

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): 103.2
 Level Of Service: F
 Volume to Capacity (v/c): 0.732

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]	85	35	5	360	385	144
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]	85	35	5	360	385	144
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]	23	10	1	98	105	39
Total Analysis Volume [veh/h]	92	38	5	391	418	157
Pedestrian Volume [ped/h]	314		0		75	
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	0.73	0.13	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	103.24	86.81	11.80	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
50th-Percentile Queue Length [veh]	3.55	3.55	1.30	1.30	0.00	0.00
50th-Percentile Queue Length [ft]	88.87	88.87	32.46	32.46	0.00	0.00
95th-Percentile Queue Length [veh]	5.79	5.79	6.30	6.30	0.00	0.00
95th-Percentile Queue Length [ft]	144.66	144.66	157.49	157.49	0.00	0.00
d_A, Approach Delay [s/veh]	98.44		0.15		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	11.68					
Intersection LOS	F					

Intersection Level Of Service Report

#5: Nash Rd / San Benito St

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

Delay (sec / veh): 59.4
 Level Of Service: E
 Volume to Capacity (v/c): 0.813

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]	77	242	69	369	260	48	56	351	38	109	404	245
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]	77	242	69	369	260	48	56	351	38	109	404	245
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]	21	66	19	100	71	13	15	95	10	30	110	67
Total Analysis Volume [veh/h]	84	263	75	401	283	52	61	382	41	118	439	266
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]	1			0			1			7		

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]	14	21	0	26	33	0	9	40	0	13	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]	5	16	16	22	32	4	27	7	31
g / C, Green / Cycle	0.06	0.18	0.18	0.25	0.37	0.05	0.32	0.09	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.06	0.23	0.19	0.03	0.23	0.07	0.41
s, saturation flow rate [veh/h]	1774	1863	1354	1774	1774	1774	1826	1774	1713
c, Capacity [veh/h]	113	341	247	447	659	90	578	154	604
d1, Uniform Delay [s]	39.83	33.65	30.59	31.26	21.08	40.38	26.32	38.65	28.02
k, delay calibration	0.11	0.11	0.11	0.19	0.11	0.11	0.20	0.11	0.50
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]	9.30	3.74	0.68	10.64	0.62	8.57	3.32	7.70	92.50
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	0.77	0.30	0.90	0.51	0.68	0.73	0.77	1.17
d, Delay for Lane Group [s/veh]	49.12	37.38	31.27	41.90	21.70	48.95	29.64	46.35	120.51
Lane Group LOS	D	D	C	D	C	D	C	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	2.04	5.55	1.39	9.25	5.25	1.49	8.09	2.76	27.50
50th-Percentile Queue Length [ft]	50.97	138.65	34.83	231.21	131.22	37.14	202.22	69.10	687.55
95th-Percentile Queue Length [veh]	3.67	9.41	2.51	14.24	9.01	2.67	12.75	4.98	39.86
95th-Percentile Queue Length [ft]	91.75	235.21	62.69	355.90	225.15	66.85	318.83	124.39	996.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.12	37.38	31.27	41.90	21.70	21.70	48.95	29.64	29.64	46.35	120.51	120.51
Movement LOS	D	D	C	D	C	C	D	C	C	D	F	F
d_A, Approach Delay [s/veh]	38.63			32.71			32.07			109.88		
Approach LOS	D			C			C			F		
d_I, Intersection Delay [s/veh]	59.36											
Intersection LOS	E											
Intersection V/C	0.813											

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): 8.9
 Level Of Service: A
 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	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]	0	0	35	0	0	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]	0	0	10	0	0	11
Total Analysis Volume [veh/h]	0	0	38	0	0	43
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]	8.91	8.48	0.00	0.00	7.29	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]	8.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

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): 16.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.016

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]	35	443	275	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	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]	35	443	275	5	5	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]	10	120	75	1	1	8
Total Analysis Volume [veh/h]	38	482	299	5	5	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	0.03	0.00	0.00	0.00	0.02	0.04
d_M, Delay for Movement [s/veh]	7.95	0.00	0.00	0.00	16.88	10.25
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.15	1.15	0.00	0.00	0.12	0.12
50th-Percentile Queue Length [ft]	28.72	28.72	0.00	0.00	2.93	2.93
95th-Percentile Queue Length [veh]	2.07	2.07	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft]	51.76	51.76	0.00	0.00	4.83	4.83
d_A, Approach Delay [s/veh]	0.58		0.00		11.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.84					
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): 9.0
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]	43	0	0	44	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]	43	0	0	44	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]	12	0	0	12	0	0
Total Analysis Volume [veh/h]	47	0	0	48	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	7.31	0.00	8.98	8.52
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		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 9.0
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]	43	0	0	44	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]	43	0	0	44	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]	12	0	0	12	0	0
Total Analysis Volume [veh/h]	47	0	0	48	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	7.31	0.00	8.98	8.52
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		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 18.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.086

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]	433	20	40	265	25	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]	433	20	40	265	25	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]	118	5	11	72	7	12
Total Analysis Volume [veh/h]	471	22	43	288	27	49
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	0.09	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.50	0.00	18.18	12.81
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.78	0.78	0.31	0.31
50th-Percentile Queue Length [ft]	0.00	0.00	19.55	19.55	7.77	7.77
95th-Percentile Queue Length [veh]	0.00	0.00	1.32	1.32	0.61	0.61
95th-Percentile Queue Length [ft]	0.00	0.00	33.10	33.10	15.20	15.20
d_A, Approach Delay [s/veh]	0.00		1.10		14.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	C					

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): 16.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.066

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]	24	433	270	20	20	23
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]	24	433	270	20	20	23
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]	7	118	73	5	5	6
Total Analysis Volume [veh/h]	26	471	293	22	22	25
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	0.07	0.03
d_M, Delay for Movement [s/veh]	7.95	0.00	0.00	0.00	16.71	10.75
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.10	1.10	0.00	0.00	0.18	0.18
50th-Percentile Queue Length [ft]	27.45	27.45	0.00	0.00	4.42	4.42
95th-Percentile Queue Length [veh]	1.95	1.95	0.00	0.00	0.33	0.33
95th-Percentile Queue Length [ft]	48.80	48.80	0.00	0.00	8.31	8.31
d_A, Approach Delay [s/veh]	0.42		0.00		13.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.98					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr.pdf

4/9/2014

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	40	2	148	43	65	46	77	0	1	148	114	685

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	35	5	280	30	5	326	681

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	7	7	15	35	7	65	40	315	15	25	345	50	926

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	85	35	5	360	385	144	1014

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	77	242	69	369	260	48	56	351	38	109	404	245	2268

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	0	0	35	0	0	40	75

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	35	443	275	5	5	30	793

Version 2.00-04

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	43	0	0	44	0	0	87

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	43	0	0	44	0	0	87

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	433	20	40	265	25	45	828

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	24	433	270	20	20	23	790

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr.pdf

4/9/2014

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	1	40	2	148	43	65	46	77	0	1	148	114	685
		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	1	40	2	148	43	65	46	77	0	1	148	114	685

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	35	5	280	30	5	326	681
		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	35	5	280	30	5	326	681

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	7	7	15	35	7	65	40	315	15	25	345	50	926
		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	7	7	15	35	7	65	40	315	15	25	345	50	926

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	85	35	5	360	385	144	1014
		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	85	35	5	360	385	144	1014

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	77	242	69	369	260	48	56	351	38	109	404	245	2268
		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	77	242	69	369	260	48	56	351	38	109	404	245	2268

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	35	0	0	40	75
		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	40	75

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	35	443	275	5	5	30	793
		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	35	443	275	5	5	30	793

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	43	0	0	44	0	0	87
		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	43	0	0	44	0	0	87

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	43	0	0	44	0	0	87
		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	43	0	0	44	0	0	87

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	433	20	40	265	25	45	828
		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	433	20	40	265	25	45	828

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	24	433	270	20	20	23	790
		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	24	433	270	20	20	23	790

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	5	2	1	5
2	5	2	1	5
3	8	4	1	8
4	8	4	1	8
5	11	5	2	10
6	26	12	4	26
7	29	14	5	28
8	53	25	9	51
9	92	43	15	90
10	95	44	15	92
11	95	44	15	92
12	103	48	17	100
13	113	53	18	110
14	118	55	19	115
15	118	55	19	115
16	126	59	21	123
17	158	74	26	154
18	166	77	27	161
19	179	84	29	174
20	200	93	33	195
21	210	98	34	205
22	247	116	40	241
23	252	118	41	246
24	263	123	43	256

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	7	2	6	No	No	No	No	No	No	No	No	No	No
2	2	7	2	6	No	No	No	No	No	No	No	No	No	No
3	2	12	2	9	No	No	No	No	No	No	No	No	No	No
4	2	12	2	9	No	No	No	No	No	No	No	No	No	No
5	2	16	2	12	No	No	No	No	No	No	No	No	No	No
6	2	38	2	30	No	No	No	No	No	No	No	No	No	No
7	2	43	2	33	No	No	No	No	No	No	No	No	No	No
8	2	78	2	60	No	No	No	No	No	No	No	No	No	No
9	2	135	2	105	No	No	No	No	No	No	No	No	No	No
10	2	139	2	107	No	No	No	No	No	No	No	No	No	No
11	2	139	2	107	No	No	No	No	No	No	No	No	No	No
12	2	151	2	117	No	No	No	No	No	No	No	No	No	No
13	2	166	2	128	No	No	No	No	No	No	No	No	No	No
14	2	173	2	134	No	No	No	No	No	No	No	No	No	No
15	2	173	2	134	No	No	No	No	No	No	No	No	No	No
16	2	185	2	144	No	No	No	No	No	No	No	No	No	No
17	2	232	2	180	No	No	No	No	No	No	No	No	No	No
18	2	243	2	188	No	No	No	No	No	No	No	No	No	No
19	2	263	2	203	No	No	No	No	No	No	No	No	No	No
20	2	293	2	228	No	No	No	No	No	No	No	No	No	No
21	2	308	2	239	No	No	No	No	No	No	No	No	No	No
22	2	363	2	281	No	No	No	Yes	No	No	No	No	No	No
23	2	370	2	287	No	No	No	Yes	No	No	No	No	No	No
24	2	386	2	299	No	No	No	Yes	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.3	18.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:09	1:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	43	256
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	685	685
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	331	310	40
2	318	298	38
3	311	291	38
4	265	248	32
5	252	236	30
6	225	211	27
7	209	195	25
8	199	186	24
9	159	149	19
10	149	140	18
11	149	140	18
12	142	133	17
13	129	121	16
14	119	112	14
15	119	112	14
16	116	109	14
17	66	62	8
18	36	34	4
19	33	31	4
20	13	12	2
21	10	9	1
22	10	9	1
23	7	6	1
24	7	6	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	641	1	40	No	No	No	No	No	No	No	No	No	No
2	2	616	1	38	No	No	No	No	No	No	No	No	No	No
3	2	602	1	38	No	No	No	No	No	No	No	No	No	No
4	2	513	1	32	No	No	No	No	No	No	No	No	No	No
5	2	488	1	30	No	No	No	No	No	No	No	No	No	No
6	2	436	1	27	No	No	No	No	No	No	No	No	No	No
7	2	404	1	25	No	No	No	No	No	No	No	No	No	No
8	2	385	1	24	No	No	No	No	No	No	No	No	No	No
9	2	308	1	19	No	No	No	No	No	No	No	No	No	No
10	2	289	1	18	No	No	No	No	No	No	No	No	No	No
11	2	289	1	18	No	No	No	No	No	No	No	No	No	No
12	2	275	1	17	No	No	No	No	No	No	No	No	No	No
13	2	250	1	16	No	No	No	No	No	No	No	No	No	No
14	2	231	1	14	No	No	No	No	No	No	No	No	No	No
15	2	231	1	14	No	No	No	No	No	No	No	No	No	No
16	2	225	1	14	No	No	No	No	No	No	No	No	No	No
17	2	128	1	8	No	No	No	No	No	No	No	No	No	No
18	2	70	1	4	No	No	No	No	No	No	No	No	No	No
19	2	64	1	4	No	No	No	No	No	No	No	No	No	No
20	2	25	1	2	No	No	No	No	No	No	No	No	No	No
21	2	19	1	1	No	No	No	No	No	No	No	No	No	No
22	2	19	1	1	No	No	No	No	No	No	No	No	No	No
23	2	13	1	1	No	No	No	No	No	No	No	No	No	No
24	2	13	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)	14.2
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	40
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	681
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	420	370	107	29
2	403	355	103	28
3	395	348	101	27
4	336	296	86	23
5	319	281	81	22
6	286	252	73	20
7	265	233	67	18
8	252	222	64	17
9	202	178	51	14
10	189	167	48	13
11	189	167	48	13
12	181	159	46	12
13	164	144	42	11
14	151	133	39	10
15	151	133	39	10
16	147	130	37	10
17	84	74	21	6
18	46	41	12	3
19	42	37	11	3
20	17	15	4	1
21	13	11	3	1
22	13	11	3	1
23	8	7	2	1
24	8	7	2	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	790	2	136	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	758	2	131	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	2	743	2	128	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	2	632	2	109	No	No	No	Yes	No	No	Yes	Yes	No	No
5	2	600	2	103	No	No	No	No	No	No	No	Yes	No	No
6	2	538	2	93	No	No	No	No	No	No	No	Yes	No	No
7	2	498	2	85	No	No	No	No	No	No	No	No	No	No
8	2	474	2	81	No	No	No	No	No	No	No	No	No	No
9	2	380	2	65	No	No	No	No	No	No	No	No	No	No
10	2	356	2	61	No	No	No	No	No	No	No	No	No	No
11	2	356	2	61	No	No	No	No	No	No	No	No	No	No
12	2	340	2	58	No	No	No	No	No	No	No	No	No	No
13	2	308	2	53	No	No	No	No	No	No	No	No	No	No
14	2	284	2	49	No	No	No	No	No	No	No	No	No	No
15	2	284	2	49	No	No	No	No	No	No	No	No	No	No
16	2	277	2	47	No	No	No	No	No	No	No	No	No	No
17	2	158	2	27	No	No	No	No	No	No	No	No	No	No
18	2	87	2	15	No	No	No	No	No	No	No	No	No	No
19	2	79	2	14	No	No	No	No	No	No	No	No	No	No
20	2	32	2	5	No	No	No	No	No	No	No	No	No	No
21	2	24	2	4	No	No	No	No	No	No	No	No	No	No
22	2	24	2	4	No	No	No	No	No	No	No	No	No	No
23	2	15	2	3	No	No	No	No	No	No	No	No	No	No
24	2	15	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	4	0	3	4	6	3	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	20.5	19.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:36	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	107	29
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	926	926
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	529	365	120
2	508	350	115
3	497	343	113
4	423	292	96
5	402	277	91
6	360	248	82
7	333	230	76
8	317	219	72
9	254	175	58
10	238	164	54
11	238	164	54
12	227	157	52
13	206	142	47
14	190	131	43
15	190	131	43
16	185	128	42
17	106	73	24
18	58	40	13
19	53	37	12
20	21	15	5
21	16	11	4
22	16	11	4
23	11	7	2
24	11	7	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	894	1	120	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	3	858	1	115	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	3	840	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	3	715	1	96	No	No	No	Yes	No	No	Yes	Yes	No	No
5	3	679	1	91	No	No	No	Yes	No	No	Yes	Yes	No	No
6	3	608	1	82	No	No	No	No	No	No	No	Yes	No	No
7	3	563	1	76	No	No	No	No	No	No	No	Yes	No	No
8	3	536	1	72	No	No	No	No	No	No	No	Yes	No	No
9	3	429	1	58	No	No	No	No	No	No	No	No	No	No
10	3	402	1	54	No	No	No	No	No	No	No	No	No	No
11	3	402	1	54	No	No	No	No	No	No	No	No	No	No
12	3	384	1	52	No	No	No	No	No	No	No	No	No	No
13	3	348	1	47	No	No	No	No	No	No	No	No	No	No
14	3	321	1	43	No	No	No	No	No	No	No	No	No	No
15	3	321	1	43	No	No	No	No	No	No	No	No	No	No
16	3	313	1	42	No	No	No	No	No	No	No	No	No	No
17	3	179	1	24	No	No	No	No	No	No	No	No	No	No
18	3	98	1	13	No	No	No	No	No	No	No	No	No	No
19	3	90	1	12	No	No	No	No	No	No	No	No	No	No
20	3	36	1	5	No	No	No	No	No	No	No	No	No	No
21	3	27	1	4	No	No	No	No	No	No	No	No	No	No
22	3	27	1	4	No	No	No	No	No	No	No	No	No	No
23	3	18	1	2	No	No	No	No	No	No	No	No	No	No
24	3	18	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	3	5	0	3	5	8	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	98.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1014
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 #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	40	35	0
2	38	34	0
3	38	33	0
4	32	28	0
5	30	27	0
6	27	24	0
7	25	22	0
8	24	21	0
9	19	17	0
10	18	16	0
11	18	16	0
12	17	15	0
13	16	14	0
14	14	13	0
15	14	13	0
16	14	12	0
17	8	7	0
18	4	4	0
19	4	4	0
20	2	1	0
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	75	1	0	No	No	No	No	No	No	No	No	No	No
2	2	72	1	0	No	No	No	No	No	No	No	No	No	No
3	2	71	1	0	No	No	No	No	No	No	No	No	No	No
4	2	60	1	0	No	No	No	No	No	No	No	No	No	No
5	2	57	1	0	No	No	No	No	No	No	No	No	No	No
6	2	51	1	0	No	No	No	No	No	No	No	No	No	No
7	2	47	1	0	No	No	No	No	No	No	No	No	No	No
8	2	45	1	0	No	No	No	No	No	No	No	No	No	No
9	2	36	1	0	No	No	No	No	No	No	No	No	No	No
10	2	34	1	0	No	No	No	No	No	No	No	No	No	No
11	2	34	1	0	No	No	No	No	No	No	No	No	No	No
12	2	32	1	0	No	No	No	No	No	No	No	No	No	No
13	2	30	1	0	No	No	No	No	No	No	No	No	No	No
14	2	27	1	0	No	No	No	No	No	No	No	No	No	No
15	2	27	1	0	No	No	No	No	No	No	No	No	No	No
16	2	26	1	0	No	No	No	No	No	No	No	No	No	No
17	2	15	1	0	No	No	No	No	No	No	No	No	No	No
18	2	8	1	0	No	No	No	No	No	No	No	No	No	No
19	2	8	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	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)	8.7
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	75
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	280	478	35
2	269	459	34
3	263	449	33
4	224	382	28
5	213	363	27
6	190	325	24
7	176	301	22
8	168	287	21
9	134	229	17
10	126	215	16
11	126	215	16
12	120	206	15
13	109	186	14
14	101	172	13
15	101	172	13
16	98	167	12
17	56	96	7
18	31	53	4
19	28	48	4
20	11	19	1
21	8	14	1
22	8	14	1
23	6	10	1
24	6	10	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	758	1	35	No	No	No	No	No	No	No	No	No	No
2	2	728	1	34	No	No	No	No	No	No	No	No	No	No
3	2	712	1	33	No	No	No	No	No	No	No	No	No	No
4	2	606	1	28	No	No	No	No	No	No	No	No	No	No
5	2	576	1	27	No	No	No	No	No	No	No	No	No	No
6	2	515	1	24	No	No	No	No	No	No	No	No	No	No
7	2	477	1	22	No	No	No	No	No	No	No	No	No	No
8	2	455	1	21	No	No	No	No	No	No	No	No	No	No
9	2	363	1	17	No	No	No	No	No	No	No	No	No	No
10	2	341	1	16	No	No	No	No	No	No	No	No	No	No
11	2	341	1	16	No	No	No	No	No	No	No	No	No	No
12	2	326	1	15	No	No	No	No	No	No	No	No	No	No
13	2	295	1	14	No	No	No	No	No	No	No	No	No	No
14	2	273	1	13	No	No	No	No	No	No	No	No	No	No
15	2	273	1	13	No	No	No	No	No	No	No	No	No	No
16	2	265	1	12	No	No	No	No	No	No	No	No	No	No
17	2	152	1	7	No	No	No	No	No	No	No	No	No	No
18	2	84	1	4	No	No	No	No	No	No	No	No	No	No
19	2	76	1	4	No	No	No	No	No	No	No	No	No	No
20	2	30	1	1	No	No	No	No	No	No	No	No	No	No
21	2	22	1	1	No	No	No	No	No	No	No	No	No	No
22	2	22	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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)	11.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	35
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	793
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	43	44	0
2	41	42	0
3	40	41	0
4	34	35	0
5	33	33	0
6	29	30	0
7	27	28	0
8	26	26	0
9	21	21	0
10	19	20	0
11	19	20	0
12	18	19	0
13	17	17	0
14	15	16	0
15	15	16	0
16	15	15	0
17	9	9	0
18	5	5	0
19	4	4	0
20	2	2	0
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	87	1	0	No	No	No	No	No	No	No	No	No	No
2	2	83	1	0	No	No	No	No	No	No	No	No	No	No
3	2	81	1	0	No	No	No	No	No	No	No	No	No	No
4	2	69	1	0	No	No	No	No	No	No	No	No	No	No
5	2	66	1	0	No	No	No	No	No	No	No	No	No	No
6	2	59	1	0	No	No	No	No	No	No	No	No	No	No
7	2	55	1	0	No	No	No	No	No	No	No	No	No	No
8	2	52	1	0	No	No	No	No	No	No	No	No	No	No
9	2	42	1	0	No	No	No	No	No	No	No	No	No	No
10	2	39	1	0	No	No	No	No	No	No	No	No	No	No
11	2	39	1	0	No	No	No	No	No	No	No	No	No	No
12	2	37	1	0	No	No	No	No	No	No	No	No	No	No
13	2	34	1	0	No	No	No	No	No	No	No	No	No	No
14	2	31	1	0	No	No	No	No	No	No	No	No	No	No
15	2	31	1	0	No	No	No	No	No	No	No	No	No	No
16	2	30	1	0	No	No	No	No	No	No	No	No	No	No
17	2	18	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	8	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	87
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	43	44	0
2	41	42	0
3	40	41	0
4	34	35	0
5	33	33	0
6	29	30	0
7	27	28	0
8	26	26	0
9	21	21	0
10	19	20	0
11	19	20	0
12	18	19	0
13	17	17	0
14	15	16	0
15	15	16	0
16	15	15	0
17	9	9	0
18	5	5	0
19	4	4	0
20	2	2	0
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	87	1	0	No	No	No	No	No	No	No	No	No	No
2	2	83	1	0	No	No	No	No	No	No	No	No	No	No
3	2	81	1	0	No	No	No	No	No	No	No	No	No	No
4	2	69	1	0	No	No	No	No	No	No	No	No	No	No
5	2	66	1	0	No	No	No	No	No	No	No	No	No	No
6	2	59	1	0	No	No	No	No	No	No	No	No	No	No
7	2	55	1	0	No	No	No	No	No	No	No	No	No	No
8	2	52	1	0	No	No	No	No	No	No	No	No	No	No
9	2	42	1	0	No	No	No	No	No	No	No	No	No	No
10	2	39	1	0	No	No	No	No	No	No	No	No	No	No
11	2	39	1	0	No	No	No	No	No	No	No	No	No	No
12	2	37	1	0	No	No	No	No	No	No	No	No	No	No
13	2	34	1	0	No	No	No	No	No	No	No	No	No	No
14	2	31	1	0	No	No	No	No	No	No	No	No	No	No
15	2	31	1	0	No	No	No	No	No	No	No	No	No	No
16	2	30	1	0	No	No	No	No	No	No	No	No	No	No
17	2	18	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	8	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	87
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	453	305	70
2	435	293	67
3	426	287	66
4	362	244	56
5	344	232	53
6	308	207	48
7	285	192	44
8	272	183	42
9	217	146	34
10	204	137	32
11	204	137	32
12	195	131	30
13	177	119	27
14	163	110	25
15	163	110	25
16	159	107	25
17	91	61	14
18	50	34	8
19	45	31	7
20	18	12	3
21	14	9	2
22	14	9	2
23	9	6	1
24	9	6	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	758	1	70	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	728	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	713	1	66	No	No	No	No	No	No	Yes	Yes	No	No
4	2	606	1	56	No	No	No	No	No	No	No	Yes	No	No
5	2	576	1	53	No	No	No	No	No	No	No	Yes	No	No
6	2	515	1	48	No	No	No	No	No	No	No	Yes	No	No
7	2	477	1	44	No	No	No	No	No	No	No	No	No	No
8	2	455	1	42	No	No	No	No	No	No	No	No	No	No
9	2	363	1	34	No	No	No	No	No	No	No	No	No	No
10	2	341	1	32	No	No	No	No	No	No	No	No	No	No
11	2	341	1	32	No	No	No	No	No	No	No	No	No	No
12	2	326	1	30	No	No	No	No	No	No	No	No	No	No
13	2	296	1	27	No	No	No	No	No	No	No	No	No	No
14	2	273	1	25	No	No	No	No	No	No	No	No	No	No
15	2	273	1	25	No	No	No	No	No	No	No	No	No	No
16	2	266	1	25	No	No	No	No	No	No	No	No	No	No
17	2	152	1	14	No	No	No	No	No	No	No	No	No	No
18	2	84	1	8	No	No	No	No	No	No	No	No	No	No
19	2	76	1	7	No	No	No	No	No	No	No	No	No	No
20	2	30	1	3	No	No	No	No	No	No	No	No	No	No
21	2	23	1	2	No	No	No	No	No	No	No	No	No	No
22	2	23	1	2	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	70
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	828
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 #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	457	290	43
2	439	278	41
3	430	273	40
4	366	232	34
5	347	220	33
6	311	197	29
7	288	183	27
8	274	174	26
9	219	139	21
10	206	131	19
11	206	131	19
12	197	125	18
13	178	113	17
14	165	104	15
15	165	104	15
16	160	102	15
17	91	58	9
18	50	32	5
19	46	29	4
20	18	12	2
21	14	9	1
22	14	9	1
23	9	6	1
24	9	6	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	747	1	43	No	No	No	No	No	No	No	Yes	No	No
2	2	717	1	41	No	No	No	No	No	No	No	No	No	No
3	2	703	1	40	No	No	No	No	No	No	No	No	No	No
4	2	598	1	34	No	No	No	No	No	No	No	No	No	No
5	2	567	1	33	No	No	No	No	No	No	No	No	No	No
6	2	508	1	29	No	No	No	No	No	No	No	No	No	No
7	2	471	1	27	No	No	No	No	No	No	No	No	No	No
8	2	448	1	26	No	No	No	No	No	No	No	No	No	No
9	2	358	1	21	No	No	No	No	No	No	No	No	No	No
10	2	337	1	19	No	No	No	No	No	No	No	No	No	No
11	2	337	1	19	No	No	No	No	No	No	No	No	No	No
12	2	322	1	18	No	No	No	No	No	No	No	No	No	No
13	2	291	1	17	No	No	No	No	No	No	No	No	No	No
14	2	269	1	15	No	No	No	No	No	No	No	No	No	No
15	2	269	1	15	No	No	No	No	No	No	No	No	No	No
16	2	262	1	15	No	No	No	No	No	No	No	No	No	No
17	2	149	1	9	No	No	No	No	No	No	No	No	No	No
18	2	82	1	5	No	No	No	No	No	No	No	No	No	No
19	2	75	1	4	No	No	No	No	No	No	No	No	No	No
20	2	30	1	2	No	No	No	No	No	No	No	No	No	No
21	2	23	1	1	No	No	No	No	No	No	No	No	No	No
22	2	23	1	1	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	1	0	0

