	3	2	9	No	No	No	No	No	No	No	No	No	No
19	2	2	2	7	No	No	No	No	No	No	No	No	No	No
20	2	1	2	3	No	No	No	No	No	No	No	No	No	No
21	2	1	2	2	No	No	No	No	No	No	No	No	No	No
22	2	1	2	2	No	No	No	No	No	No	No	No	No	No
23	2	0	2	2	No	No	No	No	No	No	No	No	No	No
24	2	0	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	9.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06	0:05
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	43	34
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	100	100
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	311	35	0
2	299	34	0
3	292	33	0
4	249	28	0
5	236	27	0
6	211	24	0
7	196	22	0
8	187	21	0
9	149	17	0
10	140	16	0
11	140	16	0
12	134	15	0
13	121	14	0
14	112	13	0
15	112	13	0
16	109	12	0
17	62	7	0
18	34	4	0
19	31	4	0
20	12	1	0
21	9	1	0
22	9	1	0
23	6	1	0
24	6	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	346	1	0	No	No	No	No	No	No	No	No	No	No
2	2	333	1	0	No	No	No	No	No	No	No	No	No	No
3	2	325	1	0	No	No	No	No	No	No	No	No	No	No
4	2	277	1	0	No	No	No	No	No	No	No	No	No	No
5	2	263	1	0	No	No	No	No	No	No	No	No	No	No
6	2	235	1	0	No	No	No	No	No	No	No	No	No	No
7	2	218	1	0	No	No	No	No	No	No	No	No	No	No
8	2	208	1	0	No	No	No	No	No	No	No	No	No	No
9	2	166	1	0	No	No	No	No	No	No	No	No	No	No
10	2	156	1	0	No	No	No	No	No	No	No	No	No	No
11	2	156	1	0	No	No	No	No	No	No	No	No	No	No
12	2	149	1	0	No	No	No	No	No	No	No	No	No	No
13	2	135	1	0	No	No	No	No	No	No	No	No	No	No
14	2	125	1	0	No	No	No	No	No	No	No	No	No	No
15	2	125	1	0	No	No	No	No	No	No	No	No	No	No
16	2	121	1	0	No	No	No	No	No	No	No	No	No	No
17	2	69	1	0	No	No	No	No	No	No	No	No	No	No
18	2	38	1	0	No	No	No	No	No	No	No	No	No	No
19	2	35	1	0	No	No	No	No	No	No	No	No	No	No
20	2	13	1	0	No	No	No	No	No	No	No	No	No	No
21	2	10	1	0	No	No	No	No	No	No	No	No	No	No
22	2	10	1	0	No	No	No	No	No	No	No	No	No	No
23	2	7	1	0	No	No	No	No	No	No	No	No	No	No
24	2	7	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	346
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	465	339	303
2	446	325	291
3	437	319	285
4	372	271	242
5	353	258	230
6	316	231	206
7	293	214	191
8	279	203	182
9	223	163	145
10	209	153	136
11	209	153	136
12	200	146	130
13	181	132	118
14	167	122	109
15	167	122	109
16	163	119	106
17	93	68	61
18	51	37	33
19	47	34	30
20	19	14	12
21	14	10	9
22	14	10	9
23	9	7	6
24	9	7	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	804	1	303	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	2	771	1	291	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	2	756	1	285	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	2	643	1	242	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
5	2	611	1	230	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
6	2	547	1	206	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	507	1	191	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	482	1	182	No	Yes	Yes	Yes	No	No	No	No	No	No
9	2	386	1	145	No	No	No	Yes	No	No	No	No	No	No
10	2	362	1	136	No	No	No	Yes	No	No	No	No	No	No
11	2	362	1	136	No	No	No	Yes	No	No	No	No	No	No
12	2	346	1	130	No	No	No	Yes	No	No	No	No	No	No
13	2	313	1	118	No	No	No	No	No	No	No	No	No	No
14	2	289	1	109	No	No	No	No	No	No	No	No	No	No
15	2	289	1	109	No	No	No	No	No	No	No	No	No	No
16	2	282	1	106	No	No	No	No	No	No	No	No	No	No
17	2	161	1	61	No	No	No	No	No	No	No	No	No	No
18	2	88	1	33	No	No	No	No	No	No	No	No	No	No
19	2	81	1	30	No	No	No	No	No	No	No	No	No	No
20	2	33	1	12	No	No	No	No	No	No	No	No	No	No
21	2	24	1	9	No	No	No	No	No	No	No	No	No	No
22	2	24	1	9	No	No	No	No	No	No	No	No	No	No
23	2	16	1	6	No	No	No	No	No	No	No	No	No	No
24	2	16	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					5	8	8	12	0	3	4	7	5	3

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	62
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	5:13
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	303
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1107
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	Yes

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	329	229	50
2	316	220	48
3	309	215	47
4	263	183	40
5	250	174	38
6	224	156	34
7	207	144	32
8	197	137	30
9	158	110	24
10	148	103	23
11	148	103	23
12	141	98	22
13	128	89	20
14	118	82	18
15	118	82	18
16	115	80	18
17	66	46	10
18	36	25	6
19	33	23	5
20	13	9	2
21	10	7	2
22	10	7	2
23	7	5	1
24	7	5	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	558	1	50	No	No	No	No	No	No	No	Yes	No	No
2	2	536	1	48	No	No	No	No	No	No	No	Yes	No	No
3	2	524	1	47	No	No	No	No	No	No	No	Yes	No	No
4	2	446	1	40	No	No	No	No	No	No	No	No	No	No
5	2	424	1	38	No	No	No	No	No	No	No	No	No	No
6	2	380	1	34	No	No	No	No	No	No	No	No	No	No
7	2	351	1	32	No	No	No	No	No	No	No	No	No	No
8	2	334	1	30	No	No	No	No	No	No	No	No	No	No
9	2	268	1	24	No	No	No	No	No	No	No	No	No	No
10	2	251	1	23	No	No	No	No	No	No	No	No	No	No
11	2	251	1	23	No	No	No	No	No	No	No	No	No	No
12	2	239	1	22	No	No	No	No	No	No	No	No	No	No
13	2	217	1	20	No	No	No	No	No	No	No	No	No	No
14	2	200	1	18	No	No	No	No	No	No	No	No	No	No
15	2	200	1	18	No	No	No	No	No	No	No	No	No	No
16	2	195	1	18	No	No	No	No	No	No	No	No	No	No
17	2	112	1	10	No	No	No	No	No	No	No	No	No	No
18	2	61	1	6	No	No	No	No	No	No	No	No	No	No
19	2	56	1	5	No	No	No	No	No	No	No	No	No	No
20	2	22	1	2	No	No	No	No	No	No	No	No	No	No
21	2	17	1	2	No	No	No	No	No	No	No	No	No	No
22	2	17	1	2	No	No	No	No	No	No	No	No	No	No
23	2	12	1	1	No	No	No	No	No	No	No	No	No	No
24	2	12	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:09
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	50
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	608
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	329	194	0
2	316	186	0
3	309	182	0
4	263	155	0
5	250	147	0
6	224	132	0
7	207	122	0
8	197	116	0
9	158	93	0
10	148	87	0
11	148	87	0
12	141	83	0
13	128	76	0
14	118	70	0
15	118	70	0
16	115	68	0
17	66	39	0
18	36	21	0
19	33	19	0
20	13	8	0
21	10	6	0
22	10	6	0
23	7	4	0
24	7	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	523	1	0	No	No	No	No	No	No	No	No	No	No
2	2	502	1	0	No	No	No	No	No	No	No	No	No	No
3	2	491	1	0	No	No	No	No	No	No	No	No	No	No
4	2	418	1	0	No	No	No	No	No	No	No	No	No	No
5	2	397	1	0	No	No	No	No	No	No	No	No	No	No
6	2	356	1	0	No	No	No	No	No	No	No	No	No	No
7	2	329	1	0	No	No	No	No	No	No	No	No	No	No
8	2	313	1	0	No	No	No	No	No	No	No	No	No	No
9	2	251	1	0	No	No	No	No	No	No	No	No	No	No
10	2	235	1	0	No	No	No	No	No	No	No	No	No	No
11	2	235	1	0	No	No	No	No	No	No	No	No	No	No
12	2	224	1	0	No	No	No	No	No	No	No	No	No	No
13	2	204	1	0	No	No	No	No	No	No	No	No	No	No
14	2	188	1	0	No	No	No	No	No	No	No	No	No	No
15	2	188	1	0	No	No	No	No	No	No	No	No	No	No
16	2	183	1	0	No	No	No	No	No	No	No	No	No	No
17	2	105	1	0	No	No	No	No	No	No	No	No	No	No
18	2	57	1	0	No	No	No	No	No	No	No	No	No	No
19	2	52	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	11	1	0	No	No	No	No	No	No	No	No	No	No
24	2	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

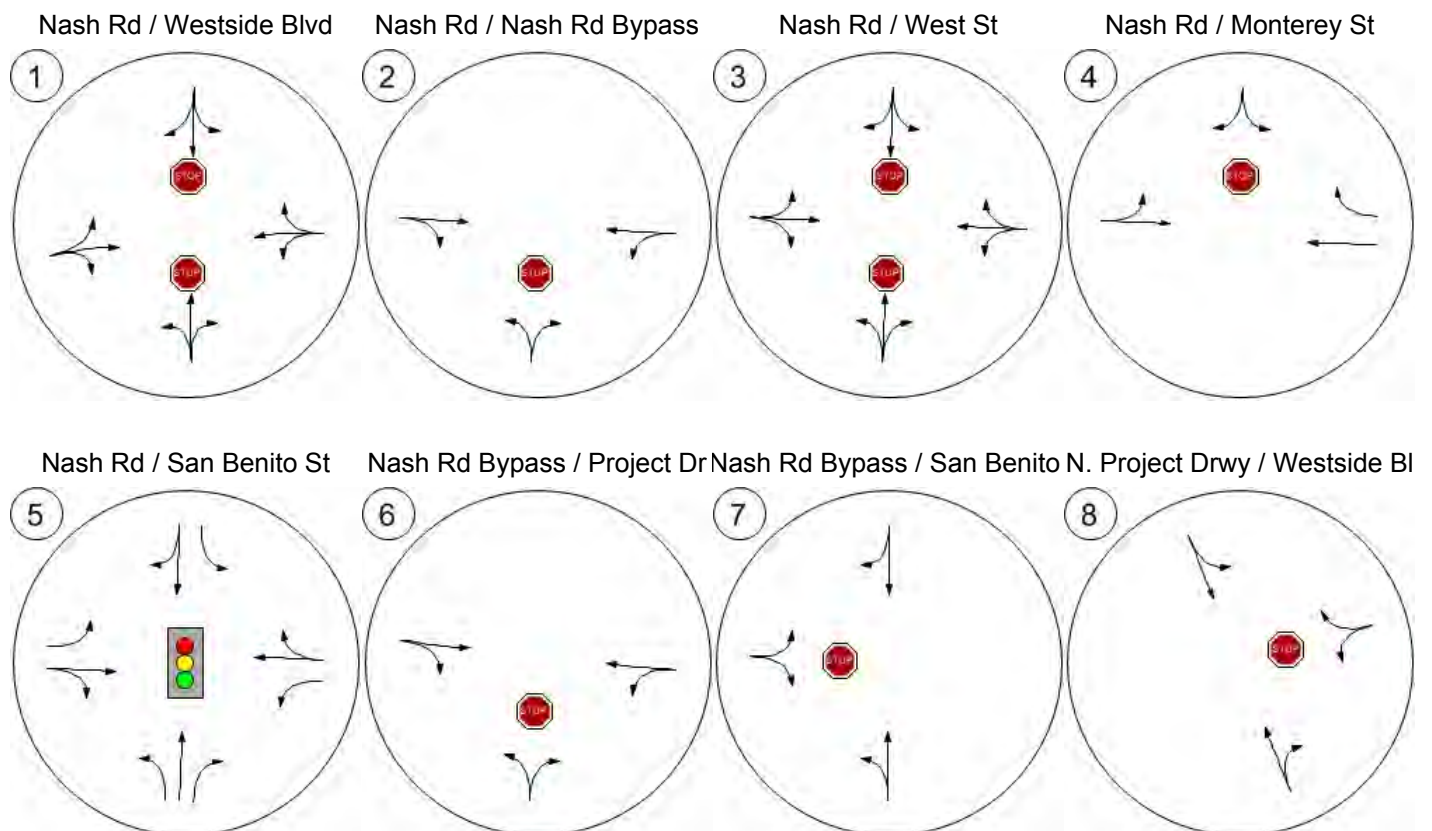
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	523
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



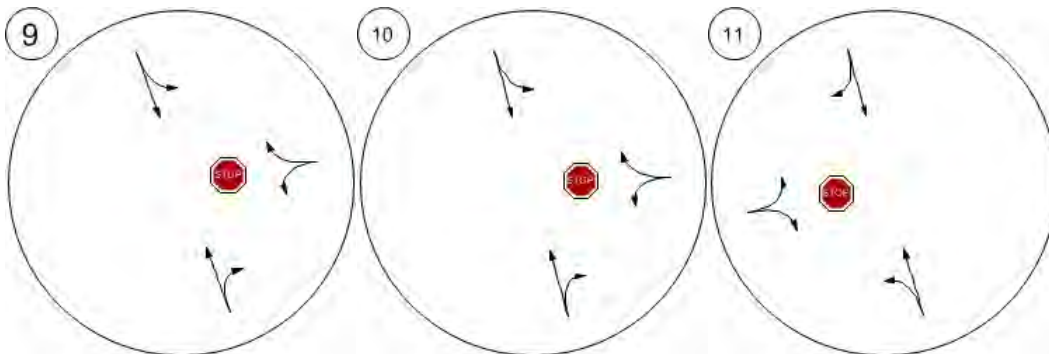
Report Figure 2: Lane Configuration and Traffic Control



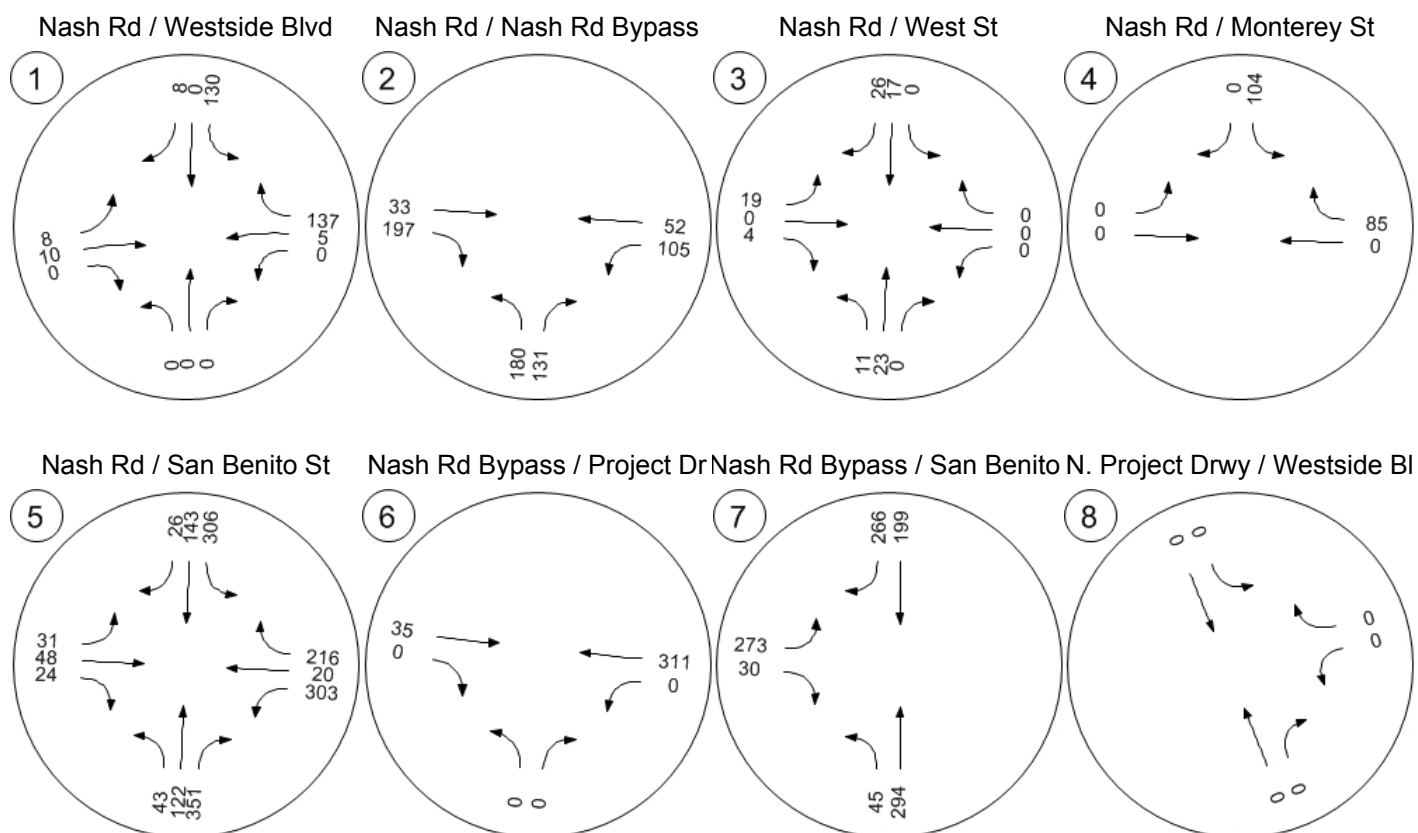
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3a: Traffic Volume - Base Volume



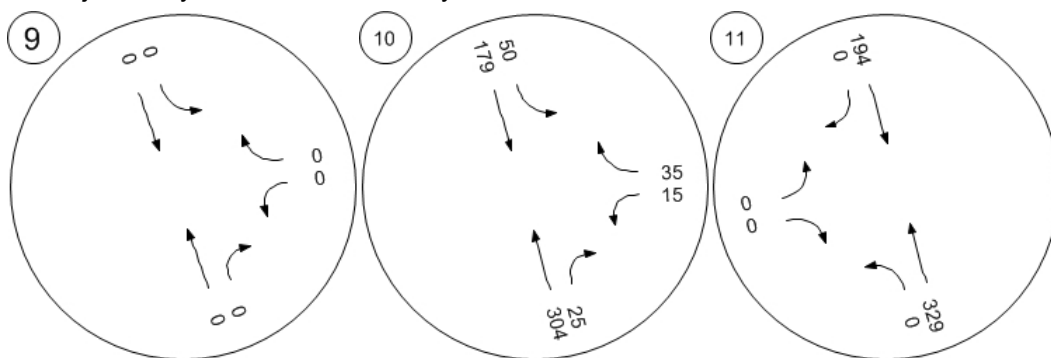
Report Figure 3a: Traffic Volume - Base Volume



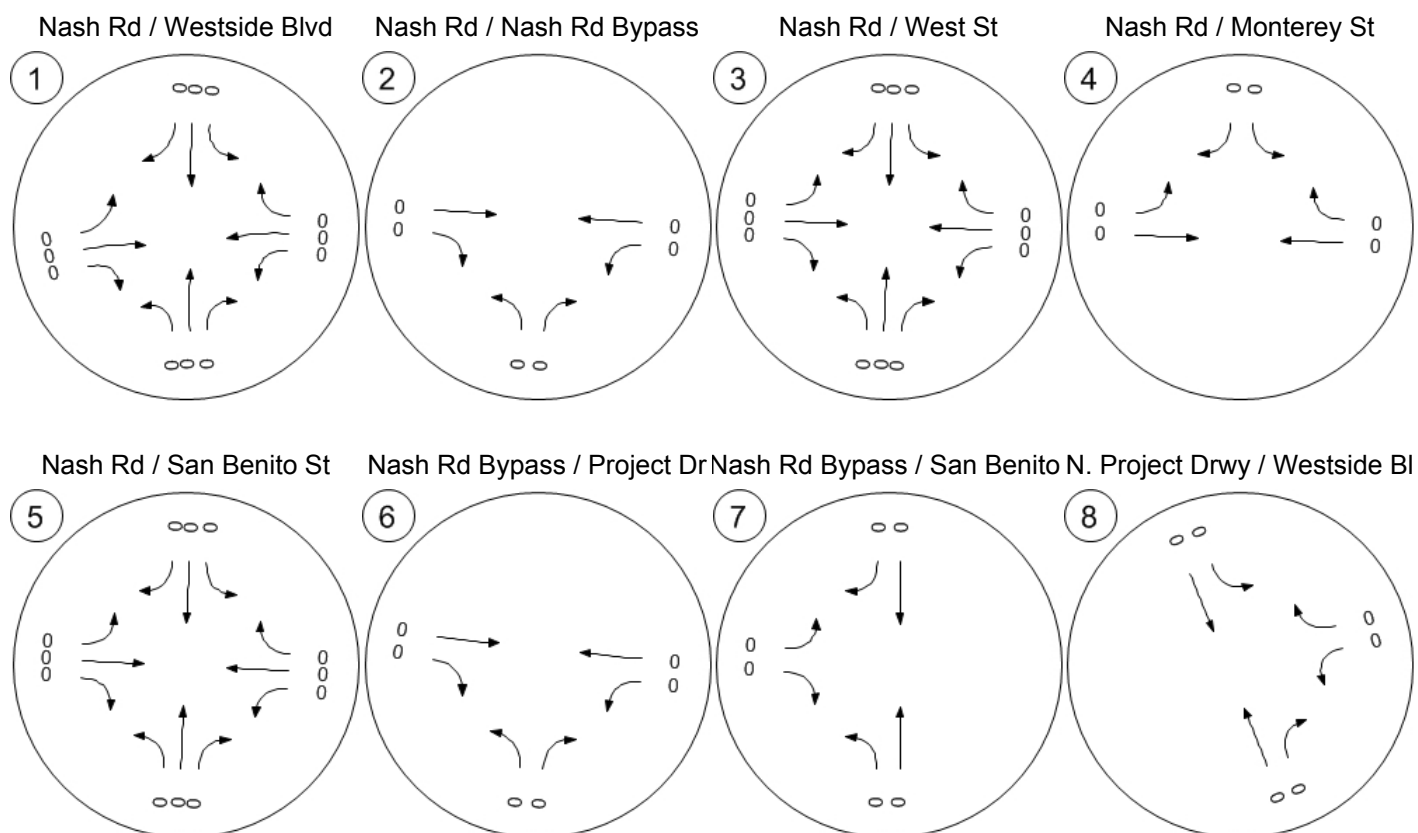
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



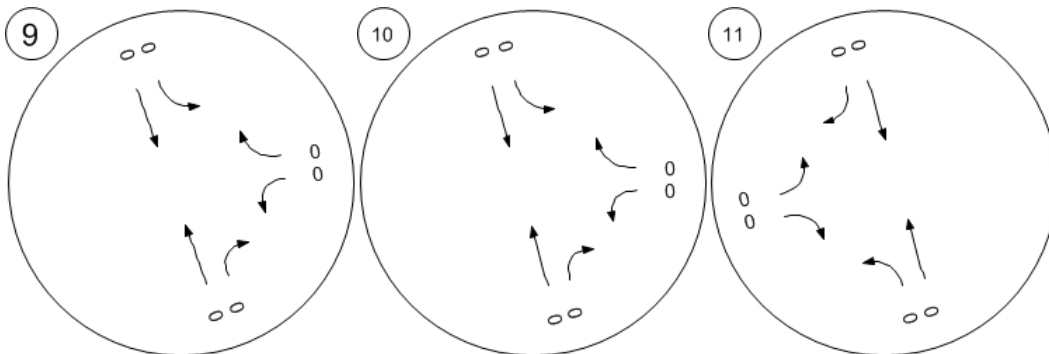
Report Figure 3b: Traffic Volume - In-Process Volume



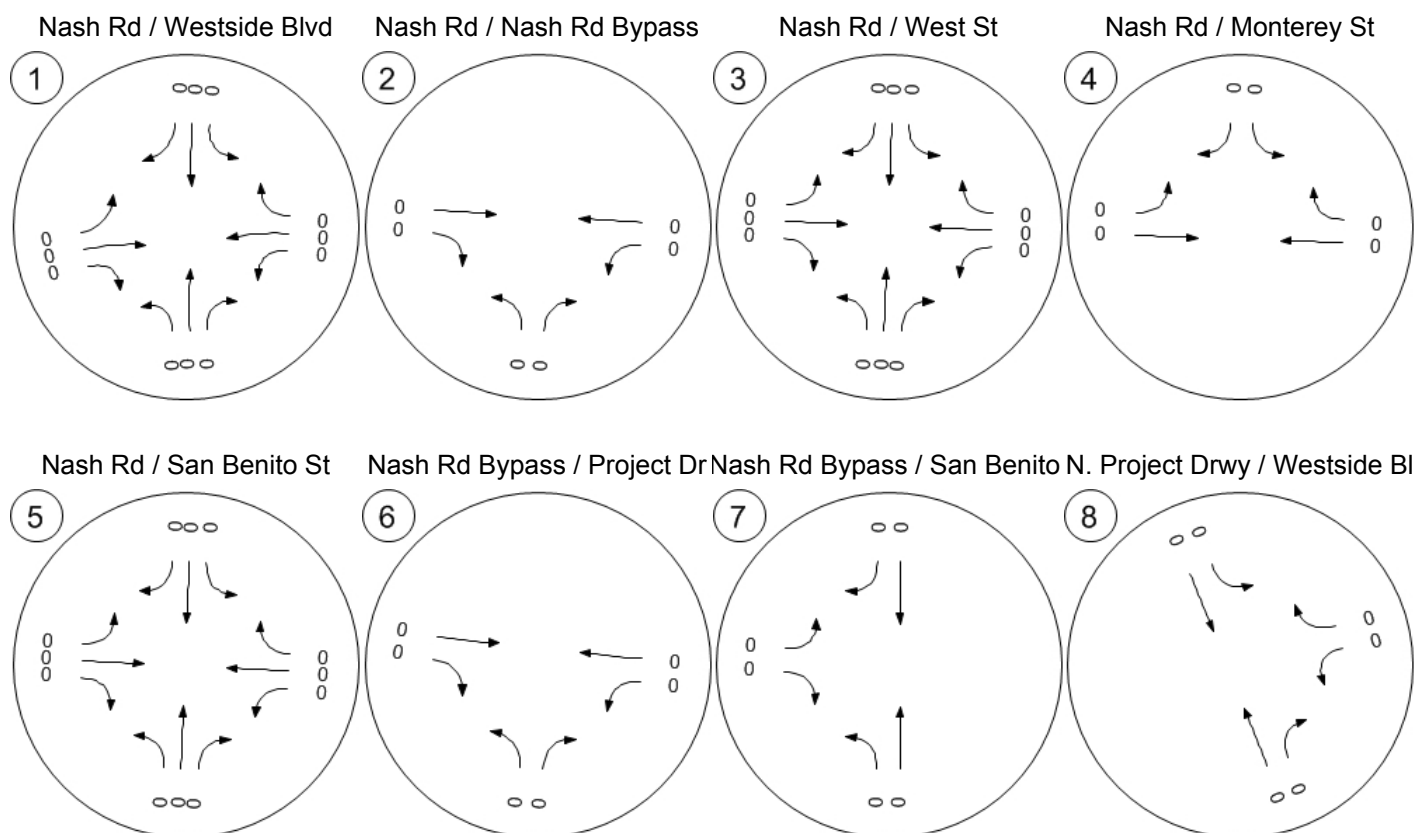
Report Figure 3b: Traffic Volume - In-Process Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3c: Traffic Volume - Net New Site Trips



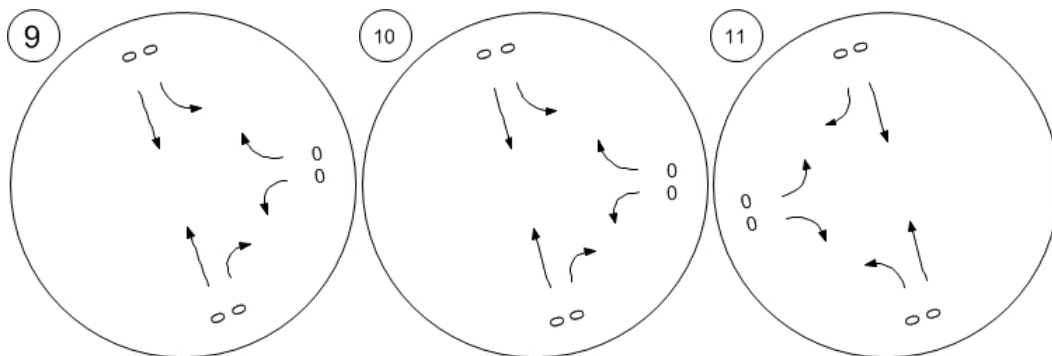
Report Figure 3c: Traffic Volume - Net New Site Trips



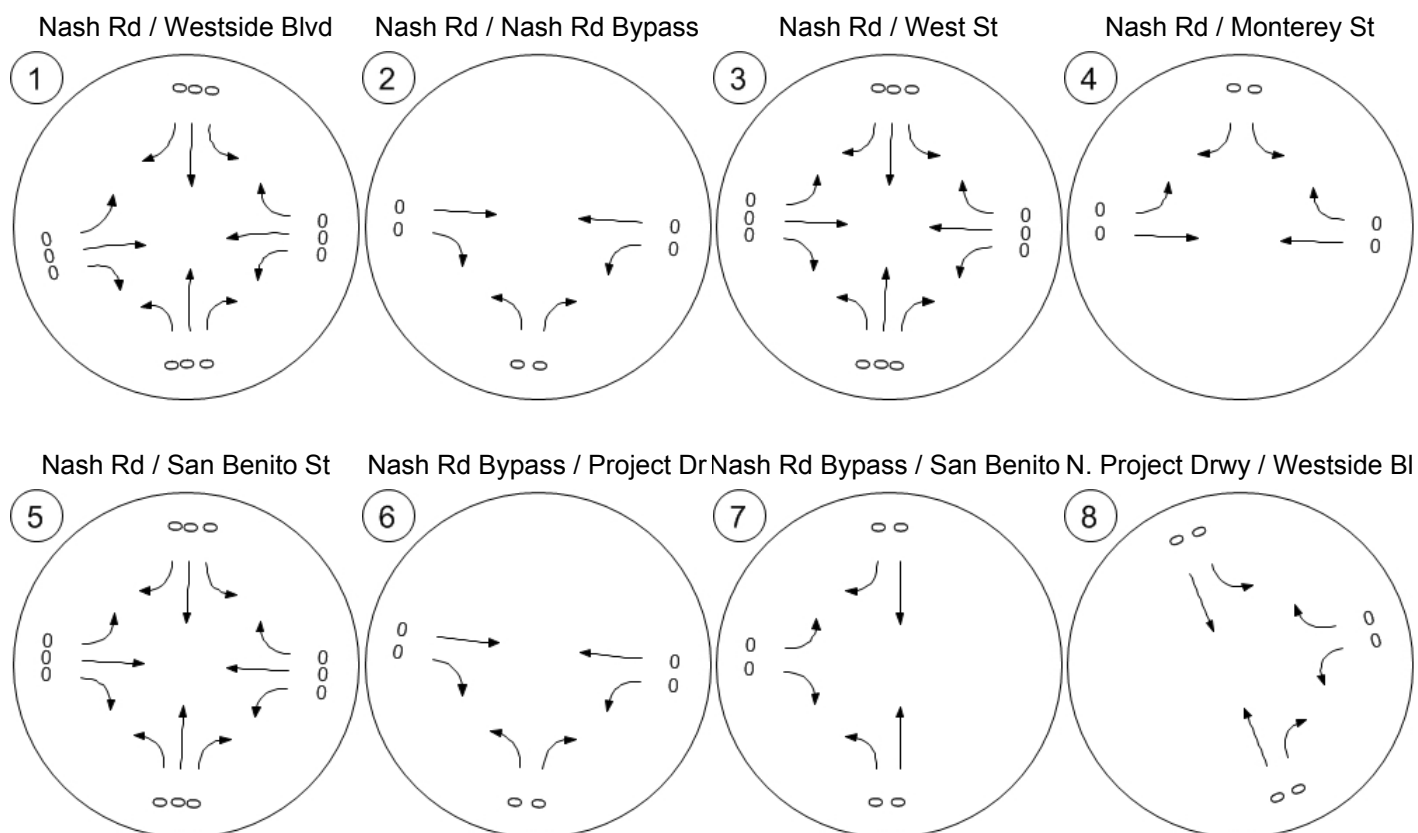
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



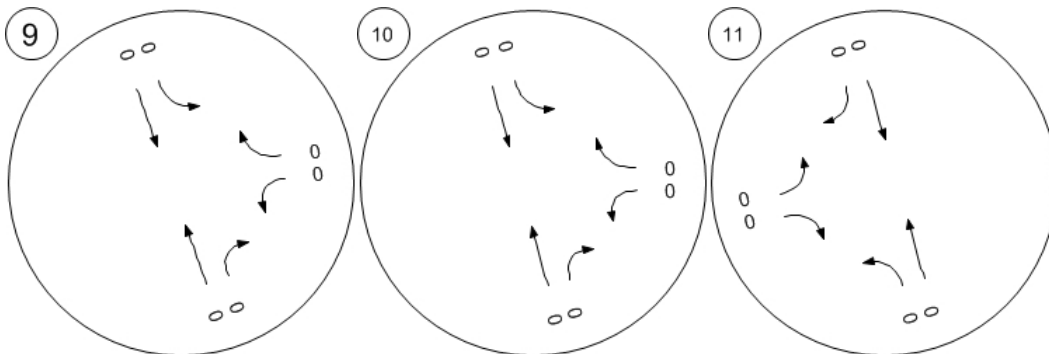
Report Figure 3d: Traffic Volume - Other Volume



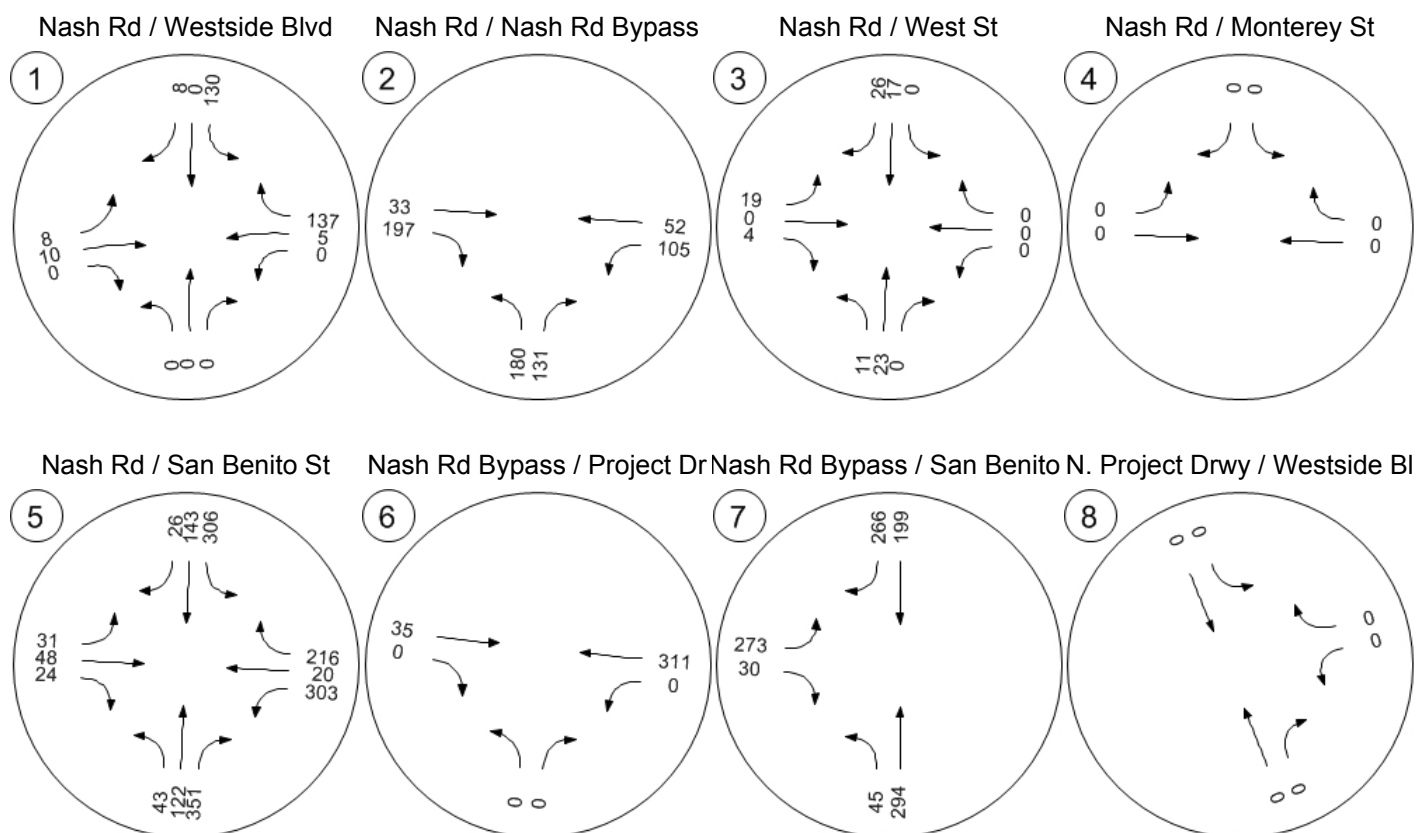
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