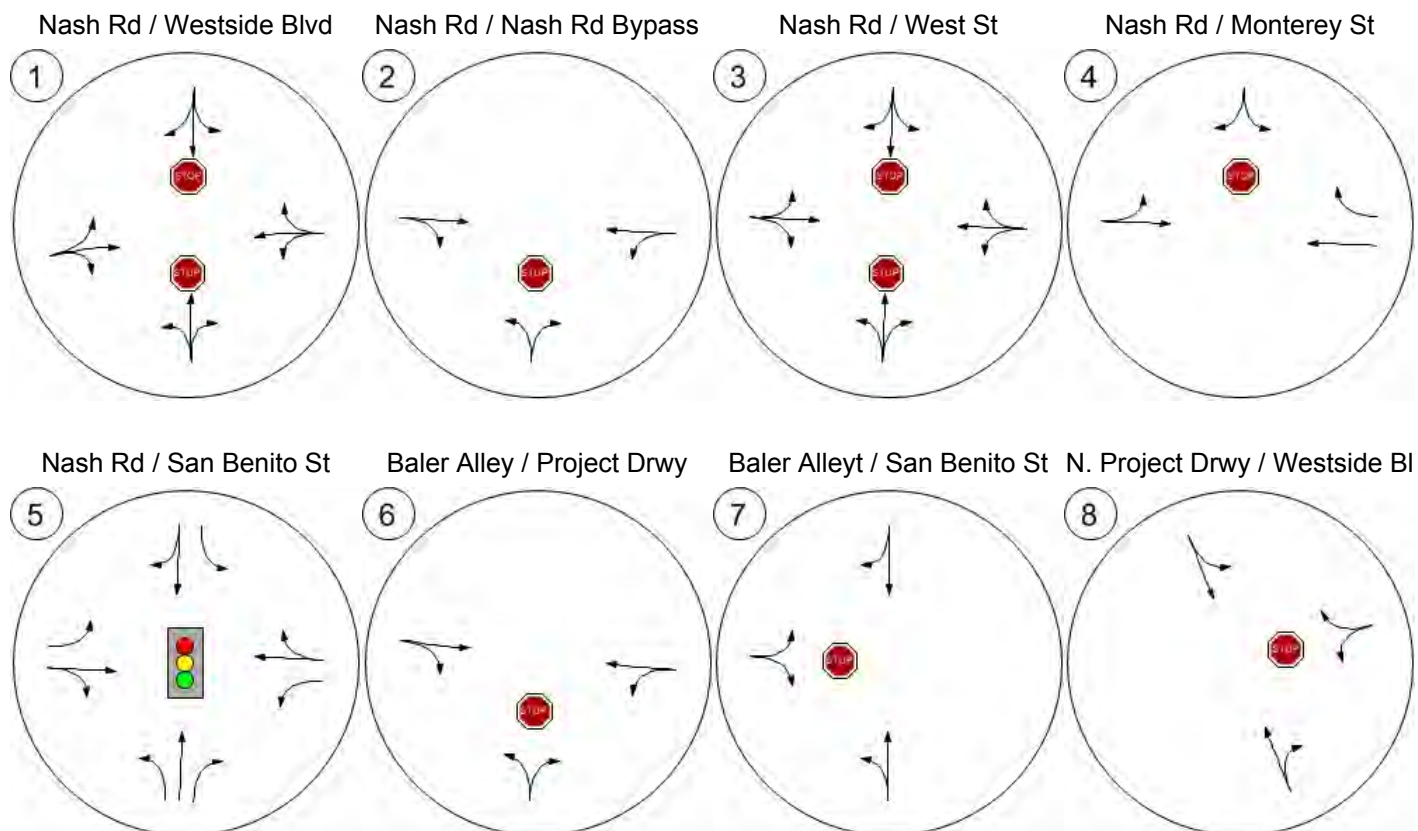
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.5
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	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	790
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



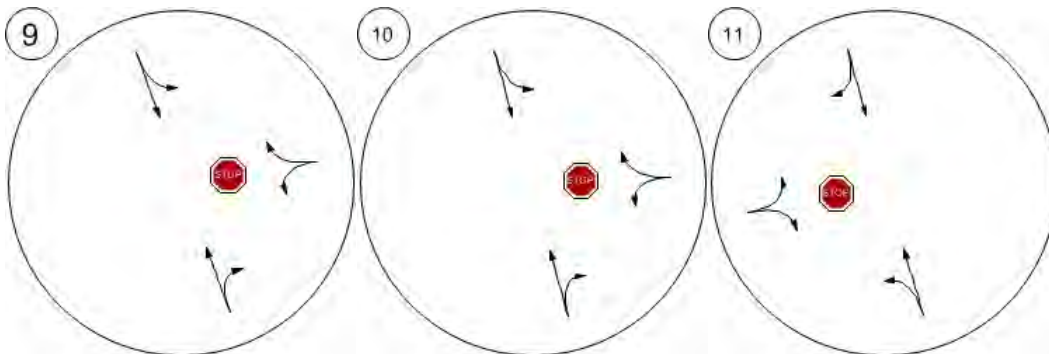
Report Figure 2: Lane Configuration and Traffic Control



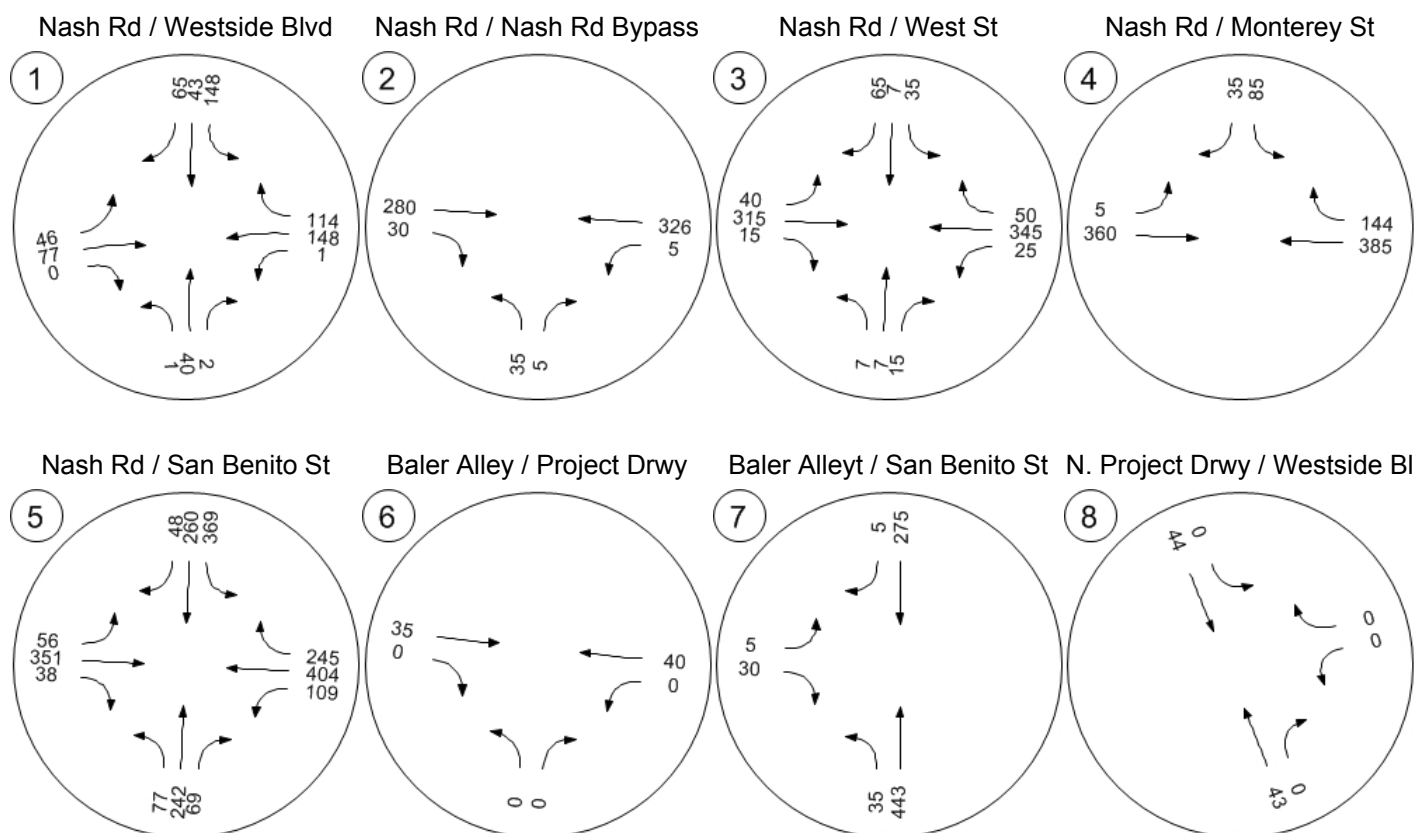
Report Figure 2: Lane Configuration and Traffic Control



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



Report Figure 3a: Traffic Volume - Base Volume



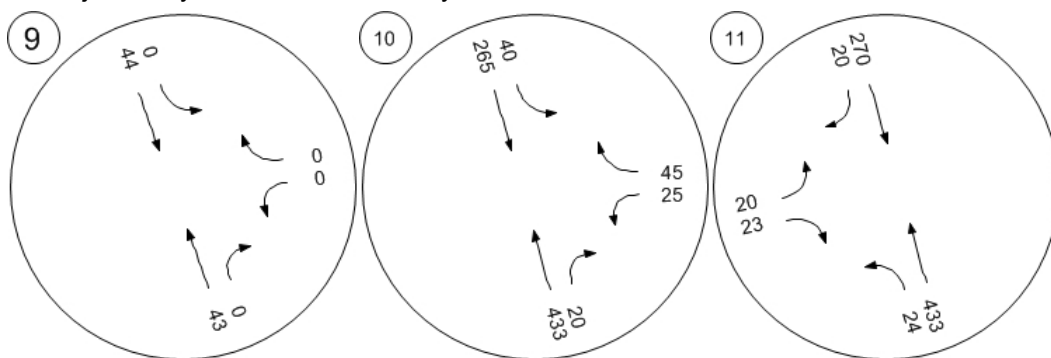
Report Figure 3a: Traffic Volume - Base Volume



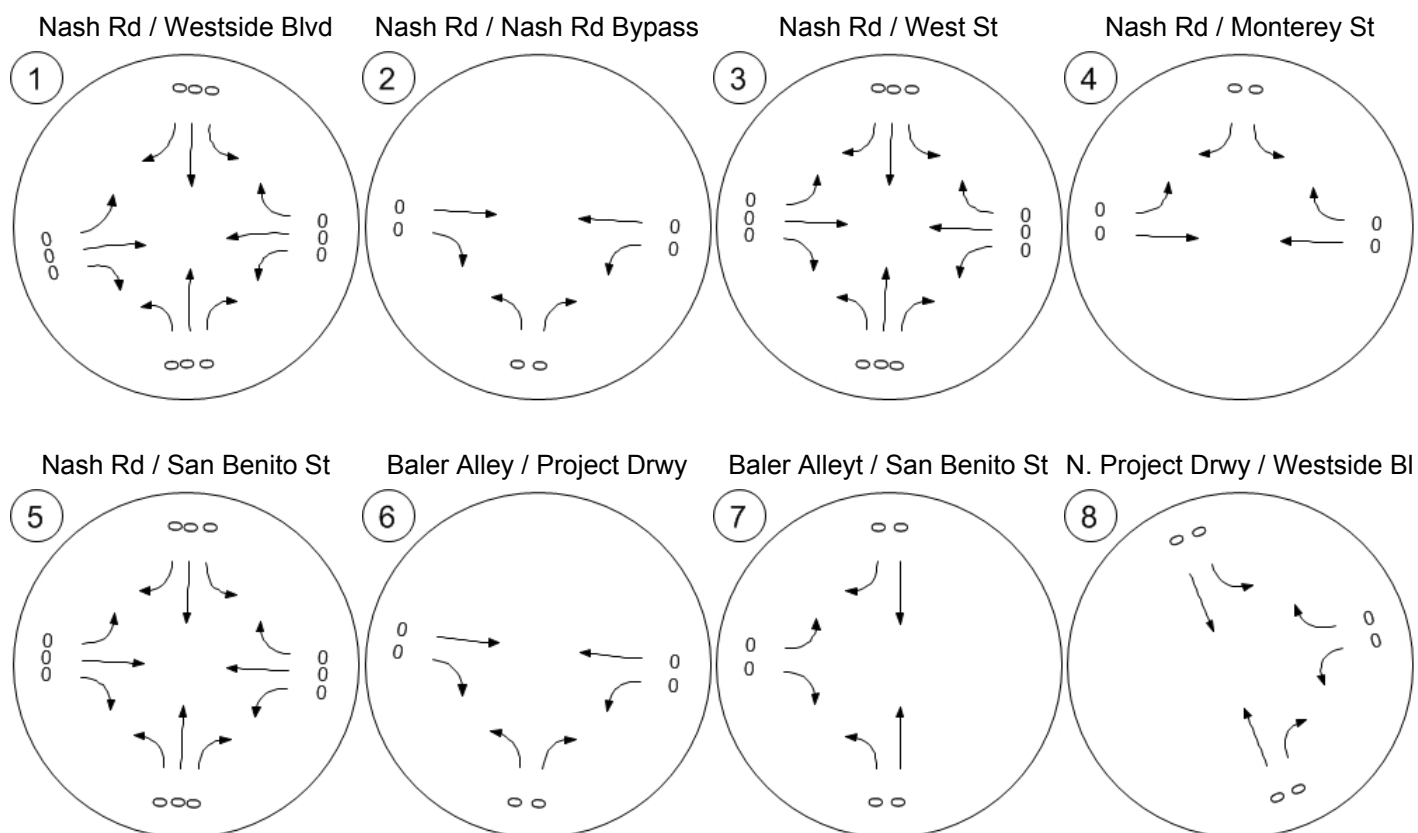
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



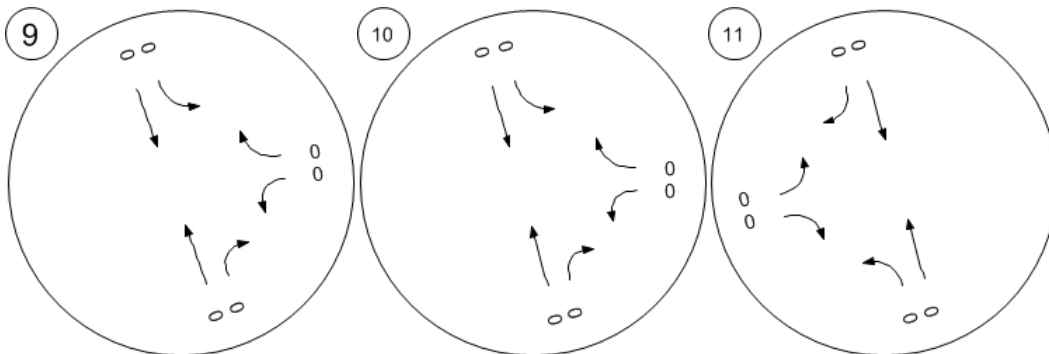
Report Figure 3b: Traffic Volume - In-Process Volume



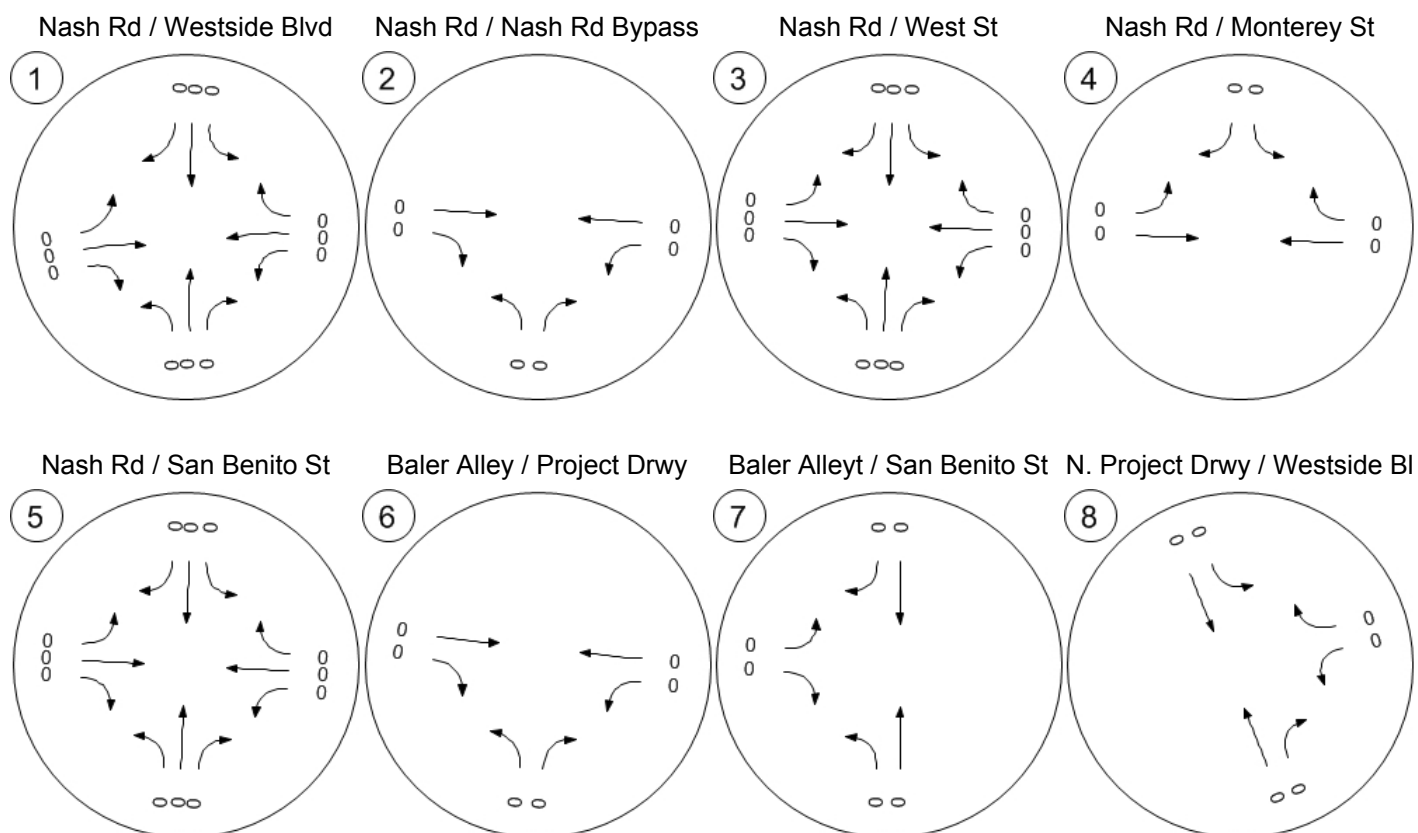
Report Figure 3b: Traffic Volume - In-Process Volume



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



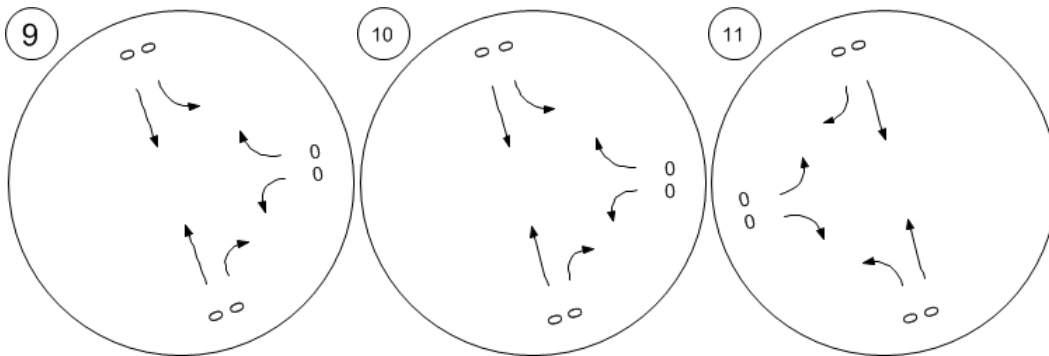
Report Figure 3c: Traffic Volume - Net New Site Trips



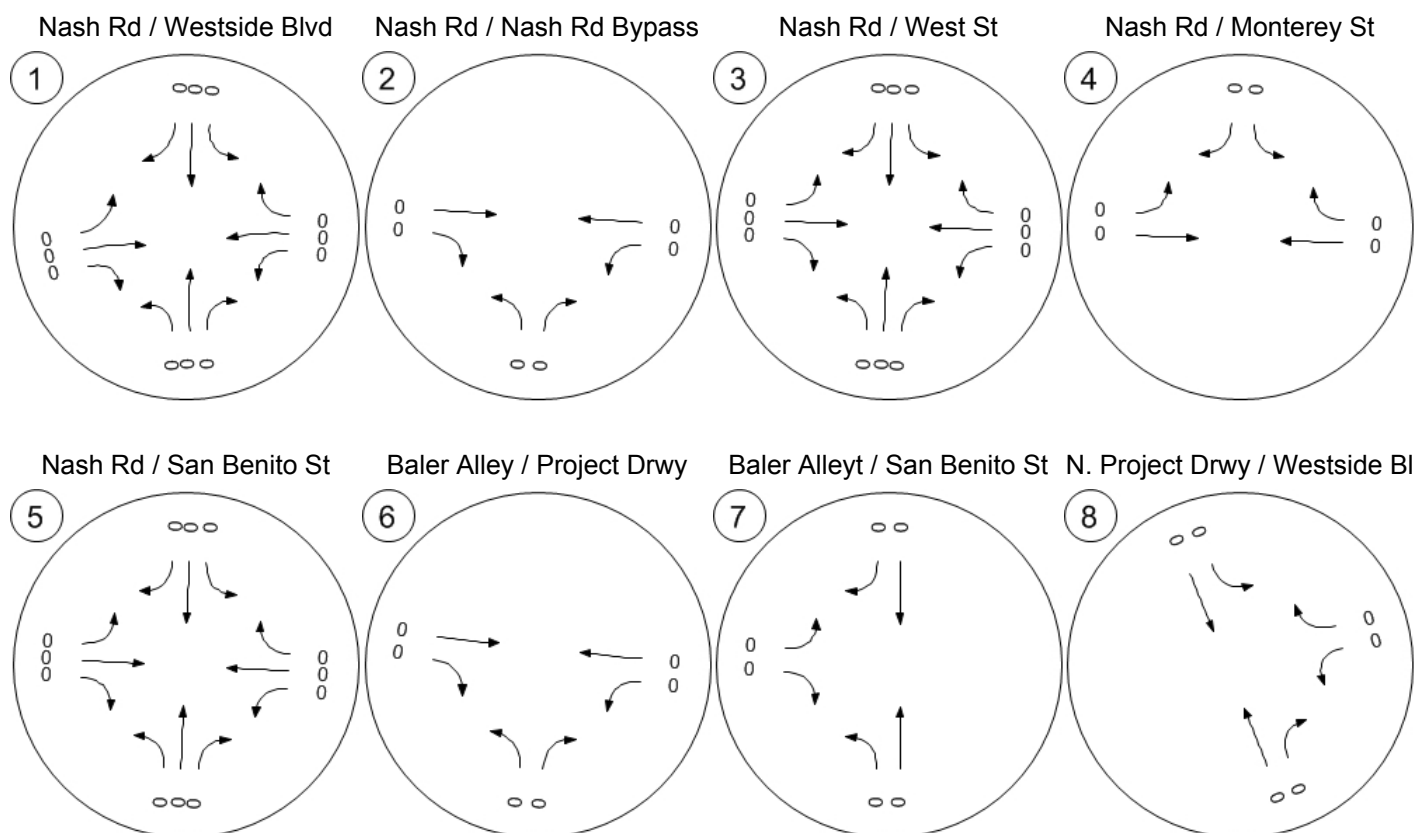
Report Figure 3c: Traffic Volume - Net New Site Trips



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



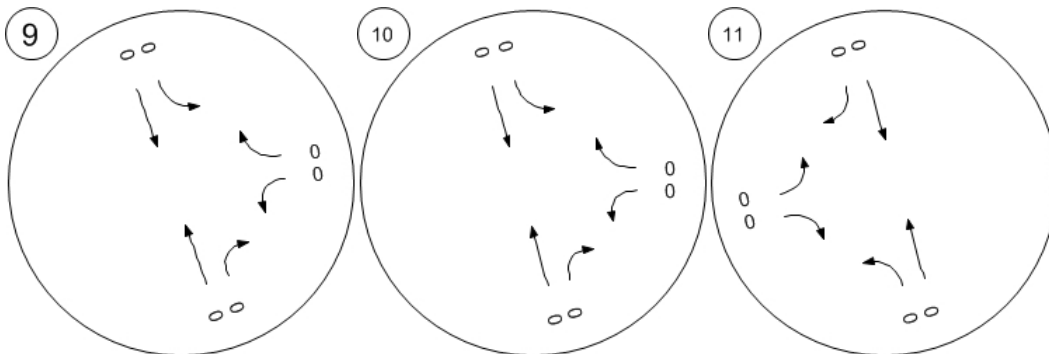
Report Figure 3d: Traffic Volume - Other Volume



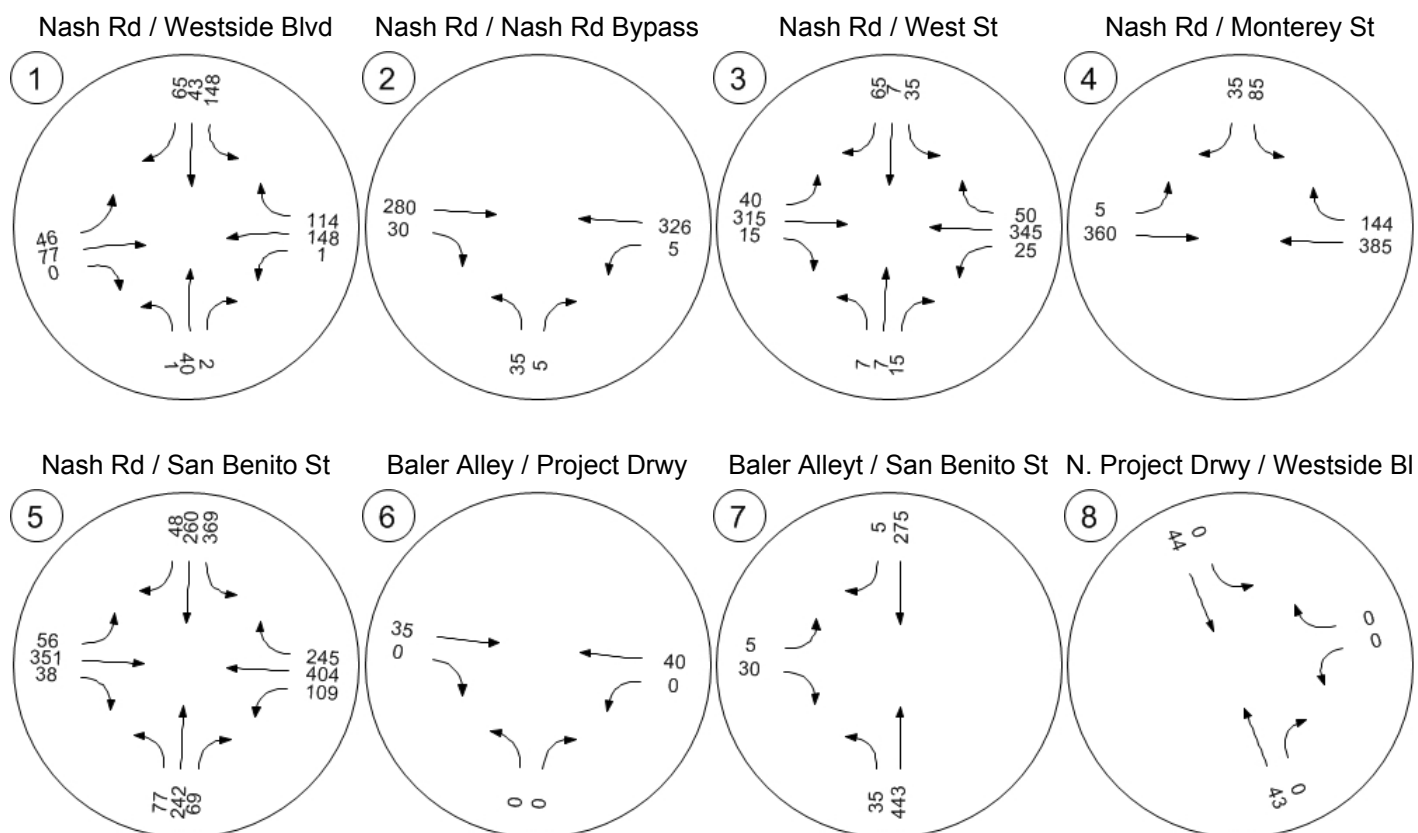
Report Figure 3d: Traffic Volume - Other Volume



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



Report Figure 3e: Traffic Volume - Future Total Volume



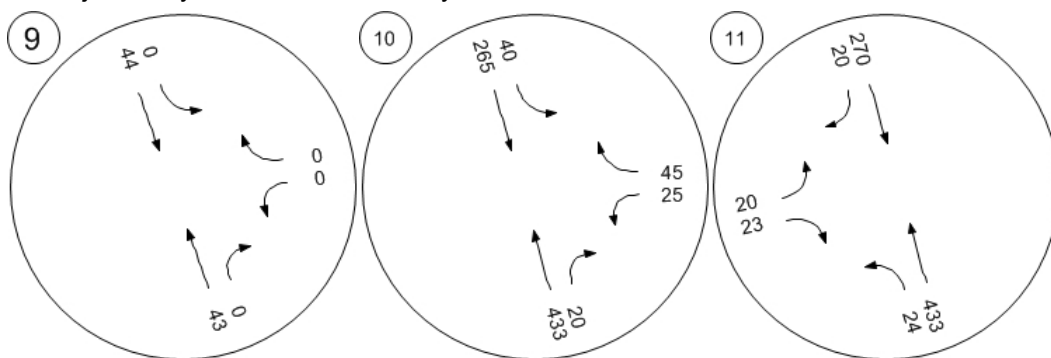
Report Figure 3e: Traffic Volume - Future Total Volume