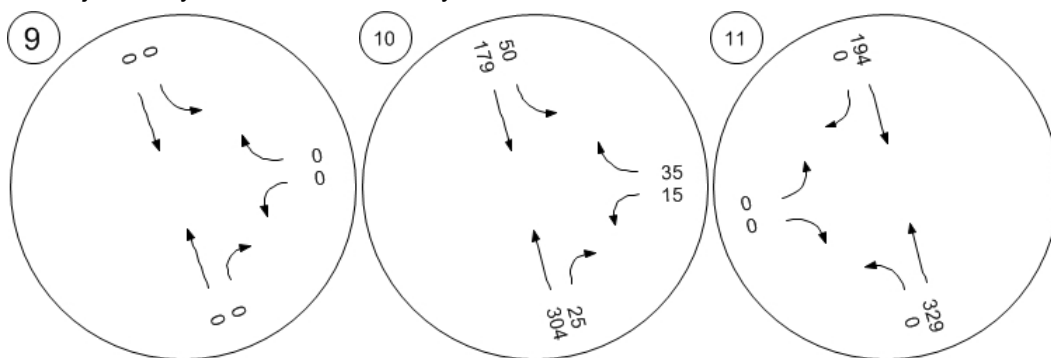
Report Figure 3e: Traffic Volume - Future Total Volume



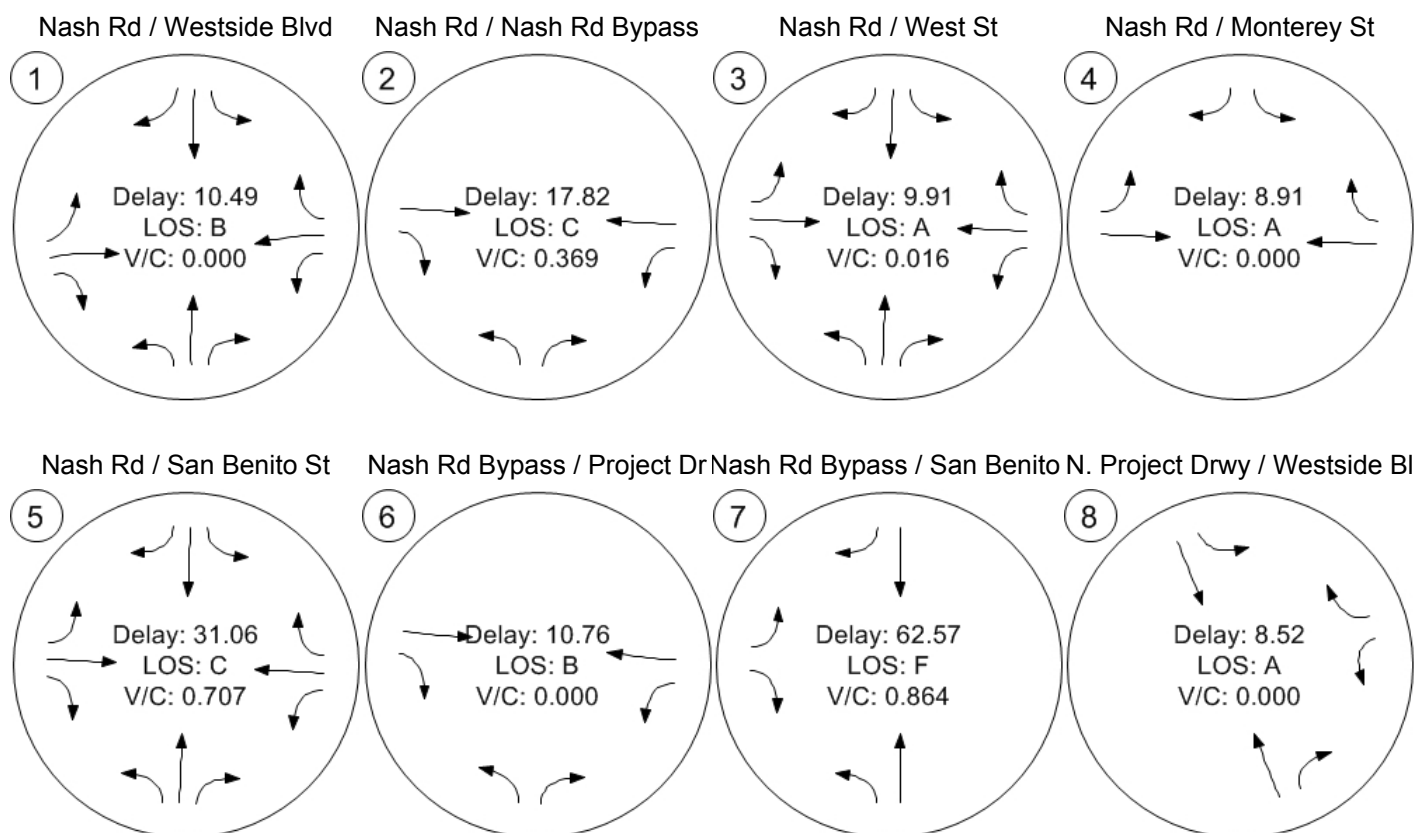
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



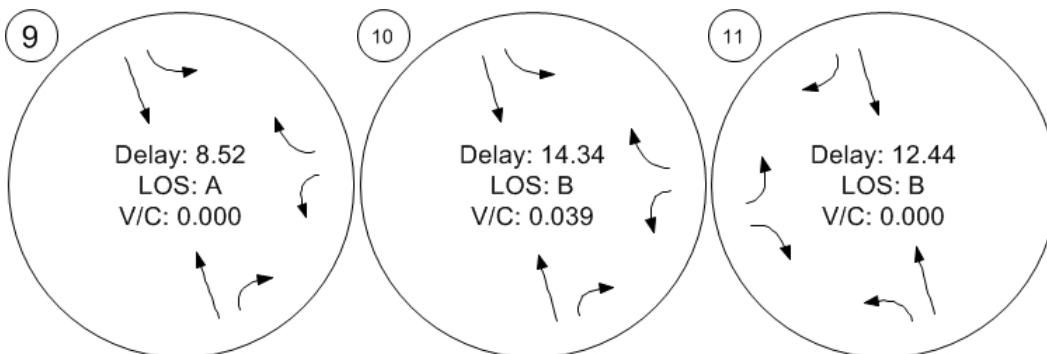
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 22: 2014 Sat Peak Hour w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 Sat Pk
Hr.pdf

4/10/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.4	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.326	14.4	B
3	Nash Rd / West St	Two-way stop	HCM2010	SBT	0.001	9.5	A
4	New Intersection	Two-way stop	HCM2010	SBL	0.086	8.9	A
5	Nash Rd / San Benito St	Signalized	HCM2010	NBL	0.600	23.9	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	12.4	B
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.456	19.7	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.026	11.7	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**#1: Nash Rd / Westside Blvd**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 10.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	124	0	8	8	10	0	0	5	130
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	34	0	2	2	3	0	0	1	35
Total Analysis Volume [veh/h]	0	0	0	135	0	9	9	11	0	0	5	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.15	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	10.04	8.36	9.94	10.42	9.46	7.52	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.40	0.40	0.40	0.04	0.04	0.04	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	9.91	9.91	9.91	1.04	1.04	1.04	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.59	0.59	0.59	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	14.63	14.63	14.63	1.06	1.06	1.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20			9.91			3.39			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.82											
Intersection LOS	B											

Intersection Level Of Service Report**#2: Nash Rd / Nash Rd Bypass**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 14.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.326

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	205	102	38	166	71	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	97	36	158	67	29
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	26	10	43	18	8
Total Analysis Volume [veh/h]	212	105	39	172	73	32
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.11	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	14.37	12.73	0.00	0.00	7.80	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	1.22	1.22	0.00	0.00	0.23	0.23
50th-Percentile Queue Length [ft]	30.45	30.45	0.00	0.00	5.69	5.69
95th-Percentile Queue Length [veh]	2.25	2.25	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft]	56.21	56.21	0.00	0.00	6.27	6.27
d_A, Approach Delay [s/veh]	13.83		0.00		5.42	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.83					
Intersection LOS	B					

Intersection Level Of Service Report**#3: Nash Rd / West St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 9.5
 Level Of Service: A
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	4	0	0	1	20	27	0	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	0	0	1	20	27	0	1	0	0	0
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	0	0	5	7	0	0	0	0	0
Total Analysis Volume [veh/h]	0	4	0	0	1	21	28	0	1	0	0	0
Pedestrian Volume [ped/h]	1			0			3			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	3	3	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.09	9.42	8.37	9.00	9.47	8.41	7.26	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.05	0.05	0.05	0.06	0.06	0.06	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.26	0.26	0.26	1.29	1.29	1.29	1.46	1.46	1.46	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.06	0.06	0.06	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.37	0.37	0.37	1.59	1.59	1.59	1.36	1.36	1.36	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.42			8.46			7.01			2.41		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.76											
Intersection LOS	A											

Intersection Level Of Service Report #4: New Intersection

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.9
Level Of Service: A
Volume to Capacity (v/c): 0.086

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	81	0	0	0	0	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	0	0	0	45
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	0	0	0	12
Total Analysis Volume [veh/h]	88	0	0	0	0	49
Pedestrian Volume [ped/h]	2		1		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.67	7.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.22	0.22	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	5.42	5.42	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.28	0.28	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	7.07	7.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.87		3.66		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.70					
Intersection LOS	A					

Intersection Level Of Service Report

#5: Nash Rd / San Benito St

Control Type: Signalized
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 23.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.600

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	33	108	247	322	109	35	36	57	15	305	8	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	108	247	322	109	35	36	57	15	305	8	296
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	29	67	88	30	10	10	15	4	83	2	80
Total Analysis Volume [veh/h]	36	117	268	350	118	38	39	62	16	332	9	322
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			4			5			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	11	25	0	28	42	0	9	21	0	26	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	12	12	14	23	3	4	13	14
g / C, Green / Cycle	0.05	0.22	0.22	0.24	0.41	0.05	0.07	0.23	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	0.17	0.20	0.09	0.02	0.04	0.19	0.21
s, saturation flow rate [veh/h]	1774	1863	1565	1774	1783	1774	1787	1774	1577
c, Capacity [veh/h]	84	406	341	421	727	88	132	402	396
d1, Uniform Delay [s]	26.56	18.70	21.14	20.77	11.00	26.47	25.69	21.08	20.33
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.48	0.39	4.01	4.33	0.15	3.51	4.14	4.35	4.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

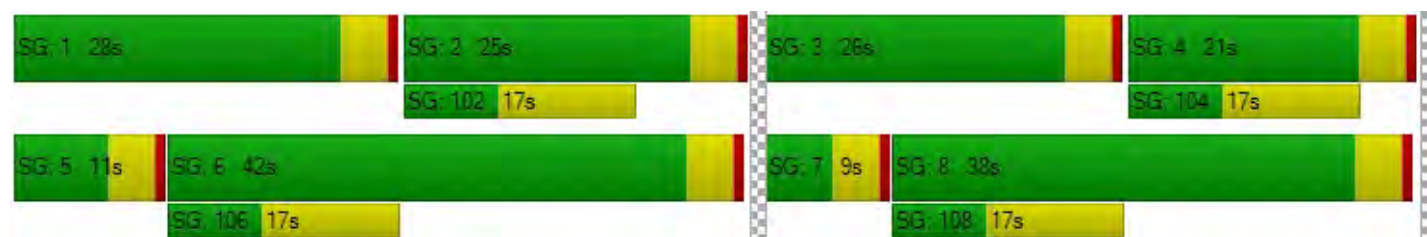
X, volume / capacity	0.43	0.29	0.79	0.83	0.21	0.45	0.59	0.83	0.84
d, Delay for Lane Group [s/veh]	30.04	19.08	25.15	25.10	11.15	29.99	29.83	25.43	25.01
Lane Group LOS	C	B	C	C	B	C	C	C	C
Critical Lane Group	no	no	yes	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	0.54	1.26	3.54	4.63	1.18	0.58	1.13	4.42	4.38
50th-Percentile Queue Length [ft]	13.47	31.55	88.39	115.73	29.57	14.53	28.36	110.39	109.57
95th-Percentile Queue Length [veh]	0.97	2.27	6.36	8.16	2.13	1.05	2.04	7.86	7.82
95th-Percentile Queue Length [ft]	24.25	56.79	159.10	203.95	53.22	26.16	51.04	196.55	195.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.04	19.08	25.15	25.10	11.15	11.15	29.99	29.83	29.83	25.43	25.01	25.01
Movement LOS	C	B	C	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	23.88			20.80			29.88			25.22		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	23.90											
Intersection LOS	C											
Intersection V/C	0.600											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**#6: Nash Rd Bypass / Project Drwy**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	237	0	0	307
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	225	0	0	292
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	61	0	0	79
Total Analysis Volume [veh/h]	0	0	245	0	0	317
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.37	9.54	0.00	0.00	7.73	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.96		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

Intersection Level Of Service Report**#7: Nash Rd Bypass / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 19.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.456

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	30	186	162	277	207	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	177	154	263	197	29
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	48	42	71	54	8
Total Analysis Volume [veh/h]	32	192	167	286	214	32
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.46	0.04
d_M, Delay for Movement [s/veh]	8.35	0.00	0.00	0.00	19.73	17.00
Movement LOS	A	A	A	A	C	C
50th-Percentile Queue Length [veh]	0.52	0.52	0.00	0.00	1.32	1.32
50th-Percentile Queue Length [ft]	12.98	12.98	0.00	0.00	33.10	33.10
95th-Percentile Queue Length [veh]	0.76	0.76	0.00	0.00	2.75	2.75
95th-Percentile Queue Length [ft]	18.88	18.88	0.00	0.00	68.70	68.70
d_A, Approach Delay [s/veh]	1.19		0.00		19.38	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.45					
Intersection LOS	C					

Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 8.5
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

Intersection Level Of Service Report**#10: Sally St / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.026

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	151	25	50	142	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	24	48	135	14	33
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	7	13	37	4	9
Total Analysis Volume [veh/h]	155	26	52	147	15	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.03	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.68	0.00	11.70	9.45
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.42	0.42	0.14	0.14
50th-Percentile Queue Length [ft]	0.00	0.00	10.62	10.62	3.58	3.58
95th-Percentile Queue Length [veh]	0.00	0.00	0.50	0.50	0.22	0.22
95th-Percentile Queue Length [ft]	0.00	0.00	12.44	12.44	5.42	5.42
d_A, Approach Delay [s/veh]	0.00		2.01		10.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.12					
Intersection LOS	B					

Intersection Level Of Service Report #11: Westside Blvd Ext. / Nash Rd

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 10.5
Level Of Service: B
Volume to Capacity (v/c): 0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	176	157	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	167	149	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	45	40	0	0	0
Total Analysis Volume [veh/h]	0	182	162	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	0.00	10.52	9.08
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 22: 2014 Sat Peak Hour w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 Sat Pk Hr.pdf

4/10/2014

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	124	0	8	8	10	0	0	5	130	285

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	195	97	36	158	67	29	582

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	0	4	0	0	1	20	27	0	1	0	0	0	53

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	New Intersection	81	0	0	0	0	45	126

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	33	108	247	322	109	35	36	57	15	305	8	296	1571

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	225	0	0	292	517

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	29	177	154	263	197	29	849

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	143	24	48	135	14	33	397

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	167	149	0	0	0	316

San Benito County Regional Park

Vistro File:

Scenario 22: 2014 Sat Peak Hour w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 Sat Pk

4/10/2014

Hr.pdf

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	124	0	8	8	10	0	0	5	130	285

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	205	102	38	166	71	30	612
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	195	97	36	158	67	29	582

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	0	4	0	0	1	20	27	0	1	0	0	0	53
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	4	0	0	1	20	27	0	1	0	0	0	53

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	New Intersection	Final Base	81	0	0	0	0	45	126
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	81	0	0	0	0	45	126

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	33	108	247	322	109	35	36	57	15	305	8	296	1571
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	33	108	247	322	109	35	36	57	15	305	8	296	1571

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	237	0	0	307	544
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	225	0	0	292	517

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	30	186	162	277	207	30	892
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	29	177	154	263	197	29	849

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	151	25	50	142	15	35	418
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	143	24	48	135	14	33	397

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	176	157	0	0	0	333
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	167	149	0	0	0	316

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	5	1	0	5
6	14	2	0	13
7	15	2	0	15
8	27	4	0	26
9	47	6	0	46
10	49	6	0	48
11	49	6	0	48
12	53	7	0	51
13	58	8	0	57
14	61	8	0	59
15	61	8	0	59
16	65	9	0	63
17	81	11	0	79
18	85	11	0	83
19	92	12	0	90
20	103	14	0	100
21	108	14	0	106
22	127	17	0	124
23	130	17	0	127
24	135	18	0	132

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	6	2	5	No	No	No	No	No	No	No	No	No	No
6	2	16	2	13	No	No	No	No	No	No	No	No	No	No
7	2	17	2	15	No	No	No	No	No	No	No	No	No	No
8	2	31	2	26	No	No	No	No	No	No	No	No	No	No
9	2	53	2	46	No	No	No	No	No	No	No	No	No	No
10	2	55	2	48	No	No	No	No	No	No	No	No	No	No
11	2	55	2	48	No	No	No	No	No	No	No	No	No	No
12	2	60	2	51	No	No	No	No	No	No	No	No	No	No
13	2	66	2	57	No	No	No	No	No	No	No	No	No	No
14	2	69	2	59	No	No	No	No	No	No	No	No	No	No
15	2	69	2	59	No	No	No	No	No	No	No	No	No	No
16	2	74	2	63	No	No	No	No	No	No	No	No	No	No
17	2	92	2	79	No	No	No	No	No	No	No	No	No	No
18	2	96	2	83	No	No	No	No	No	No	No	No	No	No
19	2	104	2	90	No	No	No	No	No	No	No	No	No	No
20	2	117	2	100	No	No	No	No	No	No	No	No	No	No
21	2	122	2	106	No	No	No	No	No	No	No	No	No	No
22	2	144	2	124	No	No	No	No	No	No	No	No	No	No
23	2	147	2	127	No	No	No	No	No	No	No	No	No	No
24	2	153	2	132	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	9.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:21
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	132
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	285	285
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	96	194	292
2	92	186	280
3	90	182	274
4	77	155	234
5	73	147	222
6	65	132	199
7	60	122	184
8	58	116	175
9	46	93	140
10	43	87	131
11	43	87	131
12	41	83	126
13	37	76	114
14	35	70	105
15	35	70	105
16	34	68	102
17	19	39	58
18	11	21	32
19	10	19	29
20	4	8	12
21	3	6	9
22	3	6	9
23	2	4	6
24	2	4	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	290	1	292	No	No	No	No	No	No	No	No	No	No
2	2	278	1	280	No	No	No	No	No	No	No	No	No	No
3	2	272	1	274	No	No	No	No	No	No	No	No	No	No
4	2	232	1	234	No	No	No	No	No	No	No	No	No	No
5	2	220	1	222	No	No	No	No	No	No	No	No	No	No
6	2	197	1	199	No	No	No	No	No	No	No	No	No	No
7	2	182	1	184	No	No	No	No	No	No	No	No	No	No
8	2	174	1	175	No	No	No	No	No	No	No	No	No	No
9	2	139	1	140	No	No	No	No	No	No	No	No	No	No
10	2	130	1	131	No	No	No	No	No	No	No	No	No	No
11	2	130	1	131	No	No	No	No	No	No	No	No	No	No
12	2	124	1	126	No	No	No	No	No	No	No	No	No	No
13	2	113	1	114	No	No	No	No	No	No	No	No	No	No
14	2	105	1	105	No	No	No	No	No	No	No	No	No	No
15	2	105	1	105	No	No	No	No	No	No	No	No	No	No
16	2	102	1	102	No	No	No	No	No	No	No	No	No	No
17	2	58	1	58	No	No	No	No	No	No	No	No	No	No
18	2	32	1	32	No	No	No	No	No	No	No	No	No	No
19	2	29	1	29	No	No	No	No	No	No	No	No	No	No
20	2	12	1	12	No	No	No	No	No	No	No	No	No	No
21	2	9	1	9	No	No	No	No	No	No	No	No	No	No
22	2	9	1	9	No	No	No	No	No	No	No	No	No	No
23	2	6	1	6	No	No	No	No	No	No	No	No	No	No
24	2	6	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	292
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	582
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	0	28	21	4
2	0	27	20	4
3	0	26	20	4
4	0	22	17	3
5	0	21	16	3
6	0	19	14	3
7	0	18	13	3
8	0	17	13	2
9	0	13	10	2
10	0	13	9	2
11	0	13	9	2
12	0	12	9	2
13	0	11	8	2
14	0	10	8	1
15	0	10	8	1
16	0	10	7	1
17	0	6	4	1
18	0	3	2	0
19	0	3	2	0
20	0	1	1	0
21	0	1	1	0
22	0	1	1	0
23	0	1	0	0
24	0	1	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	28	2	25	No	No	No	No	No	No	No	No	No	No
2	2	27	2	24	No	No	No	No	No	No	No	No	No	No
3	2	26	2	24	No	No	No	No	No	No	No	No	No	No
4	2	22	2	20	No	No	No	No	No	No	No	No	No	No
5	2	21	2	19	No	No	No	No	No	No	No	No	No	No
6	2	19	2	17	No	No	No	No	No	No	No	No	No	No
7	2	18	2	16	No	No	No	No	No	No	No	No	No	No
8	2	17	2	15	No	No	No	No	No	No	No	No	No	No
9	2	13	2	12	No	No	No	No	No	No	No	No	No	No
10	2	13	2	11	No	No	No	No	No	No	No	No	No	No
11	2	13	2	11	No	No	No	No	No	No	No	No	No	No
12	2	12	2	11	No	No	No	No	No	No	No	No	No	No
13	2	11	2	10	No	No	No	No	No	No	No	No	No	No
14	2	10	2	9	No	No	No	No	No	No	No	No	No	No
15	2	10	2	9	No	No	No	No	No	No	No	No	No	No
16	2	10	2	8	No	No	No	No	No	No	No	No	No	No
17	2	6	2	5	No	No	No	No	No	No	No	No	No	No
18	2	3	2	2	No	No	No	No	No	No	No	No	No	No
19	2	3	2	2	No	No	No	No	No	No	No	No	No	No
20	2	1	2	1	No	No	No	No	No	No	No	No	No	No
21	2	1	2	1	No	No	No	No	No	No	No	No	No	No
22	2	1	2	1	No	No	No	No	No	No	No	No	No	No
23	2	1	2	0	No	No	No	No	No	No	No	No	No	No
24	2	1	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5	9.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	21	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	53	53
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: New Intersection

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	45	0	81
2	43	0	78
3	42	0	76
4	36	0	65
5	34	0	62
6	31	0	55
7	28	0	51
8	27	0	49
9	22	0	39
10	20	0	36
11	20	0	36
12	19	0	35
13	18	0	32
14	16	0	29
15	16	0	29
16	16	0	28
17	9	0	16
18	5	0	9
19	5	0	8
20	2	0	3
21	1	0	2
22	1	0	2
23	1	0	2
24	1	0	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	45	1	81	No	No	No	No	No	No	No	No	No	No
2	3	43	1	78	No	No	No	No	No	No	No	No	No	No
3	3	42	1	76	No	No	No	No	No	No	No	No	No	No
4	3	36	1	65	No	No	No	No	No	No	No	No	No	No
5	3	34	1	62	No	No	No	No	No	No	No	No	No	No
6	3	31	1	55	No	No	No	No	No	No	No	No	No	No
7	3	28	1	51	No	No	No	No	No	No	No	No	No	No
8	3	27	1	49	No	No	No	No	No	No	No	No	No	No
9	3	22	1	39	No	No	No	No	No	No	No	No	No	No
10	3	20	1	36	No	No	No	No	No	No	No	No	No	No
11	3	20	1	36	No	No	No	No	No	No	No	No	No	No
12	3	19	1	35	No	No	No	No	No	No	No	No	No	No
13	3	18	1	32	No	No	No	No	No	No	No	No	No	No
14	3	16	1	29	No	No	No	No	No	No	No	No	No	No
15	3	16	1	29	No	No	No	No	No	No	No	No	No	No
16	3	16	1	28	No	No	No	No	No	No	No	No	No	No
17	3	9	1	16	No	No	No	No	No	No	No	No	No	No
18	3	5	1	9	No	No	No	No	No	No	No	No	No	No
19	3	5	1	8	No	No	No	No	No	No	No	No	No	No
20	3	2	1	3	No	No	No	No	No	No	No	No	No	No
21	3	1	1	2	No	No	No	No	No	No	No	No	No	No
22	3	1	1	2	No	No	No	No	No	No	No	No	No	No
23	3	1	1	2	No	No	No	No	No	No	No	No	No	No
24	3	1	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	81
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	126
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	292	225	0
2	280	216	0
3	274	212	0
4	234	180	0
5	222	171	0
6	199	153	0
7	184	142	0
8	175	135	0
9	140	108	0
10	131	101	0
11	131	101	0
12	126	97	0
13	114	88	0
14	105	81	0
15	105	81	0
16	102	79	0
17	58	45	0
18	32	25	0
19	29	23	0
20	12	9	0
21	9	7	0
22	9	7	0
23	6	5	0
24	6	5	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	517	1	0	No	No	No	No	No	No	No	No	No	No
2	2	496	1	0	No	No	No	No	No	No	No	No	No	No
3	2	486	1	0	No	No	No	No	No	No	No	No	No	No
4	2	414	1	0	No	No	No	No	No	No	No	No	No	No
5	2	393	1	0	No	No	No	No	No	No	No	No	No	No
6	2	352	1	0	No	No	No	No	No	No	No	No	No	No
7	2	326	1	0	No	No	No	No	No	No	No	No	No	No
8	2	310	1	0	No	No	No	No	No	No	No	No	No	No
9	2	248	1	0	No	No	No	No	No	No	No	No	No	No
10	2	232	1	0	No	No	No	No	No	No	No	No	No	No
11	2	232	1	0	No	No	No	No	No	No	No	No	No	No
12	2	223	1	0	No	No	No	No	No	No	No	No	No	No
13	2	202	1	0	No	No	No	No	No	No	No	No	No	No
14	2	186	1	0	No	No	No	No	No	No	No	No	No	No
15	2	186	1	0	No	No	No	No	No	No	No	No	No	No
16	2	181	1	0	No	No	No	No	No	No	No	No	No	No
17	2	103	1	0	No	No	No	No	No	No	No	No	No	No
18	2	57	1	0	No	No	No	No	No	No	No	No	No	No
19	2	52	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	11	1	0	No	No	No	No	No	No	No	No	No	No
24	2	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	517
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	417	206	226
2	400	198	217
3	392	194	212
4	334	165	181
5	317	157	172
6	284	140	154
7	263	130	142
8	250	124	136
9	200	99	108
10	188	93	102
11	188	93	102
12	179	89	97
13	163	80	88
14	150	74	81
15	150	74	81
16	146	72	79
17	83	41	45
18	46	23	25
19	42	21	23
20	17	8	9
21	13	6	7
22	13	6	7
23	8	4	5
24	8	4	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	623	1	226	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
2	2	598	1	217	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
3	2	586	1	212	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	2	499	1	181	No	Yes	Yes	Yes	No	No	No	No	No	No
5	2	474	1	172	No	No	Yes	Yes	No	No	No	No	No	No
6	2	424	1	154	No	No	Yes	Yes	No	No	No	No	No	No
7	2	393	1	142	No	No	No	Yes	No	No	No	No	No	No
8	2	374	1	136	No	No	No	Yes	No	No	No	No	No	No
9	2	299	1	108	No	No	No	No	No	No	No	No	No	No
10	2	281	1	102	No	No	No	No	No	No	No	No	No	No
11	2	281	1	102	No	No	No	No	No	No	No	No	No	No
12	2	268	1	97	No	No	No	No	No	No	No	No	No	No
13	2	243	1	88	No	No	No	No	No	No	No	No	No	No
14	2	224	1	81	No	No	No	No	No	No	No	No	No	No
15	2	224	1	81	No	No	No	No	No	No	No	No	No	No
16	2	218	1	79	No	No	No	No	No	No	No	No	No	No
17	2	124	1	45	No	No	No	No	No	No	No	No	No	No
18	2	69	1	25	No	No	No	No	No	No	No	No	No	No
19	2	63	1	23	No	No	No	No	No	No	No	No	No	No
20	2	25	1	9	No	No	No	No	No	No	No	No	No	No
21	2	19	1	7	No	No	No	No	No	No	No	No	No	No
22	2	19	1	7	No	No	No	No	No	No	No	No	No	No
23	2	12	1	5	No	No	No	No	No	No	No	No	No	No
24	2	12	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	6	8	0	0	0	3	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	226
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	849
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	167	183	47
2	160	176	45
3	157	172	44
4	134	146	38
5	127	139	36
6	114	124	32
7	105	115	30
8	100	110	28
9	80	88	23
10	75	82	21
11	75	82	21
12	72	79	20
13	65	71	18
14	60	66	17
15	60	66	17
16	58	64	16
17	33	37	9
18	18	20	5
19	17	18	5
20	7	7	2
21	5	5	1
22	5	5	1
23	3	4	1
24	3	4	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	350	1	47	No	No	No	No	No	No	No	No	No	No
2	2	336	1	45	No	No	No	No	No	No	No	No	No	No
3	2	329	1	44	No	No	No	No	No	No	No	No	No	No
4	2	280	1	38	No	No	No	No	No	No	No	No	No	No
5	2	266	1	36	No	No	No	No	No	No	No	No	No	No
6	2	238	1	32	No	No	No	No	No	No	No	No	No	No
7	2	220	1	30	No	No	No	No	No	No	No	No	No	No
8	2	210	1	28	No	No	No	No	No	No	No	No	No	No
9	2	168	1	23	No	No	No	No	No	No	No	No	No	No
10	2	157	1	21	No	No	No	No	No	No	No	No	No	No
11	2	157	1	21	No	No	No	No	No	No	No	No	No	No
12	2	151	1	20	No	No	No	No	No	No	No	No	No	No
13	2	136	1	18	No	No	No	No	No	No	No	No	No	No
14	2	126	1	17	No	No	No	No	No	No	No	No	No	No
15	2	126	1	17	No	No	No	No	No	No	No	No	No	No
16	2	122	1	16	No	No	No	No	No	No	No	No	No	No
17	2	70	1	9	No	No	No	No	No	No	No	No	No	No
18	2	38	1	5	No	No	No	No	No	No	No	No	No	No
19	2	35	1	5	No	No	No	No	No	No	No	No	No	No
20	2	14	1	2	No	No	No	No	No	No	No	No	No	No
21	2	10	1	1	No	No	No	No	No	No	No	No	No	No
22	2	10	1	1	No	No	No	No	No	No	No	No	No	No
23	2	7	1	1	No	No	No	No	No	No	No	No	No	No
24	2	7	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	47
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	397
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	167	149	0
2	160	143	0
3	157	140	0
4	134	119	0
5	127	113	0
6	114	101	0
7	105	94	0
8	100	89	0
9	80	72	0
10	75	67	0
11	75	67	0
12	72	64	0
13	65	58	0
14	60	54	0
15	60	54	0
16	58	52	0
17	33	30	0
18	18	16	0
19	17	15	0
20	7	6	0
21	5	4	0
22	5	4	0
23	3	3	0
24	3	3	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	316	1	0	No	No	No	No	No	No	No	No	No	No
2	2	303	1	0	No	No	No	No	No	No	No	No	No	No
3	2	297	1	0	No	No	No	No	No	No	No	No	No	No
4	2	253	1	0	No	No	No	No	No	No	No	No	No	No
5	2	240	1	0	No	No	No	No	No	No	No	No	No	No
6	2	215	1	0	No	No	No	No	No	No	No	No	No	No
7	2	199	1	0	No	No	No	No	No	No	No	No	No	No
8	2	189	1	0	No	No	No	No	No	No	No	No	No	No
9	2	152	1	0	No	No	No	No	No	No	No	No	No	No
10	2	142	1	0	No	No	No	No	No	No	No	No	No	No
11	2	142	1	0	No	No	No	No	No	No	No	No	No	No
12	2	136	1	0	No	No	No	No	No	No	No	No	No	No
13	2	123	1	0	No	No	No	No	No	No	No	No	No	No
14	2	114	1	0	No	No	No	No	No	No	No	No	No	No
15	2	114	1	0	No	No	No	No	No	No	No	No	No	No
16	2	110	1	0	No	No	No	No	No	No	No	No	No	No
17	2	63	1	0	No	No	No	No	No	No	No	No	No	No
18	2	34	1	0	No	No	No	No	No	No	No	No	No	No
19	2	32	1	0	No	No	No	No	No	No	No	No	No	No
20	2	13	1	0	No	No	No	No	No	No	No	No	No	No
21	2	9	1	0	No	No	No	No	No	No	No	No	No	No
22	2	9	1	0	No	No	No	No	No	No	No	No	No	No
23	2	6	1	0	No	No	No	No	No	No	No	No	No	No
24	2	6	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