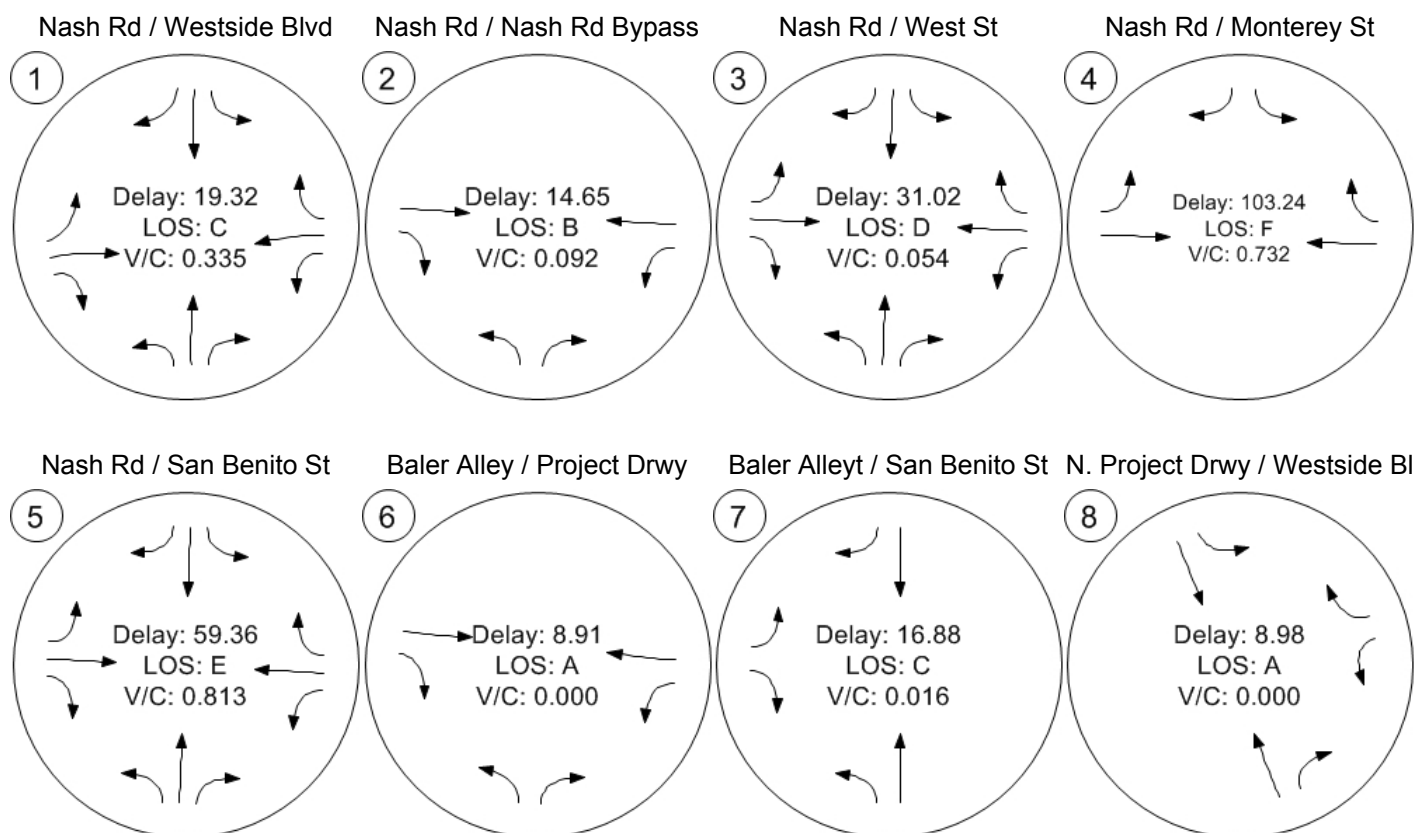
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



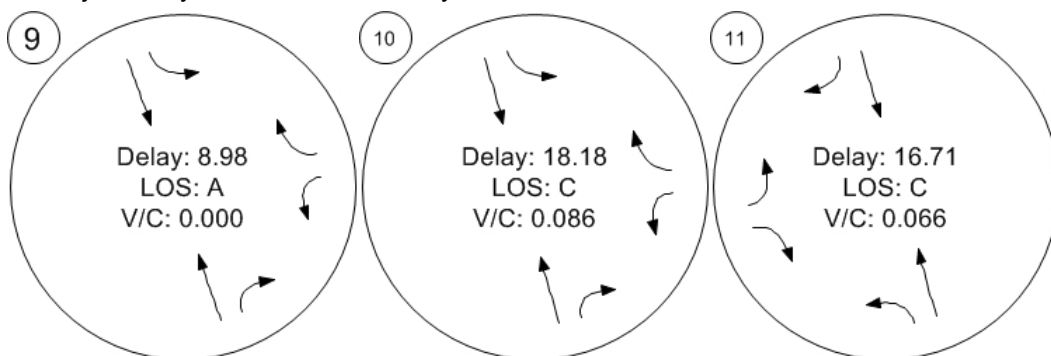
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM Pk Hr.pdf

4/9/2014

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	SBL	0.618	80.9	F
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.151	18.9	C
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.304	50.6	F
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.654	65.9	F
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.907	98.4	F
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	9.0	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.019	19.4	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.090	21.7	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.130	19.2	C

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): 80.9
 Level Of Service: F
 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	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]	1	67	0	127	52	110	149	169	2	3	139	130
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]	1	67	0	127	52	110	149	169	2	3	139	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	18	0	35	14	30	40	46	1	1	38	35
Total Analysis Volume [veh/h]	1	73	0	138	57	120	162	184	2	3	151	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	0.01	0.27	0.00	0.62	0.19	0.15	0.13	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	29.10	23.42	14.26	80.92	76.98	69.19	8.25	0.00	0.00	7.60	0.00	0.00
Movement LOS	D	C	B	F	F	F	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.48	0.48	0.48	6.63	6.63	6.63	0.80	0.80	0.80	0.62	0.62	0.62
50th-Percentile Queue Length [ft]	12.08	12.08	12.08	165.68	165.68	165.68	19.94	19.94	19.94	15.57	15.57	15.57
95th-Percentile Queue Length [veh]	1.10	1.10	1.10	10.03	10.03	10.03	1.12	1.12	1.12	0.80	0.80	0.80
95th-Percentile Queue Length [ft]	27.40	27.40	27.40	250.80	250.80	250.80	28.05	28.05	28.05	20.12	20.12	20.12
d_A, Approach Delay [s/veh]	23.50			75.74			3.84			0.08		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	26.12											
Intersection LOS	F											

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): 18.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.151

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]	42	5	412	35	5	393
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]	42	5	412	35	5	393
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]	11	1	112	10	1	107
Total Analysis Volume [veh/h]	46	5	448	38	5	427
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	0.15	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.89	13.15	0.00	0.00	8.36	0.00
Movement LOS	C	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.26	0.26	0.00	0.00	1.00	1.00
50th-Percentile Queue Length [ft]	6.49	6.49	0.00	0.00	25.08	25.08
95th-Percentile Queue Length [veh]	0.56	0.56	0.00	0.00	1.96	1.96
95th-Percentile Queue Length [ft]	13.95	13.95	0.00	0.00	49.04	49.04
d_A, Approach Delay [s/veh]	18.33		0.00		0.10	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.01					
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): 50.6
 Level Of Service: F
 Volume to Capacity (v/c): 0.304

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]	15	10	20	35	7	20	12	558	7	17	533	30
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]	15	10	20	35	7	20	12	558	7	17	533	30
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]	4	3	5	9	2	5	3	152	2	5	145	8
Total Analysis Volume [veh/h]	16	11	20	35	8	22	13	607	8	18	579	33
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	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	0.15	0.08	0.05	0.30	0.05	0.05	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	45.42	36.96	20.57	50.61	43.57	26.93	8.77	0.00	0.00	9.01	0.00	0.00
Movement LOS	E	E	C	F	E	D	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.43	0.43	0.43	0.75	0.75	0.75	1.53	1.53	1.53	1.58	1.58	1.58
50th-Percentile Queue Length [ft]	10.73	10.73	10.73	18.84	18.84	18.84	38.26	38.26	38.26	39.40	39.40	39.40
95th-Percentile Queue Length [veh]	1.03	1.03	1.03	1.77	1.77	1.77	4.97	4.97	4.97	5.69	5.69	5.69
95th-Percentile Queue Length [ft]	25.79	25.79	25.79	44.25	44.25	44.25	124.32	124.32	124.32	142.25	142.25	142.25
d_A, Approach Delay [s/veh]	32.87			41.73			0.18			0.26		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	3.31											
Intersection LOS	F											

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): 65.9
 Level Of Service: F
 Volume to Capacity (v/c): 0.654

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]	95	25	15	598	555	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	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]	95	25	15	598	555	85
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]	26	7	4	163	151	23
Total Analysis Volume [veh/h]	103	27	16	650	603	92
Pedestrian Volume [ped/h]	41		0		6	
Bicycle Volume [bicycles/h]	0		0		1	

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	0.65	0.06	0.02	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	65.86	50.92	9.39	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
50th-Percentile Queue Length [veh]	2.27	2.27	1.74	1.74	0.00	0.00
50th-Percentile Queue Length [ft]	56.65	56.65	43.44	43.44	0.00	0.00
95th-Percentile Queue Length [veh]	4.44	4.44	8.43	8.43	0.00	0.00
95th-Percentile Queue Length [ft]	111.10	111.10	210.75	210.75	0.00	0.00
d_A, Approach Delay [s/veh]	62.75		0.23		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.57					
Intersection LOS	F					

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

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

Delay (sec / veh): 98.4
 Level Of Service: F
 Volume to Capacity (v/c): 0.907

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]	67	251	125	369	231	93	85	565	43	107	480	287
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]	67	251	125	369	231	93	85	565	43	107	480	287
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]	18	68	34	100	63	25	23	154	12	29	130	78
Total Analysis Volume [veh/h]	73	273	136	401	251	101	92	614	47	116	522	312
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]	120
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]	11	21	0	30	40	0	10	56	0	13	59	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	16	16	23	34	6	31	8	32
g / C, Green / Cycle	0.05	0.18	0.18	0.25	0.37	0.07	0.34	0.08	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.09	0.23	0.20	0.05	0.36	0.07	0.48
s, saturation flow rate [veh/h]	1774	1863	1501	1774	1747	1774	1836	1774	1727
c, Capacity [veh/h]	98	329	265	443	649	121	615	150	607
d1, Uniform Delay [s]	42.37	36.16	33.93	33.07	22.52	41.64	30.25	40.80	29.52
k, delay calibration	0.11	0.11	0.11	0.21	0.16	0.11	0.50	0.11	0.50
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]	10.74	5.41	1.54	12.60	1.04	9.22	57.86	8.19	178.82
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	0.75	0.83	0.51	0.90	0.54	0.76	1.07	0.77	1.37
d, Delay for Lane Group [s/veh]	53.10	41.57	35.47	45.67	23.56	50.87	88.11	48.99	208.34
Lane Group LOS	D	D	D	D	C	D	F	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	1.91	6.30	2.83	9.99	6.02	2.34	22.95	2.88	42.96
50th-Percentile Queue Length [ft]	47.64	157.41	70.64	249.73	150.38	58.39	573.87	72.01	1074.03
95th-Percentile Queue Length [veh]	3.43	10.41	5.09	15.17	10.04	4.20	32.31	5.18	64.55
95th-Percentile Queue Length [ft]	85.75	260.28	127.16	379.31	250.94	105.11	807.63	129.62	1613.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.10	41.57	35.47	45.67	23.56	23.56	50.87	88.11	88.11	48.99	208.34	208.34
Movement LOS	D	D	D	D	C	C	D	F	F	D	F	F
d_A, Approach Delay [s/veh]	41.59			35.33			83.56			188.88		
Approach LOS	D			D			F			F		
d_I, Intersection Delay [s/veh]	98.37											
Intersection LOS	F											
Intersection V/C	0.907											

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): 9.0
 Level Of Service: A
 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	40	0	0	47
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	40	0	0	47
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	11	0	0	13
Total Analysis Volume [veh/h]	0	0	43	0	0	51
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]	8.97	8.50	0.00	0.00	7.30	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]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 19.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.019

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]	42	493	327	5	5	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]	42	493	327	5	5	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]	11	134	89	1	1	10
Total Analysis Volume [veh/h]	46	536	355	5	5	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	0.04	0.01	0.00	0.00	0.02	0.06
d_M, Delay for Movement [s/veh]	8.12	0.00	0.00	0.00	19.37	10.75
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.31	1.31	0.00	0.00	0.14	0.14
50th-Percentile Queue Length [ft]	32.83	32.83	0.00	0.00	3.51	3.51
95th-Percentile Queue Length [veh]	2.73	2.73	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft]	68.36	68.36	0.00	0.00	6.02	6.02
d_A, Approach Delay [s/veh]	0.64		0.00		11.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.89					
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): 9.2
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]	68	0	0	57	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]	68	0	0	57	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	74	0	0	62	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	7.36	0.00	9.20	8.64
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		0.00		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 9.2
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]	68	0	0	57	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]	68	0	0	57	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	74	0	0	62	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	7.36	0.00	9.20	8.64
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		0.00		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 21.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.090

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]	495	30	60	302	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]	495	30	60	302	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]	135	8	16	82	5	11
Total Analysis Volume [veh/h]	538	33	65	328	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	0.01	0.00	0.06	0.00	0.09	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.84	0.00	21.73	13.72
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.97	0.97	0.30	0.30
50th-Percentile Queue Length [ft]	0.00	0.00	24.14	24.14	7.42	7.42
95th-Percentile Queue Length [veh]	0.00	0.00	1.89	1.89	0.61	0.61
95th-Percentile Queue Length [ft]	0.00	0.00	47.26	47.26	15.25	15.25
d_A, Approach Delay [s/veh]	0.00		1.46		16.43	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.60					
Intersection LOS	C					

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): 19.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.130

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]	25	490	284	38	35	22
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]	25	490	284	38	35	22
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]	7	133	77	10	10	6
Total Analysis Volume [veh/h]	27	533	309	41	38	24
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	0.01	0.00	0.00	0.13	0.03
d_M, Delay for Movement [s/veh]	8.05	0.00	0.00	0.00	19.17	11.91
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.25	1.25	0.00	0.00	0.28	0.28
50th-Percentile Queue Length [ft]	31.29	31.29	0.00	0.00	7.04	7.04
95th-Percentile Queue Length [veh]	2.51	2.51	0.00	0.00	0.58	0.58
95th-Percentile Queue Length [ft]	62.79	62.79	0.00	0.00	14.47	14.47
d_A, Approach Delay [s/veh]	0.39		0.00		16.36	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM Pk Hr.pdf

4/9/2014

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	67	0	127	52	110	149	169	2	3	139	130	949

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	42	5	412	35	5	393	892

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	15	10	20	35	7	20	12	558	7	17	533	30	1264

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	95	25	15	598	555	85	1373

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	67	251	125	369	231	93	85	565	43	107	480	287	2703

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	40	0	0	47	87

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	42	493	327	5	5	35	907

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	68	0	0	57	0	0	125

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	68	0	0	57	0	0	125

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	495	30	60	302	20	40	947

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	25	490	284	38	35	22	894

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM Pk Hr.pdf

4/9/2014

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	1	67	0	127	52	110	149	169	2	3	139	130	949
		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	1	67	0	127	52	110	149	169	2	3	139	130	949

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	42	5	412	35	5	393	892
		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	42	5	412	35	5	393	892

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	15	10	20	35	7	20	12	558	7	17	533	30	1264
		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	15	10	20	35	7	20	12	558	7	17	533	30	1264

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	95	25	15	598	555	85	1373
		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	95	25	15	598	555	85	1373

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	67	251	125	369	231	93	85	565	43	107	480	287	2703
		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	67	251	125	369	231	93	85	565	43	107	480	287	2703

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	40	0	0	47	87
		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	40	0	0	47	87

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	42	493	327	5	5	35	907
		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	42	493	327	5	5	35	907

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	68	0	0	57	0	0	125
		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	68	0	0	57	0	0	125

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	68	0	0	57	0	0	125
		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	68	0	0	57	0	0	125

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	495	30	60	302	20	40	947
		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	495	30	60	302	20	40	947

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	25	490	284	38	35	22	894
		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	25	490	284	38	35	22	894

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	Yes

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	5	6	1	6
2	5	6	1	6
3	8	10	2	9
4	8	10	2	9
5	11	13	3	12
6	27	32	7	29
7	30	35	7	32
8	54	64	14	58
9	95	112	24	101
10	98	115	24	104
11	98	115	24	104
12	106	125	27	113
13	117	138	29	124
14	122	144	31	130
15	122	144	31	130
16	131	154	33	139
17	163	192	41	173
18	171	202	43	182
19	185	218	46	197
20	207	243	52	220
21	218	256	54	231
22	256	301	64	272
23	261	307	65	277
24	272	320	68	289

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	2	7	No	No	No	No	No	No	No	No	No	No
2	2	11	2	7	No	No	No	No	No	No	No	No	No	No
3	2	18	2	11	No	No	No	No	No	No	No	No	No	No
4	2	18	2	11	No	No	No	No	No	No	No	No	No	No
5	2	24	2	15	No	No	No	No	No	No	No	No	No	No
6	2	59	2	36	No	No	No	No	No	No	No	No	No	No
7	2	65	2	39	No	No	No	No	No	No	No	No	No	No
8	2	118	2	72	No	No	No	No	No	No	No	No	No	No
9	2	207	2	125	No	No	No	No	No	No	No	No	No	No
10	2	213	2	128	No	No	No	No	No	No	No	No	No	No
11	2	213	2	128	No	No	No	No	No	No	No	No	No	No
12	2	231	2	140	No	No	No	No	No	No	No	No	No	No
13	2	255	2	153	No	No	No	No	No	No	No	No	No	No
14	2	266	2	161	No	No	No	No	No	No	No	No	No	No
15	2	266	2	161	No	No	No	No	No	No	No	No	No	No
16	2	285	2	172	No	No	No	No	No	No	No	No	No	No
17	2	355	2	214	No	No	No	Yes	No	No	No	No	No	No
18	2	373	2	225	No	No	No	Yes	No	No	No	No	No	No
19	2	403	2	243	No	No	No	Yes	No	No	No	No	No	No
20	2	450	2	272	No	No	Yes	Yes	No	No	No	No	No	No
21	2	474	2	285	No	No	Yes	Yes	No	No	No	No	No	No
22	2	557	2	336	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
23	2	568	2	342	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
24	2	592	2	357	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
Hours Met					0	3	5	8	0	0	0	3	3	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.5	75.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:26	6:04
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	68	289
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	949	949
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	Yes	

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	398	447	47
2	382	429	45
3	374	420	44
4	318	358	38
5	302	340	36
6	271	304	32
7	251	282	30
8	239	268	28
9	191	215	23
10	179	201	21
11	179	201	21
12	171	192	20
13	155	174	18
14	143	161	17
15	143	161	17
16	139	156	16
17	80	89	9
18	44	49	5
19	40	45	5
20	16	18	2
21	12	13	1
22	12	13	1
23	8	9	1
24	8	9	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	845	1	47	No	No	No	No	No	No	No	Yes	No	No
2	2	811	1	45	No	No	No	No	No	No	No	Yes	No	No
3	2	794	1	44	No	No	No	No	No	No	No	Yes	No	No
4	2	676	1	38	No	No	No	No	No	No	No	No	No	No
5	2	642	1	36	No	No	No	No	No	No	No	No	No	No
6	2	575	1	32	No	No	No	No	No	No	No	No	No	No
7	2	533	1	30	No	No	No	No	No	No	No	No	No	No
8	2	507	1	28	No	No	No	No	No	No	No	No	No	No
9	2	406	1	23	No	No	No	No	No	No	No	No	No	No
10	2	380	1	21	No	No	No	No	No	No	No	No	No	No
11	2	380	1	21	No	No	No	No	No	No	No	No	No	No
12	2	363	1	20	No	No	No	No	No	No	No	No	No	No
13	2	329	1	18	No	No	No	No	No	No	No	No	No	No
14	2	304	1	17	No	No	No	No	No	No	No	No	No	No
15	2	304	1	17	No	No	No	No	No	No	No	No	No	No
16	2	295	1	16	No	No	No	No	No	No	No	No	No	No
17	2	169	1	9	No	No	No	No	No	No	No	No	No	No
18	2	93	1	5	No	No	No	No	No	No	No	No	No	No
19	2	85	1	5	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	1	No	No	No	No	No	No	No	No	No	No
22	2	25	1	1	No	No	No	No	No	No	No	No	No	No
23	2	17	1	1	No	No	No	No	No	No	No	No	No	No
24	2	17	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	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:14
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	892
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	580	577	62	45
2	557	554	60	43
3	545	542	58	42
4	464	462	50	36
5	441	439	47	34
6	394	392	42	31
7	365	364	39	28
8	348	346	37	27
9	278	277	30	22
10	261	260	28	20
11	261	260	28	20
12	249	248	27	19
13	226	225	24	18
14	209	208	22	16
15	209	208	22	16
16	203	202	22	16
17	116	115	12	9
18	64	63	7	5
19	58	58	6	5
20	23	23	2	2
21	17	17	2	1
22	17	17	2	1
23	12	12	1	1
24	12	12	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	1157	2	107	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	1111	2	103	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	1087	2	100	No	No	No	No	No	No	Yes	Yes	No	No
4	2	926	2	86	No	No	No	No	No	No	No	Yes	No	No
5	2	880	2	81	No	No	No	No	No	No	No	Yes	No	No
6	2	786	2	73	No	No	No	No	No	No	No	Yes	No	No
7	2	729	2	67	No	No	No	No	No	No	No	No	No	No
8	2	694	2	64	No	No	No	No	No	No	No	No	No	No
9	2	555	2	52	No	No	No	No	No	No	No	No	No	No
10	2	521	2	48	No	No	No	No	No	No	No	No	No	No
11	2	521	2	48	No	No	No	No	No	No	No	No	No	No
12	2	497	2	46	No	No	No	No	No	No	No	No	No	No
13	2	451	2	42	No	No	No	No	No	No	No	No	No	No
14	2	417	2	38	No	No	No	No	No	No	No	No	No	No
15	2	417	2	38	No	No	No	No	No	No	No	No	No	No
16	2	405	2	38	No	No	No	No	No	No	No	No	No	No
17	2	231	2	21	No	No	No	No	No	No	No	No	No	No
18	2	127	2	12	No	No	No	No	No	No	No	No	No	No
19	2	116	2	11	No	No	No	No	No	No	No	No	No	No
20	2	46	2	4	No	No	No	No	No	No	No	No	No	No
21	2	34	2	3	No	No	No	No	No	No	No	No	No	No
22	2	34	2	3	No	No	No	No	No	No	No	No	No	No
23	2	24	2	2	No	No	No	No	No	No	No	No	No	No
24	2	24	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	41.7	32.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:43	0:24
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	62	45
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1264	1264
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	Yes
#3	Peak Hour	Yes

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	640	613	120
2	614	588	115
3	602	576	113
4	512	490	96
5	486	466	91
6	435	417	82
7	403	386	76
8	384	368	72
9	307	294	58
10	288	276	54
11	288	276	54
12	275	264	52
13	250	239	47
14	230	221	43
15	230	221	43
16	224	215	42
17	128	123	24
18	70	67	13
19	64	61	12
20	26	25	5
21	19	18	4
22	19	18	4
23	13	12	2
24	13	12	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	1253	1	120	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1202	1	115	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1178	1	113	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1002	1	96	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
5	3	952	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	852	1	82	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	789	1	76	No	No	No	No	No	Yes	Yes	Yes	No	No
8	3	752	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
9	3	601	1	58	No	No	No	No	No	No	No	Yes	No	No
10	3	564	1	54	No	No	No	No	No	No	No	Yes	No	No
11	3	564	1	54	No	No	No	No	No	No	No	Yes	No	No
12	3	539	1	52	No	No	No	No	No	No	No	Yes	No	No
13	3	489	1	47	No	No	No	No	No	No	No	No	No	No
14	3	451	1	43	No	No	No	No	No	No	No	No	No	No
15	3	451	1	43	No	No	No	No	No	No	No	No	No	No
16	3	439	1	42	No	No	No	No	No	No	No	No	No	No
17	3	251	1	24	No	No	No	No	No	No	No	No	No	No
18	3	137	1	13	No	No	No	No	No	No	No	No	No	No
19	3	125	1	12	No	No	No	No	No	No	No	No	No	No
20	3	51	1	5	No	No	No	No	No	No	No	No	No	No
21	3	37	1	4	No	No	No	No	No	No	No	No	No	No
22	3	37	1	4	No	No	No	No	No	No	No	No	No	No
23	3	25	1	2	No	No	No	No	No	No	No	No	No	No
24	3	25	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	3	5	5	8	8	12	6	3

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	62.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:05
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1373
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 #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	47	40	0
2	45	38	0
3	44	38	0
4	38	32	0
5	36	30	0
6	32	27	0
7	30	25	0
8	28	24	0
9	23	19	0
10	21	18	0
11	21	18	0
12	20	17	0
13	18	16	0
14	17	14	0
15	17	14	0
16	16	14	0
17	9	8	0
18	5	4	0
19	5	4	0
20	2	2	0
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	87	1	0	No	No	No	No	No	No	No	No	No	No
2	2	83	1	0	No	No	No	No	No	No	No	No	No	No
3	2	82	1	0	No	No	No	No	No	No	No	No	No	No
4	2	70	1	0	No	No	No	No	No	No	No	No	No	No
5	2	66	1	0	No	No	No	No	No	No	No	No	No	No
6	2	59	1	0	No	No	No	No	No	No	No	No	No	No
7	2	55	1	0	No	No	No	No	No	No	No	No	No	No
8	2	52	1	0	No	No	No	No	No	No	No	No	No	No
9	2	42	1	0	No	No	No	No	No	No	No	No	No	No
10	2	39	1	0	No	No	No	No	No	No	No	No	No	No
11	2	39	1	0	No	No	No	No	No	No	No	No	No	No
12	2	37	1	0	No	No	No	No	No	No	No	No	No	No
13	2	34	1	0	No	No	No	No	No	No	No	No	No	No
14	2	31	1	0	No	No	No	No	No	No	No	No	No	No
15	2	31	1	0	No	No	No	No	No	No	No	No	No	No
16	2	30	1	0	No	No	No	No	No	No	No	No	No	No
17	2	17	1	0	No	No	No	No	No	No	No	No	No	No
18	2	9	1	0	No	No	No	No	No	No	No	No	No	No
19	2	9	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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)	8.7
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	87
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	332	535	40
2	319	514	38
3	312	503	38
4	266	428	32
5	252	407	30
6	226	364	27
7	209	337	25
8	199	321	24
9	159	257	19
10	149	241	18
11	149	241	18
12	143	230	17
13	129	209	16
14	120	193	14
15	120	193	14
16	116	187	14
17	66	107	8
18	37	59	4
19	33	54	4
20	13	21	2
21	10	16	1
22	10	16	1
23	7	11	1
24	7	11	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	867	1	40	No	No	No	No	No	No	No	No	No	No
2	2	833	1	38	No	No	No	No	No	No	No	No	No	No
3	2	815	1	38	No	No	No	No	No	No	No	No	No	No
4	2	694	1	32	No	No	No	No	No	No	No	No	No	No
5	2	659	1	30	No	No	No	No	No	No	No	No	No	No
6	2	590	1	27	No	No	No	No	No	No	No	No	No	No
7	2	546	1	25	No	No	No	No	No	No	No	No	No	No
8	2	520	1	24	No	No	No	No	No	No	No	No	No	No
9	2	416	1	19	No	No	No	No	No	No	No	No	No	No
10	2	390	1	18	No	No	No	No	No	No	No	No	No	No
11	2	390	1	18	No	No	No	No	No	No	No	No	No	No
12	2	373	1	17	No	No	No	No	No	No	No	No	No	No
13	2	338	1	16	No	No	No	No	No	No	No	No	No	No
14	2	313	1	14	No	No	No	No	No	No	No	No	No	No
15	2	313	1	14	No	No	No	No	No	No	No	No	No	No
16	2	303	1	14	No	No	No	No	No	No	No	No	No	No
17	2	173	1	8	No	No	No	No	No	No	No	No	No	No
18	2	96	1	4	No	No	No	No	No	No	No	No	No	No
19	2	87	1	4	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	26	1	1	No	No	No	No	No	No	No	No	No	No
22	2	26	1	1	No	No	No	No	No	No	No	No	No	No
23	2	18	1	1	No	No	No	No	No	No	No	No	No	No
24	2	18	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)	11.7
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	907
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	68	57	0
2	65	55	0
3	64	54	0
4	54	46	0
5	52	43	0
6	46	39	0
7	43	36	0
8	41	34	0
9	33	27	0
10	31	26	0
11	31	26	0
12	29	25	0
13	27	22	0
14	24	21	0
15	24	21	0
16	24	20	0
17	14	11	0
18	7	6	0
19	7	6	0
20	3	2	0
21	2	2	0
22	2	2	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	125	1	0	No	No	No	No	No	No	No	No	No	No
2	2	120	1	0	No	No	No	No	No	No	No	No	No	No
3	2	118	1	0	No	No	No	No	No	No	No	No	No	No
4	2	100	1	0	No	No	No	No	No	No	No	No	No	No
5	2	95	1	0	No	No	No	No	No	No	No	No	No	No
6	2	85	1	0	No	No	No	No	No	No	No	No	No	No
7	2	79	1	0	No	No	No	No	No	No	No	No	No	No
8	2	75	1	0	No	No	No	No	No	No	No	No	No	No
9	2	60	1	0	No	No	No	No	No	No	No	No	No	No
10	2	57	1	0	No	No	No	No	No	No	No	No	No	No
11	2	57	1	0	No	No	No	No	No	No	No	No	No	No
12	2	54	1	0	No	No	No	No	No	No	No	No	No	No
13	2	49	1	0	No	No	No	No	No	No	No	No	No	No
14	2	45	1	0	No	No	No	No	No	No	No	No	No	No
15	2	45	1	0	No	No	No	No	No	No	No	No	No	No
16	2	44	1	0	No	No	No	No	No	No	No	No	No	No
17	2	25	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	13	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	125
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	68	57	0
2	65	55	0
3	64	54	0
4	54	46	0
5	52	43	0
6	46	39	0
7	43	36	0
8	41	34	0
9	33	27	0
10	31	26	0
11	31	26	0
12	29	25	0
13	27	22	0
14	24	21	0
15	24	21	0
16	24	20	0
17	14	11	0
18	7	6	0
19	7	6	0
20	3	2	0
21	2	2	0
22	2	2	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	125	1	0	No	No	No	No	No	No	No	No	No	No
2	2	120	1	0	No	No	No	No	No	No	No	No	No	No
3	2	118	1	0	No	No	No	No	No	No	No	No	No	No
4	2	100	1	0	No	No	No	No	No	No	No	No	No	No
5	2	95	1	0	No	No	No	No	No	No	No	No	No	No
6	2	85	1	0	No	No	No	No	No	No	No	No	No	No
7	2	79	1	0	No	No	No	No	No	No	No	No	No	No
8	2	75	1	0	No	No	No	No	No	No	No	No	No	No
9	2	60	1	0	No	No	No	No	No	No	No	No	No	No
10	2	57	1	0	No	No	No	No	No	No	No	No	No	No
11	2	57	1	0	No	No	No	No	No	No	No	No	No	No
12	2	54	1	0	No	No	No	No	No	No	No	No	No	No
13	2	49	1	0	No	No	No	No	No	No	No	No	No	No
14	2	45	1	0	No	No	No	No	No	No	No	No	No	No
15	2	45	1	0	No	No	No	No	No	No	No	No	No	No
16	2	44	1	0	No	No	No	No	No	No	No	No	No	No
17	2	25	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	13	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	125
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	525	362	60
2	504	348	58
3	494	340	56
4	420	290	48
5	399	275	46
6	357	246	41
7	331	228	38
8	315	217	36
9	252	174	29
10	236	163	27
11	236	163	27
12	226	156	26
13	205	141	23
14	189	130	22
15	189	130	22
16	184	127	21
17	105	72	12
18	58	40	7
19	53	36	6
20	21	14	2
21	16	11	2
22	16	11	2
23	11	7	1
24	11	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	887	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	852	1	58	No	No	No	No	No	No	Yes	Yes	No	No
3	2	834	1	56	No	No	No	No	No	No	Yes	Yes	No	No
4	2	710	1	48	No	No	No	No	No	No	No	Yes	No	No
5	2	674	1	46	No	No	No	No	No	No	No	Yes	No	No
6	2	603	1	41	No	No	No	No	No	No	No	No	No	No
7	2	559	1	38	No	No	No	No	No	No	No	No	No	No
8	2	532	1	36	No	No	No	No	No	No	No	No	No	No
9	2	426	1	29	No	No	No	No	No	No	No	No	No	No
10	2	399	1	27	No	No	No	No	No	No	No	No	No	No
11	2	399	1	27	No	No	No	No	No	No	No	No	No	No
12	2	382	1	26	No	No	No	No	No	No	No	No	No	No
13	2	346	1	23	No	No	No	No	No	No	No	No	No	No
14	2	319	1	22	No	No	No	No	No	No	No	No	No	No
15	2	319	1	22	No	No	No	No	No	No	No	No	No	No
16	2	311	1	21	No	No	No	No	No	No	No	No	No	No
17	2	177	1	12	No	No	No	No	No	No	No	No	No	No
18	2	98	1	7	No	No	No	No	No	No	No	No	No	No
19	2	89	1	6	No	No	No	No	No	No	No	No	No	No
20	2	35	1	2	No	No	No	No	No	No	No	No	No	No
21	2	27	1	2	No	No	No	No	No	No	No	No	No	No
22	2	27	1	2	No	No	No	No	No	No	No	No	No	No
23	2	18	1	1	No	No	No	No	No	No	No	No	No	No
24	2	18	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	1	3	5	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16
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	947
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 #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	515	322	57
2	494	309	55
3	484	303	54
4	412	258	46
5	391	245	43
6	350	219	39
7	324	203	36
8	309	193	34
9	247	155	27
10	232	145	26
11	232	145	26
12	221	138	25
13	201	126	22
14	185	116	21
15	185	116	21
16	180	113	20
17	103	64	11
18	57	35	6
19	52	32	6
20	21	13	2
21	15	10	2
22	15	10	2
23	10	6	1
24	10	6	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	837	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	2	803	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	2	787	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	2	670	1	46	No	No	No	No	No	No	No	Yes	No	No
5	2	636	1	43	No	No	No	No	No	No	No	Yes	No	No
6	2	569	1	39	No	No	No	No	No	No	No	No	No	No
7	2	527	1	36	No	No	No	No	No	No	No	No	No	No
8	2	502	1	34	No	No	No	No	No	No	No	No	No	No
9	2	402	1	27	No	No	No	No	No	No	No	No	No	No
10	2	377	1	26	No	No	No	No	No	No	No	No	No	No
11	2	377	1	26	No	No	No	No	No	No	No	No	No	No
12	2	359	1	25	No	No	No	No	No	No	No	No	No	No
13	2	327	1	22	No	No	No	No	No	No	No	No	No	No
14	2	301	1	21	No	No	No	No	No	No	No	No	No	No
15	2	301	1	21	No	No	No	No	No	No	No	No	No	No
16	2	293	1	20	No	No	No	No	No	No	No	No	No	No
17	2	167	1	11	No	No	No	No	No	No	No	No	No	No
18	2	92	1	6	No	No	No	No	No	No	No	No	No	No
19	2	84	1	6	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	2	No	No	No	No	No	No	No	No	No	No
22	2	25	1	2	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

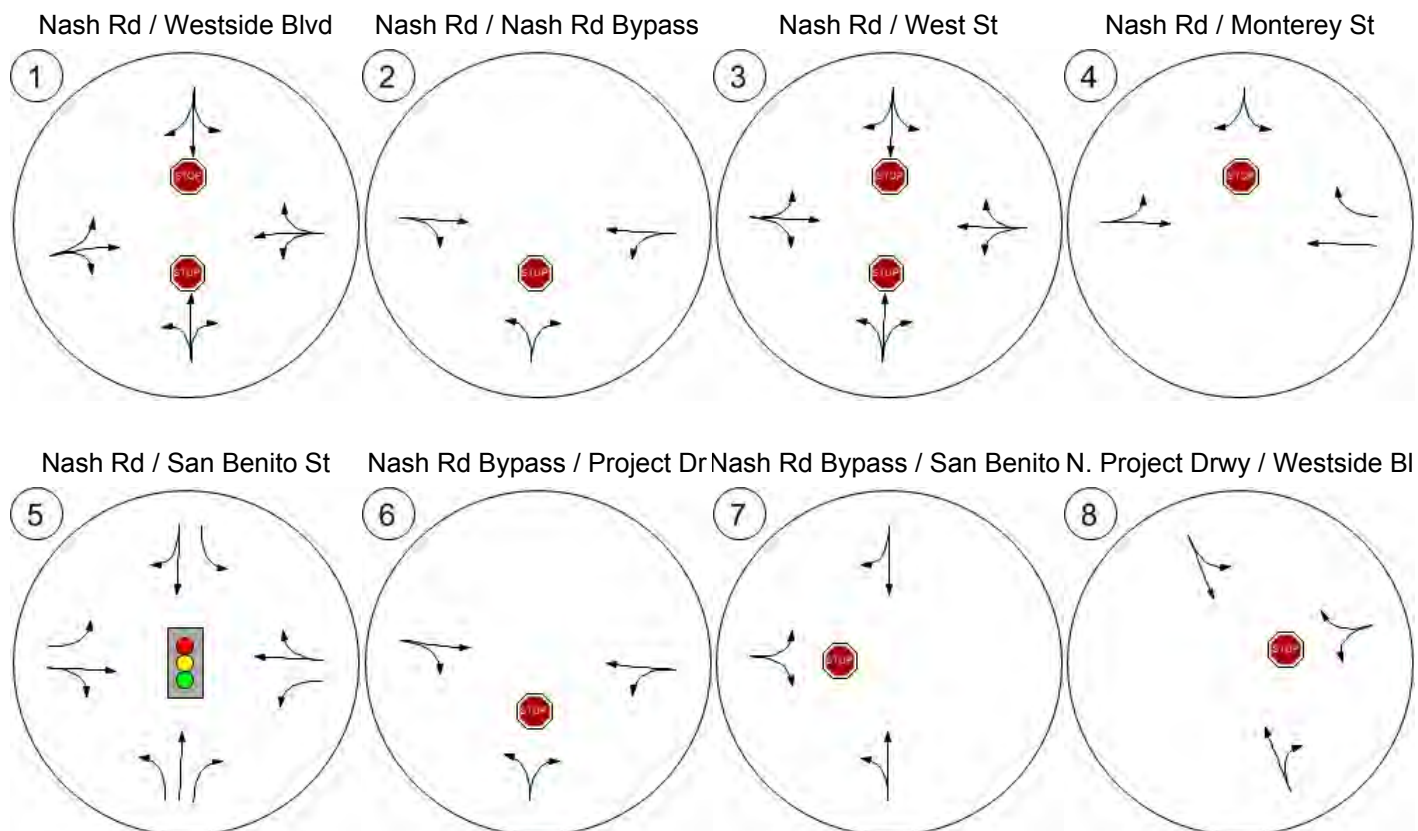
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:15
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	57
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	894
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



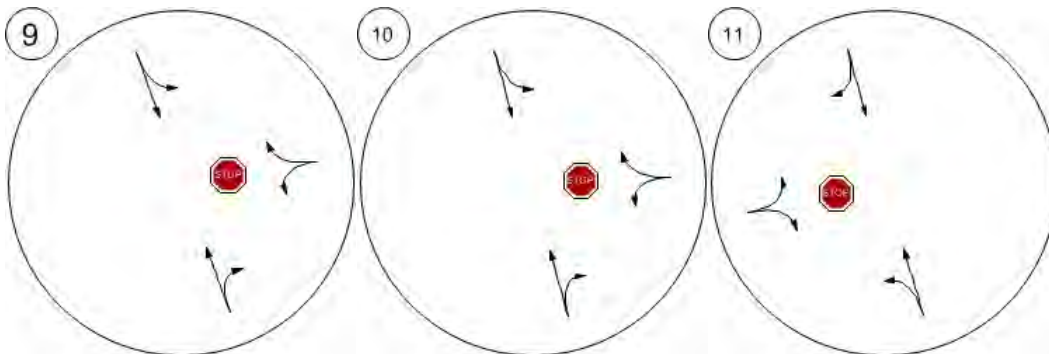
Report Figure 2: Lane Configuration and Traffic Control