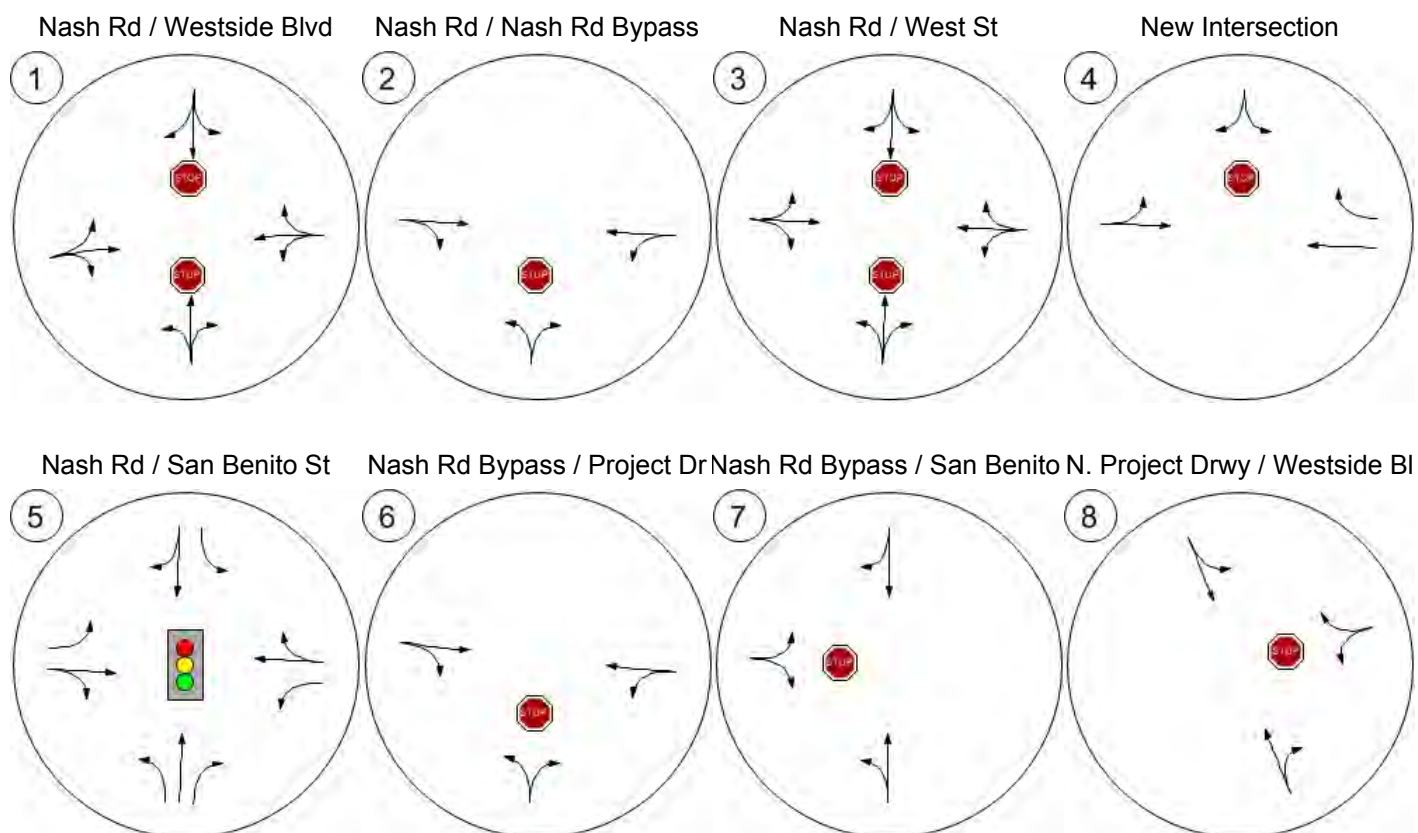
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	316
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



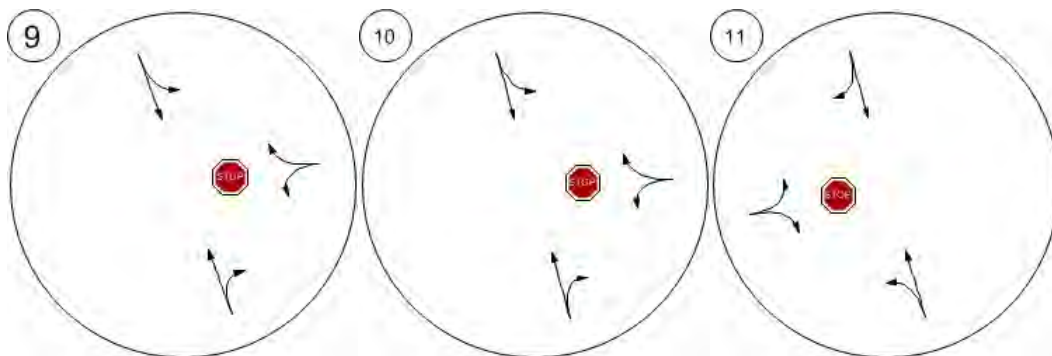
Report Figure 2: Lane Configuration and Traffic Control



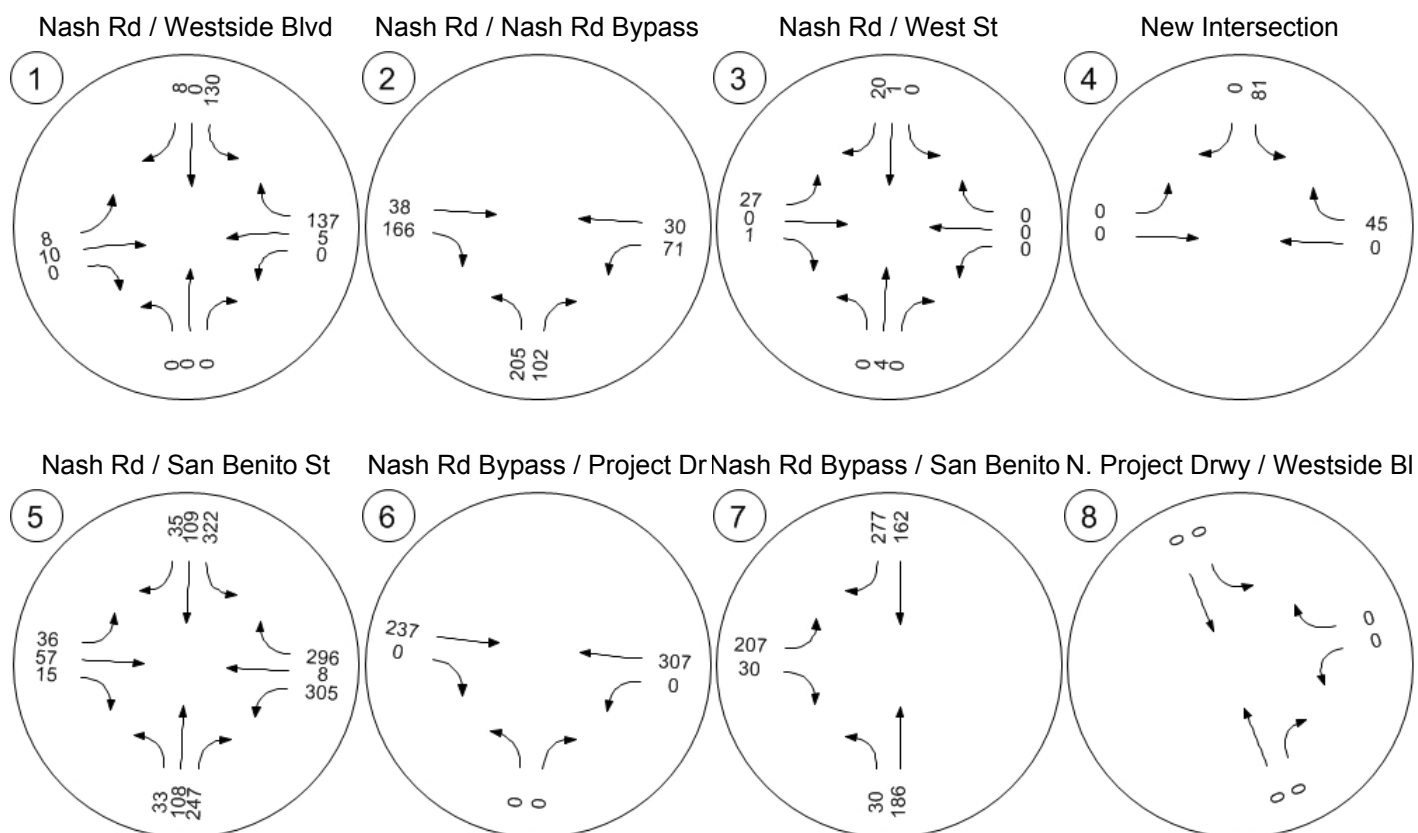
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



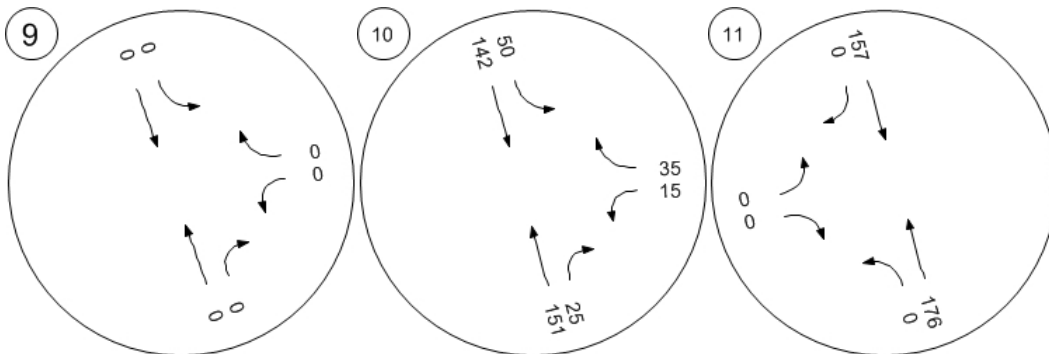
Report Figure 3a: Traffic Volume - Base Volume



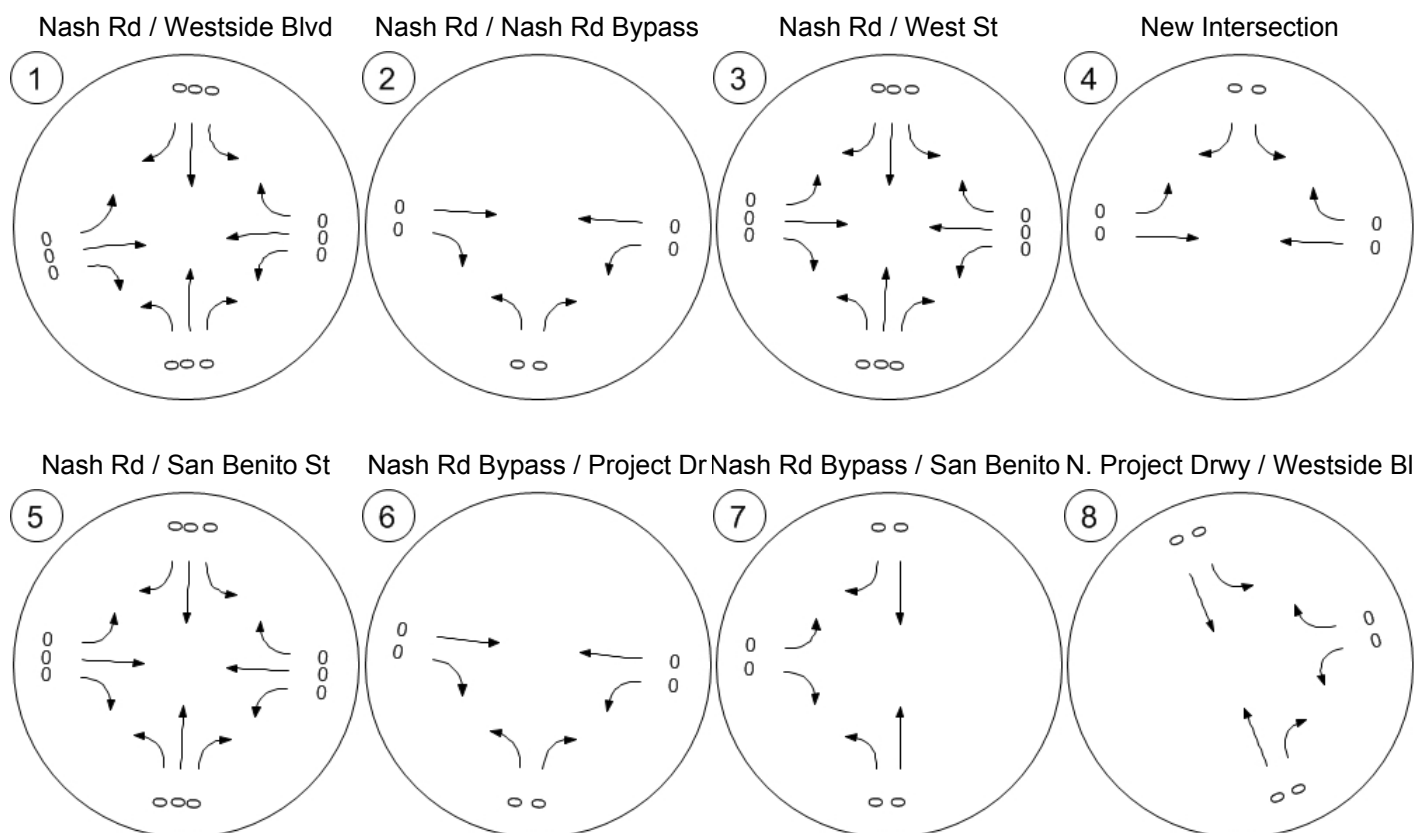
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3b: Traffic Volume - In-Process Volume



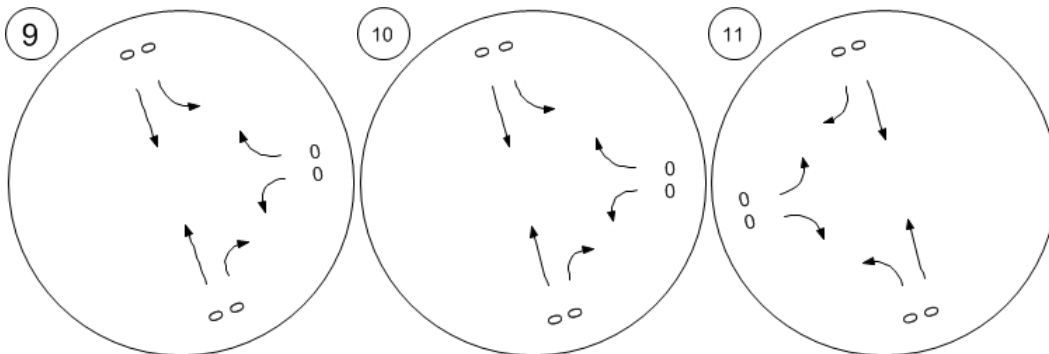
Report Figure 3b: Traffic Volume - In-Process Volume



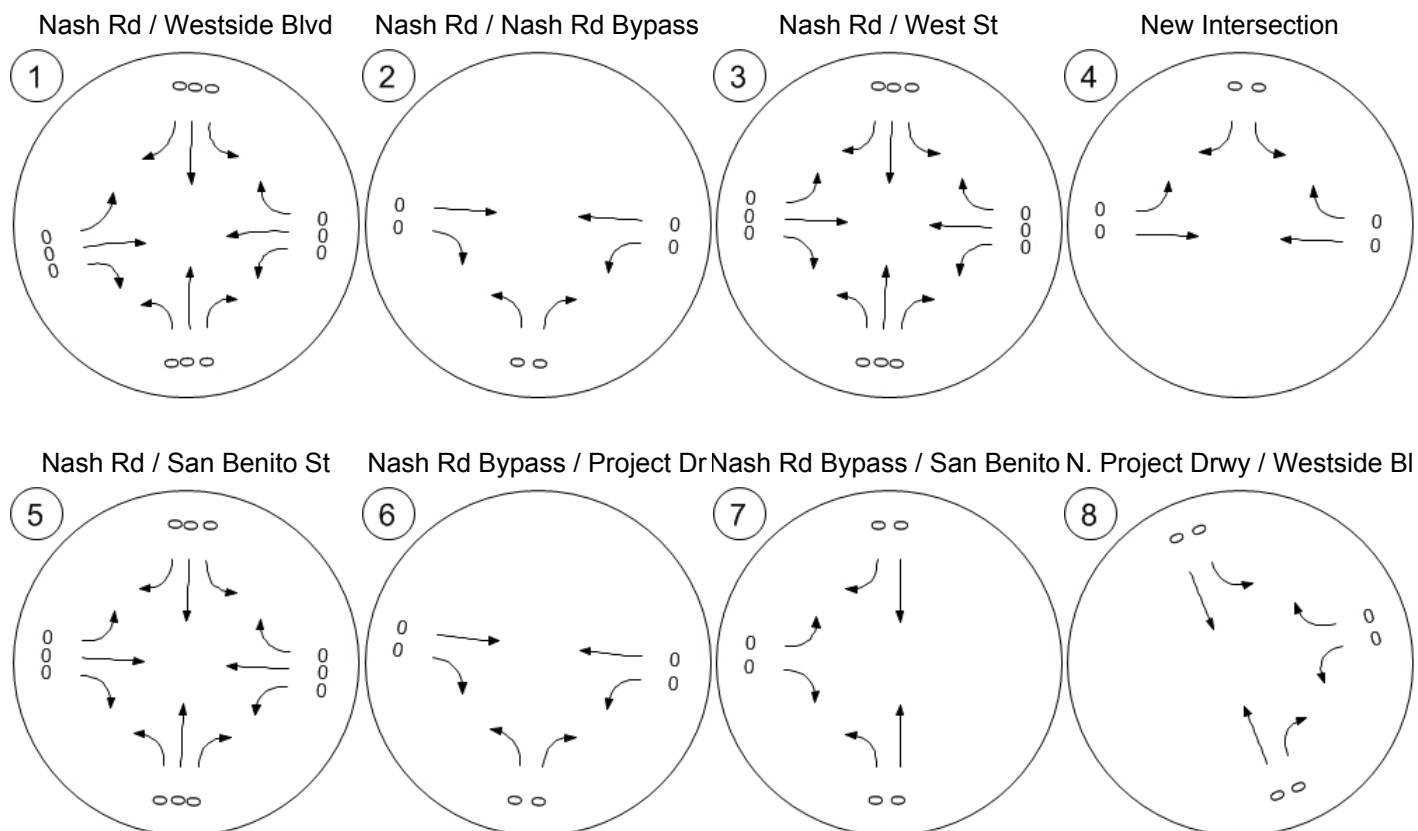
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3c: Traffic Volume - Net New Site Trips



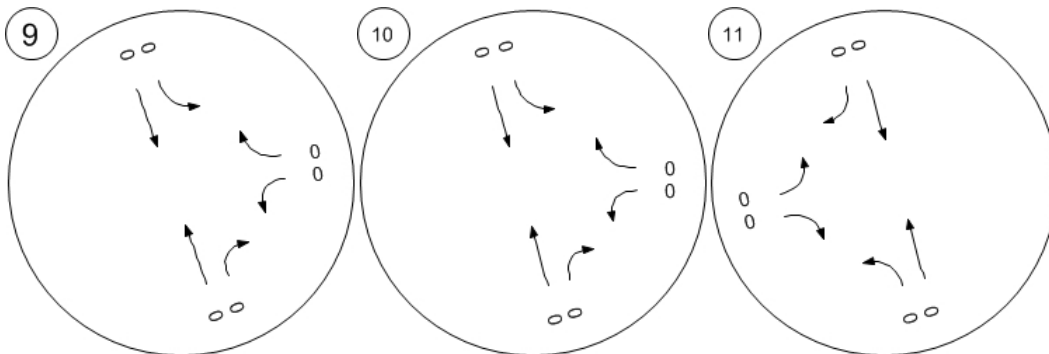
Report Figure 3c: Traffic Volume - Net New Site Trips



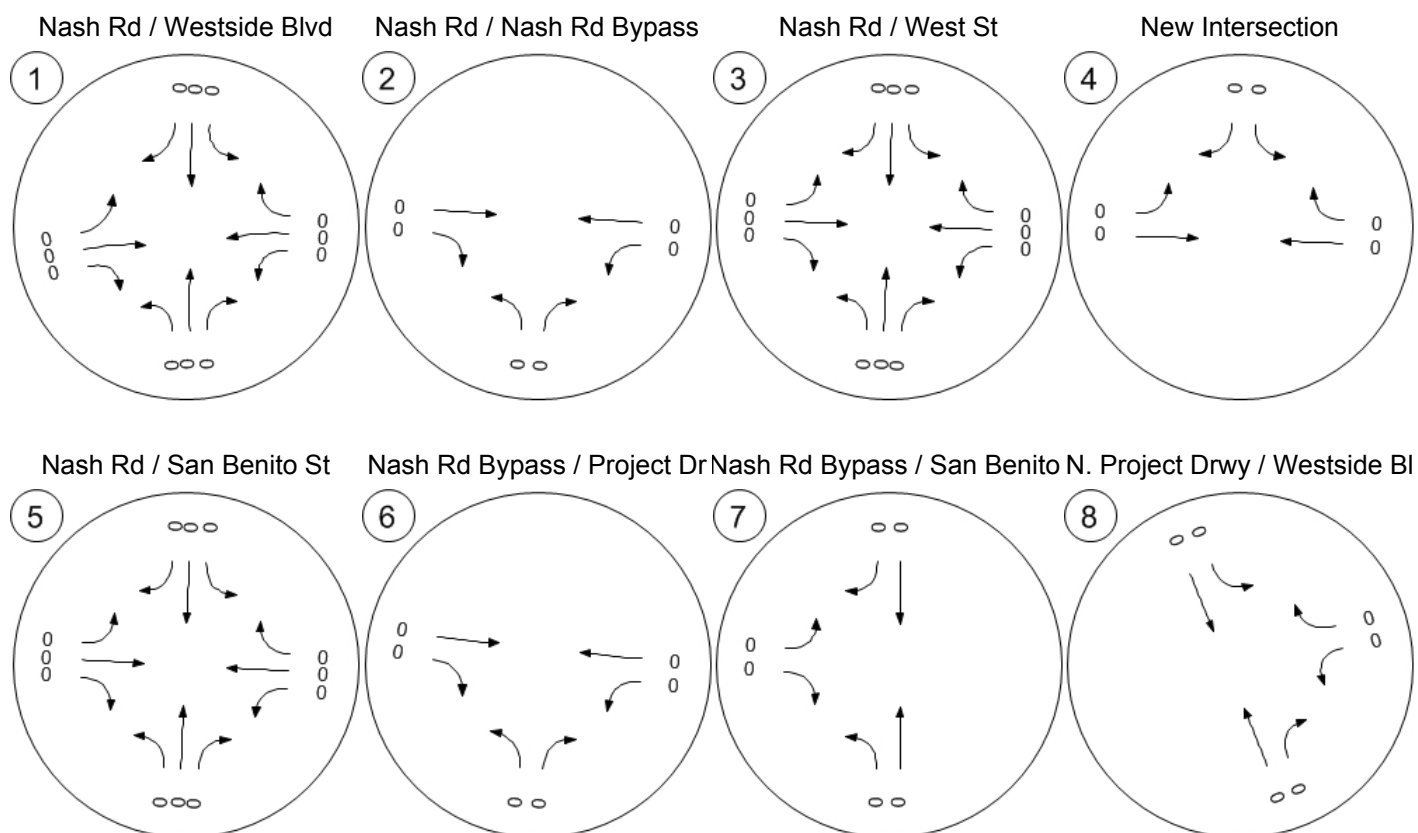
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



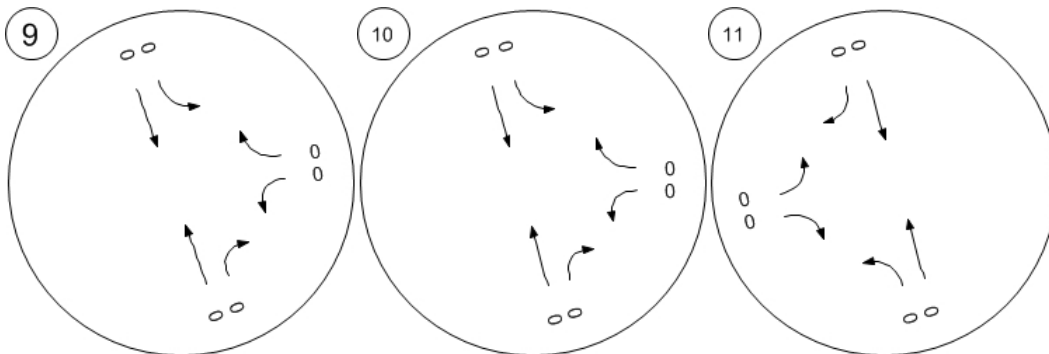
Report Figure 3d: Traffic Volume - Other Volume



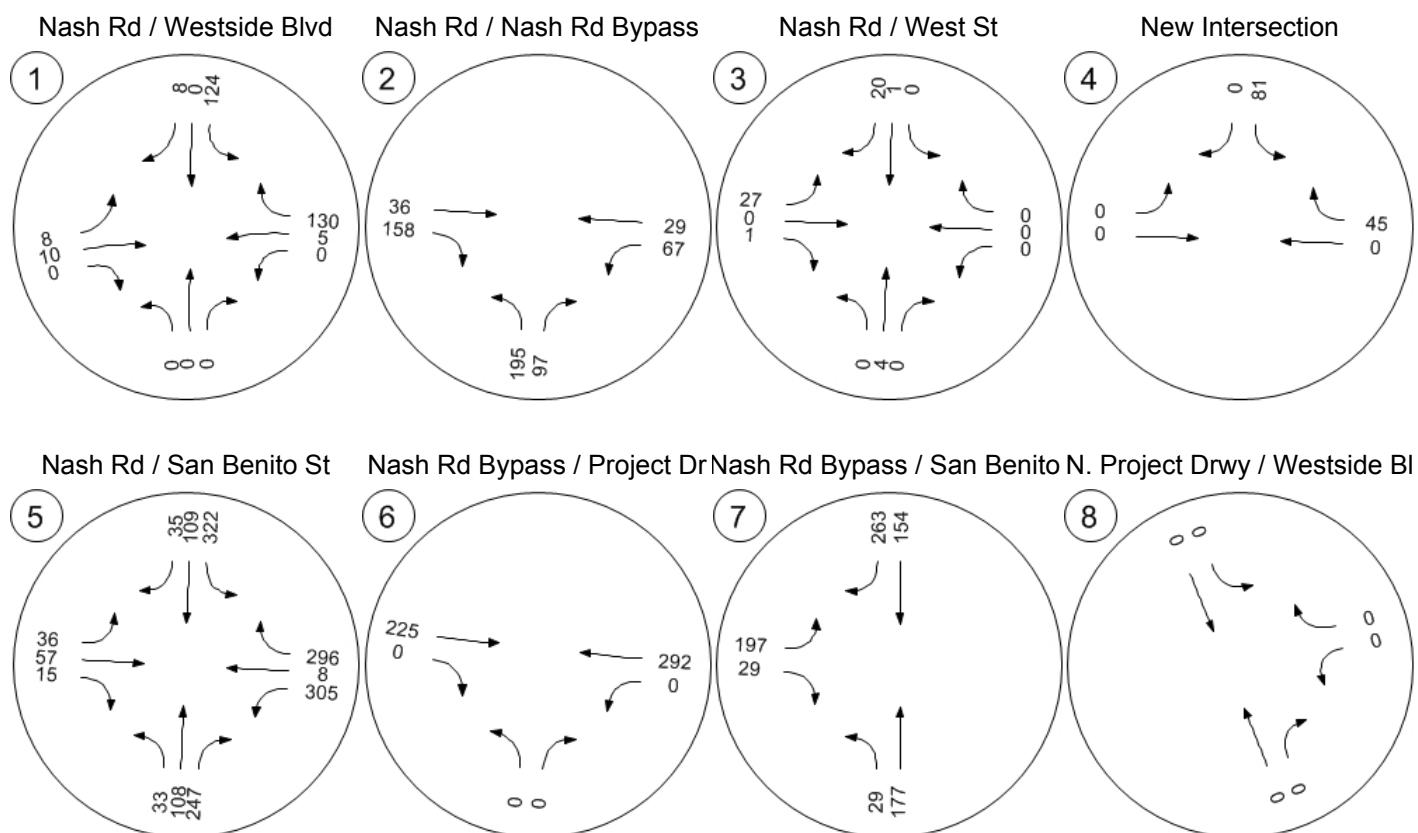
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



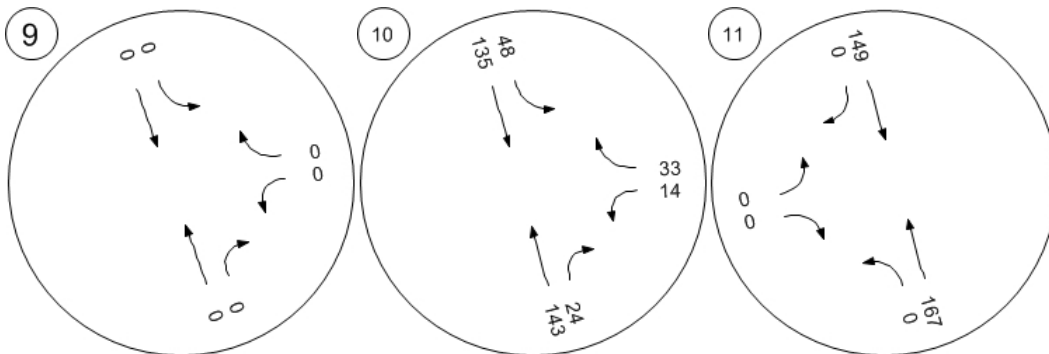
Report Figure 3e: Traffic Volume - Future Total Volume



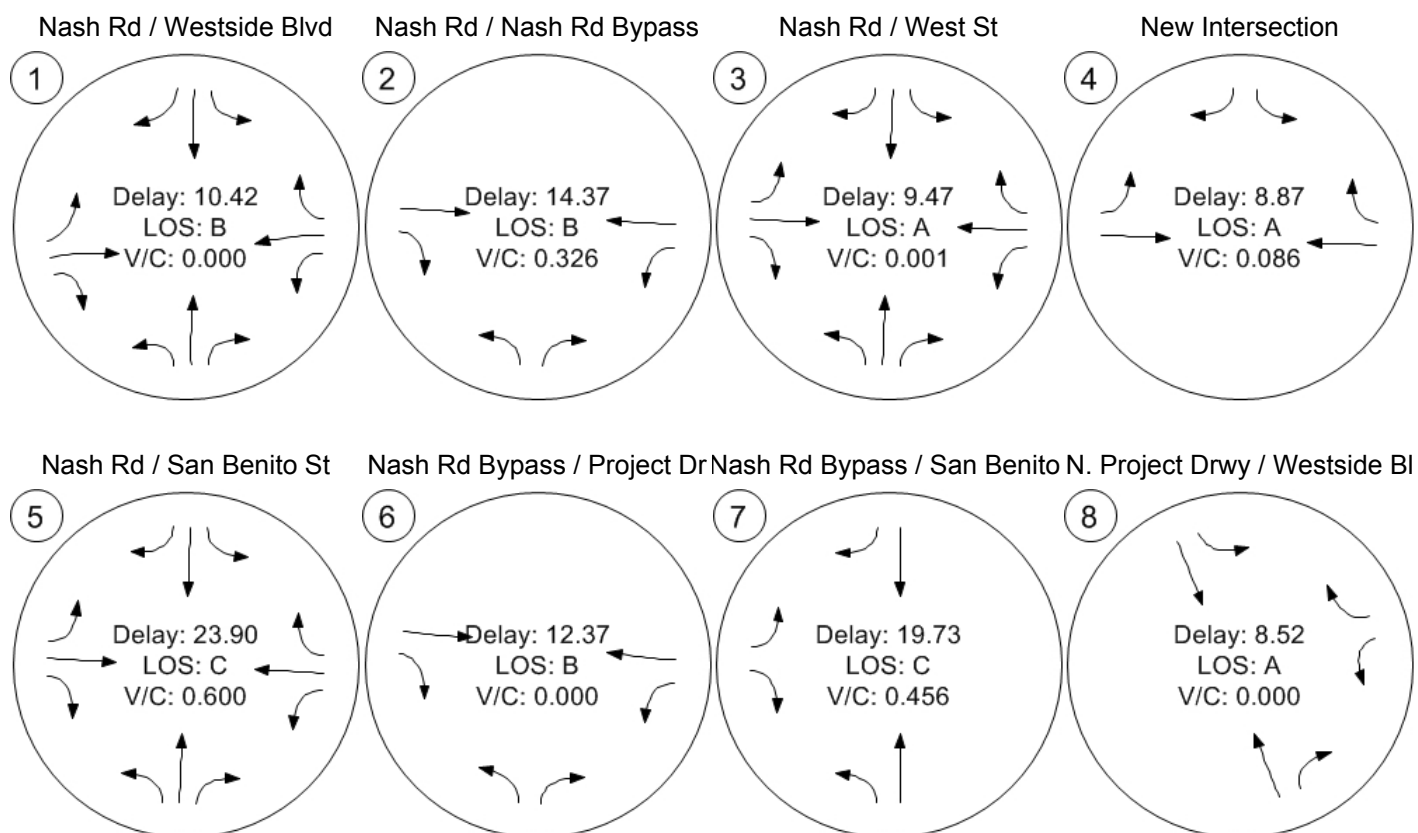
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



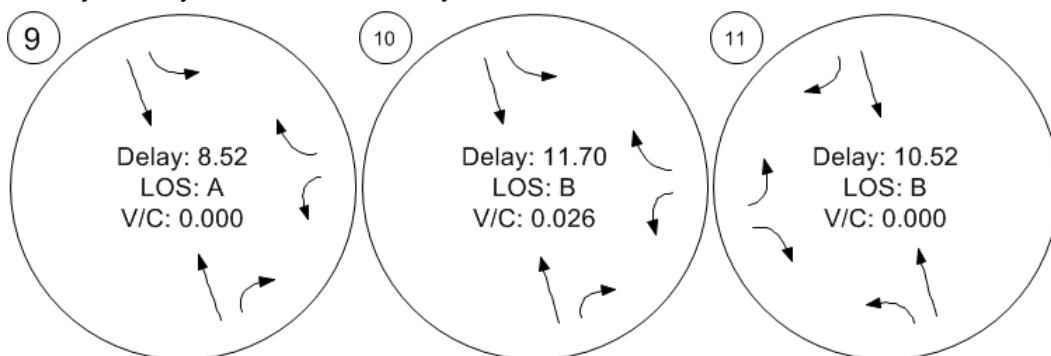
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk Hr
plus Project.pdf

4/23/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.003	10.3	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.256	13.7	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.010	11.4	B
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBR	0.000	13.7	B
5	Nash Rd / San Benito St	Signalized	HCM2010	NBL	0.687	29.5	C
6	Baler Alley / Project Drwy	Two-way stop	HCM2010	NBL	0.002	11.9	B
7	Baler Alley / San Benito St	Two-way stop	HCM2010	EBL	0.548	25.2	D
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	8.6	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	8.6	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.049	13.5	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.002	12.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
#1: Nash Rd / Westside Blvd**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 10.3
Level Of Service: B
Volume to Capacity (v/c): 0.003**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	128	0	3	4	6	0	0	14	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	1	2	0	0	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	0	129	2	3	4	6	1	0	14	119
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	1	1	1	2	0	0	4	32
Total Analysis Volume [veh/h]	1	1	0	140	2	3	4	7	1	0	15	129
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	9.94	8.36	9.87	10.34	9.47	7.51	0.00	0.00	7.23	0.00	0.00
Movement LOS	A	A	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.40	0.40	0.40	0.03	0.03	0.03	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.13	0.13	0.13	9.93	9.93	9.93	0.63	0.63	0.63	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.58	0.58	0.58	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.19	0.19	0.19	14.61	14.61	14.61	0.63	0.63	0.63	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.52			9.86			2.50			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.88											
Intersection LOS	B											

**Intersection Level Of Service Report
#2: Nash Rd / Nash Rd Bypass**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 13.7
Level Of Service: B
Volume to Capacity (v/c): 0.256**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	143	90	45	134	66	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	90	45	135	67	73
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	24	12	37	18	20
Total Analysis Volume [veh/h]	157	98	49	147	73	79
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.11	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.73	11.74	0.00	0.00	7.76	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.92	0.92	0.00	0.00	0.33	0.33
50th-Percentile Queue Length [ft]	22.96	22.96	0.00	0.00	8.19	8.19
95th-Percentile Queue Length [veh]	1.65	1.65	0.00	0.00	0.37	0.37
95th-Percentile Queue Length [ft]	41.26	41.26	0.00	0.00	9.28	9.28
d_A, Approach Delay [s/veh]	12.97		0.00		3.73	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.42					
Intersection LOS	B					