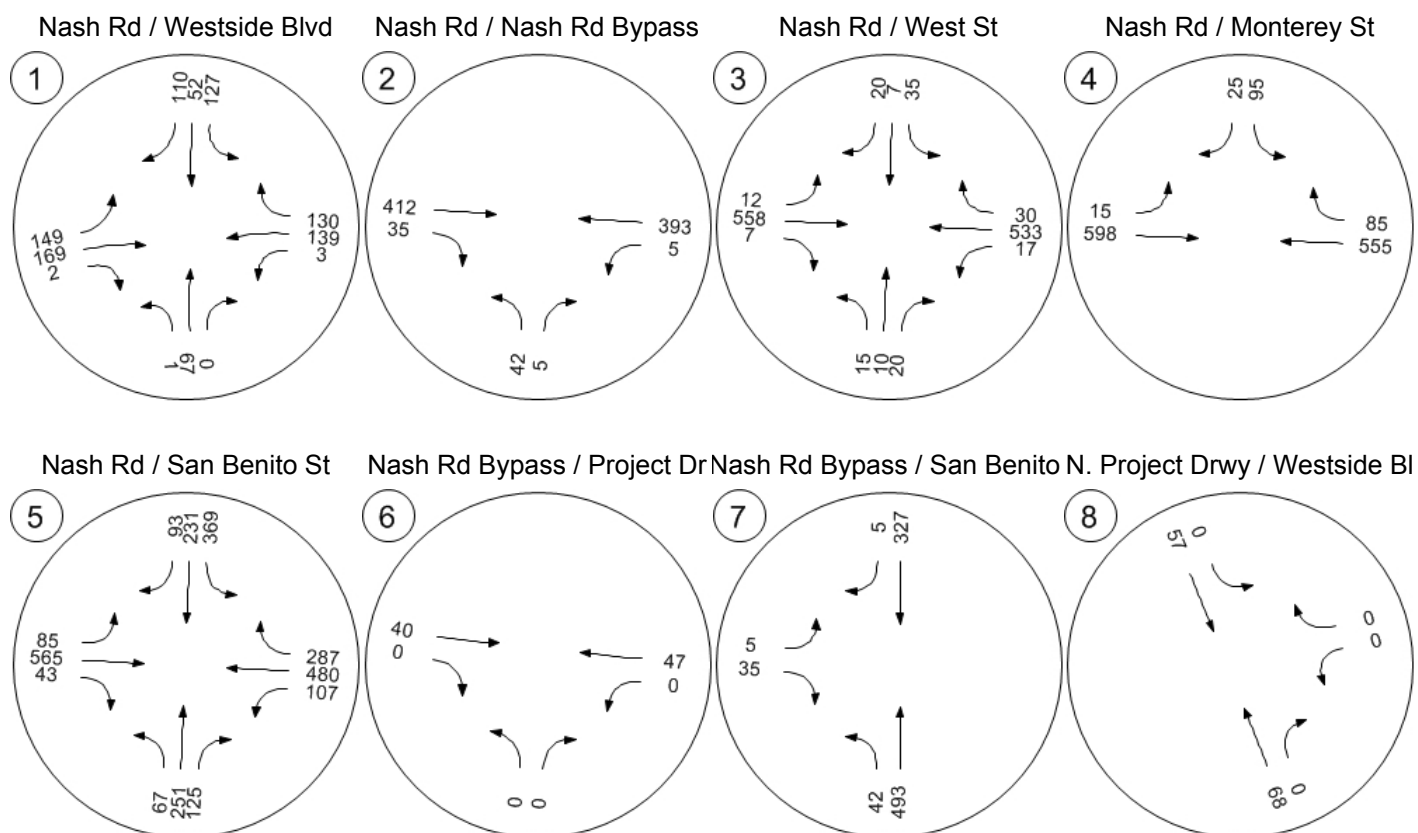
Report Figure 2: Lane Configuration and Traffic Control



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



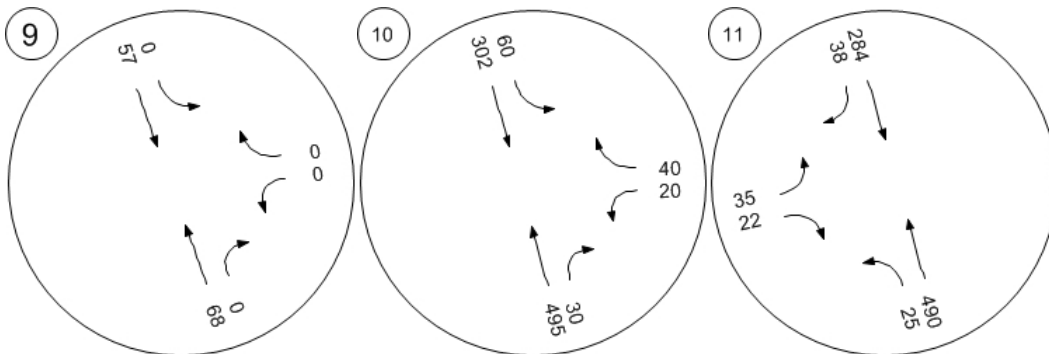
Report Figure 3a: Traffic Volume - Base Volume



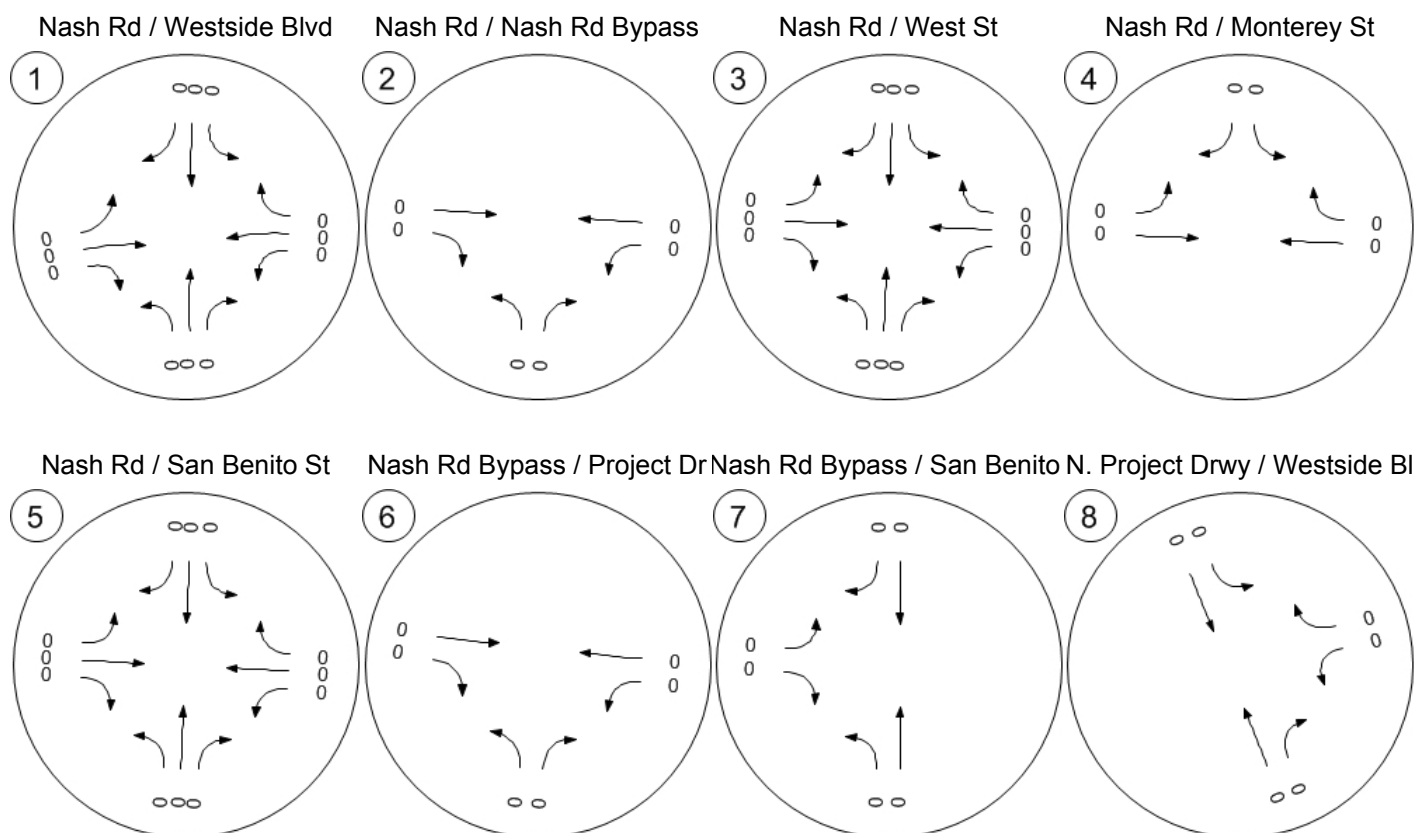
Report Figure 3a: Traffic Volume - Base Volume



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



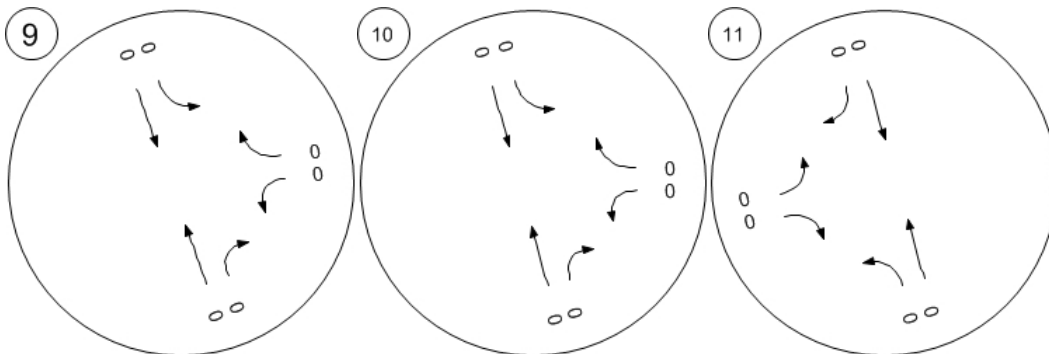
Report Figure 3b: Traffic Volume - In-Process Volume



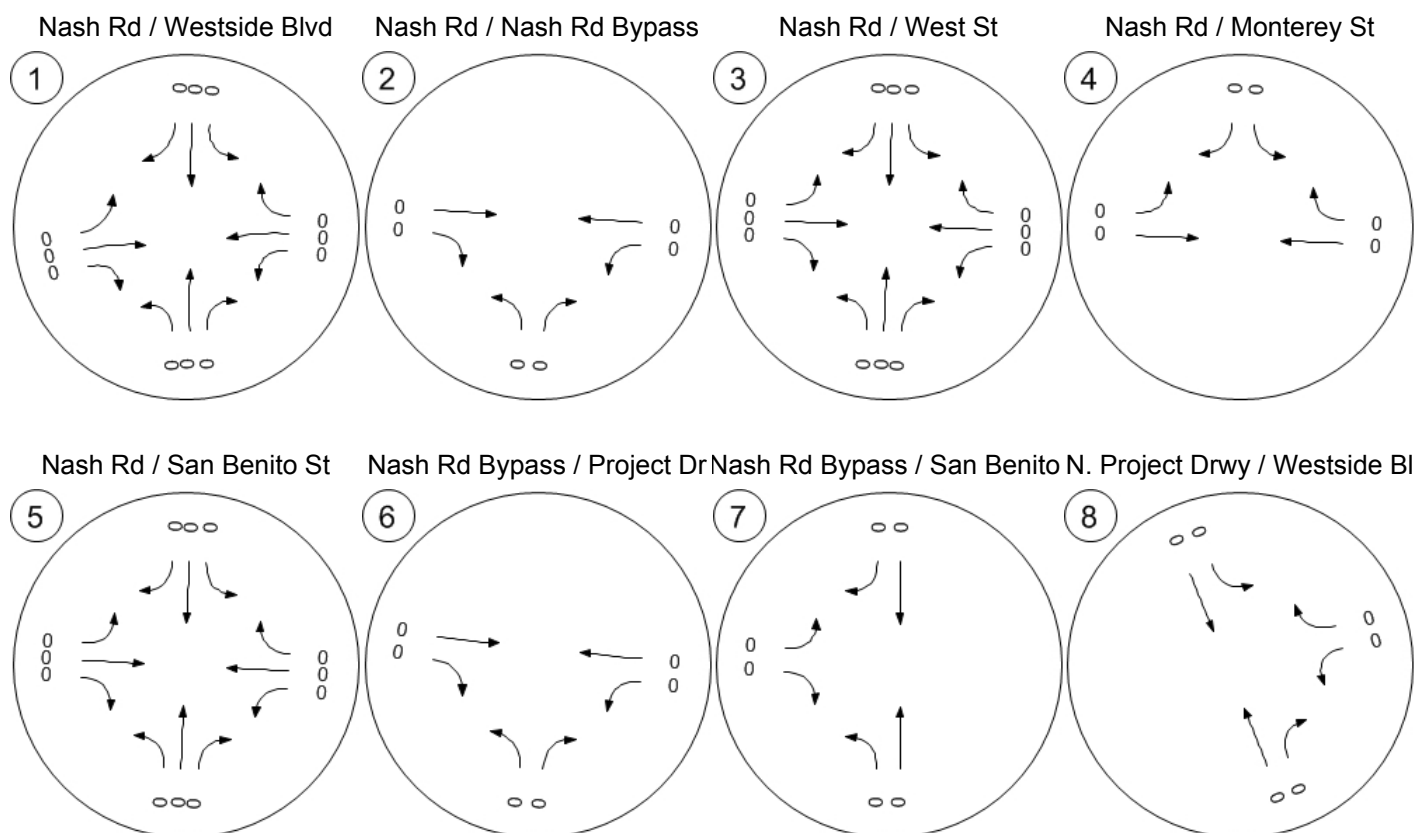
Report Figure 3b: Traffic Volume - In-Process Volume



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



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



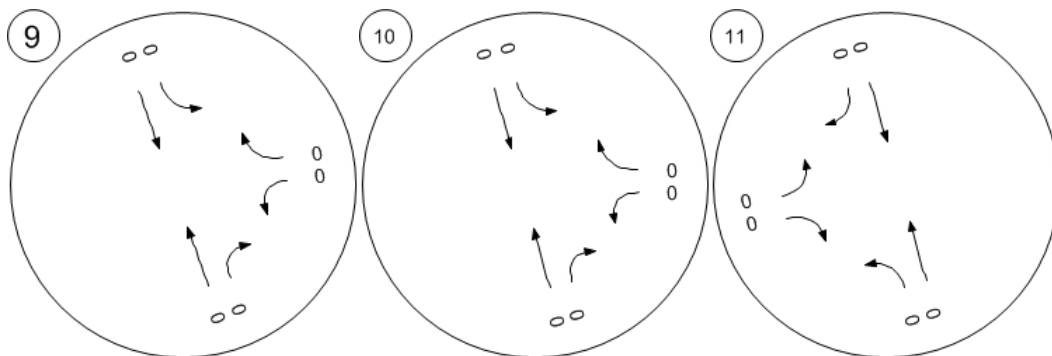
Report Figure 3c: Traffic Volume - Net New Site Trips



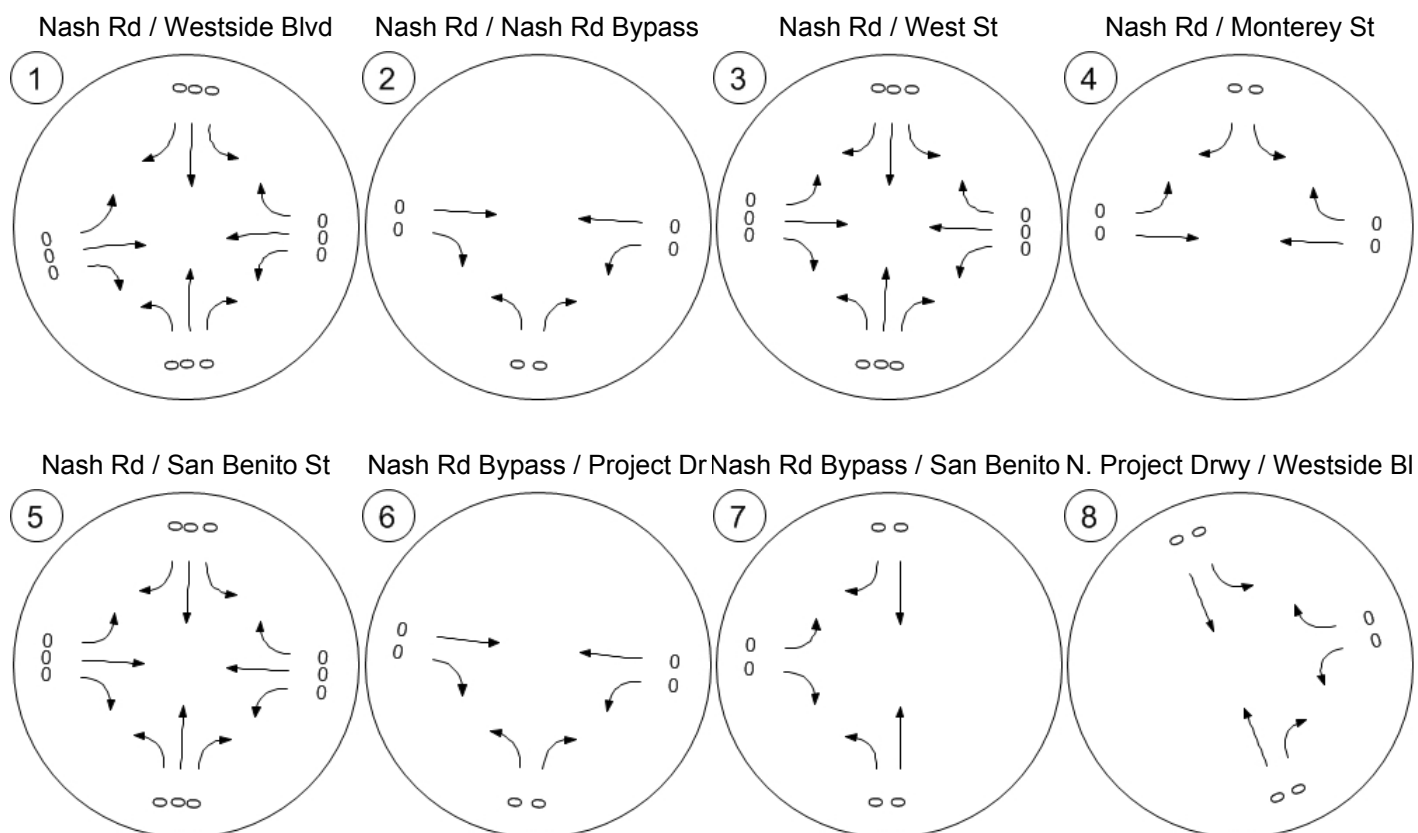
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