**Intersection Level Of Service Report
#3: Nash Rd / West St**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 11.4
Level Of Service: B
Volume to Capacity (v/c): 0.010**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	5	14	0	0	6	63	32	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	1	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	14	0	0	6	64	32	0	8	0	0	0
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	0	0	2	19	9	0	2	0	0	0
Total Analysis Volume [veh/h]	6	16	0	0	7	74	37	0	9	0	0	0
Pedestrian Volume [ped/h]	25			9			84			16		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.01	0.08	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.36	10.07	8.81	9.81	10.36	9.53	7.31	0.00	0.00	7.34	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.06	0.06	0.06	0.22	0.22	0.22	0.09	0.09	0.09	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	1.59	1.59	1.59	5.40	5.40	5.40	2.33	2.33	2.33	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.10	0.10	0.10	0.31	0.31	0.31	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	2.48	2.48	2.48	7.74	7.74	7.74	2.22	2.22	2.22	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.42			9.60			5.88			2.45		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.57											
Intersection LOS	B											

**Intersection Level Of Service Report
#4: Nash Rd / Monterey St**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 13.7
Level Of Service: B
Volume to Capacity (v/c): 0.000**Intersection Setup**

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	93	0	0	0	0	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	314		75		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.57	13.67	9.12	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.12		4.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.89					
Intersection LOS	B					

Intersection Level Of Service Report
#5: Nash Rd / San Benito StControl Type: Signalized
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 29.5
Level Of Service: C
Volume to Capacity (v/c): 0.687**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	68	177	245	284	130	27	40	29	45	284	13	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	5	0	5	0	0	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	180	250	284	135	27	40	29	45	292	13	190
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	57	79	90	43	9	13	9	14	92	4	60
Total Analysis Volume [veh/h]	86	228	316	359	171	34	51	37	57	370	16	241
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			13			81			46		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	16	27	0	26	37	0	9	21	0	26	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	19	19	17	31	4	6	18	20
g / C, Green / Cycle	0.07	0.26	0.26	0.23	0.42	0.05	0.08	0.24	0.27
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.22	0.20	0.12	0.03	0.06	0.21	0.16
s, saturation flow rate [veh/h]	1774	1863	1441	1774	1774	1774	1656	1774	1562
c, Capacity [veh/h]	116	477	369	414	752	90	134	425	421
d1, Uniform Delay [s]	33.78	23.21	26.09	27.11	13.80	34.11	32.95	26.88	23.50
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.97	0.75	5.80	5.61	0.19	5.41	6.51	5.61	1.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.48	0.86	0.87	0.27	0.56	0.70	0.87	0.61
d, Delay for Lane Group [s/veh]	42.75	23.96	31.89	32.72	14.00	39.52	39.46	32.49	24.93
Lane Group LOS	D	C	C	C	B	D	D	C	C
Critical Lane Group	no	no	yes	yes	no	no	yes	yes	no
50th-Percentile Queue Length [veh]	1.77	3.35	5.66	6.49	2.15	1.01	1.85	6.67	3.93
50th-Percentile Queue Length [ft]	44.28	83.76	141.49	162.13	53.69	25.31	46.13	166.73	98.34
95th-Percentile Queue Length [veh]	3.19	6.03	9.56	10.66	3.87	1.82	3.32	10.90	7.08
95th-Percentile Queue Length [ft]	79.70	150.76	239.03	266.54	96.64	45.56	83.03	272.62	177.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.75	23.96	31.89	32.72	14.00	14.00	39.52	39.46	39.46	32.49	24.93	24.93
Movement LOS	D	C	C	C	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	30.50			25.91			39.48			29.39		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	29.49											
Intersection LOS	C											
Intersection V/C	0.687											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#6: Baler Alley / Project Drwy**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.002

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	200	0	0	233
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	8	0	2	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	8	200	2	13	233
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	54	1	4	63
Total Analysis Volume [veh/h]	1	9	217	2	14	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.92	9.44	0.00	0.00	7.69	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.03	0.03	0.00	0.00	0.57	0.57
50th-Percentile Queue Length [ft]	0.67	0.67	0.00	0.00	14.27	14.27
95th-Percentile Queue Length [veh]	0.04	0.04	0.00	0.00	0.74	0.74
95th-Percentile Queue Length [ft]	0.98	0.98	0.00	0.00	18.38	18.38
d_A, Approach Delay [s/veh]	9.69		0.00		0.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

Intersection Level Of Service Report
#7: Baler Alley / San Benito StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 25.2
Level Of Service: D
Volume to Capacity (v/c): 0.548**Intersection Setup**

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	←		→		↔	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	20	350	144	213	190	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	12	7	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	351	145	225	197	11
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	95	39	61	54	3
Total Analysis Volume [veh/h]	23	382	158	245	214	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.55	0.02
d_M, Delay for Movement [s/veh]	8.18	0.00	0.00	0.00	25.21	20.74
Movement LOS	A	A	A	A	D	C
50th-Percentile Queue Length [veh]	0.92	0.92	0.00	0.00	1.57	1.57
50th-Percentile Queue Length [ft]	23.00	23.00	0.00	0.00	39.19	39.19
95th-Percentile Queue Length [veh]	1.59	1.59	0.00	0.00	3.36	3.36
95th-Percentile Queue Length [ft]	39.79	39.79	0.00	0.00	84.01	84.01
d_A, Approach Delay [s/veh]	0.46		0.00		24.97	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.64					
Intersection LOS	D					

**Intersection Level Of Service Report
#8: N. Project Drwy / Westside Blvd Ext.**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	2	2	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	2	2	1	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	1	0	0
Total Analysis Volume [veh/h]	1	1	2	2	1	1
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.56	8.33
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.20	0.20	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.19	0.19	0.14	0.14
d_A, Approach Delay [s/veh]	0.00		3.61		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.92					
Intersection LOS	A					

**Intersection Level Of Service Report
#9: S. Project Drwy / Westside Blvd Ext.**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	2	1	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	2	1	1	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0
Total Analysis Volume [veh/h]	1	1	2	1	1	1
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.56	8.33
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.15	0.15	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.14	0.14	0.14	0.14
d_A, Approach Delay [s/veh]	0.00		4.82		8.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	A					

Intersection Level Of Service Report
#10: Sally St / San Benito StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 13.5
Level Of Service: B
Volume to Capacity (v/c): 0.049**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	330	15	30	124	20	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	2	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	331	16	31	126	21	41
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	4	8	34	6	11
Total Analysis Volume [veh/h]	360	17	34	137	23	45
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.05	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	13.53	11.12
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.39	0.39	0.23	0.23
50th-Percentile Queue Length [ft]	0.00	0.00	9.66	9.66	5.64	5.64
95th-Percentile Queue Length [veh]	0.00	0.00	0.51	0.51	0.39	0.39
95th-Percentile Queue Length [ft]	0.00	0.00	12.64	12.64	9.77	9.77
d_A, Approach Delay [s/veh]	0.00		1.62		11.94	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.77					
Intersection LOS	B					

Intersection Level Of Service Report
#11: Westside Blvd Ext. / Nash RdControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 12.1
Level Of Service: B
Volume to Capacity (v/c): 0.002**Intersection Setup**

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	←		→		↔	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	345	144	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	2	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	345	144	2	1	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	94	39	1	0	0
Total Analysis Volume [veh/h]	1	375	157	2	1	1
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	0.00	12.14	9.07
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.79	0.79	0.00	0.00	0.01	0.01
50th-Percentile Queue Length [ft]	19.68	19.68	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [veh]	1.07	1.07	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft]	26.78	26.78	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.02		0.00		10.61	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk Hr
plus Project.pdf

4/23/2014

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	1	1	0	129	2	3	4	6	1	0	14	119	280

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	144	90	45	135	67	73	554

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	5	14	0	0	6	64	32	0	8	0	0	0	129

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	68	180	250	284	135	27	40	29	45	292	13	190	1553

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	1	8	200	2	13	233	457

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	21	351	145	225	197	11	950

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	1	1	2	2	1	1	8

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	1	1	2	1	1	1	7

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	331	16	31	126	21	41	566

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	1	345	144	2	1	1	494

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closre

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk Hr
plus Project.pdf

4/23/2014

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	128	0	3	4	6	0	0	14	118	273
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	1	0	1	2	0	0	0	1	0	0	1	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	1	0	129	2	3	4	6	1	0	14	119	280

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	143	90	45	134	66	73	551
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	1	1	0	3
		Other	0	0	0	0	0	0	0
		Future Total	144	90	45	135	67	73	554

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	5	14	0	0	6	63	32	0	8	0	0	0	128
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	0	0	0	0	0	0	1
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	14	0	0	6	64	32	0	8	0	0	0	129

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	93	0	0	0	0	141	234
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	68	177	245	284	130	27	40	29	45	284	13	190	1532
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	3	5	0	5	0	0	0	0	8	0	0	21
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	68	180	250	284	135	27	40	29	45	292	13	190	1553

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	Final Base	0	0	200	0	0	233	433
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	8	0	2	13	0	24
		Other	0	0	0	0	0	0	0
		Future Total	1	8	200	2	13	233	457

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	20	350	144	213	190	10	927
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	1	12	7	1	23
		Other	0	0	0	0	0	0	0
		Future Total	21	351	145	225	197	11	950

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	2	2	1	1	8
		Other	0	0	0	0	0	0	0
		Future Total	1	1	2	2	1	1	8

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	2	1	1	1	7
		Other	0	0	0	0	0	0	0
		Future Total	1	1	2	1	1	1	7

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	330	15	30	124	20	40	559
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	1	2	1	1	7
		Other	0	0	0	0	0	0	0
		Future Total	331	16	31	126	21	41	566

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	345	144	0	0	0	489
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	2	1	1	5
		Other	0	0	0	0	0	0	0
		Future Total	1	345	144	2	1	1	494

San Benito County Regional Park

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Fair Share Volumes

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	2	0	1	2	0	0	0	0	0	0	1	6
Total Volume	0	2	0	1	2	0	0	0	0	0	0	1	
Total Analysis Volume	1	1	0	140	2	3	4	7	1	0	15	129	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	0	0	1	1	0	3
Total Volume	1	0	0	1	1	0	
Total Analysis Volume	157	98	49	147	73	79	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	0	0	0	
Total Analysis Volume	6	16	0	0	7	74	37	0	9	0	0	0	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	
Total Analysis Volume	0	0	0	0	0	0	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	3	5	0	5	0	0	0	0	7	0	0	20
Total Volume	0	3	5	0	5	0	0	0	0	7	0	0	
Total Analysis Volume	86	228	316	359	171	34	51	37	57	370	16	241	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	9	0	2	13	0	25
Total Volume	1	9	0	2	13	0	
Total Analysis Volume	1	9	217	2	14	253	

Intersection 7: Baler Alley / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	1	0	0	12	8	1	22
Total Volume	1	0	0	12	8	1	
Total Analysis Volume	23	382	158	245	214	12	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	1	0	1	1	0	1	4
Total Volume	1	0	1	1	0	1	
Total Analysis Volume	1	1	2	2	1	1	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0	0	1	0	0	1	2
Total Volume	0	0	1	0	0	1	
Total Analysis Volume	1	1	2	1	1	1	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0	0	1	0	0	1	2
Total Volume	0	0	1	0	0	1	
Total Analysis Volume	360	17	34	137	23	45	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	
Total Analysis Volume	1	375	157	2	1	1	

San Benito County Regional Park

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Fair Share % of Net New Site

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	50%	125.76%	0%	100%	100.51%	0	0	100%	50%	50%	100%	100%	100.00%
Total	50.00%	125.76%	0.00%	100.00%	100.51%	0.00%	0.00%	100.00%	50.00%	50.00%	100.00%	100.00%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	98.04%	0%	0%	73.53%	166.67%	50%	100.00%
Total	98.04%	0.00%	0.00%	73.53%	166.67%	50.00%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0%	0	120%	0%	0%	0	0	0%	0%	100.00%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	120.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0%	0%	0	NaN%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	105%	105%	0	105%	0%	0%	0%	0%	92.5%	0%	0	100.00%
Total	0.00%	105.00%	105.00%	0.00%	105.00%	0.00%	0.00%	0.00%	0.00%	92.50%	0.00%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	98.04%	112.08%	0	102.04%	103.67%	0	100.00%
Total	98.04%	112.08%	0.00%	102.04%	103.67%	0.00%	

Intersection 7: Baler Alley / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	159.52%	31.25%	30.77%	102.56%	111.11%	160.24%	100.00%
Total	159.52%	31.25%	30.77%	102.56%	111.11%	160.24%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	101.01%	32.52%	78.95%	78.95%	25.51%	101.01%	100.00%
Total	101.01%	32.52%	78.95%	78.95%	25.51%	101.01%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	32.52%	32.52%	78.95%	25.51%	25.25%	101.01%	100.00%
Total	32.52%	32.52%	78.95%	25.51%	25.25%	101.01%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	21.93%	50%	100%	24.54%	50%	100%	100.00%
Total	21.93%	50.00%	100.00%	24.54%	50.00%	100.00%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	50%	100%	100%	22.22%	19.23%	49.25%	100.00%
Total	50.00%	100.00%	100.00%	22.22%	19.23%	49.25%	

San Benito County Regional Park

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Fair Share % of Total Analysis

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	19.88%	71.55%	0%	0.72%	50%	0	0	4.63%	19.88%	50%	2.22%	0.52%	72.41%
Total	19.88%	71.55%	0.00%	0.72%	50.00%	0.00%	0.00%	4.63%	19.88%	50.00%	2.22%	0.52%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	0.63%	0%	0%	0.67%	1.36%	0.25%	0.48%
Total	0.63%	0.00%	0.00%	0.67%	1.36%	0.25%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0%	0	1.6%	0%	0%	0	0	0%	0%	1.07%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	1.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0%	0%	0	NaN%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	1.36%	1.64%	0	2.98%	0%	0%	0%	0%	1.96%	0%	0	0.40%
Total	0.00%	1.36%	1.64%	0.00%	2.98%	0.00%	0.00%	0.00%	0.00%	1.96%	0.00%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	49.5%	52.85%	0	50.51%	48.98%	0	40.69%
Total	49.50%	52.85%	0.00%	50.51%	48.98%	0.00%	

Intersection 7: Baler Alley / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	5.62%	0.07%	0.25%	4.67%	3.62%	10.37%	2.38%
Total	5.62%	0.07%	0.25%	4.67%	3.62%	10.37%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	50.25%	17.94%	34.09%	34.09%	12.63%	50.25%	2490.63%
Total	50.25%	17.94%	34.09%	34.09%	12.63%	50.25%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	17.94%	17.94%	34.09%	12.63%	12.56%	50.25%	2077.29%
Total	17.94%	17.94%	34.09%	12.63%	12.56%	50.25%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0.07%	1.43%	1.45%	0.29%	1.06%	1.1%	0.88%
Total	0.07%	1.43%	1.45%	0.29%	1.06%	1.10%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	19.88%	0.09%	0.21%	10.53%	10.87%	19.76%	11.42%
Total	19.88%	0.09%	0.21%	10.53%	10.87%	19.76%	

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	0	0	4
4	4	0	0	4
5	5	0	0	5
6	13	1	0	13
7	15	1	0	15
8	27	2	0	27
9	47	4	1	47
10	48	4	1	48
11	48	4	1	48
12	52	4	1	52
13	57	5	1	58
14	60	5	1	60
15	60	5	1	60
16	64	5	1	64
17	80	7	1	80
18	84	7	1	84
19	90	7	1	91
20	101	8	2	102
21	106	9	2	107
22	125	10	2	126
23	128	11	2	129
24	133	11	2	134

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	4	2	4	No	No	No	No	No	No	No	No	No	No
4	2	4	2	4	No	No	No	No	No	No	No	No	No	No
5	2	5	2	5	No	No	No	No	No	No	No	No	No	No
6	2	14	2	13	No	No	No	No	No	No	No	No	No	No
7	2	16	2	15	No	No	No	No	No	No	No	No	No	No
8	2	29	2	27	No	No	No	No	No	No	No	No	No	No
9	2	51	2	48	No	No	No	No	No	No	No	No	No	No
10	2	52	2	49	No	No	No	No	No	No	No	No	No	No
11	2	52	2	49	No	No	No	No	No	No	No	No	No	No
12	2	56	2	53	No	No	No	No	No	No	No	No	No	No
13	2	62	2	59	No	No	No	No	No	No	No	No	No	No
14	2	65	2	61	No	No	No	No	No	No	No	No	No	No
15	2	65	2	61	No	No	No	No	No	No	No	No	No	No
16	2	69	2	65	No	No	No	No	No	No	No	No	No	No
17	2	87	2	81	No	No	No	No	No	No	No	No	No	No
18	2	91	2	85	No	No	No	No	No	No	No	No	No	No
19	2	97	2	92	No	No	No	No	No	No	No	No	No	No
20	2	109	2	104	No	No	No	No	No	No	No	No	No	No
21	2	115	2	109	No	No	No	No	No	No	No	No	No	No
22	2	135	2	128	No	No	No	No	No	No	No	No	No	No
23	2	139	2	131	No	No	No	No	No	No	No	No	No	No
24	2	144	2	136	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5	9.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:22
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	2	134
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	280	280
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	140	180	234
2	134	173	225
3	132	169	220
4	112	144	187
5	106	137	178
6	95	122	159
7	88	113	147
8	84	108	140
9	67	86	112
10	63	81	105
11	63	81	105
12	60	77	101
13	55	70	91
14	50	65	84
15	50	65	84
16	49	63	82
17	28	36	47
18	15	20	26
19	14	18	23
20	6	7	9
21	4	5	7
22	4	5	7
23	3	4	5
24	3	4	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	320	1	234	No	No	No	No	No	No	No	No	No	No
2	2	307	1	225	No	No	No	No	No	No	No	No	No	No
3	2	301	1	220	No	No	No	No	No	No	No	No	No	No
4	2	256	1	187	No	No	No	No	No	No	No	No	No	No
5	2	243	1	178	No	No	No	No	No	No	No	No	No	No
6	2	217	1	159	No	No	No	No	No	No	No	No	No	No
7	2	201	1	147	No	No	No	No	No	No	No	No	No	No
8	2	192	1	140	No	No	No	No	No	No	No	No	No	No
9	2	153	1	112	No	No	No	No	No	No	No	No	No	No
10	2	144	1	105	No	No	No	No	No	No	No	No	No	No
11	2	144	1	105	No	No	No	No	No	No	No	No	No	No
12	2	137	1	101	No	No	No	No	No	No	No	No	No	No
13	2	125	1	91	No	No	No	No	No	No	No	No	No	No
14	2	115	1	84	No	No	No	No	No	No	No	No	No	No
15	2	115	1	84	No	No	No	No	No	No	No	No	No	No
16	2	112	1	82	No	No	No	No	No	No	No	No	No	No
17	2	64	1	47	No	No	No	No	No	No	No	No	No	No
18	2	35	1	26	No	No	No	No	No	No	No	No	No	No
19	2	32	1	23	No	No	No	No	No	No	No	No	No	No
20	2	13	1	9	No	No	No	No	No	No	No	No	No	No
21	2	9	1	7	No	No	No	No	No	No	No	No	No	No
22	2	9	1	7	No	No	No	No	No	No	No	No	No	No
23	2	7	1	5	No	No	No	No	No	No	No	No	No	No
24	2	7	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	234
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	554
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	0	40	70	19
2	0	38	67	18
3	0	38	66	18
4	0	32	56	15
5	0	30	53	14
6	0	27	48	13
7	0	25	44	12
8	0	24	42	11
9	0	19	34	9
10	0	18	32	9
11	0	18	32	9
12	0	17	30	8
13	0	16	27	7
14	0	14	25	7
15	0	14	25	7
16	0	14	25	7
17	0	8	14	4
18	0	4	8	2
19	0	4	7	2
20	0	2	3	1
21	0	1	2	1
22	0	1	2	1
23	0	1	1	0
24	0	1	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	40	2	89	No	No	No	No	No	No	No	No	No	No
2	2	38	2	85	No	No	No	No	No	No	No	No	No	No
3	2	38	2	84	No	No	No	No	No	No	No	No	No	No
4	2	32	2	71	No	No	No	No	No	No	No	No	No	No
5	2	30	2	67	No	No	No	No	No	No	No	No	No	No
6	2	27	2	61	No	No	No	No	No	No	No	No	No	No
7	2	25	2	56	No	No	No	No	No	No	No	No	No	No
8	2	24	2	53	No	No	No	No	No	No	No	No	No	No
9	2	19	2	43	No	No	No	No	No	No	No	No	No	No
10	2	18	2	41	No	No	No	No	No	No	No	No	No	No
11	2	18	2	41	No	No	No	No	No	No	No	No	No	No
12	2	17	2	38	No	No	No	No	No	No	No	No	No	No
13	2	16	2	34	No	No	No	No	No	No	No	No	No	No
14	2	14	2	32	No	No	No	No	No	No	No	No	No	No
15	2	14	2	32	No	No	No	No	No	No	No	No	No	No
16	2	14	2	32	No	No	No	No	No	No	No	No	No	No
17	2	8	2	18	No	No	No	No	No	No	No	No	No	No
18	2	4	2	10	No	No	No	No	No	No	No	No	No	No
19	2	4	2	9	No	No	No	No	No	No	No	No	No	No
20	2	2	2	4	No	No	No	No	No	No	No	No	No	No
21	2	1	2	3	No	No	No	No	No	No	No	No	No	No
22	2	1	2	3	No	No	No	No	No	No	No	No	No	No
23	2	1	2	1	No	No	No	No	No	No	No	No	No	No
24	2	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	10.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	70	19
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	129	129
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Baler Alley / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	246	202	9
2	236	194	9
3	231	190	8
4	197	162	7
5	187	154	7
6	167	137	6
7	155	127	6
8	148	121	5
9	118	97	4
10	111	91	4
11	111	91	4
12	106	87	4
13	96	79	4
14	89	73	3
15	89	73	3
16	86	71	3
17	49	40	2
18	27	22	1
19	25	20	1
20	10	8	0
21	7	6	0
22	7	6	0
23	5	4	0
24	5	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	448	1	9	No	No	No	No	No	No	No	No	No	No
2	2	430	1	9	No	No	No	No	No	No	No	No	No	No
3	2	421	1	8	No	No	No	No	No	No	No	No	No	No
4	2	359	1	7	No	No	No	No	No	No	No	No	No	No
5	2	341	1	7	No	No	No	No	No	No	No	No	No	No
6	2	304	1	6	No	No	No	No	No	No	No	No	No	No
7	2	282	1	6	No	No	No	No	No	No	No	No	No	No
8	2	269	1	5	No	No	No	No	No	No	No	No	No	No
9	2	215	1	4	No	No	No	No	No	No	No	No	No	No
10	2	202	1	4	No	No	No	No	No	No	No	No	No	No
11	2	202	1	4	No	No	No	No	No	No	No	No	No	No
12	2	193	1	4	No	No	No	No	No	No	No	No	No	No
13	2	175	1	4	No	No	No	No	No	No	No	No	No	No
14	2	162	1	3	No	No	No	No	No	No	No	No	No	No
15	2	162	1	3	No	No	No	No	No	No	No	No	No	No
16	2	157	1	3	No	No	No	No	No	No	No	No	No	No
17	2	89	1	2	No	No	No	No	No	No	No	No	No	No
18	2	49	1	1	No	No	No	No	No	No	No	No	No	No
19	2	45	1	1	No	No	No	No	No	No	No	No	No	No
20	2	18	1	0	No	No	No	No	No	No	No	No	No	No
21	2	13	1	0	No	No	No	No	No	No	No	No	No	No
22	2	13	1	0	No	No	No	No	No	No	No	No	No	No
23	2	9	1	0	No	No	No	No	No	No	No	No	No	No
24	2	9	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	9
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	457
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Baler Alleyt / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	370	372	208
2	355	357	200
3	348	350	196
4	296	298	166
5	281	283	158
6	252	253	141
7	233	234	131
8	222	223	125
9	178	179	100
10	167	167	94
11	167	167	94
12	159	160	89
13	144	145	81
14	133	134	75
15	133	134	75
16	130	130	73
17	74	74	42
18	41	41	23
19	37	37	21
20	15	15	8
21	11	11	6
22	11	11	6
23	7	7	4
24	7	7	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	742	1	208	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	712	1	200	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	698	1	196	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
4	2	594	1	166	No	Yes	Yes	Yes	No	No	No	Yes	No	No
5	2	564	1	158	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	505	1	141	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	467	1	131	No	No	Yes	Yes	No	No	No	No	No	No
8	2	445	1	125	No	No	Yes	Yes	No	No	No	No	No	No
9	2	357	1	100	No	No	No	Yes	No	No	No	No	No	No
10	2	334	1	94	No	No	No	No	No	No	No	No	No	No
11	2	334	1	94	No	No	No	No	No	No	No	No	No	No
12	2	319	1	89	No	No	No	No	No	No	No	No	No	No
13	2	289	1	81	No	No	No	No	No	No	No	No	No	No
14	2	267	1	75	No	No	No	No	No	No	No	No	No	No
15	2	267	1	75	No	No	No	No	No	No	No	No	No	No
16	2	260	1	73	No	No	No	No	No	No	No	No	No	No
17	2	148	1	42	No	No	No	No	No	No	No	No	No	No
18	2	82	1	23	No	No	No	No	No	No	No	No	No	No
19	2	74	1	21	No	No	No	No	No	No	No	No	No	No
20	2	30	1	8	No	No	No	No	No	No	No	No	No	No
21	2	22	1	6	No	No	No	No	No	No	No	No	No	No
22	2	22	1	6	No	No	No	No	No	No	No	No	No	No
23	2	14	1	4	No	No	No	No	No	No	No	No	No	No
24	2	14	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					3	6	8	9	0	1	3	6	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	25
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	208
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	950
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2	4	2
2	2	4	2
3	2	4	2
4	2	3	2
5	2	3	2
6	1	3	1
7	1	3	1
8	1	2	1
9	1	2	1
10	1	2	1
11	1	2	1
12	1	2	1
13	1	2	1
14	1	1	1
15	1	1	1
16	1	1	1
17	0	1	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	6	1	2	No	No	No	No	No	No	No	No	No	No
2	2	6	1	2	No	No	No	No	No	No	No	No	No	No
3	2	6	1	2	No	No	No	No	No	No	No	No	No	No
4	2	5	1	2	No	No	No	No	No	No	No	No	No	No
5	2	5	1	2	No	No	No	No	No	No	No	No	No	No
6	2	4	1	1	No	No	No	No	No	No	No	No	No	No
7	2	4	1	1	No	No	No	No	No	No	No	No	No	No
8	2	3	1	1	No	No	No	No	No	No	No	No	No	No
9	2	3	1	1	No	No	No	No	No	No	No	No	No	No
10	2	3	1	1	No	No	No	No	No	No	No	No	No	No
11	2	3	1	1	No	No	No	No	No	No	No	No	No	No
12	2	3	1	1	No	No	No	No	No	No	No	No	No	No
13	2	3	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	8
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2	3	2
2	2	3	2
3	2	3	2
4	2	2	2
5	2	2	2
6	1	2	1
7	1	2	1
8	1	2	1
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	0	1	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	5	1	2	No	No	No	No	No	No	No	No	No	No
2	2	5	1	2	No	No	No	No	No	No	No	No	No	No
3	2	5	1	2	No	No	No	No	No	No	No	No	No	No
4	2	4	1	2	No	No	No	No	No	No	No	No	No	No
5	2	4	1	2	No	No	No	No	No	No	No	No	No	No
6	2	3	1	1	No	No	No	No	No	No	No	No	No	No
7	2	3	1	1	No	No	No	No	No	No	No	No	No	No
8	2	3	1	1	No	No	No	No	No	No	No	No	No	No
9	2	2	1	1	No	No	No	No	No	No	No	No	No	No
10	2	2	1	1	No	No	No	No	No	No	No	No	No	No
11	2	2	1	1	No	No	No	No	No	No	No	No	No	No
12	2	2	1	1	No	No	No	No	No	No	No	No	No	No
13	2	2	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	7
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	347	157	62
2	333	151	60
3	326	148	58
4	278	126	50
5	264	119	47
6	236	107	42
7	219	99	39
8	208	94	37
9	167	75	30
10	156	71	28
11	156	71	28
12	149	68	27
13	135	61	24
14	125	57	22
15	125	57	22
16	121	55	22
17	69	31	12
18	38	17	7
19	35	16	6
20	14	6	2
21	10	5	2
22	10	5	2
23	7	3	1
24	7	3	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	504	1	62	No	No	No	No	No	No	No	Yes	No	No
2	2	484	1	60	No	No	No	No	No	No	No	No	No	No
3	2	474	1	58	No	No	No	No	No	No	No	No	No	No
4	2	404	1	50	No	No	No	No	No	No	No	No	No	No
5	2	383	1	47	No	No	No	No	No	No	No	No	No	No
6	2	343	1	42	No	No	No	No	No	No	No	No	No	No
7	2	318	1	39	No	No	No	No	No	No	No	No	No	No
8	2	302	1	37	No	No	No	No	No	No	No	No	No	No
9	2	242	1	30	No	No	No	No	No	No	No	No	No	No
10	2	227	1	28	No	No	No	No	No	No	No	No	No	No
11	2	227	1	28	No	No	No	No	No	No	No	No	No	No
12	2	217	1	27	No	No	No	No	No	No	No	No	No	No
13	2	196	1	24	No	No	No	No	No	No	No	No	No	No
14	2	182	1	22	No	No	No	No	No	No	No	No	No	No
15	2	182	1	22	No	No	No	No	No	No	No	No	No	No
16	2	176	1	22	No	No	No	No	No	No	No	No	No	No
17	2	100	1	12	No	No	No	No	No	No	No	No	No	No
18	2	55	1	7	No	No	No	No	No	No	No	No	No	No
19	2	51	1	6	No	No	No	No	No	No	No	No	No	No
20	2	20	1	2	No	No	No	No	No	No	No	No	No	No
21	2	15	1	2	No	No	No	No	No	No	No	No	No	No
22	2	15	1	2	No	No	No	No	No	No	No	No	No	No
23	2	10	1	1	No	No	No	No	No	No	No	No	No	No
24	2	10	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	1	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	62
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	566
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	346	146	2
2	332	140	2
3	325	137	2
4	277	117	2
5	263	111	2
6	235	99	1
7	218	92	1
8	208	88	1
9	166	70	1
10	156	66	1
11	156	66	1
12	149	63	1
13	135	57	1
14	125	53	1
15	125	53	1
16	121	51	1
17	69	29	0
18	38	16	0
19	35	15	0
20	14	6	0
21	10	4	0
22	10	4	0
23	7	3	0
24	7	3	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	492	1	2	No	No	No	No	No	No	No	No	No	No
2	2	472	1	2	No	No	No	No	No	No	No	No	No	No
3	2	462	1	2	No	No	No	No	No	No	No	No	No	No
4	2	394	1	2	No	No	No	No	No	No	No	No	No	No
5	2	374	1	2	No	No	No	No	No	No	No	No	No	No
6	2	334	1	1	No	No	No	No	No	No	No	No	No	No
7	2	310	1	1	No	No	No	No	No	No	No	No	No	No
8	2	296	1	1	No	No	No	No	No	No	No	No	No	No
9	2	236	1	1	No	No	No	No	No	No	No	No	No	No
10	2	222	1	1	No	No	No	No	No	No	No	No	No	No
11	2	222	1	1	No	No	No	No	No	No	No	No	No	No
12	2	212	1	1	No	No	No	No	No	No	No	No	No	No
13	2	192	1	1	No	No	No	No	No	No	No	No	No	No
14	2	178	1	1	No	No	No	No	No	No	No	No	No	No
15	2	178	1	1	No	No	No	No	No	No	No	No	No	No
16	2	172	1	1	No	No	No	No	No	No	No	No	No	No
17	2	98	1	0	No	No	No	No	No	No	No	No	No	No
18	2	54	1	0	No	No	No	No	No	No	No	No	No	No
19	2	50	1	0	No	No	No	No	No	No	No	No	No	No
20	2	20	1	0	No	No	No	No	No	No	No	No	No	No
21	2	14	1	0	No	No	No	No	No	No	No	No	No	No
22	2	14	1	0	No	No	No	No	No	No	No	No	No	No
23	2	10	1	0	No	No	No	No	No	No	No	No	No	No
24	2	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	494
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk Hr
plus Project.pdf

4/23/2014

Trip generation summary**Added Trips**

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Regional Park	417	Acres	1.000	32.000	59.38	40.62	19	13	32	100.00
Added Trips Total								19	13	32	100.00

San Benito County Regional Park

Vistro File:

Scenario 20: 2014 AM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 AM Pk Hr
plus Project.pdf

4/23/2014

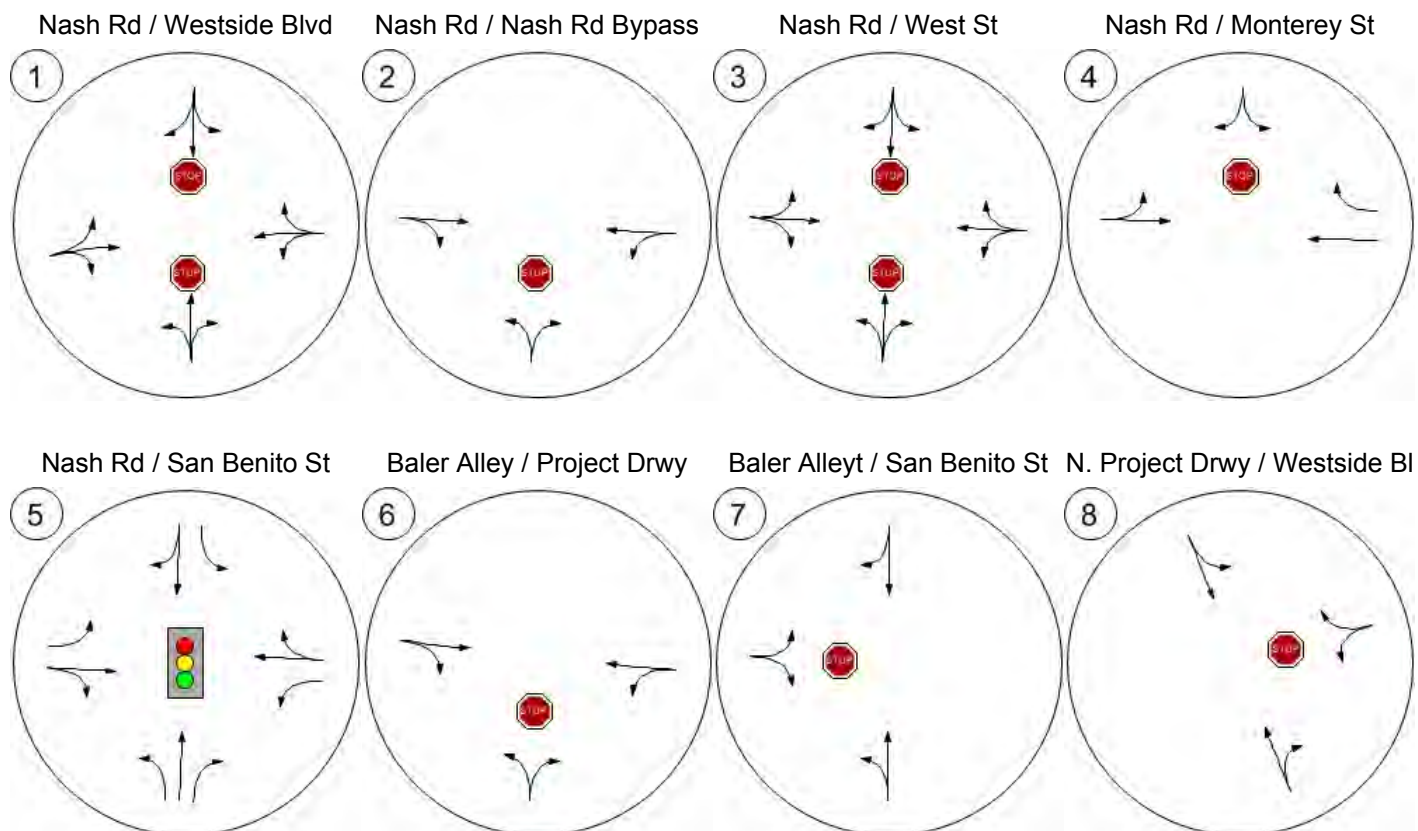
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	5.00	1	5.00	1
3: Gate	15.00	3	15.00	2
4: Gate	1.00	0	1.00	0
5: Gate	1.00	0	1.00	0
6: Gate	3.00	1	3.00	0
7: Gate	25.00	5	25.00	3
8: Gate	40.00	8	40.00	5
9: Gate	5.00	1	5.00	1
10: Gate	5.00	1	5.00	1
Total	100.00	20	100.00	13