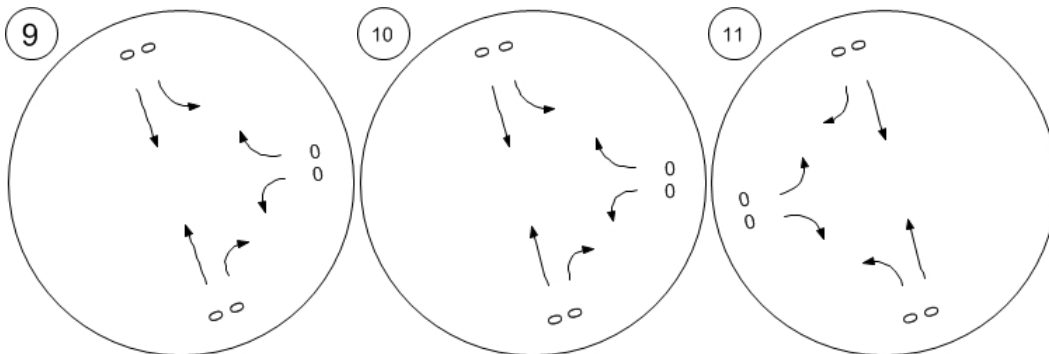
Report Figure 3d: Traffic Volume - Other Volume



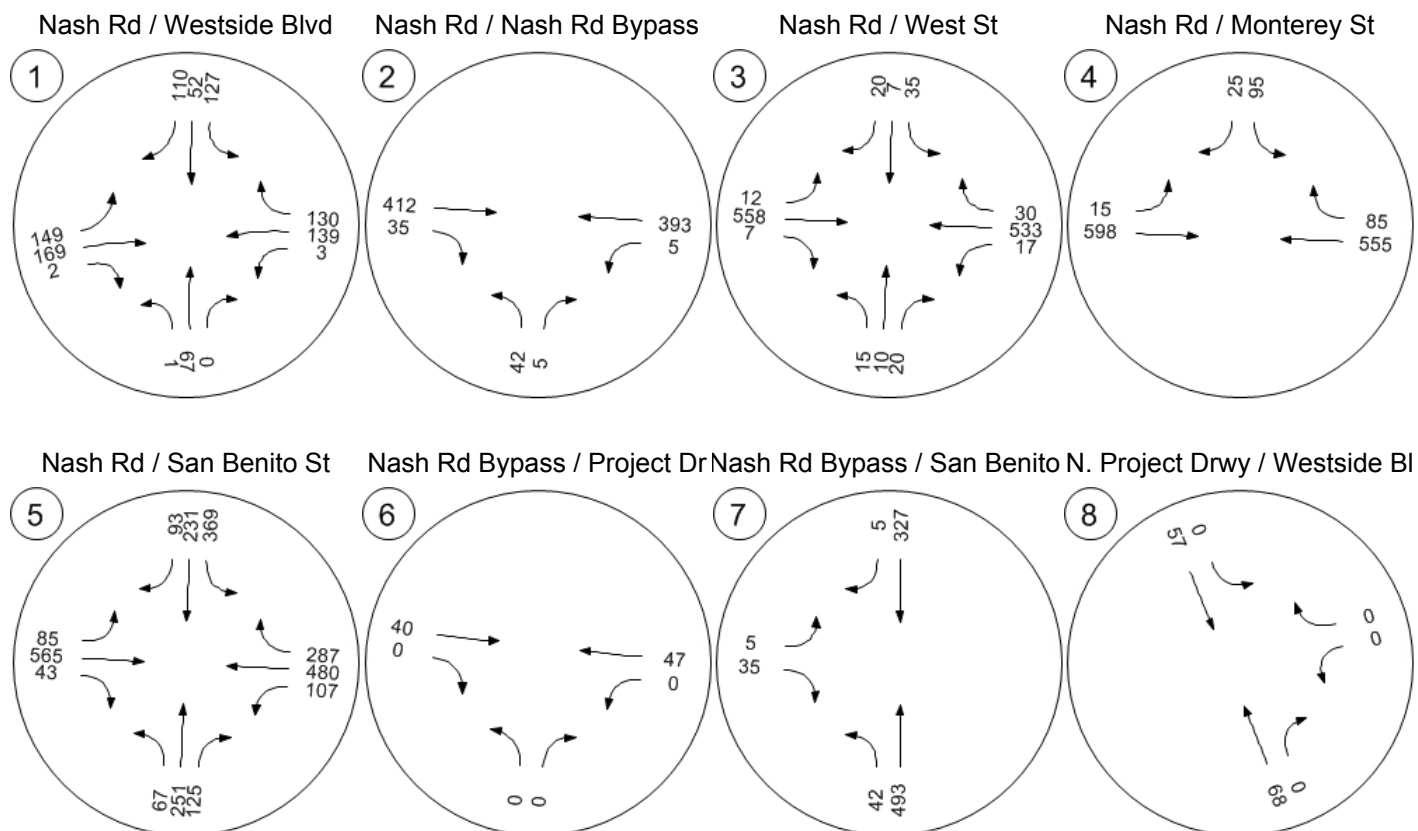
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



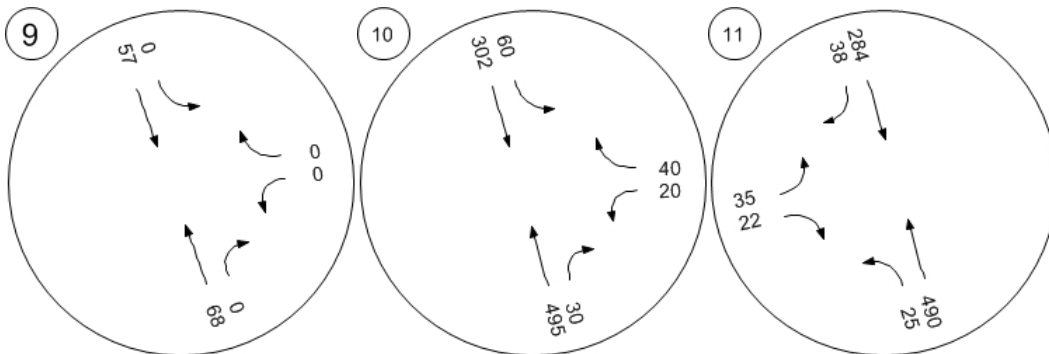
Report Figure 3e: Traffic Volume - Future Total Volume



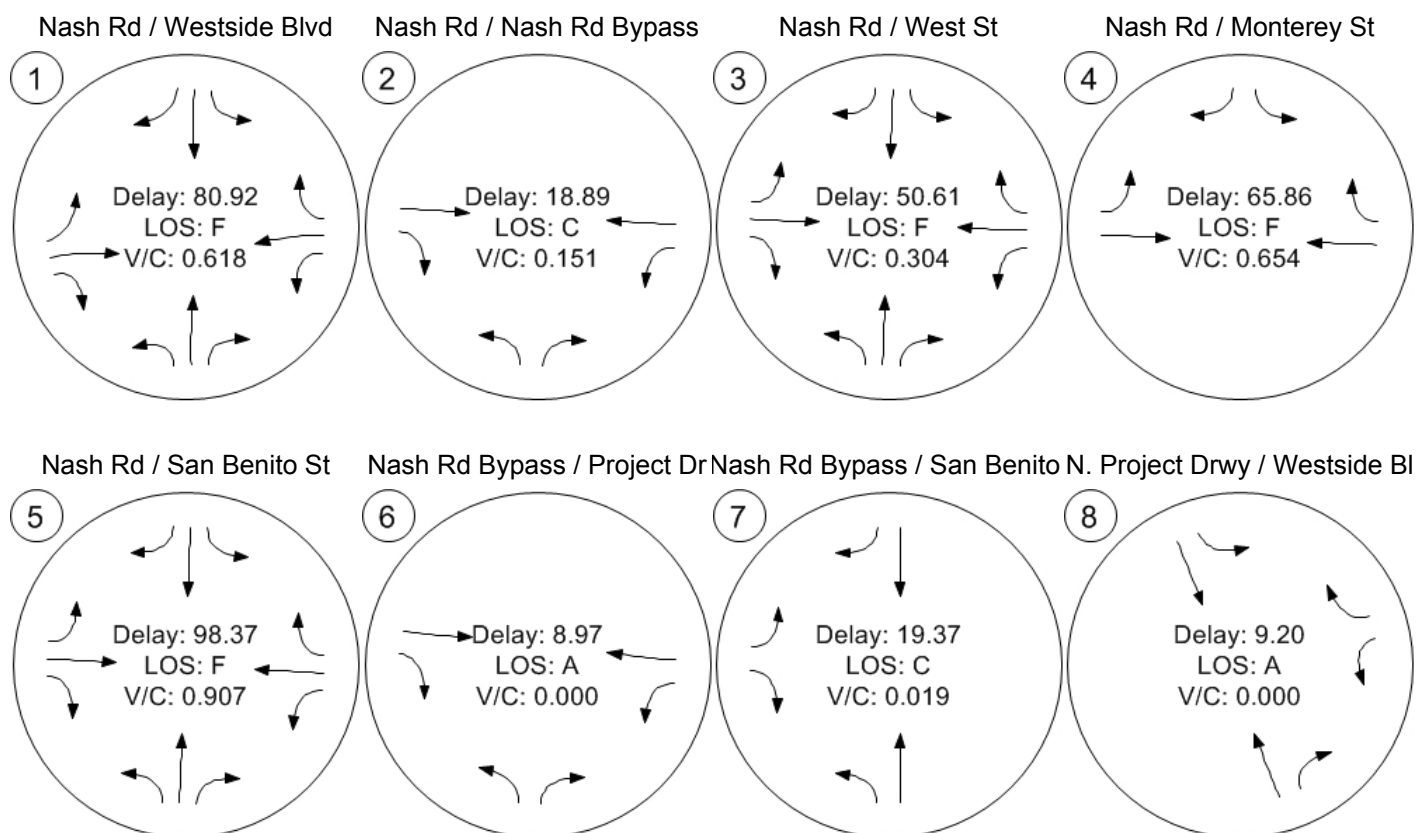
Report Figure 3e: Traffic Volume - Future Total Volume



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



Report Figure 4: Traffic Conditions



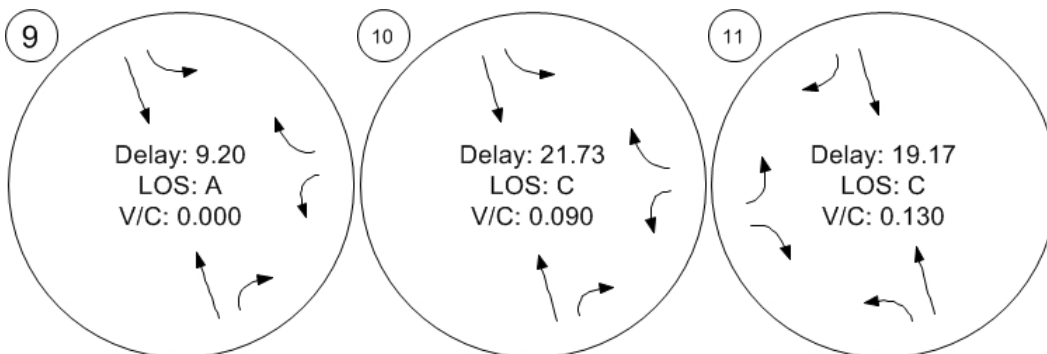
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	SBL	0.539	56.3	F
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.132	17.8	C
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.238	39.7	E
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.509	42.6	E
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.859	75.0	E
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	9.0	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.018	18.3	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.080	20.3	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.116	18.1	C

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): 56.3
 Level Of Service: F
 Volume to Capacity (v/c): 0.539

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]	1	67	0	127	52	110	149	169	2	3	139	130
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]	1	64	0	121	49	105	142	161	2	3	132	124
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	17	0	33	13	29	39	44	1	1	36	34
Total Analysis Volume [veh/h]	1	70	0	132	53	114	154	175	2	3	143	135
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	0.24	0.00	0.54	0.17	0.14	0.12	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	26.31	21.68	13.28	56.30	53.08	45.93	8.18	0.00	0.00	7.58	0.00	0.00
Movement LOS	D	C	B	F	F	E	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.43	0.43	0.43	4.30	4.30	4.30	0.75	0.75	0.75	0.59	0.59	0.59
50th-Percentile Queue Length [ft]	10.72	10.72	10.72	107.50	107.50	107.50	18.81	18.81	18.81	14.79	14.79	14.79
95th-Percentile Queue Length [veh]	0.96	0.96	0.96	7.72	7.72	7.72	1.03	1.03	1.03	0.75	0.75	0.75
95th-Percentile Queue Length [ft]	23.98	23.98	23.98	192.94	192.94	192.94	25.80	25.80	25.80	18.75	18.75	18.75
d_A, Approach Delay [s/veh]	21.74			51.77			3.81			0.08		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	18.64											
Intersection LOS	F											

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): 0.132

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]	42	5	412	35	5	393
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]	40	5	391	33	5	373
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]	11	1	106	9	1	101
Total Analysis Volume [veh/h]	43	5	425	36	5	405
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	0.13	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.78	12.57	0.00	0.00	8.29	0.00
Movement LOS	C	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.23	0.23	0.00	0.00	0.94	0.94
50th-Percentile Queue Length [ft]	5.74	5.74	0.00	0.00	23.60	23.60
95th-Percentile Queue Length [veh]	0.48	0.48	0.00	0.00	1.75	1.75
95th-Percentile Queue Length [ft]	12.08	12.08	0.00	0.00	43.67	43.67
d_A, Approach Delay [s/veh]	17.23		0.00		0.10	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.95					
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): 39.7
 Level Of Service: E
 Volume to Capacity (v/c): 0.238

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]	15	10	20	35	7	20	12	558	7	17	533	30
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	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]	14	10	19	33	7	19	11	530	7	16	506	29
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]	4	3	5	8	2	5	3	144	2	4	138	8
Total Analysis Volume [veh/h]	15	11	19	33	8	21	12	576	8	17	550	32
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	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.06	0.04	0.24	0.05	0.04	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	35.20	30.33	16.40	39.75	34.41	20.70	8.67	0.00	0.00	8.70	0.00	0.00
Movement LOS	E	D	C	E	D	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.33	0.33	0.33	0.56	0.56	0.56	1.44	1.44	1.44	1.45	1.45	1.45
50th-Percentile Queue Length [ft]	8.15	8.15	8.15	14.04	14.04	14.04	35.89	35.89	35.89	36.21	36.21	36.21
95th-Percentile Queue Length [veh]	0.76	0.76	0.76	1.33	1.33	1.33	4.16	4.16	4.16	4.24	4.24	4.24
95th-Percentile Queue Length [ft]	19.12	19.12	19.12	33.25	33.25	33.25	104.07	104.07	104.07	106.04	106.04	106.04
d_A, Approach Delay [s/veh]	26.07			32.61			0.17			0.25		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	E											

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): 42.6
 Level Of Service: E
 Volume to Capacity (v/c): 0.509

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]	95	25	15	598	555	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	0.95	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]	90	24	14	568	527	81
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]	24	7	4	154	143	22
Total Analysis Volume [veh/h]	98	26	15	617	573	88
Pedestrian Volume [ped/h]	2		0		1	
Bicycle Volume [bicycles/h]	0		1		1	

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	0.51	0.05	0.02	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	42.55	30.81	8.96	0.00	0.00	0.00
Movement LOS	E	D	A	A	A	A
50th-Percentile Queue Length [veh]	1.38	1.38	1.57	1.57	0.00	0.00
50th-Percentile Queue Length [ft]	34.52	34.52	39.33	39.33	0.00	0.00
95th-Percentile Queue Length [veh]	3.05	3.05	5.63	5.63	0.00	0.00
95th-Percentile Queue Length [ft]	76.23	76.23	140.65	140.65	0.00	0.00
d_A, Approach Delay [s/veh]	40.09		0.21		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.60					
Intersection LOS	E					

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

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

Delay (sec / veh): 75.0
 Level Of Service: E
 Volume to Capacity (v/c): 0.859

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]	67	251	125	369	231	93	85	565	43	107	480	287
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
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	238	119	351	219	88	81	537	41	102	456	273
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]	17	65	32	95	60	24	22	146	11	28	124	74
Total Analysis Volume [veh/h]	70	259	129	382	238	96	88	584	45	111	496	297
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]	1			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
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]	11	21	0	30	40	0	10	56	0	13	59	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	15	15	21	31	6	31	7	32
g / C, Green / Cycle	0.05	0.17	0.17	0.24	0.36	0.07	0.35	0.08	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.08	0.22	0.19	0.05	0.34	0.06	0.45
s, saturation flow rate [veh/h]	1774	1863	1525	1774	1769	1774	1840	1774	1743
c, Capacity [veh/h]	94	316	259	427	632	117	641	145	634
d1, Uniform Delay [s]	40.88	35.07	32.99	32.18	22.31	40.21	28.28	39.40	27.86
k, delay calibration	0.11	0.11	0.11	0.17	0.12	0.11	0.44	0.11	0.50
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]	10.94	5.25	1.48	10.10	0.73	9.32	29.20	8.17	125.23
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

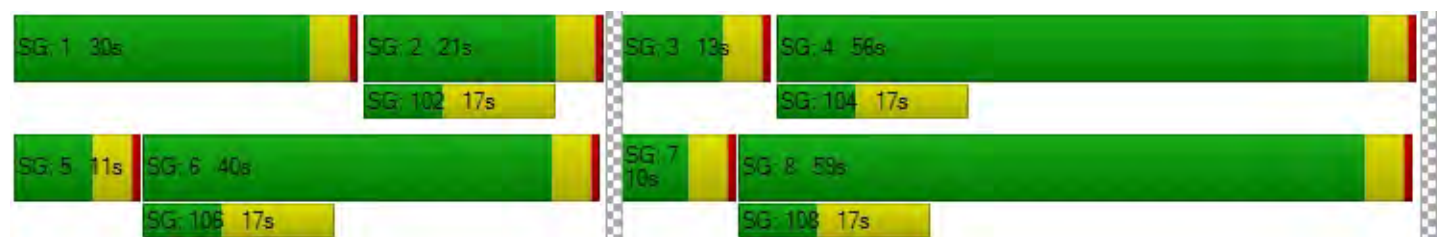
X, volume / capacity	0.74	0.82	0.50	0.89	0.53	0.75	0.98	0.77	1.25
d, Delay for Lane Group [s/veh]	51.82	40.33	34.47	42.28	23.04	49.53	57.48	47.57	153.09
Lane Group LOS	D	D	C	D	C	D	E	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	1.77	5.73	2.58	8.89	5.47	2.16	17.79	2.66	34.82
50th-Percentile Queue Length [ft]	44.24	143.33	64.41	222.25	136.72	53.97	444.63	66.42	870.61
95th-Percentile Queue Length [veh]	3.19	9.66	4.64	13.78	9.30	3.89	24.70	4.78	51.14
95th-Percentile Queue Length [ft]	79.63	241.50	115.93	344.49	232.60	97.15	617.54	119.56	1278.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.82	40.33	34.47	42.28	23.04	23.04	49.53	57.48	57.48	47.57	153.09	153.09
Movement LOS	D	D	C	D	C	C	D	E	E	D	F	F
d_A, Approach Delay [s/veh]	40.43			33.30			56.50			140.13		
Approach LOS	D			C			E			F		
d_I, Intersection Delay [s/veh]	74.98											
Intersection LOS	E											
Intersection V/C	0.859											

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): 9.0
 Level Of Service: A
 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	40	0	0	47
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	38	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]	0	0	10	0	0	12
Total Analysis Volume [veh/h]	0	0	41	0	0	49
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]	8.95	8.50	0.00	0.00	7.30	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]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 18.3
 Level Of Service: C
 Volume to Capacity (v/c): 0.018