Report Figure 1: Study Intersections



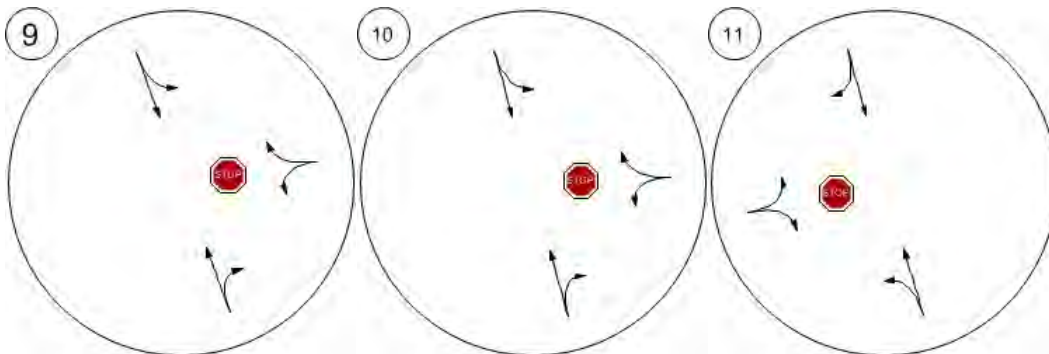
Report Figure 2: Lane Configuration and Traffic Control



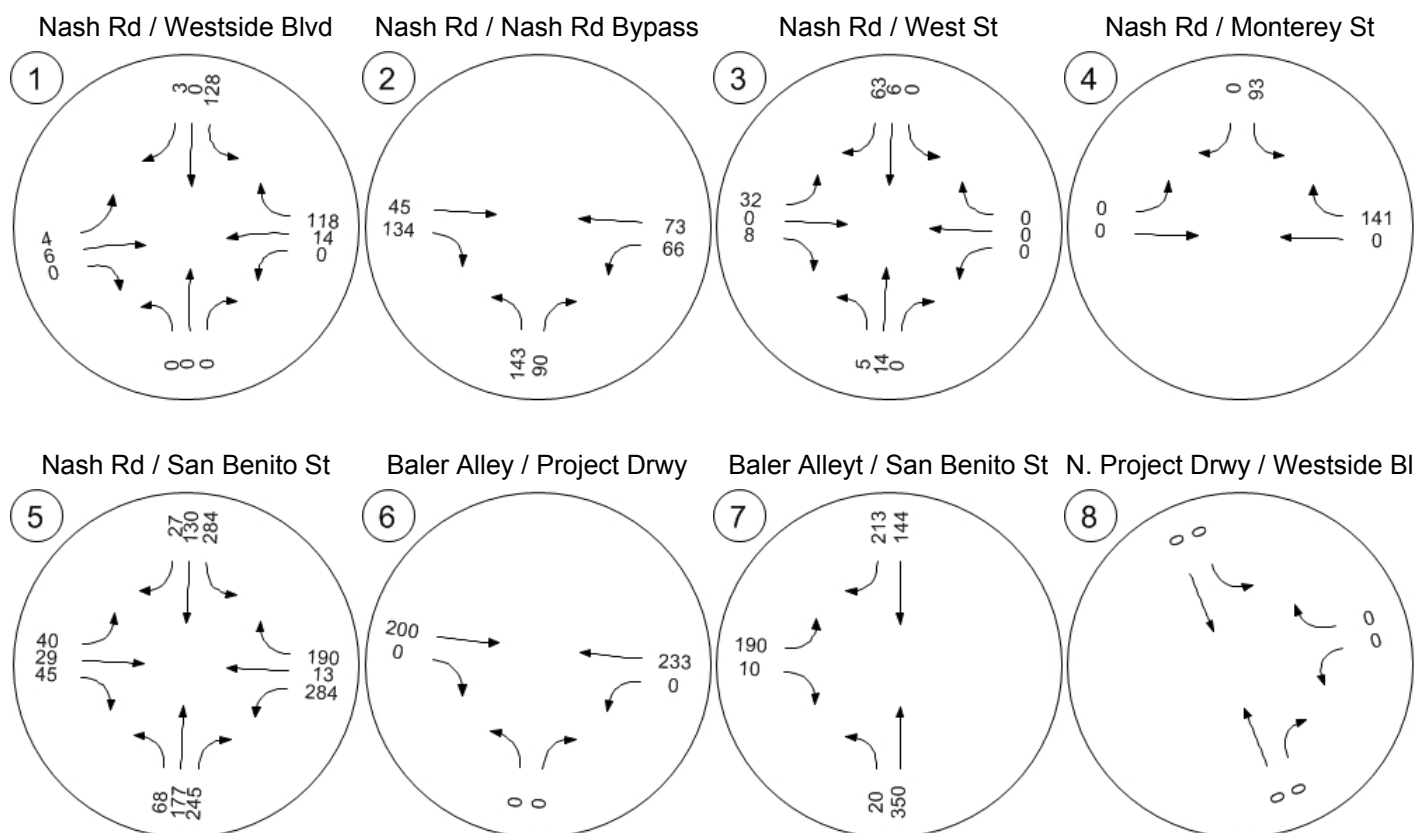
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



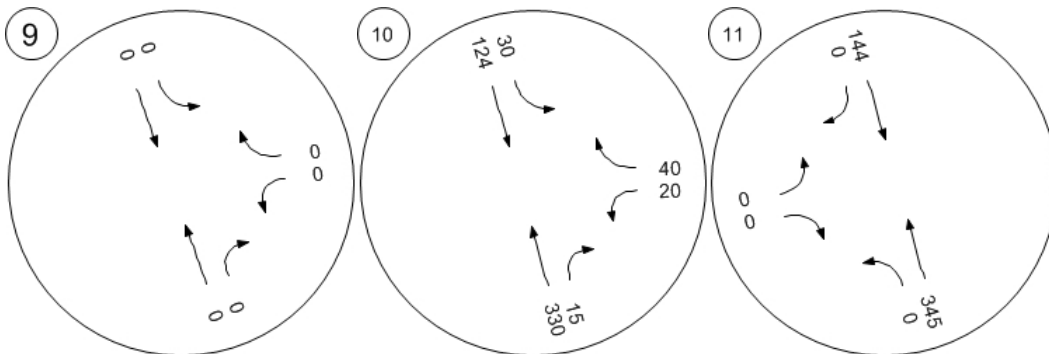
Report Figure 3a: Traffic Volume - Base Volume



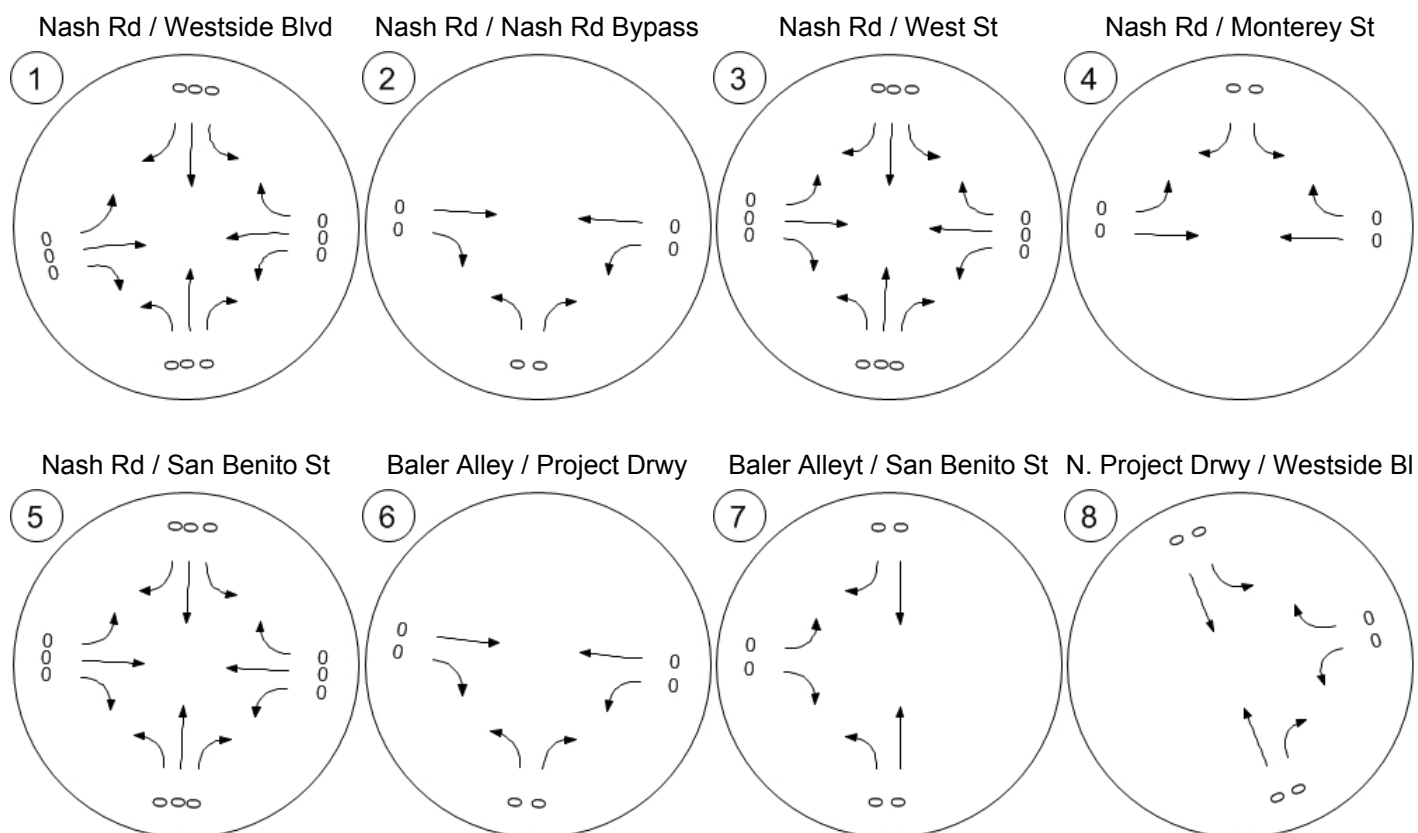
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



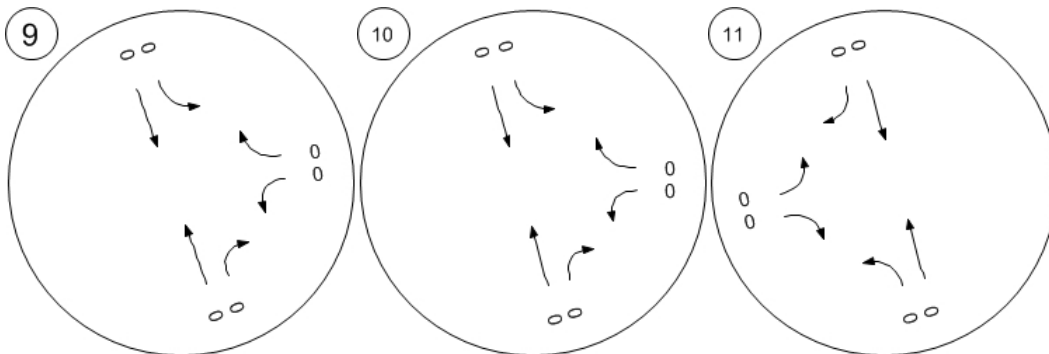
Report Figure 3b: Traffic Volume - In-Process Volume



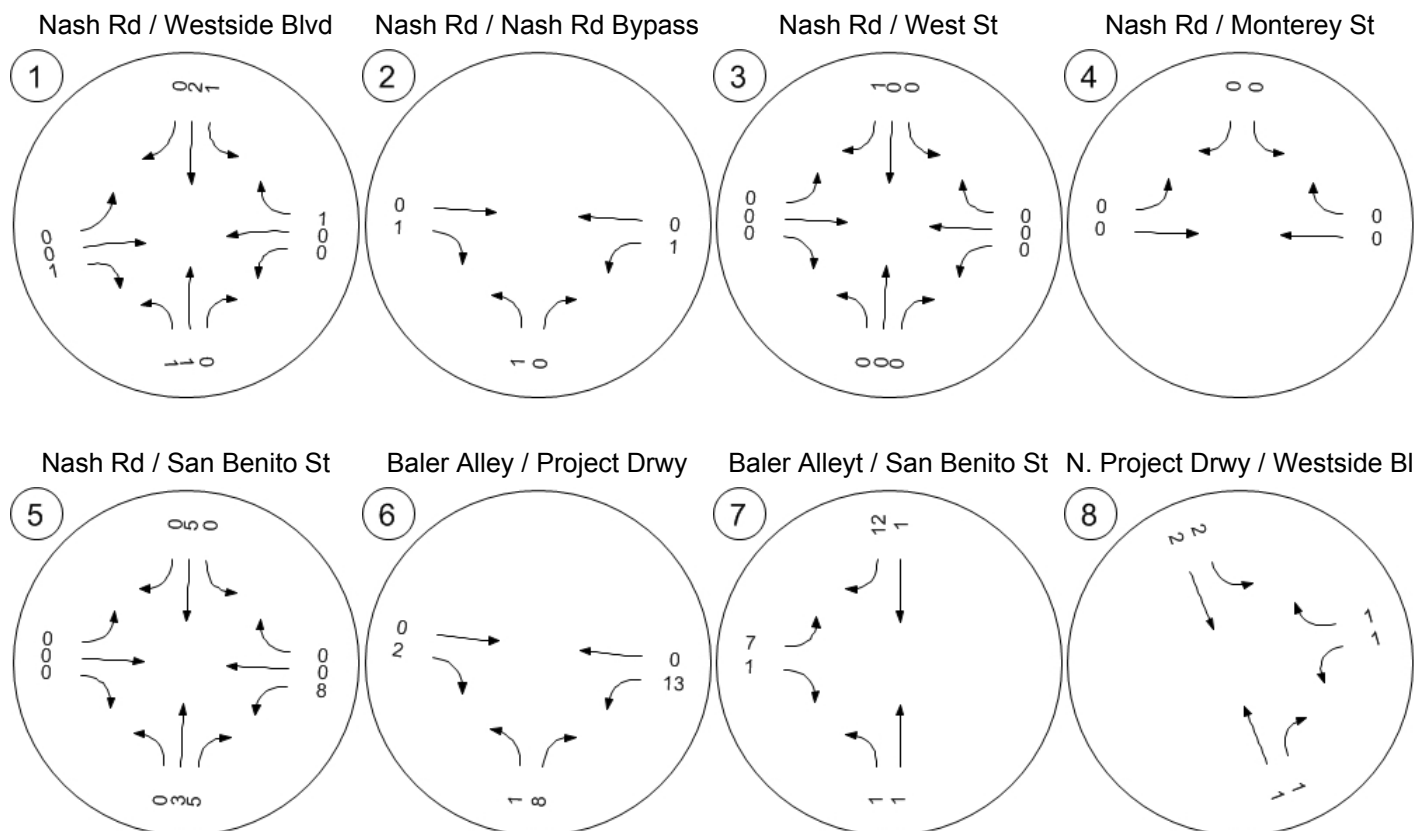
Report Figure 3b: Traffic Volume - In-Process Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 3c: Traffic Volume - Net New Site Trips



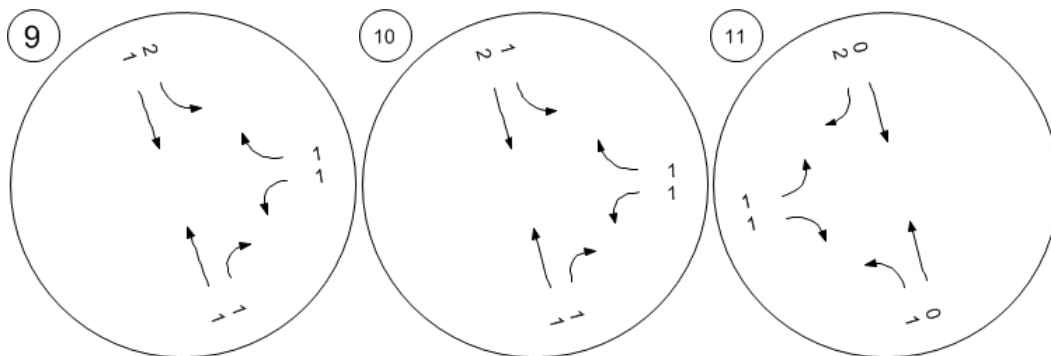
Report Figure 3c: Traffic Volume - Net New Site Trips



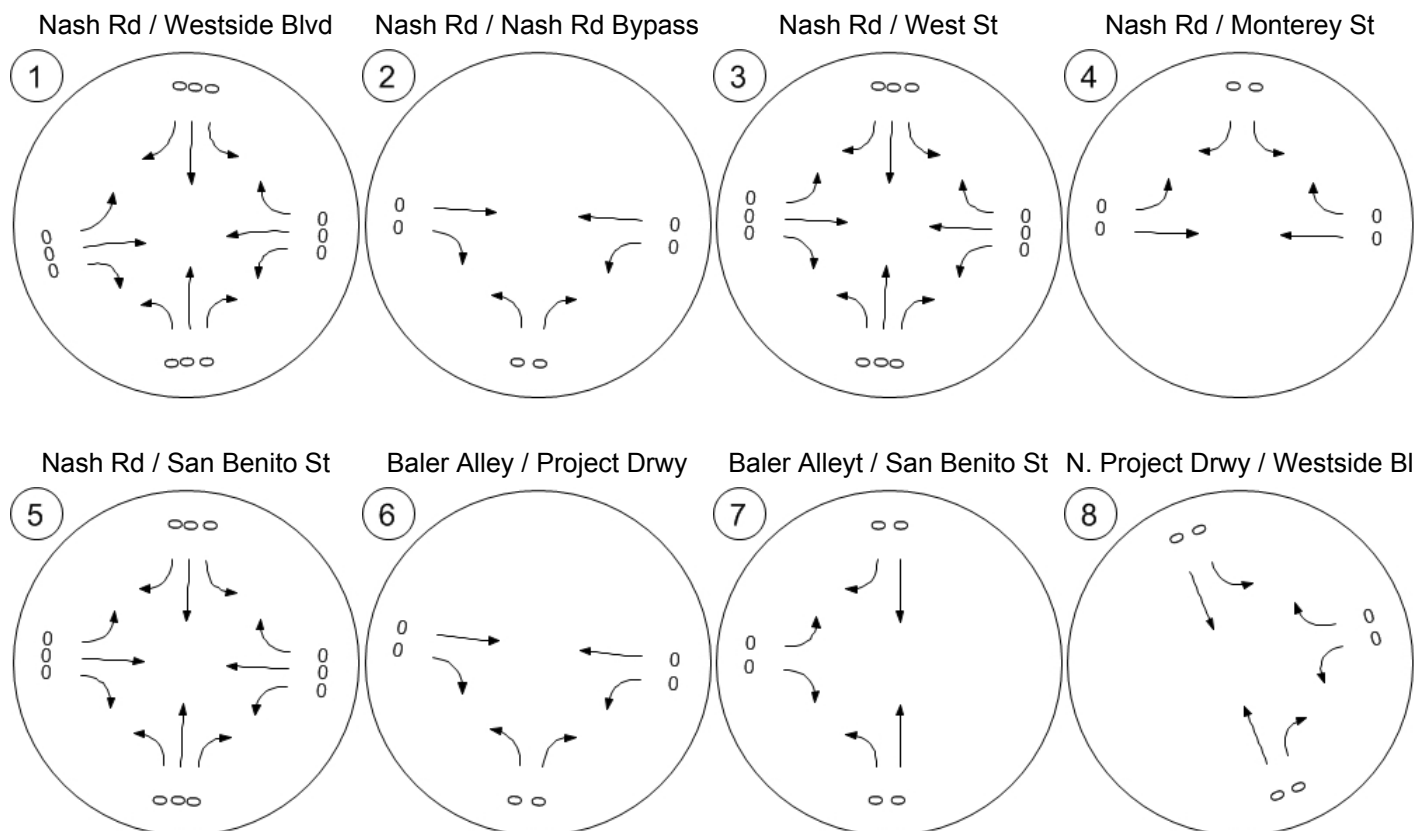
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



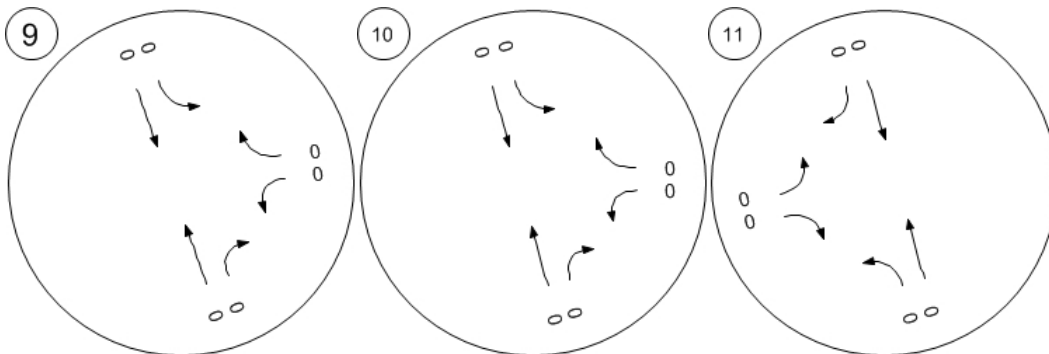
Report Figure 3d: Traffic Volume - Other Volume



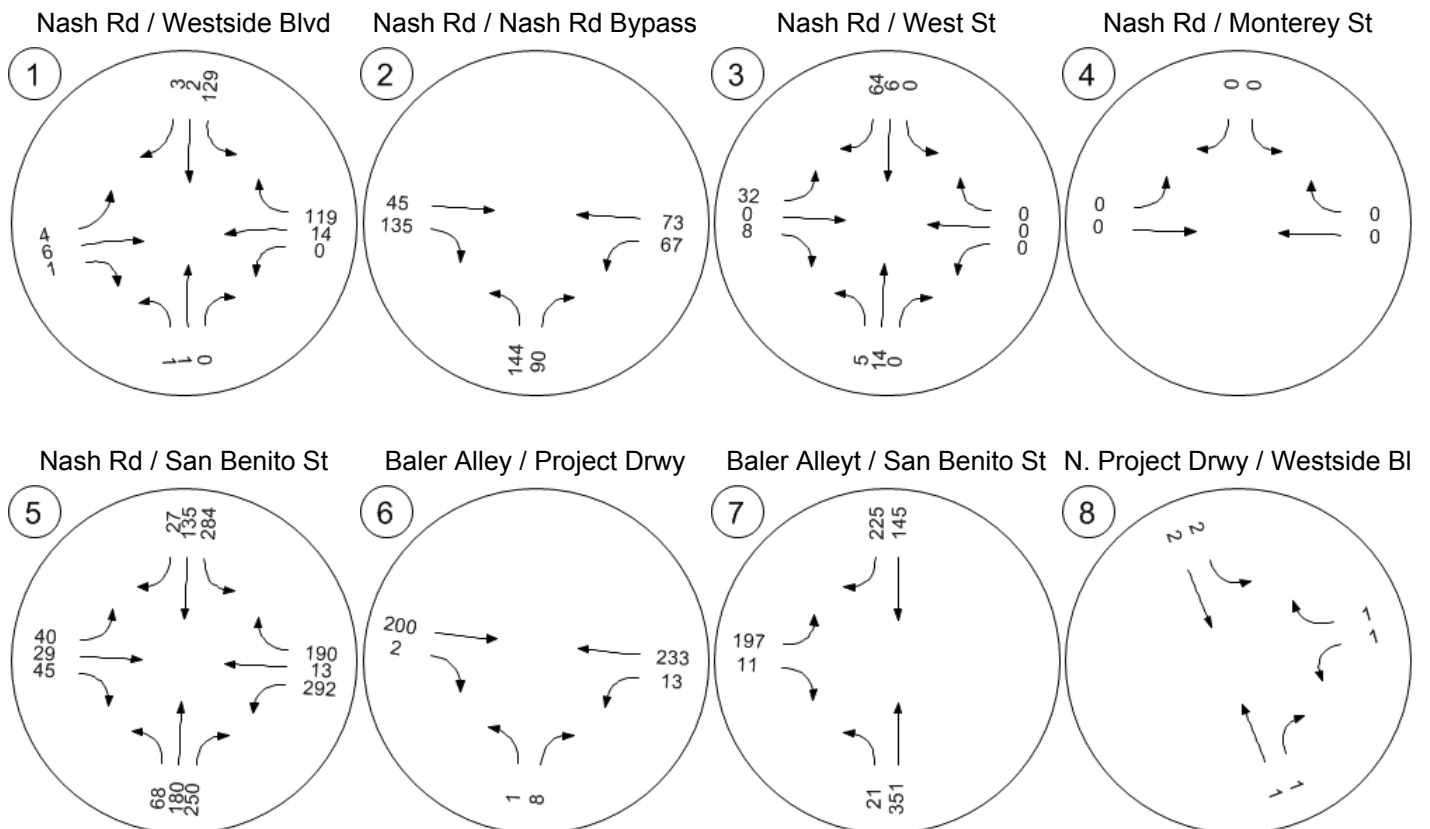
Report Figure 3d: Traffic Volume - Other Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



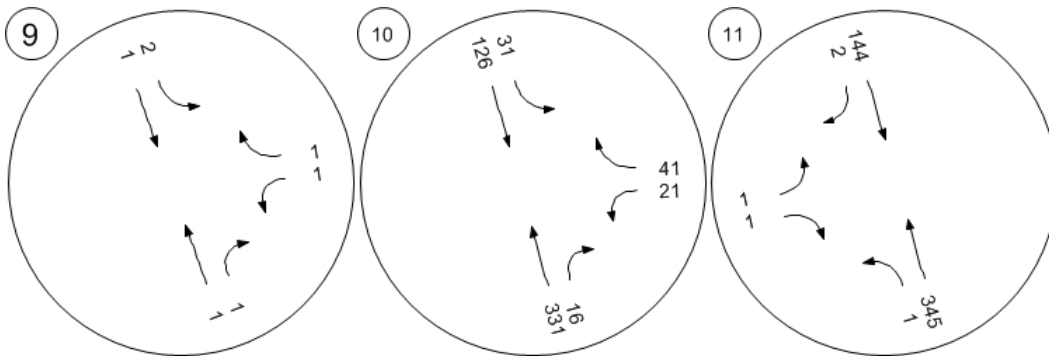
Report Figure 3e: Traffic Volume - Future Total Volume



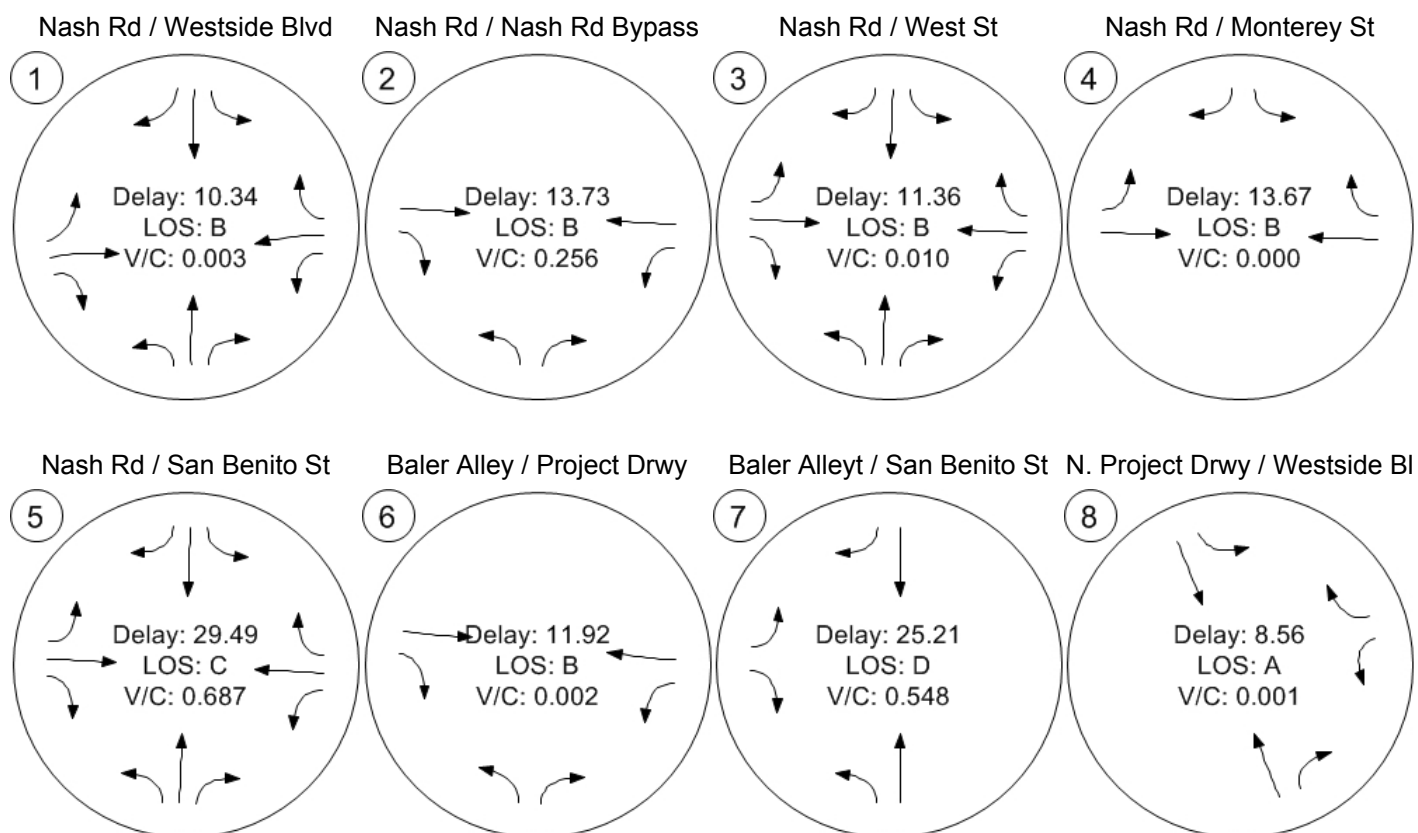
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



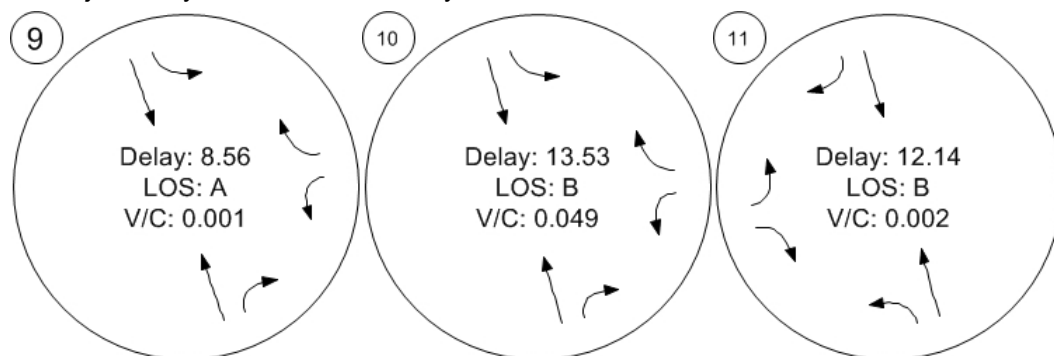
Report Figure 4: Traffic Conditions



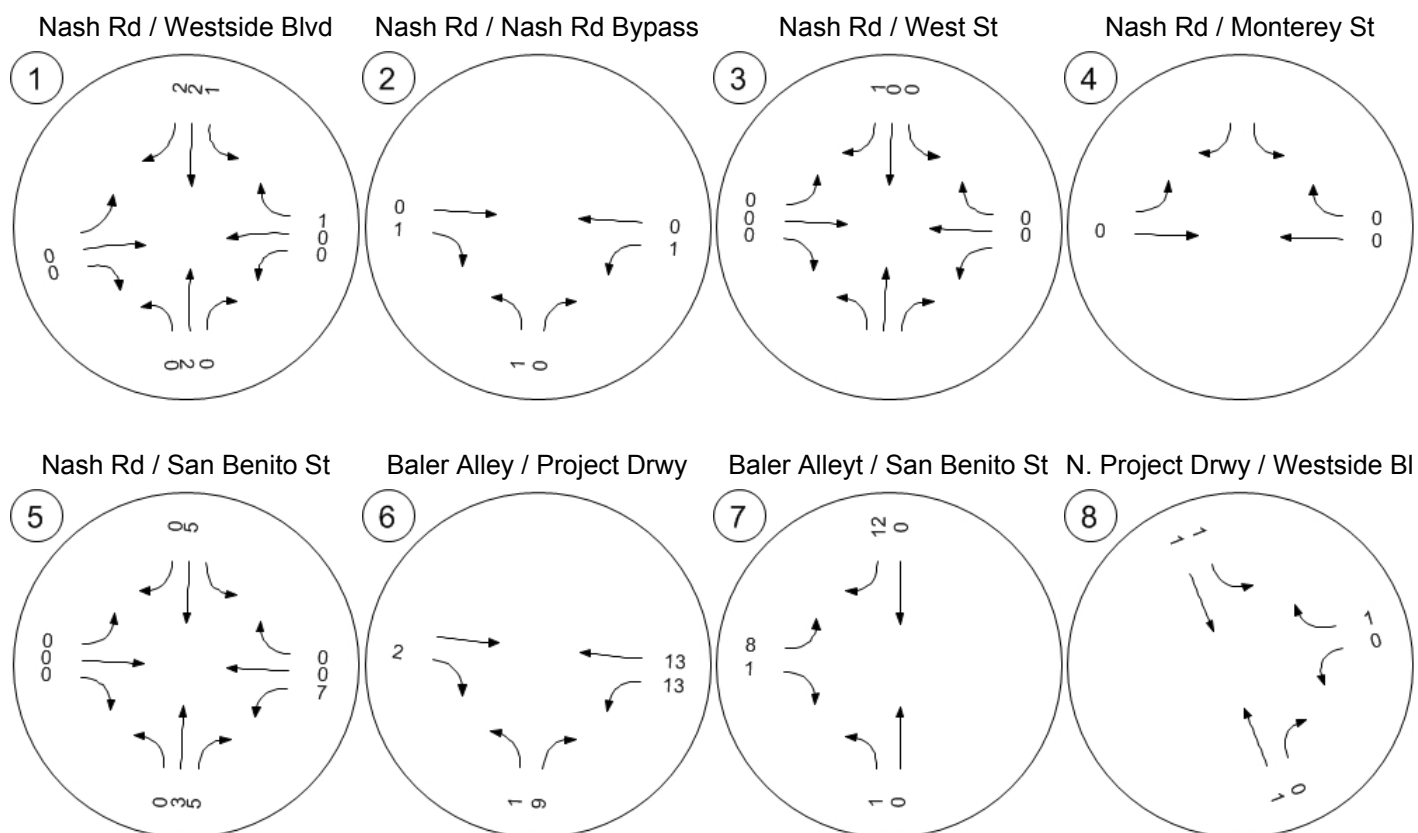
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



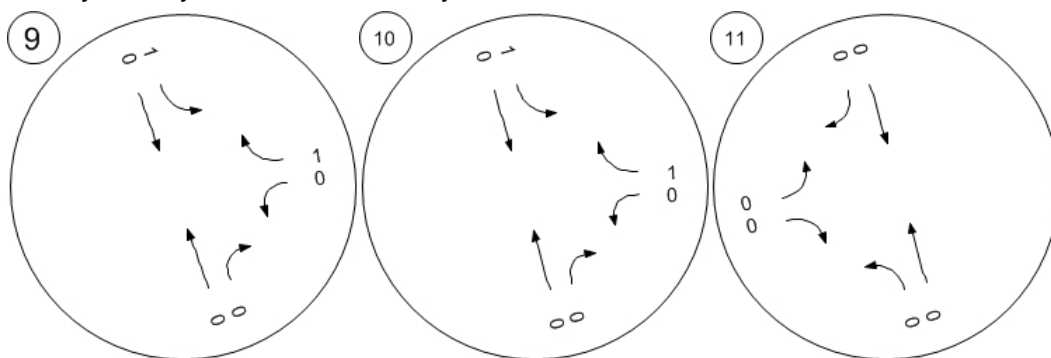
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



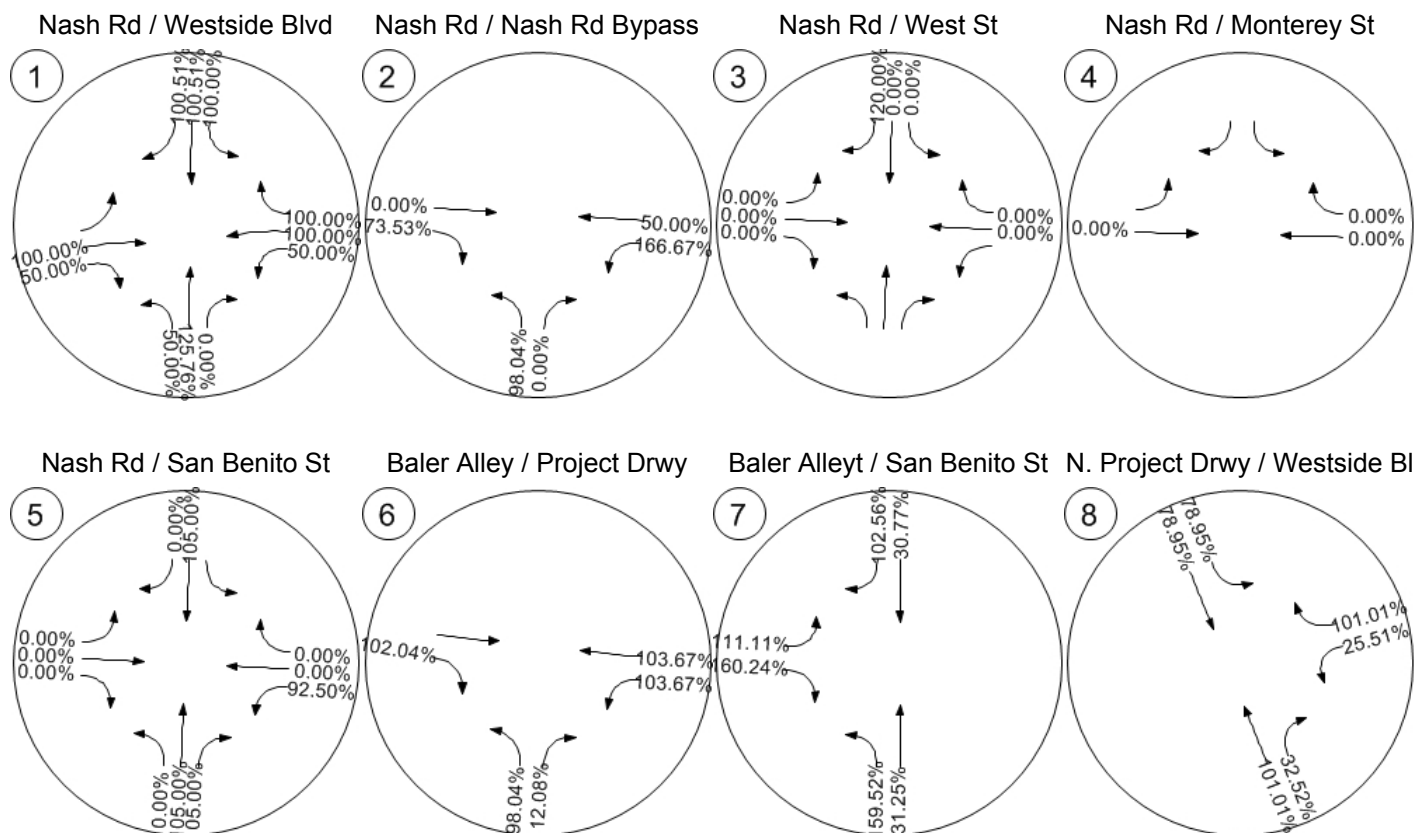
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



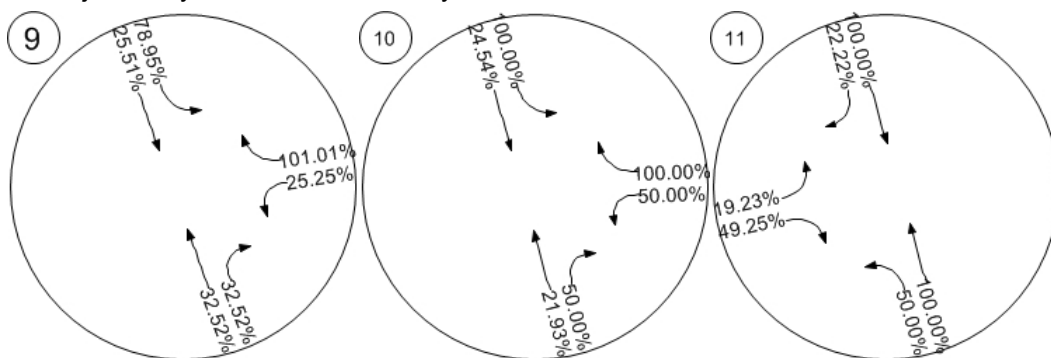
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



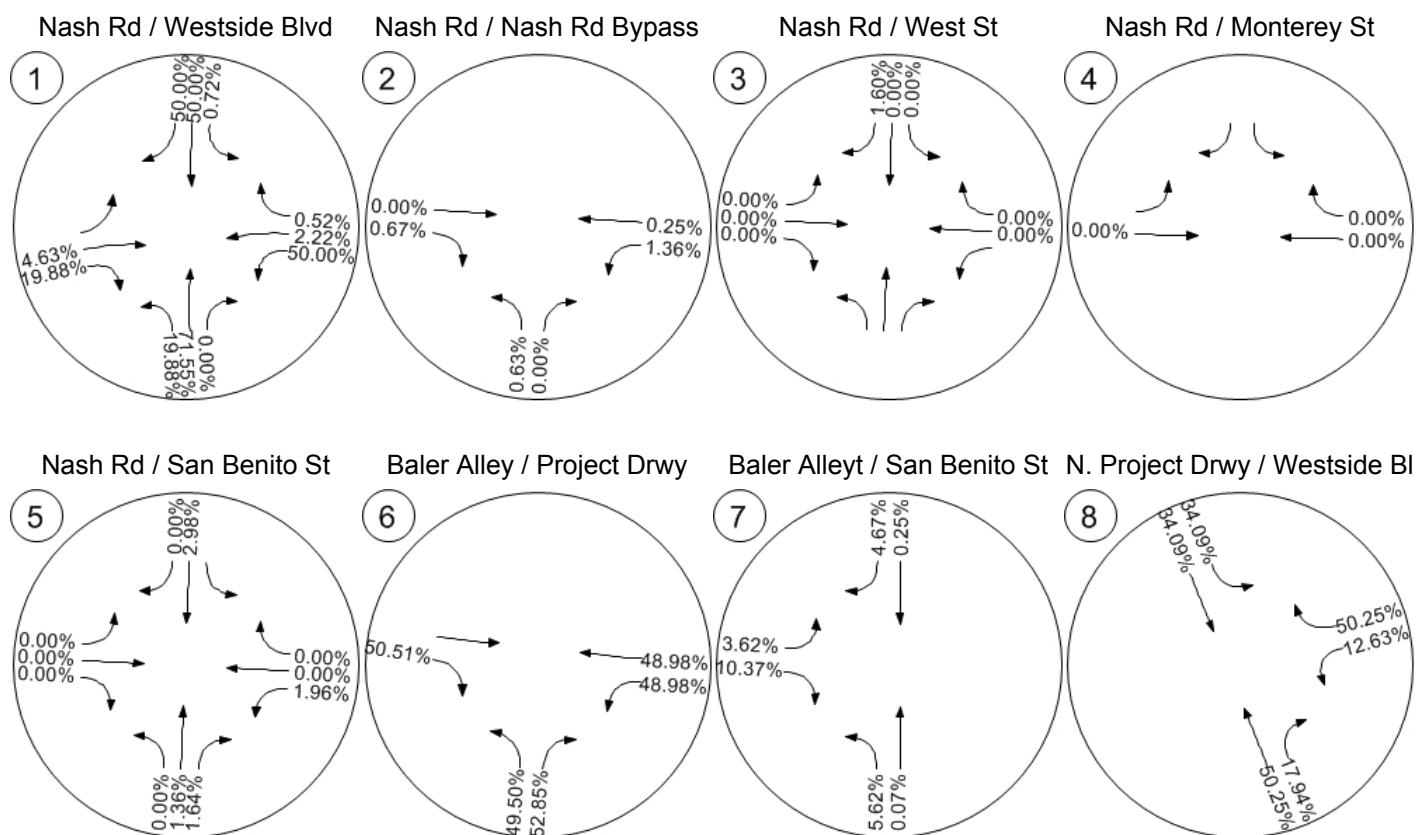
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



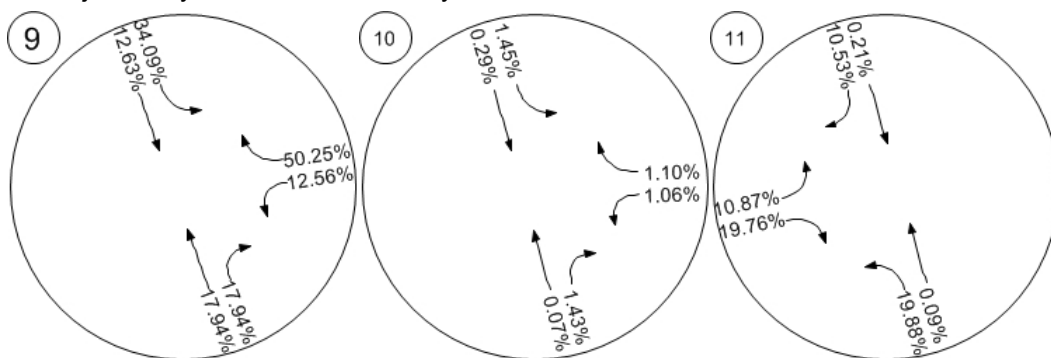
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr
plus Project.pdf

4/23/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.001	10.5	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.371	17.9	C
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.016	9.9	A
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.000	8.9	A
5	Nash Rd / San Benito St	Signalized	HCM2010	EBL	0.717	32.3	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.003	11.0	B
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.913	73.9	F
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	8.6	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	8.6	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.042	14.5	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.004	12.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Nash Rd / Westside BlvdControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 10.5
Level Of Service: B
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	0	1	1	0	0	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	0	131	1	8	8	10	1	0	5	138
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	36	0	2	2	3	0	0	1	38
Total Analysis Volume [veh/h]	1	2	0	142	1	9	9	11	1	0	5	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.26	10.12	8.39	10.06	10.52	9.55	7.54	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.42	0.42	0.42	0.04	0.04	0.04	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.20	0.20	0.20	10.59	10.59	10.59	1.10	1.10	1.10	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.63	0.63	0.63	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.30	0.30	0.30	15.83	15.83	15.83	1.12	1.12	1.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83			10.03			3.23			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.90											
Intersection LOS	B											

**Intersection Level Of Service Report
#2: Nash Rd / Nash Rd Bypass**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 17.9
Level Of Service: C
Volume to Capacity (v/c): 0.371**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	180	131	33	197	105	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	132	33	198	105	52
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	36	9	54	29	14
Total Analysis Volume [veh/h]	197	143	36	215	114	57
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.37	0.16	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	17.90	15.10	0.00	0.00	8.00	0.00
Movement LOS	C	C	A	A	A	A
50th-Percentile Queue Length [veh]	1.58	1.58	0.00	0.00	0.38	0.38
50th-Percentile Queue Length [ft]	39.49	39.49	0.00	0.00	9.50	9.50
95th-Percentile Queue Length [veh]	3.12	3.12	0.00	0.00	0.45	0.45
95th-Percentile Queue Length [ft]	77.89	77.89	0.00	0.00	11.18	11.18
d_A, Approach Delay [s/veh]	16.73		0.00		5.33	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.66					
Intersection LOS	C					

Intersection Level Of Service Report
#3: Nash Rd / West StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 9.9
Level Of Service: A
Volume to Capacity (v/c): 0.016**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	11	23	0	0	17	26	19	0	4	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	1	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	23	0	0	17	26	20	0	4	0	0	0
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	0	0	5	7	5	0	1	0	0	0
Total Analysis Volume [veh/h]	12	25	0	0	18	28	22	0	4	0	0	0
Pedestrian Volume [ped/h]	28			0			25			28		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	3	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.02	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.93	9.82	8.98	9.44	9.81	8.72	7.25	0.00	0.00	7.34	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.10	0.10	0.10	0.12	0.12	0.12	0.05	0.05	0.05	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	2.53	2.53	2.53	2.92	2.92	2.92	1.31	1.31	1.31	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.15	0.15	0.15	0.16	0.16	0.16	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	3.74	3.74	3.74	3.97	3.97	3.97	1.22	1.22	1.22	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.86			9.15			6.13			2.45		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.67											
Intersection LOS	A											

**Intersection Level Of Service Report
#4: Nash Rd / Monterey St**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.9
Level Of Service: A
Volume to Capacity (v/c): 0.000**Intersection Setup**

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	104	0	0	0	0	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	41		0		6	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	8.64	7.39	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78		3.69		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	A					

Intersection Level Of Service Report
#5: Nash Rd / San Benito StControl Type: Signalized
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 32.3
Level Of Service: C
Volume to Capacity (v/c): 0.717**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	43	122	351	306	143	26	31	48	24	303	20	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	8	0	3	0	0	0	0	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	127	359	306	146	26	31	48	24	308	20	216
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	36	103	88	42	7	9	14	7	89	6	62
Total Analysis Volume [veh/h]	49	146	413	352	168	30	36	55	28	354	23	248
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			3			33			10		
Bicycle Volume [bicycles/h]	2			0			4			3		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	4	5	0	4	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	12	31	0	24	43	0	8	21	0	24	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	24	24	18	37	3	5	18	20
g / C, Green / Cycle	0.05	0.30	0.30	0.23	0.48	0.03	0.06	0.23	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.27	0.20	0.11	0.02	0.05	0.20	0.17
s, saturation flow rate [veh/h]	1774	1863	1522	1774	1803	1774	1729	1774	1559
c, Capacity [veh/h]	86	562	459	403	866	61	110	405	402
d1, Uniform Delay [s]	36.42	20.70	26.18	29.14	11.86	37.23	36.00	29.09	26.06
k, delay calibration	0.11	0.11	0.23	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.84	0.24	12.54	6.02	0.13	8.88	9.81	6.02	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

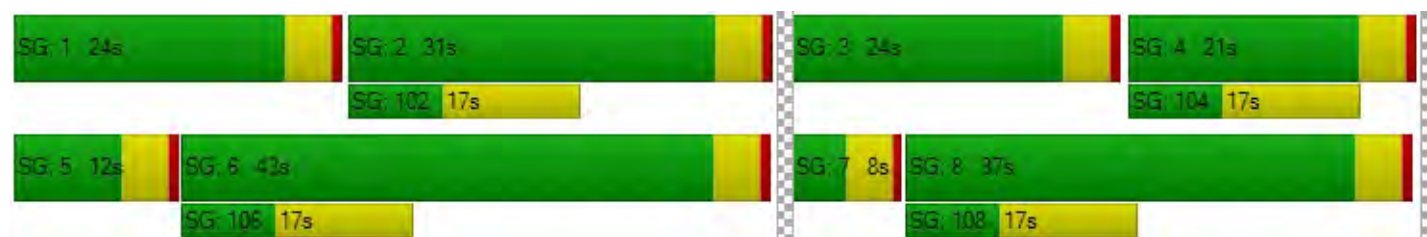
X, volume / capacity	0.57	0.26	0.90	0.87	0.23	0.59	0.75	0.87	0.67
d, Delay for Lane Group [s/veh]	42.26	20.94	38.72	35.15	11.99	46.11	45.81	35.11	28.04
Lane Group LOS	D	C	D	D	B	D	D	D	C
Critical Lane Group	no	no	yes	yes	no	no	yes	yes	no
50th-Percentile Queue Length [veh]	1.05	2.02	8.68	6.87	1.95	0.82	1.84	6.90	4.63
50th-Percentile Queue Length [ft]	26.13	50.41	216.95	171.66	48.70	20.54	45.98	172.57	115.70
95th-Percentile Queue Length [veh]	1.88	3.63	13.51	11.16	3.51	1.48	3.31	11.21	8.16
95th-Percentile Queue Length [ft]	47.04	90.74	337.73	279.09	87.66	36.98	82.76	280.29	203.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.26	20.94	38.72	35.15	11.99	11.99	46.11	45.81	45.81	35.11	28.04	28.04
Movement LOS	D	C	D	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	34.73			26.81			45.90			32.04		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.26											
Intersection LOS	C											
Intersection V/C	0.717											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#6: Nash Rd Bypass / Project Drwy**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 11.0
Level Of Service: B
Volume to Capacity (v/c): 0.003**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	35	0	0	311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	13	0	1	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	13	35	1	8	311
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	10	0	2	85
Total Analysis Volume [veh/h]	2	14	38	1	9	338
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.01	8.55	0.00	0.00	7.30	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.04	0.04	0.00	0.00	0.70	0.70
50th-Percentile Queue Length [ft]	0.98	0.98	0.00	0.00	17.60	17.60
95th-Percentile Queue Length [veh]	0.05	0.05	0.00	0.00	0.85	0.85
95th-Percentile Queue Length [ft]	1.28	1.28	0.00	0.00	21.15	21.15
d_A, Approach Delay [s/veh]	8.86		0.00		0.19	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

**Intersection Level Of Service Report
#7: Nash Rd Bypass / San Benito St**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 73.9
Level Of Service: F
Volume to Capacity (v/c): 0.913**Intersection Setup**

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	45	294	199	266	273	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	7	12	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	295	200	273	285	31
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	80	54	74	77	8
Total Analysis Volume [veh/h]	50	321	217	297	310	34
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.91	0.05
d_M, Delay for Movement [s/veh]	8.59	0.00	0.00	0.00	73.89	68.59
Movement LOS	A	A	A	A	F	F
50th-Percentile Queue Length [veh]	0.89	0.89	0.00	0.00	7.01	7.01
50th-Percentile Queue Length [ft]	22.14	22.14	0.00	0.00	175.26	175.26
95th-Percentile Queue Length [veh]	1.61	1.61	0.00	0.00	10.56	10.56
95th-Percentile Queue Length [ft]	40.13	40.13	0.00	0.00	264.06	264.06
d_A, Approach Delay [s/veh]	1.16		0.00		73.37	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	20.89					
Intersection LOS	F					

**Intersection Level Of Service Report
#8: N. Project Drwy / Westside Blvd Ext.**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	1	1	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	1	1	1	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1
Total Analysis Volume [veh/h]	2	1	1	1	1	2
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.56	8.34
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.10	0.10	0.18	0.18
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.09	0.09	0.21	0.21
d_A, Approach Delay [s/veh]	0.00		3.61		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.06					
Intersection LOS	A					

**Intersection Level Of Service Report
#9: S. Project Drwy / Westside Blvd Ext.**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	1	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	1	1	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1
Total Analysis Volume [veh/h]	1	1	1	1	1	2
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.55	8.33
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.10	0.10	0.18	0.18
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.09	0.09	0.21	0.21
d_A, Approach Delay [s/veh]	0.00		3.61		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.63					
Intersection LOS	A					

Intersection Level Of Service Report
#10: Sally St / San Benito StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 14.5
Level Of Service: B
Volume to Capacity (v/c): 0.042**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	304	25	50	179	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	1	1	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	26	51	180	16	36
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	7	14	49	4	10
Total Analysis Volume [veh/h]	333	28	55	196	17	39
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.04	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	8.15	0.00	14.47	10.85
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.57	0.57	0.19	0.19
50th-Percentile Queue Length [ft]	0.00	0.00	14.21	14.21	4.65	4.65
95th-Percentile Queue Length [veh]	0.00	0.00	0.79	0.79	0.32	0.32
95th-Percentile Queue Length [ft]	0.00	0.00	19.75	19.75	8.07	8.07
d_A, Approach Delay [s/veh]	0.00		1.79		11.95	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	B					

**Intersection Level Of Service Report
#11: Westside Blvd Ext. / Nash Rd**Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 12.5
Level Of Service: B
Volume to Capacity (v/c): 0.004**Intersection Setup**

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	←		→		→	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	329	194	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	2	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	329	194	1	2	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	89	53	0	1	0
Total Analysis Volume [veh/h]	1	358	211	1	2	1
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	0.00	12.51	9.38
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.76	0.76	0.00	0.00	0.01	0.01
50th-Percentile Queue Length [ft]	19.08	19.08	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [veh]	1.07	1.07	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft]	26.71	26.71	0.00	0.00	0.40	0.40
d_A, Approach Delay [s/veh]	0.02		0.00		11.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr
plus Project.pdf

4/23/2014

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	1	2	0	131	1	8	8	10	1	0	5	138	305

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	181	132	33	198	105	52	701

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	11	23	0	0	17	26	20	0	4	0	0	0	101

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	43	127	359	306	146	26	31	48	24	308	20	216	1654

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	2	13	35	1	8	311	370

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	46	295	200	273	285	31	1130

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	2	1	1	1	1	2	8

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	1	1	1	1	1	2	7

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	306	26	51	180	16	36	615

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	1	329	194	1	2	1	528

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr
plus Project.pdf

4/23/2014

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	2	0	1	1	0	0	0	1	0	0	1	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	2	0	131	1	8	8	10	1	0	5	138	305

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	180	131	33	197	105	52	698
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	0	1	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	181	132	33	198	105	52	701

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	11	23	0	0	17	26	19	0	4	0	0	0	100
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	23	0	0	17	26	20	0	4	0	0	0	101

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	104	0	0	0	0	85	189
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	0	0	0	0

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	43	122	351	306	143	26	31	48	24	303	20	216	1633
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	5	8	0	3	0	0	0	0	5	0	0	21
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	43	127	359	306	146	26	31	48	24	308	20	216	1654

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	35	0	0	311	346
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	13	0	1	8	0	24
		Other	0	0	0	0	0	0	0
		Future Total	2	13	35	1	8	311	370

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	45	294	199	266	273	30	1107
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	1	7	12	1	23
		Other	0	0	0	0	0	0	0
		Future Total	46	295	200	273	285	31	1130

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	1	1	1	1	2	8
		Other	0	0	0	0	0	0	0
		Future Total	2	1	1	1	1	2	8

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	1	1	1	1	2	7
		Other	0	0	0	0	0	0	0
		Future Total	1	1	1	1	1	2	7

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	304	25	50	179	15	35	608
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	1	1	1	1	1	7
		Other	0	0	0	0	0	0	0
		Future Total	306	26	51	180	16	36	615

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	329	194	0	0	0	523
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	1	2	1	5
		Other	0	0	0	0	0	0	0
		Future Total	1	329	194	1	2	1	528

San Benito County Regional Park

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Fair Share Volumes

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	2	0	1	2	0	0	0	0	0	0	1	6
Total Volume	0	2	0	1	2	0	0	0	0	0	0	1	
Total Analysis Volume	1	2	0	142	1	9	9	11	1	0	5	150	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	1	0	1	0	0	3
Total Volume	1	1	0	1	0	0	
Total Analysis Volume	197	143	36	215	114	57	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	0	0	0	
Total Analysis Volume	12	25	0	0	18	28	22	0	4	0	0	0	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	
Total Analysis Volume	0	0	0	0	0	0	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	5	7	0	3	0	0	0	0	5	0	0	20
Total Volume	0	5	7	0	3	0	0	0	0	5	0	0	
Total Analysis Volume	49	146	413	352	168	30	36	55	28	354	23	248	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	2	13	0	1	9	0	25
Total Volume	2	13	0	1	9	0	
Total Analysis Volume	2	14	38	1	9	338	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	1	0	0	8	12	1	22
Total Volume	1	0	0	8	12	1	
Total Analysis Volume	50	321	217	297	310	34	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	1	0	1	1	0	1	4
Total Volume	1	0	1	1	0	1	
Total Analysis Volume	2	1	1	1	1	2	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0	0	1	0	0	1	2
Total Volume	0	0	1	0	0	1	
Total Analysis Volume	1	1	1	1	1	2	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0	0	1	0	0	1	2
Total Volume	0	0	1	0	0	1	
Total Analysis Volume	333	28	55	196	17	39	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	
Total Analysis Volume	1	358	211	1	2	1	

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Fair Share % of Net New Site

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	50%	100.51%	50%	100%	125.76%	0	0	100%	50%	0%	100%	100%	100.00%
Total	50.00%	100.51%	50.00%	100.00%	125.76%	0.00%	0.00%	100.00%	50.00%	0.00%	100.00%	100.00%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	73.53%	166.67%	50%	98.04%	0%	0%	100.00%
Total	73.53%	166.67%	50.00%	98.04%	0.00%	0.00%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0%	0	0%	120%	0%	0	0	0%	0%	100.00%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	120.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0%	0%	0	NaN%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	105%	92.5%	0	105%	0%	0%	0%	0%	105%	0%	0	100.00%
Total	0.00%	105.00%	92.50%	0.00%	105.00%	0.00%	0.00%	0.00%	0.00%	105.00%	0.00%	0.00%	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	102.04%	103.75%	0	98.04%	111.94%	0	100.00%
Total	102.04%	103.75%	0.00%	98.04%	111.94%	0.00%	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	159.52%	30.77%	31.25%	111.11%	102.56%	160.24%	100.00%
Total	159.52%	30.77%	31.25%	111.11%	102.56%	160.24%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	78.95%	25.51%	101.01%	101.01%	32.52%	78.95%	100.00%
Total	78.95%	25.51%	101.01%	101.01%	32.52%	78.95%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	25.51%	25.51%	101.01%	32.52%	32.26%	78.95%	100.00%
Total	25.51%	25.51%	101.01%	32.52%	32.26%	78.95%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	24.39%	50%	100%	22.12%	50%	100%	100.00%
Total	24.39%	50.00%	100.00%	22.12%	50.00%	100.00%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	50%	100%	100%	19.23%	22.22%	49.25%	100.00%
Total	50.00%	100.00%	100.00%	19.23%	22.22%	49.25%	

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Fair Share % of Total Analysis

Intersection 1: Nash Rd / Westside Blvd													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	19.88%	50%	50%	0.48%	71.55%	0	0	3%	19.88%	0%	6.37%	0.68%	67.02%
Total	19.88%	50.00%	50.00%	0.48%	71.55%	0.00%	0.00%	3.00%	19.88%	0.00%	6.37%	0.68%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	0.5%	0.7%	0.55%	0.46%	0%	0%	0.29%
Total	0.50%	0.70%	0.55%	0.46%	0.00%	0.00%	

Intersection 3: Nash Rd / West St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0%	0	0%	5.22%	0%	0	0	0%	0%	4.79%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.22%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0%	0%	0	NaN%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Intersection 5: Nash Rd / San Benito St													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	3.48%	1.76%	0	1.84%	0%	0%	0%	0%	1.46%	0%	0	0.45%
Total	0.00%	3.48%	1.76%	0.00%	1.84%	0.00%	0.00%	0.00%	0.00%	1.46%	0.00%	0.00%	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	50.51%	49%	0	49.5%	52.82%	0	50.21%
Total	50.51%	49.00%	0.00%	49.50%	52.82%	0.00%	

Intersection 7: Nash Rd Bypass / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	2.64%	0.12%	0.11%	2.63%	3.73%	3.82%	1.06%
Total	2.64%	0.12%	0.11%	2.63%	3.73%	3.82%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	34.09%	12.63%	50.25%	50.25%	17.94%	34.09%	2490.63%
Total	34.09%	12.63%	50.25%	50.25%	17.94%	34.09%	

Intersection 9: S. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	12.63%	12.63%	50.25%	17.94%	17.86%	34.09%	2077.14%
Total	12.63%	12.63%	50.25%	17.94%	17.86%	34.09%	

Intersection 10: Sally St / San Benito St							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	0.12%	0.88%	0.9%	0.13%	1.43%	1.27%	0.71%
Total	0.12%	0.88%	0.90%	0.13%	1.43%	1.27%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	19.88%	0.09%	0.16%	10.87%	10.53%	19.76%	10.68%
Total	19.88%	0.09%	0.16%	10.87%	10.53%	19.76%	

Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	6	1	0	6
6	14	2	0	14
7	16	2	0	15
8	29	4	1	28
9	50	7	1	49
10	51	7	1	50
11	51	7	1	50
12	56	7	1	55
13	61	8	1	60
14	64	9	1	63
15	64	9	1	63
16	69	9	1	67
17	86	11	2	84
18	90	12	2	88
19	97	13	2	95
20	109	14	2	106
21	114	15	2	112
22	134	18	3	132
23	137	18	3	134
24	143	19	3	140

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	7	2	6	No	No	No	No	No	No	No	No	No	No
6	2	16	2	14	No	No	No	No	No	No	No	No	No	No
7	2	18	2	15	No	No	No	No	No	No	No	No	No	No
8	2	33	2	29	No	No	No	No	No	No	No	No	No	No
9	2	57	2	50	No	No	No	No	No	No	No	No	No	No
10	2	58	2	51	No	No	No	No	No	No	No	No	No	No
11	2	58	2	51	No	No	No	No	No	No	No	No	No	No
12	2	63	2	56	No	No	No	No	No	No	No	No	No	No
13	2	69	2	61	No	No	No	No	No	No	No	No	No	No
14	2	73	2	64	No	No	No	No	No	No	No	No	No	No
15	2	73	2	64	No	No	No	No	No	No	No	No	No	No
16	2	78	2	68	No	No	No	No	No	No	No	No	No	No
17	2	97	2	86	No	No	No	No	No	No	No	No	No	No
18	2	102	2	90	No	No	No	No	No	No	No	No	No	No
19	2	110	2	97	No	No	No	No	No	No	No	No	No	No
20	2	123	2	108	No	No	No	No	No	No	No	No	No	No
21	2	129	2	114	No	No	No	No	No	No	No	No	No	No
22	2	152	2	135	No	No	No	No	No	No	No	No	No	No
23	2	155	2	137	No	No	No	No	No	No	No	No	No	No
24	2	162	2	143	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:23
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	3	140
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	305	305
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	157	231	313
2	151	222	300
3	148	217	294
4	126	185	250
5	119	176	238
6	107	157	213
7	99	146	197
8	94	139	188
9	75	111	150
10	71	104	141
11	71	104	141
12	68	99	135
13	61	90	122
14	57	83	113
15	57	83	113
16	55	81	110
17	31	46	63
18	17	25	34
19	16	23	31
20	6	9	13
21	5	7	9
22	5	7	9
23	3	5	6
24	3	5	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	388	1	313	No	No	No	Yes	No	No	No	No	No	No
2	2	373	1	300	No	No	No	Yes	No	No	No	No	No	No
3	2	365	1	294	No	No	No	Yes	No	No	No	No	No	No
4	2	311	1	250	No	No	No	No	No	No	No	No	No	No
5	2	295	1	238	No	No	No	No	No	No	No	No	No	No
6	2	264	1	213	No	No	No	No	No	No	No	No	No	No
7	2	245	1	197	No	No	No	No	No	No	No	No	No	No
8	2	233	1	188	No	No	No	No	No	No	No	No	No	No
9	2	186	1	150	No	No	No	No	No	No	No	No	No	No
10	2	175	1	141	No	No	No	No	No	No	No	No	No	No
11	2	175	1	141	No	No	No	No	No	No	No	No	No	No
12	2	167	1	135	No	No	No	No	No	No	No	No	No	No
13	2	151	1	122	No	No	No	No	No	No	No	No	No	No
14	2	140	1	113	No	No	No	No	No	No	No	No	No	No
15	2	140	1	113	No	No	No	No	No	No	No	No	No	No
16	2	136	1	110	No	No	No	No	No	No	No	No	No	No
17	2	77	1	63	No	No	No	No	No	No	No	No	No	No
18	2	42	1	34	No	No	No	No	No	No	No	No	No	No
19	2	39	1	31	No	No	No	No	No	No	No	No	No	No
20	2	15	1	13	No	No	No	No	No	No	No	No	No	No
21	2	12	1	9	No	No	No	No	No	No	No	No	No	No
22	2	12	1	9	No	No	No	No	No	No	No	No	No	No
23	2	8	1	6	No	No	No	No	No	No	No	No	No	No
24	2	8	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:27
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	313
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	701
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Nash Rd / West St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	0	24	43	34
2	0	23	41	33
3	0	23	40	32
4	0	19	34	27
5	0	18	33	26
6	0	16	29	23
7	0	15	27	21
8	0	14	26	20
9	0	12	21	16
10	0	11	19	15
11	0	11	19	15
12	0	10	18	15
13	0	9	17	13
14	0	9	15	12
15	0	9	15	12
16	0	8	15	12
17	0	5	9	7
18	0	3	5	4
19	0	2	4	3
20	0	1	2	1
21	0	1	1	1
22	0	1	1	1
23	0	0	1	1
24	0	0	1	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	24	2	77	No	No	No	No	No	No	No	No	No	No
2	2	23	2	74	No	No	No	No	No	No	No	No	No	No
3	2	23	2	72	No	No	No	No	No	No	No	No	No	No
4	2	19	2	61	No	No	No	No	No	No	No	No	No	No
5	2	18	2	59	No	No	No	No	No	No	No	No	No	No
6	2	16	2	52	No	No	No	No	No	No	No	No	No	No
7	2	15	2	48	No	No	No	No	No	No	No	No	No	No
8	2	14	2	46	No	No	No	No	No	No	No	No	No	No
9	2	12	2	37	No	No	No	No	No	No	No	No	No	No
10	2	11	2	34	No	No	No	No	No	No	No	No	No	No
11	2	11	2	34	No	No	No	No	No	No	No	No	No	No
12	2	10	2	33	No	No	No	No	No	No	No	No	No	No
13	2	9	2	30	No	No	No	No	No	No	No	No	No	No
14	2	9	2	27	No	No	No	No	No	No	No	No	No	No
15	2	9	2	27	No	No	No	No	No	No	No	No	No	No
16	2	8	2	27	No	No	No	No	No	No	No	No	No	No
17	2	5	2	16	No	No	No	No	No	No	No	No	No	No
18	2	3	2	9	No	No	No	No	No	No	No	No	No	No
19	2	2	2	7	No	No	No	No	No	No	No	No	No	No
20	2	1	2	3	No	No	No	No	No	No	No	No	No	No
21	2	1	2	2	No	No	No	No	No	No	No	No	No	No
22	2	1	2	2	No	No	No	No	No	No	No	No	No	No
23	2	0	2	2	No	No	No	No	No	No	No	No	No	No
24	2	0	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	9.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06	0:05
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	43	34
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	101	101
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	319	36	15
2	306	35	14
3	300	34	14
4	255	29	12
5	242	27	11
6	217	24	10
7	201	23	9
8	191	22	9
9	153	17	7
10	144	16	7
11	144	16	7
12	137	15	6
13	124	14	6
14	115	13	5
15	115	13	5
16	112	13	5
17	64	7	3
18	35	4	2
19	32	4	2
20	13	1	1
21	10	1	0
22	10	1	0
23	6	1	0
24	6	1	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	355	1	15	No	No	No	No	No	No	No	No	No	No
2	2	341	1	14	No	No	No	No	No	No	No	No	No	No
3	2	334	1	14	No	No	No	No	No	No	No	No	No	No
4	2	284	1	12	No	No	No	No	No	No	No	No	No	No
5	2	269	1	11	No	No	No	No	No	No	No	No	No	No
6	2	241	1	10	No	No	No	No	No	No	No	No	No	No
7	2	224	1	9	No	No	No	No	No	No	No	No	No	No
8	2	213	1	9	No	No	No	No	No	No	No	No	No	No
9	2	170	1	7	No	No	No	No	No	No	No	No	No	No
10	2	160	1	7	No	No	No	No	No	No	No	No	No	No
11	2	160	1	7	No	No	No	No	No	No	No	No	No	No
12	2	152	1	6	No	No	No	No	No	No	No	No	No	No
13	2	138	1	6	No	No	No	No	No	No	No	No	No	No
14	2	128	1	5	No	No	No	No	No	No	No	No	No	No
15	2	128	1	5	No	No	No	No	No	No	No	No	No	No
16	2	125	1	5	No	No	No	No	No	No	No	No	No	No
17	2	71	1	3	No	No	No	No	No	No	No	No	No	No
18	2	39	1	2	No	No	No	No	No	No	No	No	No	No
19	2	36	1	2	No	No	No	No	No	No	No	No	No	No
20	2	14	1	1	No	No	No	No	No	No	No	No	No	No
21	2	11	1	0	No	No	No	No	No	No	No	No	No	No
22	2	11	1	0	No	No	No	No	No	No	No	No	No	No
23	2	7	1	0	No	No	No	No	No	No	No	No	No	No
24	2	7	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	15
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	370
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	473	341	316
2	454	327	303
3	445	321	297
4	378	273	253
5	359	259	240
6	322	232	215
7	298	215	199
8	284	205	190
9	227	164	152
10	213	153	142
11	213	153	142
12	203	147	136
13	184	133	123
14	170	123	114
15	170	123	114
16	166	119	111
17	95	68	63
18	52	38	35
19	47	34	32
20	19	14	13
21	14	10	9
22	14	10	9
23	9	7	6
24	9	7	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	814	1	316	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	2	781	1	303	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	2	766	1	297	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	2	651	1	253	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
5	2	618	1	240	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
6	2	554	1	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	513	1	199	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	489	1	190	No	Yes	Yes	Yes	No	No	No	No	No	No
9	2	391	1	152	No	No	No	Yes	No	No	No	No	No	No
10	2	366	1	142	No	No	No	Yes	No	No	No	No	No	No
11	2	366	1	142	No	No	No	Yes	No	No	No	No	No	No
12	2	350	1	136	No	No	No	Yes	No	No	No	No	No	No
13	2	317	1	123	No	No	No	No	No	No	No	No	No	No
14	2	293	1	114	No	No	No	No	No	No	No	No	No	No
15	2	293	1	114	No	No	No	No	No	No	No	No	No	No
16	2	285	1	111	No	No	No	No	No	No	No	No	No	No
17	2	163	1	63	No	No	No	No	No	No	No	No	No	No
18	2	90	1	35	No	No	No	No	No	No	No	No	No	No
19	2	81	1	32	No	No	No	No	No	No	No	No	No	No
20	2	33	1	13	No	No	No	No	No	No	No	No	No	No
21	2	24	1	9	No	No	No	No	No	No	No	No	No	No
22	2	24	1	9	No	No	No	No	No	No	No	No	No	No
23	2	16	1	6	No	No	No	No	No	No	No	No	No	No
24	2	16	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					5	8	8	12	0	3	4	7	5	3

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	73.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	6:26
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	316
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1130
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	Yes

Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	3	2	3
2	3	2	3
3	3	2	3
4	2	2	2
5	2	2	2
6	2	1	2
7	2	1	2
8	2	1	2
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	1	0	1
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	5	1	3	No	No	No	No	No	No	No	No	No	No
2	2	5	1	3	No	No	No	No	No	No	No	No	No	No
3	2	5	1	3	No	No	No	No	No	No	No	No	No	No
4	2	4	1	2	No	No	No	No	No	No	No	No	No	No
5	2	4	1	2	No	No	No	No	No	No	No	No	No	No
6	2	3	1	2	No	No	No	No	No	No	No	No	No	No
7	2	3	1	2	No	No	No	No	No	No	No	No	No	No
8	2	3	1	2	No	No	No	No	No	No	No	No	No	No
9	2	2	1	1	No	No	No	No	No	No	No	No	No	No
10	2	2	1	1	No	No	No	No	No	No	No	No	No	No
11	2	2	1	1	No	No	No	No	No	No	No	No	No	No
12	2	2	1	1	No	No	No	No	No	No	No	No	No	No
13	2	2	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	1	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	8
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2	2	3
2	2	2	3
3	2	2	3
4	2	2	2
5	2	2	2
6	1	1	2
7	1	1	2
8	1	1	2
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	0	0	1
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	4	1	3	No	No	No	No	No	No	No	No	No	No
2	2	4	1	3	No	No	No	No	No	No	No	No	No	No
3	2	4	1	3	No	No	No	No	No	No	No	No	No	No
4	2	4	1	2	No	No	No	No	No	No	No	No	No	No
5	2	4	1	2	No	No	No	No	No	No	No	No	No	No
6	2	2	1	2	No	No	No	No	No	No	No	No	No	No
7	2	2	1	2	No	No	No	No	No	No	No	No	No	No
8	2	2	1	2	No	No	No	No	No	No	No	No	No	No
9	2	2	1	1	No	No	No	No	No	No	No	No	No	No
10	2	2	1	1	No	No	No	No	No	No	No	No	No	No
11	2	2	1	1	No	No	No	No	No	No	No	No	No	No
12	2	2	1	1	No	No	No	No	No	No	No	No	No	No
13	2	2	1	1	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	0	1	1	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	7
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #10: Sally St / San Benito St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	332	231	52
2	319	222	50
3	312	217	49
4	266	185	42
5	252	176	40
6	226	157	35
7	209	146	33
8	199	139	31
9	159	111	25
10	149	104	23
11	149	104	23
12	143	99	22
13	129	90	20
14	120	83	19
15	120	83	19
16	116	81	18
17	66	46	10
18	37	25	6
19	33	23	5
20	13	9	2
21	10	7	2
22	10	7	2
23	7	5	1
24	7	5	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	563	1	52	No	No	No	No	No	No	No	Yes	No	No
2	2	541	1	50	No	No	No	No	No	No	No	Yes	No	No
3	2	529	1	49	No	No	No	No	No	No	No	Yes	No	No
4	2	451	1	42	No	No	No	No	No	No	No	No	No	No
5	2	428	1	40	No	No	No	No	No	No	No	No	No	No
6	2	383	1	35	No	No	No	No	No	No	No	No	No	No
7	2	355	1	33	No	No	No	No	No	No	No	No	No	No
8	2	338	1	31	No	No	No	No	No	No	No	No	No	No
9	2	270	1	25	No	No	No	No	No	No	No	No	No	No
10	2	253	1	23	No	No	No	No	No	No	No	No	No	No
11	2	253	1	23	No	No	No	No	No	No	No	No	No	No
12	2	242	1	22	No	No	No	No	No	No	No	No	No	No
13	2	219	1	20	No	No	No	No	No	No	No	No	No	No
14	2	203	1	19	No	No	No	No	No	No	No	No	No	No
15	2	203	1	19	No	No	No	No	No	No	No	No	No	No
16	2	197	1	18	No	No	No	No	No	No	No	No	No	No
17	2	112	1	10	No	No	No	No	No	No	No	No	No	No
18	2	62	1	6	No	No	No	No	No	No	No	No	No	No
19	2	56	1	5	No	No	No	No	No	No	No	No	No	No
20	2	22	1	2	No	No	No	No	No	No	No	No	No	No
21	2	17	1	2	No	No	No	No	No	No	No	No	No	No
22	2	17	1	2	No	No	No	No	No	No	No	No	No	No
23	2	12	1	1	No	No	No	No	No	No	No	No	No	No
24	2	12	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	52
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	615
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	330	195	3
2	317	187	3
3	310	183	3
4	264	156	2
5	251	148	2
6	224	133	2
7	208	123	2
8	198	117	2
9	158	94	1
10	149	88	1
11	149	88	1
12	142	84	1
13	129	76	1
14	119	70	1
15	119	70	1
16	115	68	1
17	66	39	1
18	36	21	0
19	33	20	0
20	13	8	0
21	10	6	0
22	10	6	0
23	7	4	0
24	7	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	525	1	3	No	No	No	No	No	No	No	No	No	No
2	2	504	1	3	No	No	No	No	No	No	No	No	No	No
3	2	493	1	3	No	No	No	No	No	No	No	No	No	No
4	2	420	1	2	No	No	No	No	No	No	No	No	No	No
5	2	399	1	2	No	No	No	No	No	No	No	No	No	No
6	2	357	1	2	No	No	No	No	No	No	No	No	No	No
7	2	331	1	2	No	No	No	No	No	No	No	No	No	No
8	2	315	1	2	No	No	No	No	No	No	No	No	No	No
9	2	252	1	1	No	No	No	No	No	No	No	No	No	No
10	2	237	1	1	No	No	No	No	No	No	No	No	No	No
11	2	237	1	1	No	No	No	No	No	No	No	No	No	No
12	2	226	1	1	No	No	No	No	No	No	No	No	No	No
13	2	205	1	1	No	No	No	No	No	No	No	No	No	No
14	2	189	1	1	No	No	No	No	No	No	No	No	No	No
15	2	189	1	1	No	No	No	No	No	No	No	No	No	No
16	2	183	1	1	No	No	No	No	No	No	No	No	No	No
17	2	105	1	1	No	No	No	No	No	No	No	No	No	No
18	2	57	1	0	No	No	No	No	No	No	No	No	No	No
19	2	53	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	11	1	0	No	No	No	No	No	No	No	No	No	No
24	2	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	528
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr
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4/23/2014

Trip generation summary**Added Trips**

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Regional Park	417	Acres	1.000	32.000	40.62	59.38	13	19	32	100.00
Added Trips Total								13	19	32	100.00

San Benito County Regional Park

Vistro File:

Scenario 21: 2014 PM Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 PM Pk Hr
plus Project.pdf

4/23/2014

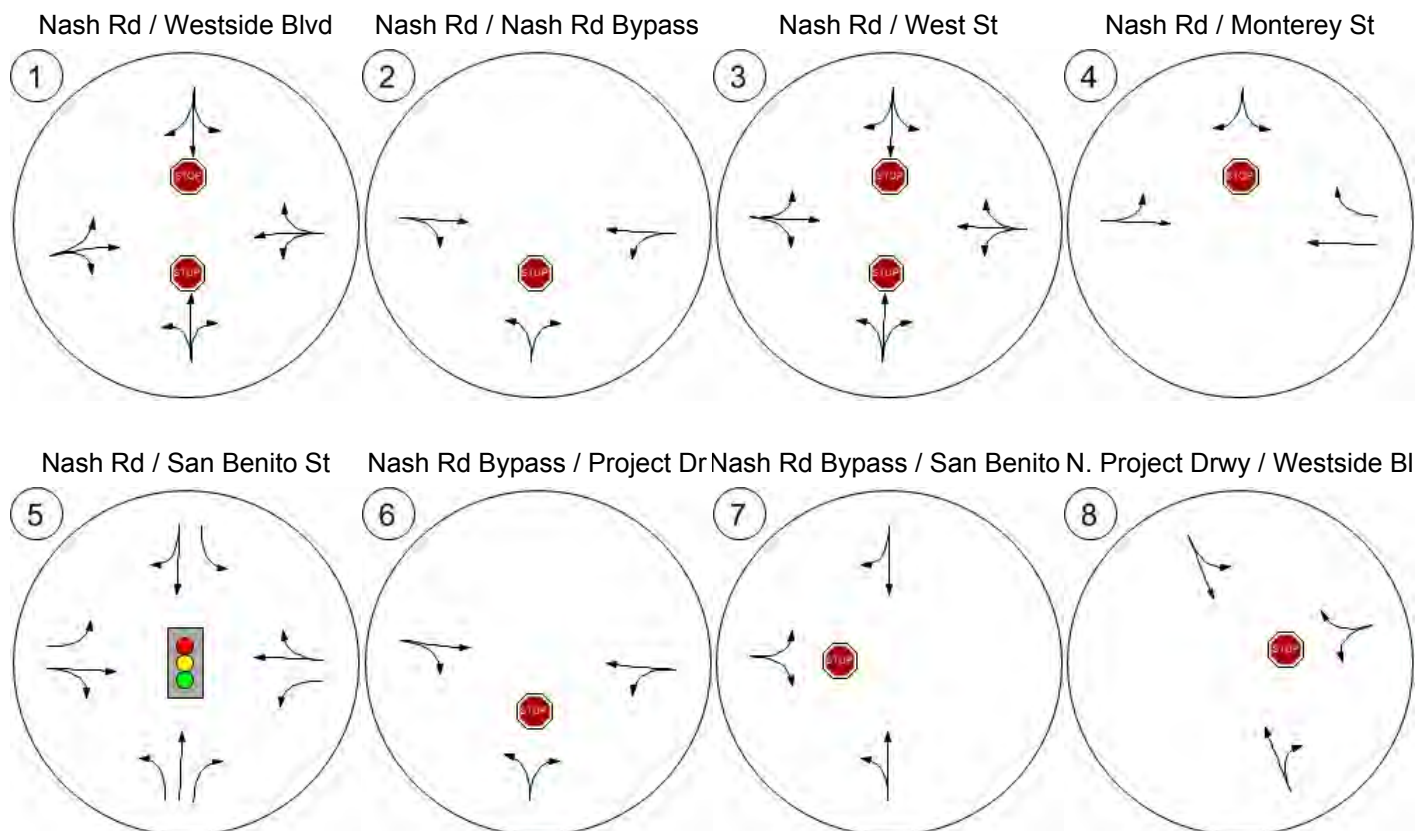
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	5.00	1	5.00	1
3: Gate	15.00	2	15.00	3
4: Gate	1.00	0	1.00	0
5: Gate	1.00	0	1.00	0
6: Gate	3.00	0	3.00	1
7: Gate	25.00	3	25.00	5
8: Gate	40.00	5	40.00	8
9: Gate	5.00	1	5.00	1
10: Gate	5.00	1	5.00	1
Total	100.00	13	100.00	20

Report Figure 1: Study Intersections



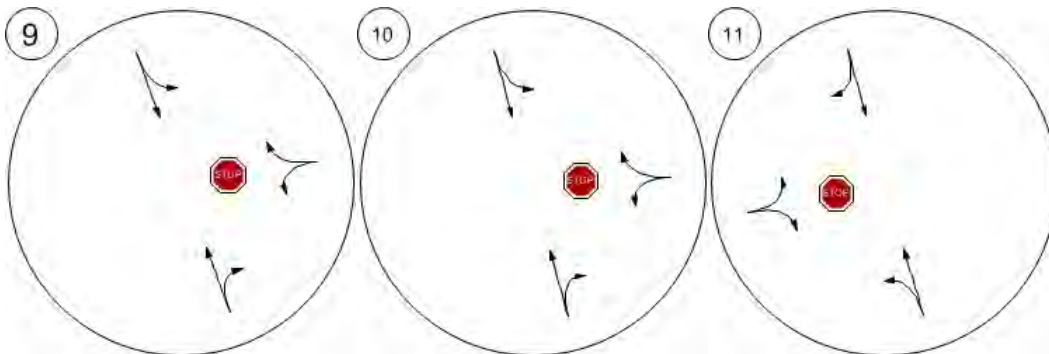
Report Figure 2: Lane Configuration and Traffic Control



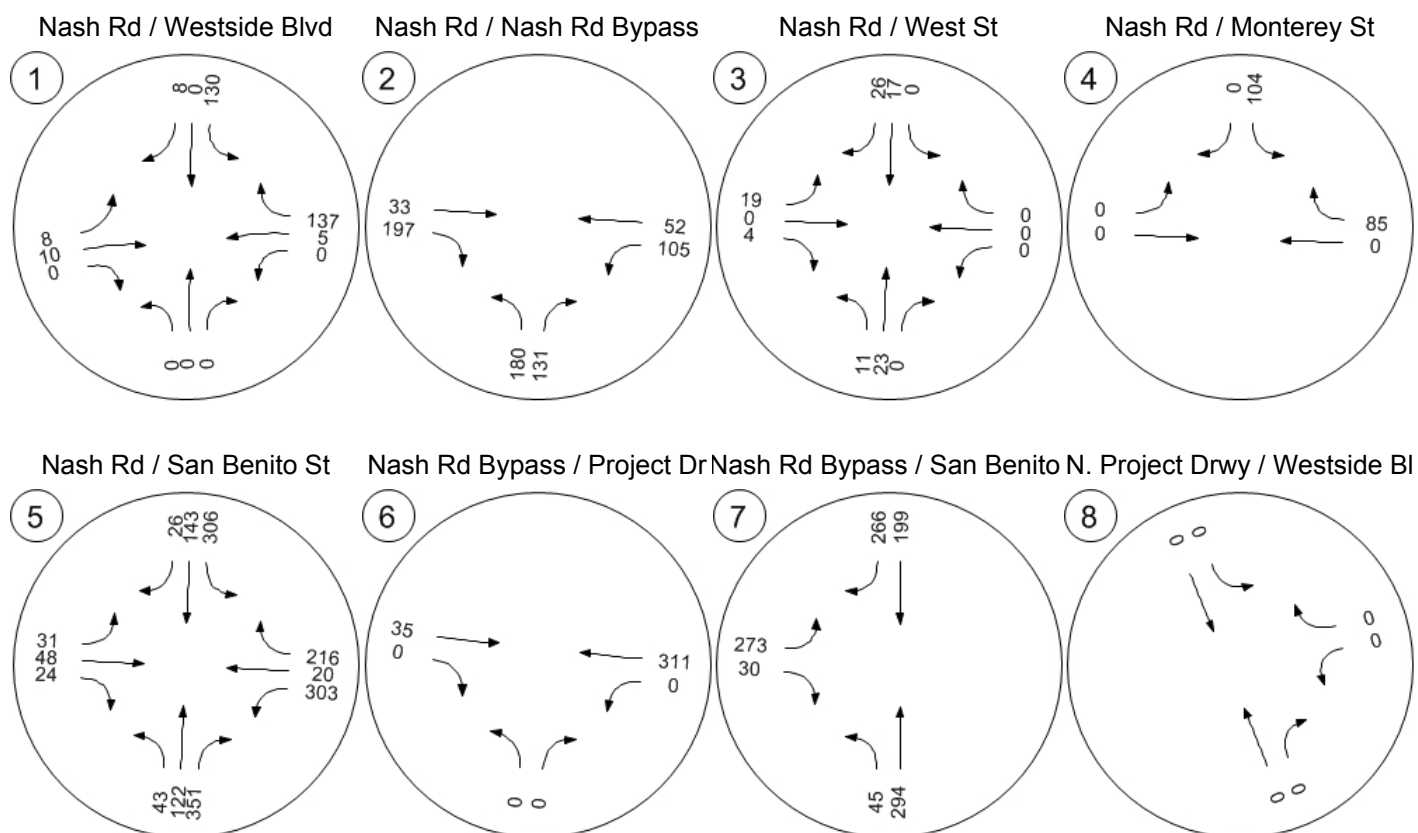
Report Figure 2: Lane Configuration and Traffic Control



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



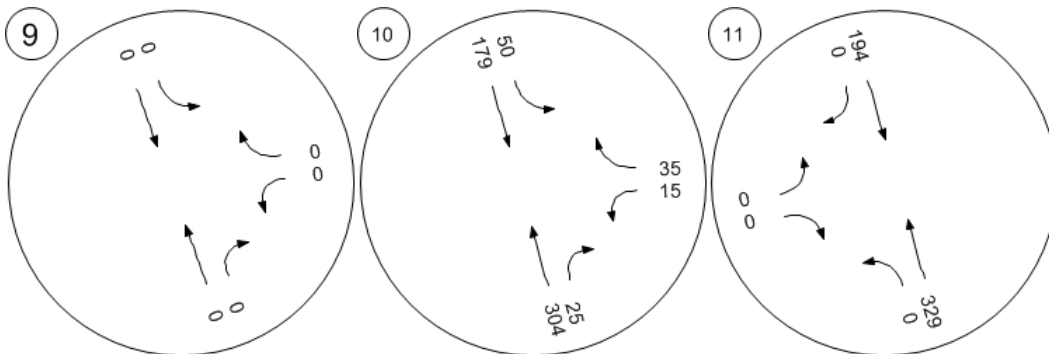
Report Figure 3a: Traffic Volume - Base Volume



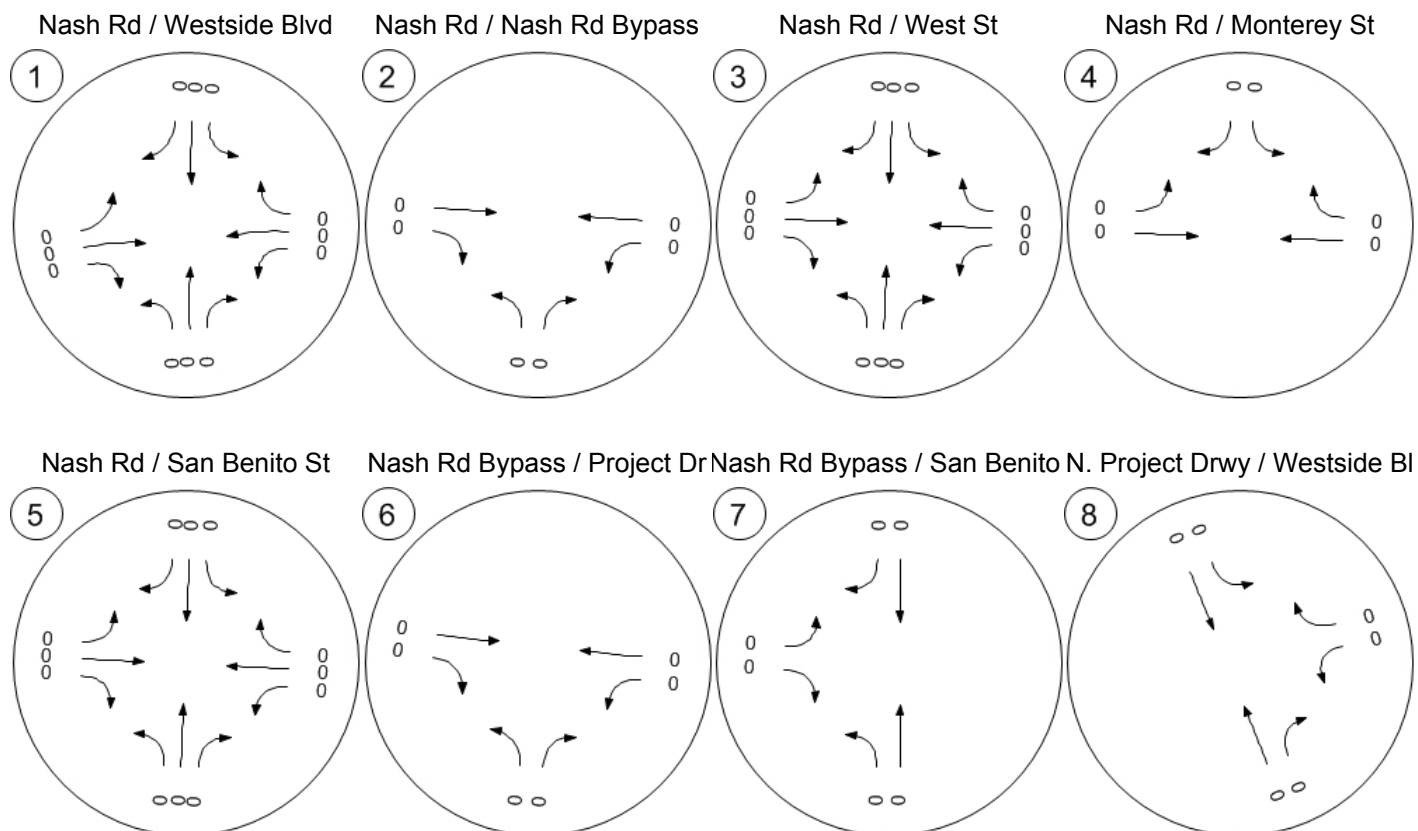
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



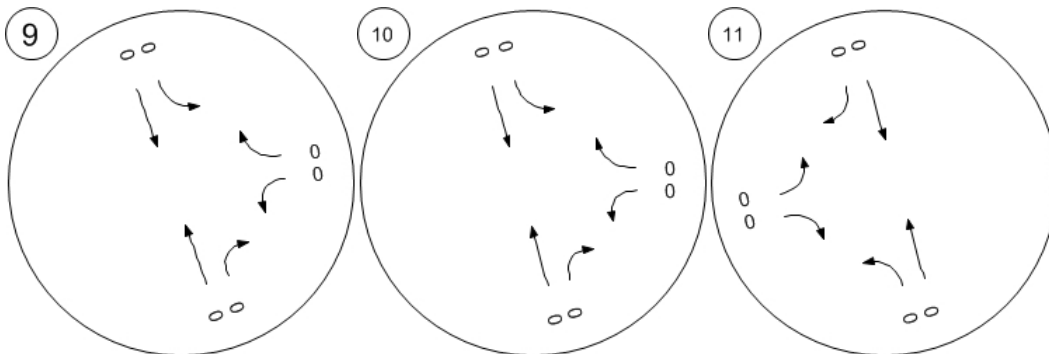
Report Figure 3b: Traffic Volume - In-Process Volume



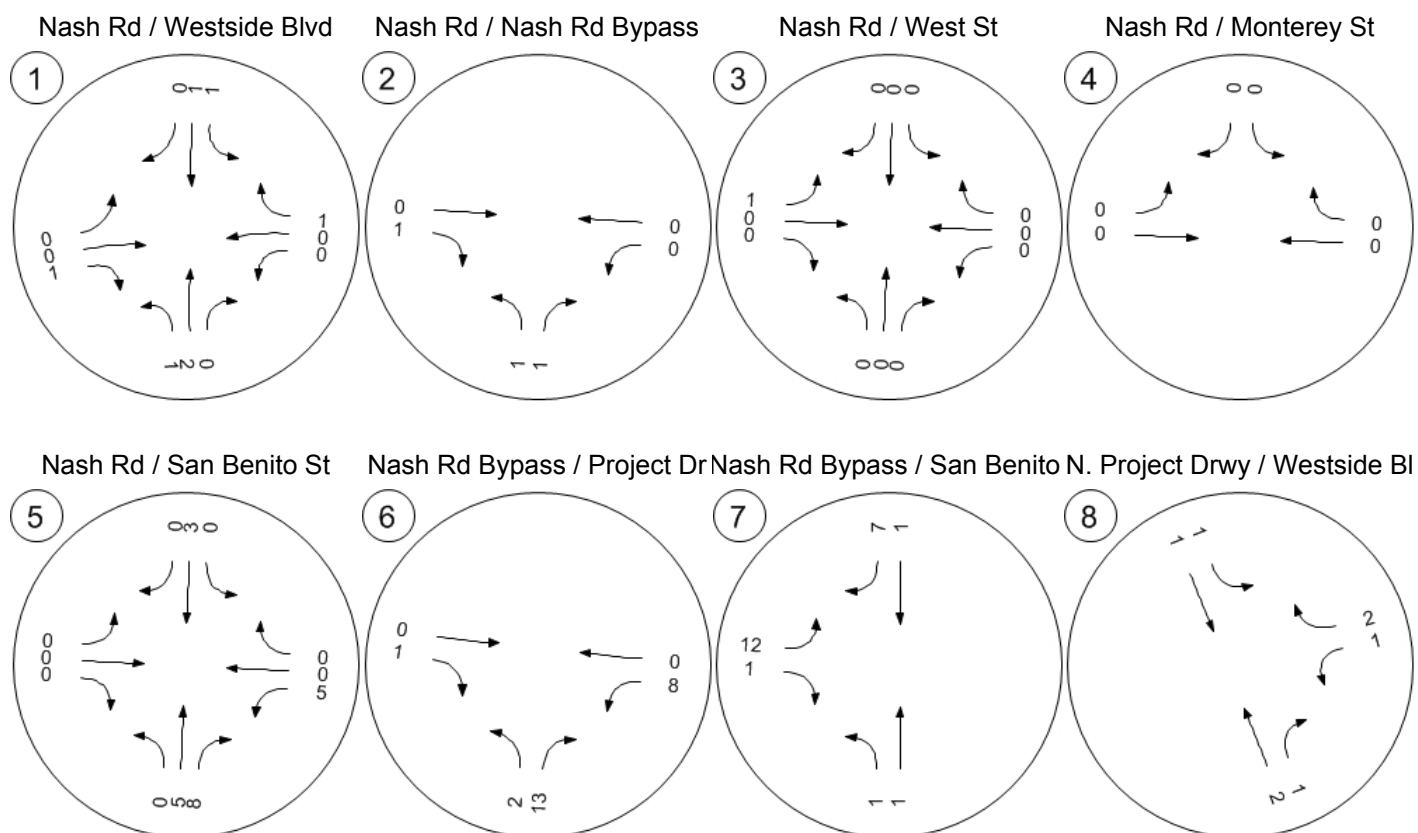
Report Figure 3b: Traffic Volume - In-Process Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



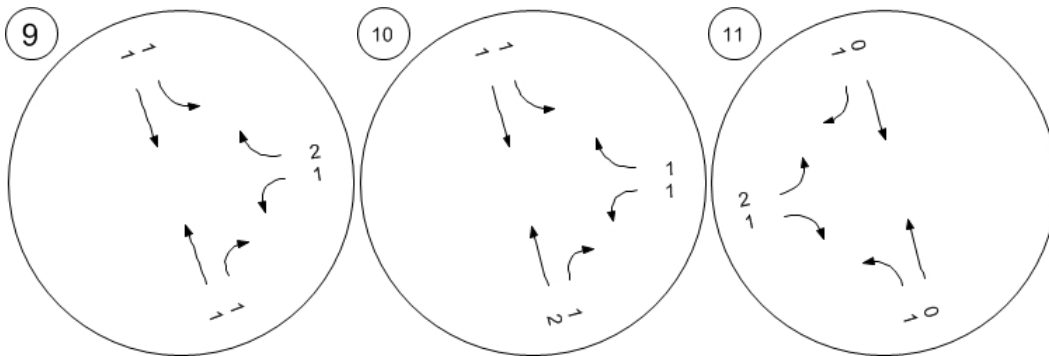
Report Figure 3c: Traffic Volume - Net New Site Trips



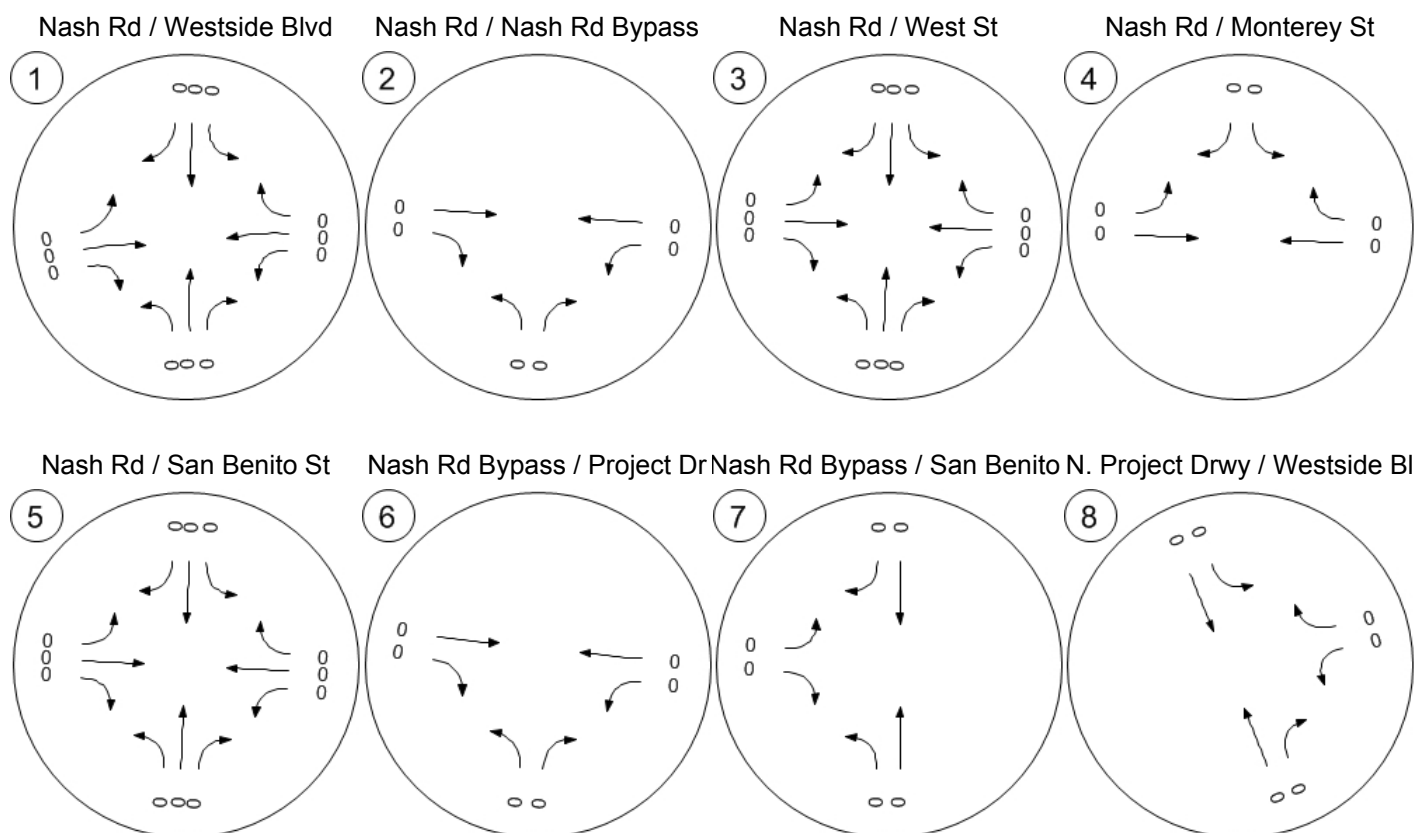
Report Figure 3c: Traffic Volume - Net New Site Trips



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



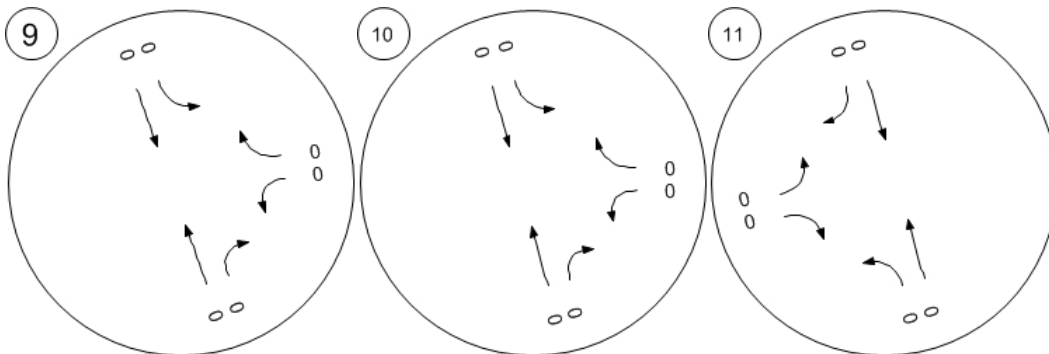
Report Figure 3d: Traffic Volume - Other Volume



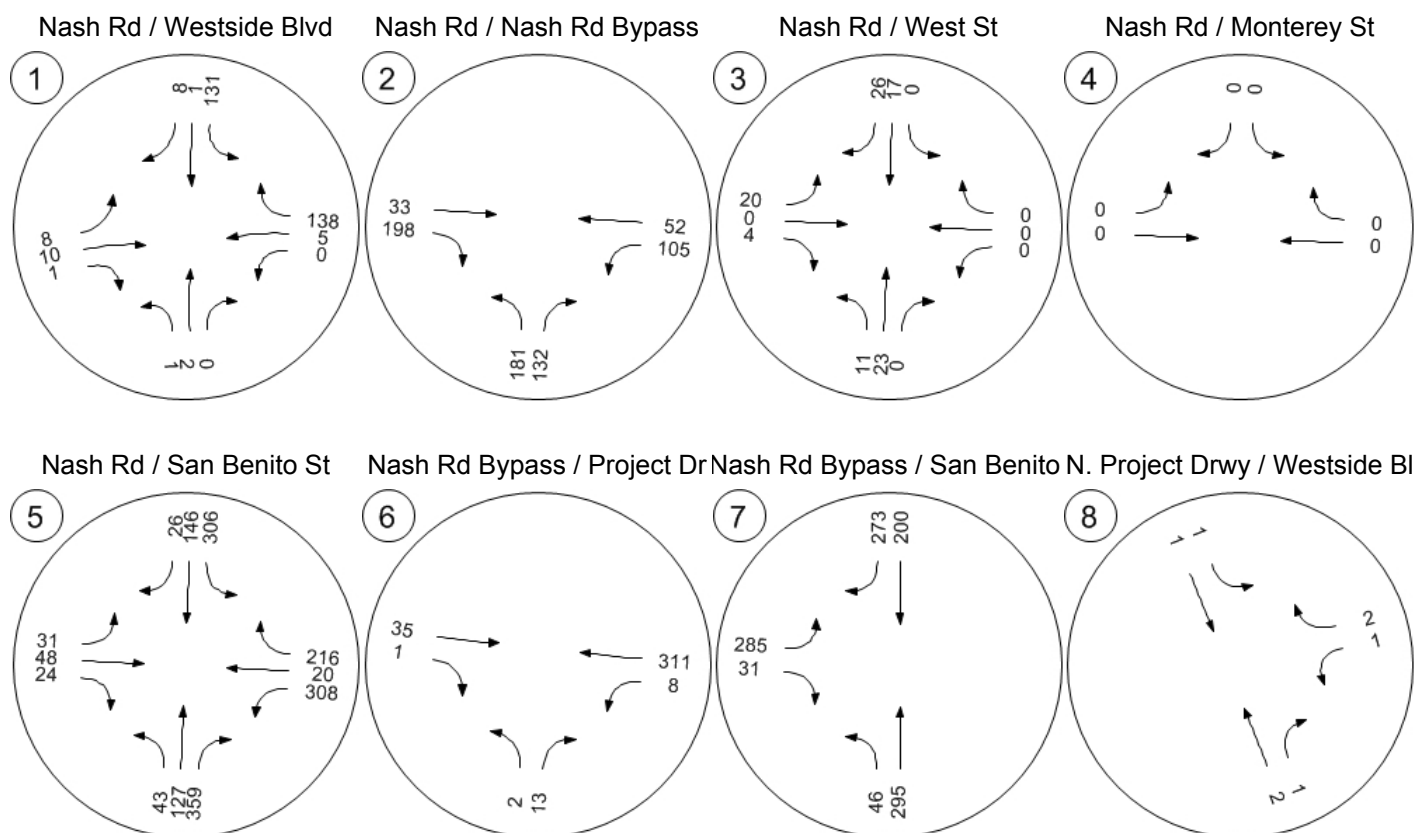
Report Figure 3d: Traffic Volume - Other Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



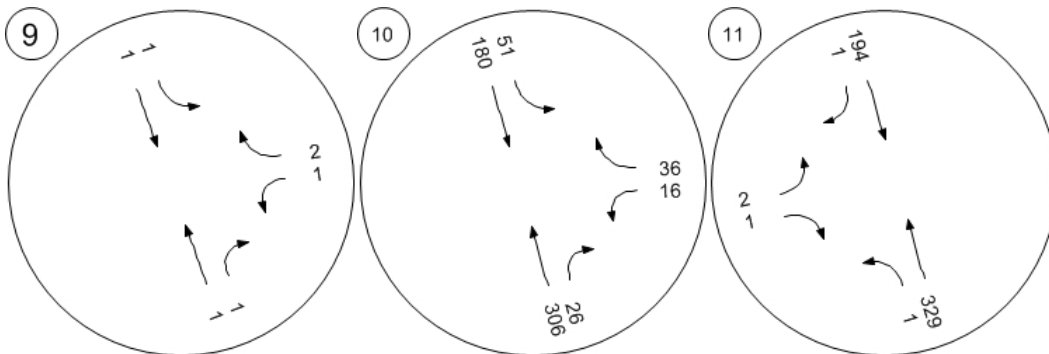
Report Figure 3e: Traffic Volume - Future Total Volume



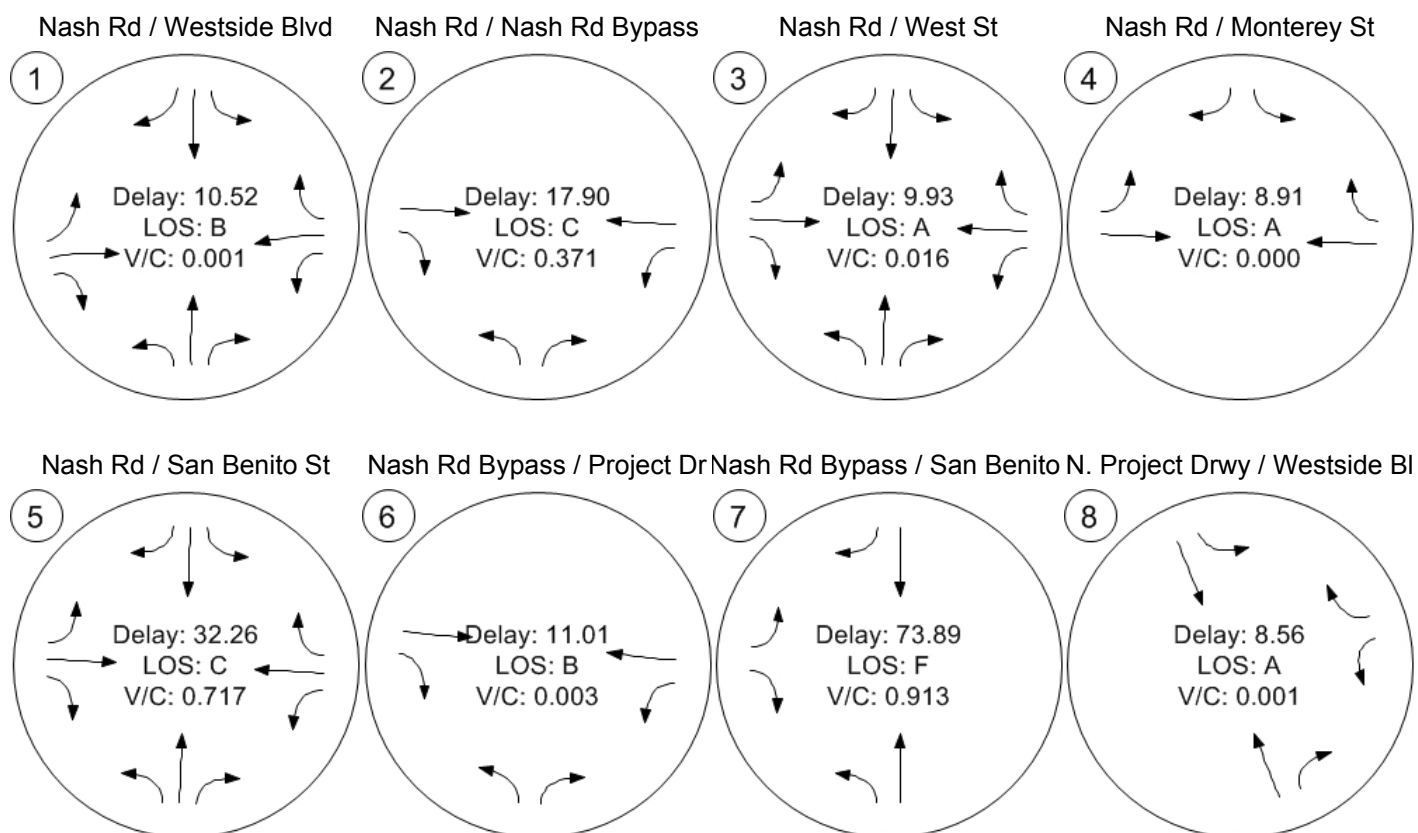
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



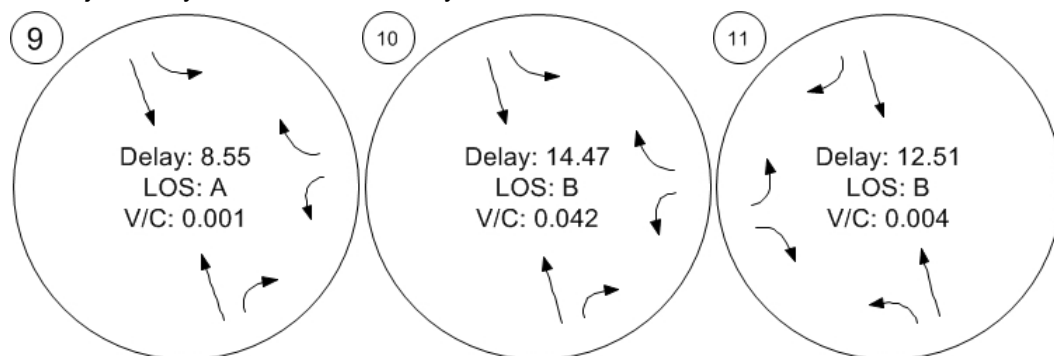
Report Figure 4: Traffic Conditions



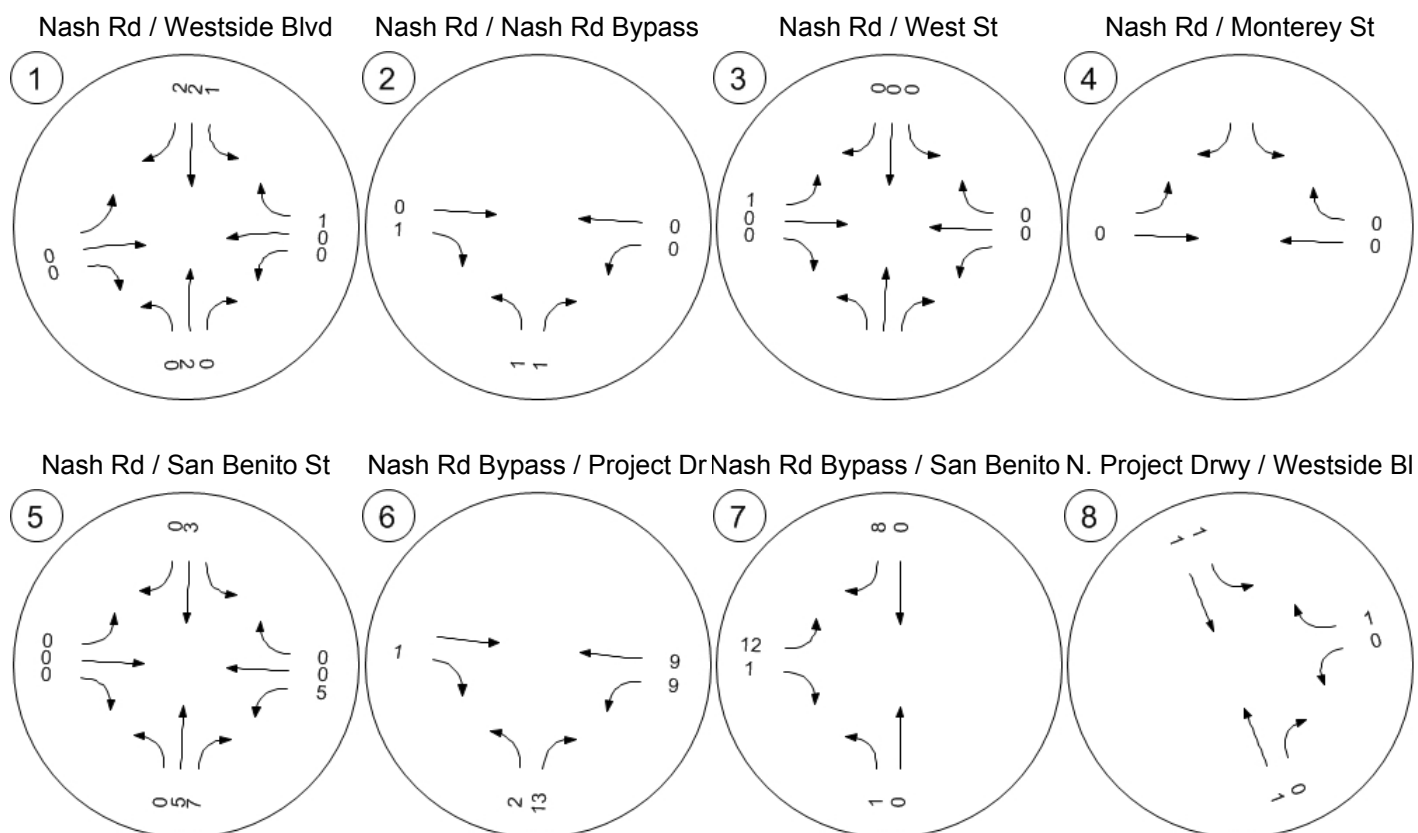
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



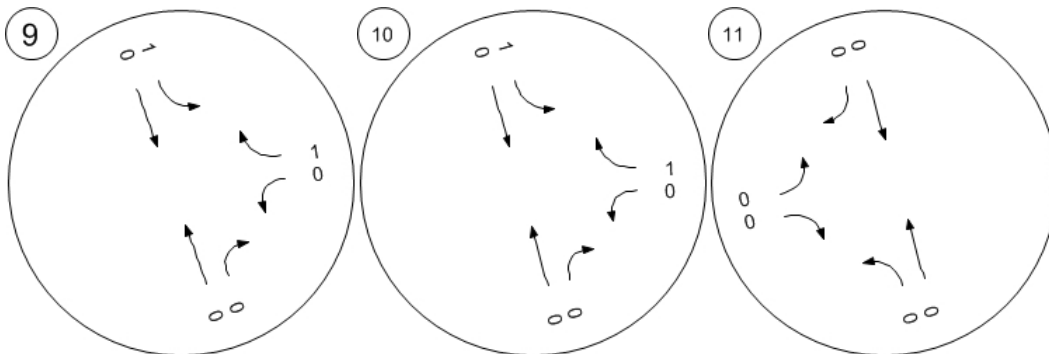
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



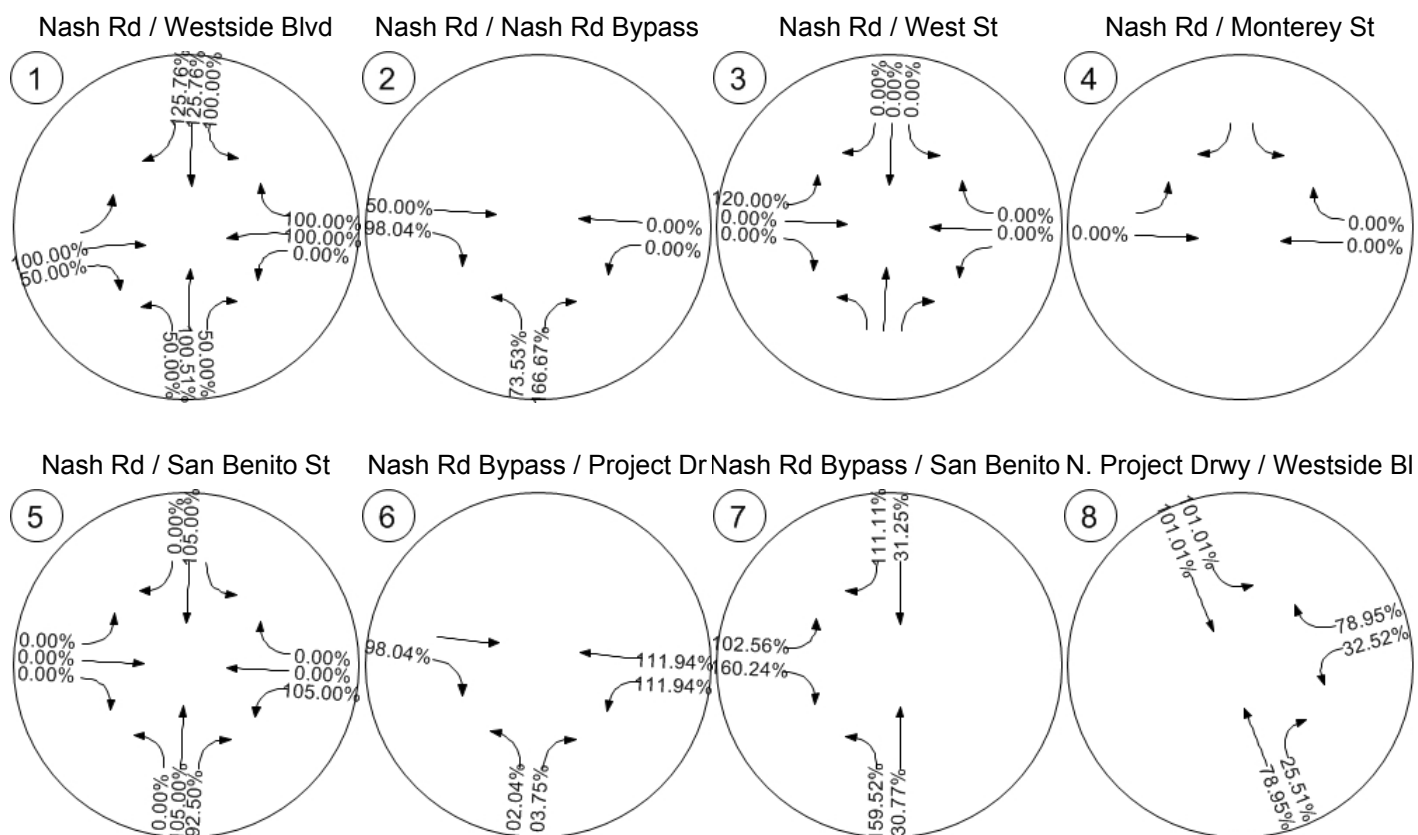
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



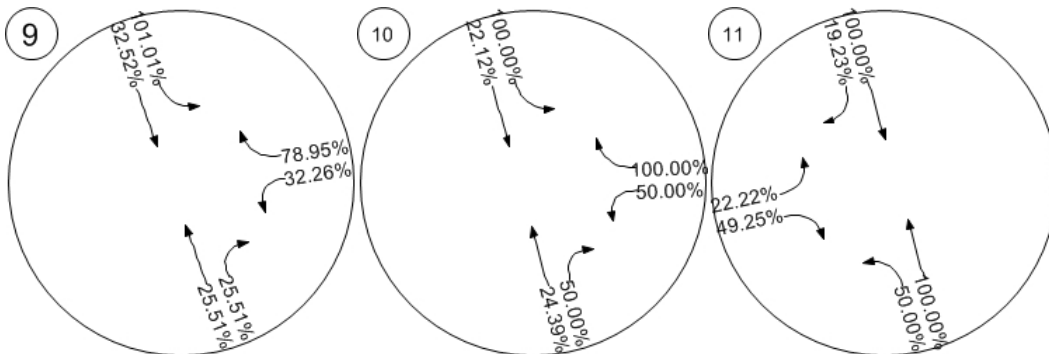
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



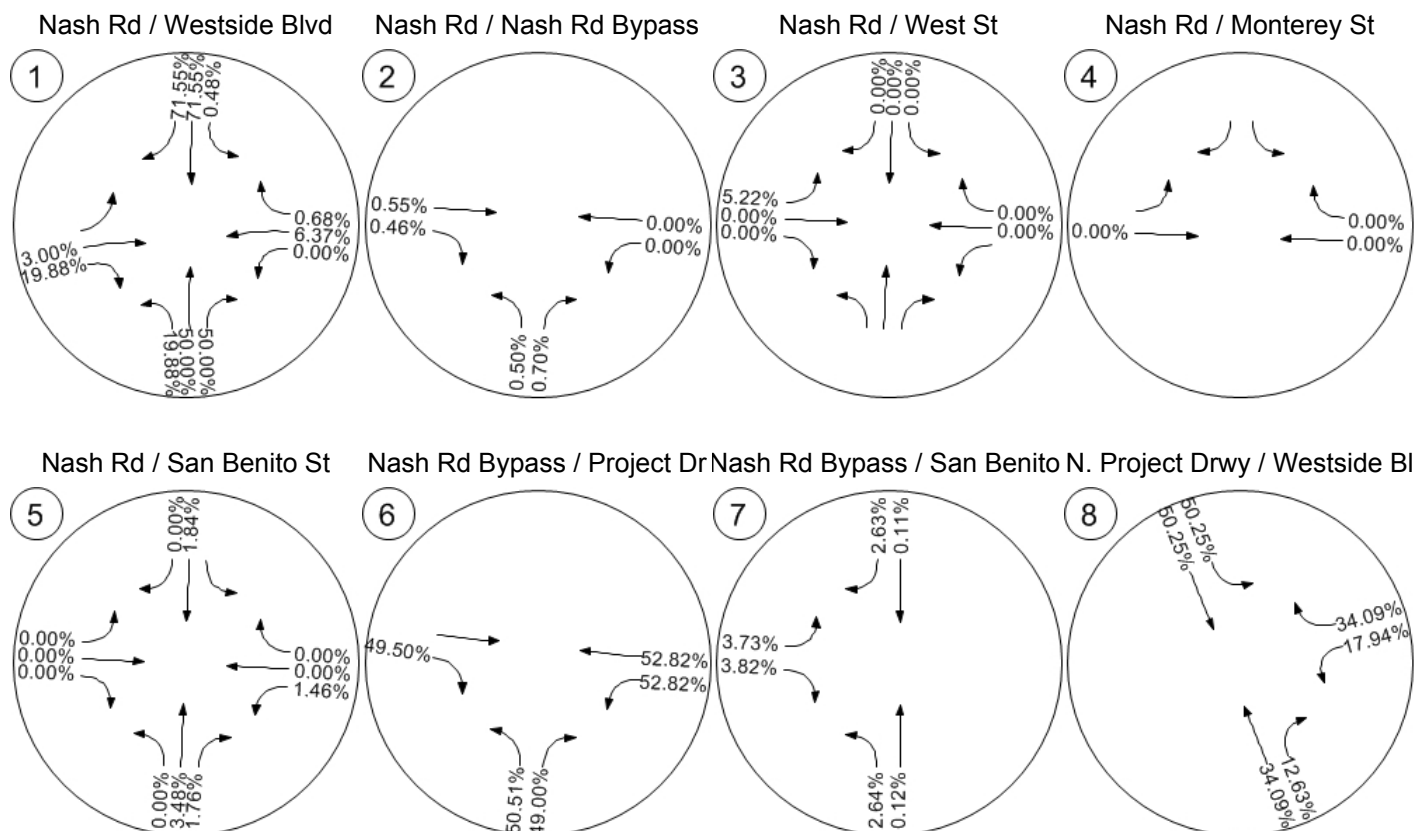
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



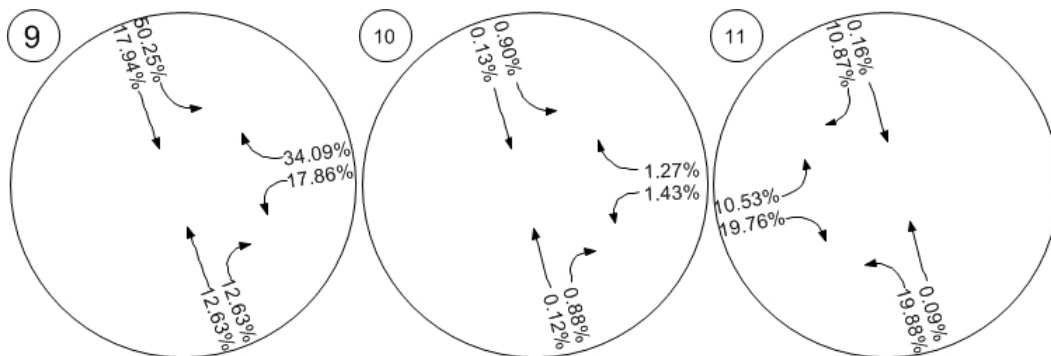
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl Sally St / San Benito St Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 22: 2014 Sat Pk Hr w/ Nash Bypass & Closure

Report File: J:\...\Nash Bypass and Closure 2014 Sat Pk Hr
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4/23/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.005	10.5	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.331	14.5	B
3	Nash Rd / West St	Two-way stop	HCM2010	SBT	0.001	9.5	A
4	New Intersection	Two-way stop	HCM2010	SBL	0.086	8.9	A
5	Nash Rd / San Benito St	Signalized	HCM2010	EBT	0.618	24.6	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.007	13.3	B
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.522	22.5	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.002	8.6	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.002	8.6	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.029	11.8	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.005	10.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Nash Rd / Westside BlvdControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 10.5
Level Of Service: B
Volume to Capacity (v/c): 0.005**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	3	0	2	4	0	0	1	1	0	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	3	0	126	4	8	8	11	1	0	6	132
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	34	1	2	2	3	0	0	2	36
Total Analysis Volume [veh/h]	1	3	0	137	4	9	9	12	1	0	7	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.28	10.10	8.40	10.06	10.51	9.54	7.53	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.42	0.42	0.42	0.05	0.05	0.05	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.27	0.27	0.27	10.45	10.45	10.45	1.15	1.15	1.15	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.02	0.02	0.02	0.63	0.63	0.63	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.41	0.41	0.41	15.64	15.64	15.64	1.17	1.17	1.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90			10.04			3.08			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.95											
Intersection LOS	B											

Intersection Level Of Service Report
#2: Nash Rd / Nash Rd BypassControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 14.5
Level Of Service: B
Volume to Capacity (v/c): 0.331**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	205	102	38	166	71	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	0	3	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	197	98	36	161	68	29
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	27	10	44	18	8
Total Analysis Volume [veh/h]	214	107	39	175	74	32
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.12	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	14.53	12.87	0.00	0.00	7.81	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	1.25	1.25	0.00	0.00	0.23	0.23
50th-Percentile Queue Length [ft]	31.16	31.16	0.00	0.00	5.75	5.75
95th-Percentile Queue Length [veh]	2.31	2.31	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft]	57.78	57.78	0.00	0.00	6.35	6.35
d_A, Approach Delay [s/veh]	13.98		0.00		5.45	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.90					
Intersection LOS	B					

Intersection Level Of Service Report
#3: Nash Rd / West StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 9.5
Level Of Service: A
Volume to Capacity (v/c): 0.001**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	4	0	0	1	20	27	0	1	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	1	1	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	0	0	1	21	28	0	1	0	0	0
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	0	0	5	7	0	0	0	0	0
Total Analysis Volume [veh/h]	0	4	0	0	1	22	29	0	1	0	0	0
Pedestrian Volume [ped/h]	1			0			3			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	3	3	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	9.43	8.37	9.02	9.49	8.42	7.26	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.05	0.05	0.05	0.06	0.06	0.06	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.26	0.26	0.26	1.35	1.35	1.35	1.51	1.51	1.51	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.07	0.07	0.07	0.06	0.06	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.37	0.37	0.37	1.66	1.66	1.66	1.41	1.41	1.41	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.43			8.46			7.02			2.41		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.77											
Intersection LOS	A											

**Intersection Level Of Service Report
#4: New Intersection**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.086

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	81	0	0	0	0	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	0	0	0	45
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	0	0	0	12
Total Analysis Volume [veh/h]	88	0	0	0	0	49
Pedestrian Volume [ped/h]	2		1		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.67	7.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.22	0.22	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	5.42	5.42	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.28	0.28	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	7.07	7.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.87		3.66		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.70					
Intersection LOS	A					

Intersection Level Of Service Report
#5: Nash Rd / San Benito StControl Type: Signalized
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 24.6
Level Of Service: C
Volume to Capacity (v/c): 0.618**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	33	108	247	322	109	35	36	57	15	305	8	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	14	0	10	0	0	0	0	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	117	261	322	119	35	36	57	15	320	8	296
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	32	71	88	32	10	10	15	4	87	2	80
Total Analysis Volume [veh/h]	36	127	284	350	129	38	39	62	16	348	9	322
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			4			5			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	11	25	0	28	42	0	9	21	0	26	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	13	13	14	25	3	4	14	15
g / C, Green / Cycle	0.05	0.23	0.23	0.24	0.42	0.05	0.07	0.23	0.26
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.18	0.20	0.09	0.02	0.04	0.20	0.21
s, saturation flow rate [veh/h]	1774	1863	1566	1774	1788	1774	1787	1774	1578
c, Capacity [veh/h]	82	421	354	418	743	86	124	416	403
d1, Uniform Delay [s]	27.72	19.18	21.84	21.74	11.25	27.64	27.04	21.77	20.96
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.64	0.40	4.24	4.52	0.15	3.69	5.15	4.52	4.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

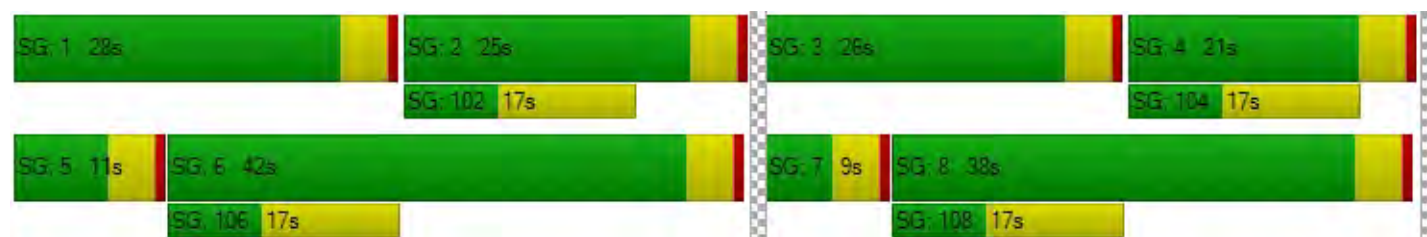
X, volume / capacity	0.44	0.30	0.80	0.84	0.22	0.45	0.63	0.84	0.82
d, Delay for Lane Group [s/veh]	31.36	19.58	26.07	26.26	11.40	31.32	32.19	26.30	25.19
Lane Group LOS	C	B	C	C	B	C	C	C	C
Critical Lane Group	no	no	yes	yes	no	no	yes	yes	no
50th-Percentile Queue Length [veh]	0.57	1.43	3.94	4.88	1.32	0.61	1.22	4.86	4.52
50th-Percentile Queue Length [ft]	14.13	35.74	98.43	122.07	33.11	15.25	30.41	121.44	113.08
95th-Percentile Queue Length [veh]	1.02	2.57	7.09	8.51	2.38	1.10	2.19	8.47	8.01
95th-Percentile Queue Length [ft]	25.44	64.33	177.18	212.67	59.60	27.45	54.74	211.81	200.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.36	19.58	26.07	26.26	11.40	11.40	31.32	32.19	32.19	26.30	25.19	25.19
Movement LOS	C	B	C	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.66			21.46			31.90			25.76		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.62											
Intersection LOS	C											
Intersection V/C	0.618											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#6: Nash Rd Bypass / Project Drwy**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.007

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	237	0	0	307
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	22	0	3	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	22	225	3	24	292
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	61	1	7	79
Total Analysis Volume [veh/h]	3	24	245	3	26	317
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.31	9.73	0.00	0.00	7.79	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.08	0.08	0.00	0.00	0.74	0.74
50th-Percentile Queue Length [ft]	1.90	1.90	0.00	0.00	18.55	18.55
95th-Percentile Queue Length [veh]	0.12	0.12	0.00	0.00	1.05	1.05
95th-Percentile Queue Length [ft]	2.88	2.88	0.00	0.00	26.17	26.17
d_A, Approach Delay [s/veh]	10.13		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.77					
Intersection LOS	B					

**Intersection Level Of Service Report
#7: Nash Rd Bypass / San Benito St**

Control Type: Two-way stop
 Analysis Method: HCM2010
 Analysis Period: 15 minutes

Delay (sec / veh): 22.5
 Level Of Service: C
 Volume to Capacity (v/c): 0.522

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	30	186	162	277	207	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	3	23	21	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	179	157	286	218	31
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	49	43	78	59	8
Total Analysis Volume [veh/h]	34	195	171	311	237	34
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.52	0.05
d_M, Delay for Movement [s/veh]	8.44	0.00	0.00	0.00	22.49	19.59
Movement LOS	A	A	A	A	C	C
50th-Percentile Queue Length [veh]	0.54	0.54	0.00	0.00	1.67	1.67
50th-Percentile Queue Length [ft]	13.42	13.42	0.00	0.00	41.64	41.64
95th-Percentile Queue Length [veh]	0.80	0.80	0.00	0.00	3.50	3.50
95th-Percentile Queue Length [ft]	20.02	20.02	0.00	0.00	87.41	87.41
d_A, Approach Delay [s/veh]	1.25		0.00		22.13	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.40					
Intersection LOS	C					

Intersection Level Of Service Report
#8: N. Project Drwy / Westside Blvd Ext.Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.002**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	2	3	3	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	3	3	2	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	1
Total Analysis Volume [veh/h]	3	2	3	3	2	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.60	8.35
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.30	0.30	0.29	0.29
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.28	0.28	0.36	0.36
d_A, Approach Delay [s/veh]	0.00		3.62		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS	A					

Intersection Level Of Service Report
#9: S. Project Drwy / Westside Blvd Ext.Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 8.6
Level Of Service: A
Volume to Capacity (v/c): 0.002**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	3	2	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	3	2	2	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	1
Total Analysis Volume [veh/h]	2	2	3	2	2	3
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.59	8.35
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	0.25	0.25	0.29	0.29
95th-Percentile Queue Length [veh]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	0.23	0.23	0.36	0.36
d_A, Approach Delay [s/veh]	0.00		4.34		8.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.57					
Intersection LOS	A					

Intersection Level Of Service Report
#10: Sally St / San Benito StControl Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutesDelay (sec / veh): 11.8
Level Of Service: B
Volume to Capacity (v/c): 0.029**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	151	25	50	142	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	1	3	1	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	25	49	138	15	34
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	7	13	38	4	9
Total Analysis Volume [veh/h]	159	27	53	150	16	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	