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]	42	493	327	5	5	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]	40	468	311	5	5	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]	11	127	85	1	1	9
Total Analysis Volume [veh/h]	43	509	338	5	5	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	0.04	0.01	0.00	0.00	0.02	0.05
d_M, Delay for Movement [s/veh]	8.07	0.00	0.00	0.00	18.33	10.58
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.24	1.24	0.00	0.00	0.13	0.13
50th-Percentile Queue Length [ft]	30.93	30.93	0.00	0.00	3.28	3.28
95th-Percentile Queue Length [veh]	2.42	2.42	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft]	60.58	60.58	0.00	0.00	5.56	5.56
d_A, Approach Delay [s/veh]	0.63		0.00		11.52	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.88					
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): 9.2
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]	68	0	0	57	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]	65	0	0	54	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	71	0	0	59	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	7.35	0.00	9.17	8.63
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		0.00		8.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 9.2
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]	68	0	0	57	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]	65	0	0	54	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	71	0	0	59	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	7.35	0.00	9.17	8.63
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		0.00		8.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 20.3
Level Of Service: C
Volume to Capacity (v/c): 0.080**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]	495	30	60	302	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	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]	470	29	57	287	19	38
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]	128	8	15	78	5	10
Total Analysis Volume [veh/h]	511	32	62	312	21	41
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	0.01	0.00	0.06	0.00	0.08	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	8.73	0.00	20.34	13.16
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.91	0.91	0.27	0.27
50th-Percentile Queue Length [ft]	0.00	0.00	22.69	22.69	6.71	6.71
95th-Percentile Queue Length [veh]	0.00	0.00	1.69	1.69	0.54	0.54
95th-Percentile Queue Length [ft]	0.00	0.00	42.16	42.16	13.52	13.52
d_A, Approach Delay [s/veh]	0.00		1.45		15.59	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.54					
Intersection LOS	C					

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): 18.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.116

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]	25	490	284	38	35	22
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]	24	466	270	36	33	21
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]	7	127	73	10	9	6
Total Analysis Volume [veh/h]	26	507	293	39	36	23
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	0.01	0.00	0.00	0.12	0.03
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	0.00	18.10	11.49
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.18	1.18	0.00	0.00	0.25	0.25
50th-Percentile Queue Length [ft]	29.60	29.60	0.00	0.00	6.36	6.36
95th-Percentile Queue Length [veh]	2.24	2.24	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft]	56.12	56.12	0.00	0.00	12.79	12.79
d_A, Approach Delay [s/veh]	0.39		0.00		15.52	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.22					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	64	0	121	49	105	142	161	2	3	132	124	904

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	40	5	391	33	5	373	847

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	14	10	19	33	7	19	11	530	7	16	506	29	1201

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	90	24	14	568	527	81	1304

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	64	238	119	351	219	88	81	537	41	102	456	273	2569

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	38	0	0	45	83

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	40	468	311	5	5	33	862

Version 2.00-04

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	65	0	0	54	0	0	119

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	65	0	0	54	0	0	119

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	470	29	57	287	19	38	900

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	24	466	270	36	33	21	850

San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	1	67	0	127	52	110	149	169	2	3	139	130	949
		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	1	64	0	121	49	105	142	161	2	3	132	124	904

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	42	5	412	35	5	393	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	40	5	391	33	5	373	847

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	15	10	20	35	7	20	12	558	7	17	533	30	1264
		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	14	10	19	33	7	19	11	530	7	16	506	29	1201

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	95	25	15	598	555	85	1373
		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	90	24	14	568	527	81	1304

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	67	251	125	369	231	93	85	565	43	107	480	287	2703
		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	64	238	119	351	219	88	81	537	41	102	456	273	2569

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	40	0	0	47	87
		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	38	0	0	45	83

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	42	493	327	5	5	35	907
		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	40	468	311	5	5	33	862

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	68	0	0	57	0	0	125
		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	65	0	0	54	0	0	119

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	68	0	0	57	0	0	125
		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	65	0	0	54	0	0	119

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	495	30	60	302	20	40	947
		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	470	29	57	287	19	38	900

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	25	490	284	38	35	22	894
		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	24	466	270	36	33	21	850

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	5	6	1	6
2	5	6	1	6
3	8	9	2	8
4	8	9	2	8
5	10	12	3	11
6	26	31	7	28
7	28	34	7	30
8	52	61	13	55
9	91	107	23	96
10	93	110	23	99
11	93	110	23	99
12	101	119	25	107
13	111	131	28	118
14	117	137	29	124
15	117	137	29	124
16	124	146	31	132
17	155	183	39	165
18	163	192	41	173
19	176	207	44	187
20	197	232	49	209
21	207	244	52	220
22	243	287	61	259
23	249	293	62	264
24	259	305	65	275

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	2	7	No	No	No	No	No	No	No	No	No	No
2	2	11	2	7	No	No	No	No	No	No	No	No	No	No
3	2	17	2	10	No	No	No	No	No	No	No	No	No	No
4	2	17	2	10	No	No	No	No	No	No	No	No	No	No
5	2	22	2	14	No	No	No	No	No	No	No	No	No	No
6	2	57	2	35	No	No	No	No	No	No	No	No	No	No
7	2	62	2	37	No	No	No	No	No	No	No	No	No	No
8	2	113	2	68	No	No	No	No	No	No	No	No	No	No
9	2	198	2	119	No	No	No	No	No	No	No	No	No	No
10	2	203	2	122	No	No	No	No	No	No	No	No	No	No
11	2	203	2	122	No	No	No	No	No	No	No	No	No	No
12	2	220	2	132	No	No	No	No	No	No	No	No	No	No
13	2	242	2	146	No	No	No	No	No	No	No	No	No	No
14	2	254	2	153	No	No	No	No	No	No	No	No	No	No
15	2	254	2	153	No	No	No	No	No	No	No	No	No	No
16	2	270	2	163	No	No	No	No	No	No	No	No	No	No
17	2	338	2	204	No	No	No	Yes	No	No	No	No	No	No
18	2	355	2	214	No	No	No	Yes	No	No	No	No	No	No
19	2	383	2	231	No	No	No	Yes	No	No	No	No	No	No
20	2	429	2	258	No	No	Yes	Yes	No	No	No	No	No	No
21	2	451	2	272	No	No	Yes	Yes	No	No	No	No	No	No
22	2	530	2	320	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
23	2	542	2	326	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
24	2	564	2	340	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
Hours Met					0	3	5	8	0	0	0	3	3	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	21.7	51.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:23	3:57
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	65	275
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	904	904
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	378	424	45
2	363	407	43
3	355	399	42
4	302	339	36
5	287	322	34
6	257	288	31
7	238	267	28
8	227	254	27
9	181	204	22
10	170	191	20
11	170	191	20
12	163	182	19
13	147	165	18
14	136	153	16
15	136	153	16
16	132	148	16
17	76	85	9
18	42	47	5
19	38	42	5
20	15	17	2
21	11	13	1
22	11	13	1
23	8	8	1
24	8	8	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	802	1	45	No	No	No	No	No	No	No	Yes	No	No
2	2	770	1	43	No	No	No	No	No	No	No	Yes	No	No
3	2	754	1	42	No	No	No	No	No	No	No	Yes	No	No
4	2	641	1	36	No	No	No	No	No	No	No	No	No	No
5	2	609	1	34	No	No	No	No	No	No	No	No	No	No
6	2	545	1	31	No	No	No	No	No	No	No	No	No	No
7	2	505	1	28	No	No	No	No	No	No	No	No	No	No
8	2	481	1	27	No	No	No	No	No	No	No	No	No	No
9	2	385	1	22	No	No	No	No	No	No	No	No	No	No
10	2	361	1	20	No	No	No	No	No	No	No	No	No	No
11	2	361	1	20	No	No	No	No	No	No	No	No	No	No
12	2	345	1	19	No	No	No	No	No	No	No	No	No	No
13	2	312	1	18	No	No	No	No	No	No	No	No	No	No
14	2	289	1	16	No	No	No	No	No	No	No	No	No	No
15	2	289	1	16	No	No	No	No	No	No	No	No	No	No
16	2	280	1	16	No	No	No	No	No	No	No	No	No	No
17	2	161	1	9	No	No	No	No	No	No	No	No	No	No
18	2	89	1	5	No	No	No	No	No	No	No	No	No	No
19	2	80	1	5	No	No	No	No	No	No	No	No	No	No
20	2	32	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	1	No	No	No	No	No	No	No	No	No	No
22	2	24	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.2
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	45
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	847
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	551	548	59	43
2	529	526	57	41
3	518	515	55	40
4	441	438	47	34
5	419	416	45	33
6	375	373	40	29
7	347	345	37	27
8	331	329	35	26
9	264	263	28	21
10	248	247	27	19
11	248	247	27	19
12	237	236	25	18
13	215	214	23	17
14	198	197	21	15
15	198	197	21	15
16	193	192	21	15
17	110	110	12	9
18	61	60	6	5
19	55	55	6	4
20	22	22	2	2
21	17	16	2	1
22	17	16	2	1
23	11	11	1	1
24	11	11	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	1099	2	102	No	No	No	No	No	No	Yes	Yes	No	No
2	2	1055	2	98	No	No	No	No	No	No	Yes	Yes	No	No
3	2	1033	2	95	No	No	No	No	No	No	Yes	Yes	No	No
4	2	879	2	81	No	No	No	No	No	No	No	Yes	No	No
5	2	835	2	78	No	No	No	No	No	No	No	Yes	No	No
6	2	748	2	69	No	No	No	No	No	No	No	No	No	No
7	2	692	2	64	No	No	No	No	No	No	No	No	No	No
8	2	660	2	61	No	No	No	No	No	No	No	No	No	No
9	2	527	2	49	No	No	No	No	No	No	No	No	No	No
10	2	495	2	46	No	No	No	No	No	No	No	No	No	No
11	2	495	2	46	No	No	No	No	No	No	No	No	No	No
12	2	473	2	43	No	No	No	No	No	No	No	No	No	No
13	2	429	2	40	No	No	No	No	No	No	No	No	No	No
14	2	395	2	36	No	No	No	No	No	No	No	No	No	No
15	2	395	2	36	No	No	No	No	No	No	No	No	No	No
16	2	385	2	36	No	No	No	No	No	No	No	No	No	No
17	2	220	2	21	No	No	No	No	No	No	No	No	No	No
18	2	121	2	11	No	No	No	No	No	No	No	No	No	No
19	2	110	2	10	No	No	No	No	No	No	No	No	No	No
20	2	44	2	4	No	No	No	No	No	No	No	No	No	No
21	2	33	2	3	No	No	No	No	No	No	No	No	No	No
22	2	33	2	3	No	No	No	No	No	No	No	No	No	No
23	2	22	2	2	No	No	No	No	No	No	No	No	No	No
24	2	22	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	32.6	26.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:32	0:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	59	43
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1201	1201
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	Yes
#3	Peak Hour	Yes

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	608	582	114
2	584	559	109
3	572	547	107
4	486	466	91
5	462	442	87
6	413	396	78
7	383	367	72
8	365	349	68
9	292	279	55
10	274	262	51
11	274	262	51
12	261	250	49
13	237	227	44
14	219	210	41
15	219	210	41
16	213	204	40
17	122	116	23
18	67	64	13
19	61	58	11
20	24	23	5
21	18	17	3
22	18	17	3
23	12	12	2
24	12	12	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	1190	1	114	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1143	1	109	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1119	1	107	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	952	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
5	3	904	1	87	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	809	1	78	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	750	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
8	3	714	1	68	No	No	No	No	No	No	Yes	Yes	No	No
9	3	571	1	55	No	No	No	No	No	No	No	Yes	No	No
10	3	536	1	51	No	No	No	No	No	No	No	Yes	No	No
11	3	536	1	51	No	No	No	No	No	No	No	Yes	No	No
12	3	511	1	49	No	No	No	No	No	No	No	Yes	No	No
13	3	464	1	44	No	No	No	No	No	No	No	No	No	No
14	3	429	1	41	No	No	No	No	No	No	No	No	No	No
15	3	429	1	41	No	No	No	No	No	No	No	No	No	No
16	3	417	1	40	No	No	No	No	No	No	No	No	No	No
17	3	238	1	23	No	No	No	No	No	No	No	No	No	No
18	3	131	1	13	No	No	No	No	No	No	No	No	No	No
19	3	119	1	11	No	No	No	No	No	No	No	No	No	No
20	3	47	1	5	No	No	No	No	No	No	No	No	No	No
21	3	35	1	3	No	No	No	No	No	No	No	No	No	No
22	3	35	1	3	No	No	No	No	No	No	No	No	No	No
23	3	24	1	2	No	No	No	No	No	No	No	No	No	No
24	3	24	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	3	5	5	7	8	12	5	3

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	40.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	114
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1304
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 #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	45	38	0
2	43	36	0
3	42	36	0
4	36	30	0
5	34	29	0
6	31	26	0
7	28	24	0
8	27	23	0
9	22	18	0
10	20	17	0
11	20	17	0
12	19	16	0
13	18	15	0
14	16	14	0
15	16	14	0
16	16	13	0
17	9	8	0
18	5	4	0
19	5	4	0
20	2	2	0
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	83	1	0	No	No	No	No	No	No	No	No	No	No
2	2	79	1	0	No	No	No	No	No	No	No	No	No	No
3	2	78	1	0	No	No	No	No	No	No	No	No	No	No
4	2	66	1	0	No	No	No	No	No	No	No	No	No	No
5	2	63	1	0	No	No	No	No	No	No	No	No	No	No
6	2	57	1	0	No	No	No	No	No	No	No	No	No	No
7	2	52	1	0	No	No	No	No	No	No	No	No	No	No
8	2	50	1	0	No	No	No	No	No	No	No	No	No	No
9	2	40	1	0	No	No	No	No	No	No	No	No	No	No
10	2	37	1	0	No	No	No	No	No	No	No	No	No	No
11	2	37	1	0	No	No	No	No	No	No	No	No	No	No
12	2	35	1	0	No	No	No	No	No	No	No	No	No	No
13	2	33	1	0	No	No	No	No	No	No	No	No	No	No
14	2	30	1	0	No	No	No	No	No	No	No	No	No	No
15	2	30	1	0	No	No	No	No	No	No	No	No	No	No
16	2	29	1	0	No	No	No	No	No	No	No	No	No	No
17	2	17	1	0	No	No	No	No	No	No	No	No	No	No
18	2	9	1	0	No	No	No	No	No	No	No	No	No	No
19	2	9	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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)	8.7
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	83
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	316	508	38
2	303	488	36
3	297	478	36
4	253	406	30
5	240	386	29
6	215	345	26
7	199	320	24
8	190	305	23
9	152	244	18
10	142	229	17
11	142	229	17
12	136	218	16
13	123	198	15
14	114	183	14
15	114	183	14
16	111	178	13
17	63	102	8
18	35	56	4
19	32	51	4
20	13	20	2
21	9	15	1
22	9	15	1
23	6	10	1
24	6	10	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	824	1	38	No	No	No	No	No	No	No	No	No	No
2	2	791	1	36	No	No	No	No	No	No	No	No	No	No
3	2	775	1	36	No	No	No	No	No	No	No	No	No	No
4	2	659	1	30	No	No	No	No	No	No	No	No	No	No
5	2	626	1	29	No	No	No	No	No	No	No	No	No	No
6	2	560	1	26	No	No	No	No	No	No	No	No	No	No
7	2	519	1	24	No	No	No	No	No	No	No	No	No	No
8	2	495	1	23	No	No	No	No	No	No	No	No	No	No
9	2	396	1	18	No	No	No	No	No	No	No	No	No	No
10	2	371	1	17	No	No	No	No	No	No	No	No	No	No
11	2	371	1	17	No	No	No	No	No	No	No	No	No	No
12	2	354	1	16	No	No	No	No	No	No	No	No	No	No
13	2	321	1	15	No	No	No	No	No	No	No	No	No	No
14	2	297	1	14	No	No	No	No	No	No	No	No	No	No
15	2	297	1	14	No	No	No	No	No	No	No	No	No	No
16	2	289	1	13	No	No	No	No	No	No	No	No	No	No
17	2	165	1	8	No	No	No	No	No	No	No	No	No	No
18	2	91	1	4	No	No	No	No	No	No	No	No	No	No
19	2	83	1	4	No	No	No	No	No	No	No	No	No	No
20	2	33	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	1	No	No	No	No	No	No	No	No	No	No
22	2	24	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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)	11.5
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	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	862
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	65	54	0
2	62	52	0
3	61	51	0
4	52	43	0
5	49	41	0
6	44	37	0
7	41	34	0
8	39	32	0
9	31	26	0
10	29	24	0
11	29	24	0
12	28	23	0
13	25	21	0
14	23	19	0
15	23	19	0
16	23	19	0
17	13	11	0
18	7	6	0
19	7	5	0
20	3	2	0
21	2	2	0
22	2	2	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	119	1	0	No	No	No	No	No	No	No	No	No	No
2	2	114	1	0	No	No	No	No	No	No	No	No	No	No
3	2	112	1	0	No	No	No	No	No	No	No	No	No	No
4	2	95	1	0	No	No	No	No	No	No	No	No	No	No
5	2	90	1	0	No	No	No	No	No	No	No	No	No	No
6	2	81	1	0	No	No	No	No	No	No	No	No	No	No
7	2	75	1	0	No	No	No	No	No	No	No	No	No	No
8	2	71	1	0	No	No	No	No	No	No	No	No	No	No
9	2	57	1	0	No	No	No	No	No	No	No	No	No	No
10	2	53	1	0	No	No	No	No	No	No	No	No	No	No
11	2	53	1	0	No	No	No	No	No	No	No	No	No	No
12	2	51	1	0	No	No	No	No	No	No	No	No	No	No
13	2	46	1	0	No	No	No	No	No	No	No	No	No	No
14	2	42	1	0	No	No	No	No	No	No	No	No	No	No
15	2	42	1	0	No	No	No	No	No	No	No	No	No	No
16	2	42	1	0	No	No	No	No	No	No	No	No	No	No
17	2	24	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	12	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	119
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	65	54	0
2	62	52	0
3	61	51	0
4	52	43	0
5	49	41	0
6	44	37	0
7	41	34	0
8	39	32	0
9	31	26	0
10	29	24	0
11	29	24	0
12	28	23	0
13	25	21	0
14	23	19	0
15	23	19	0
16	23	19	0
17	13	11	0
18	7	6	0
19	7	5	0
20	3	2	0
21	2	2	0
22	2	2	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	119	1	0	No	No	No	No	No	No	No	No	No	No
2	2	114	1	0	No	No	No	No	No	No	No	No	No	No
3	2	112	1	0	No	No	No	No	No	No	No	No	No	No
4	2	95	1	0	No	No	No	No	No	No	No	No	No	No
5	2	90	1	0	No	No	No	No	No	No	No	No	No	No
6	2	81	1	0	No	No	No	No	No	No	No	No	No	No
7	2	75	1	0	No	No	No	No	No	No	No	No	No	No
8	2	71	1	0	No	No	No	No	No	No	No	No	No	No
9	2	57	1	0	No	No	No	No	No	No	No	No	No	No
10	2	53	1	0	No	No	No	No	No	No	No	No	No	No
11	2	53	1	0	No	No	No	No	No	No	No	No	No	No
12	2	51	1	0	No	No	No	No	No	No	No	No	No	No
13	2	46	1	0	No	No	No	No	No	No	No	No	No	No
14	2	42	1	0	No	No	No	No	No	No	No	No	No	No
15	2	42	1	0	No	No	No	No	No	No	No	No	No	No
16	2	42	1	0	No	No	No	No	No	No	No	No	No	No
17	2	24	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	12	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	119
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	499	344	57
2	479	330	55
3	469	323	54
4	399	275	46
5	379	261	43
6	339	234	39
7	314	217	36
8	299	206	34
9	240	165	27
10	225	155	26
11	225	155	26
12	215	148	25
13	195	134	22
14	180	124	21
15	180	124	21
16	175	120	20
17	100	69	11
18	55	38	6
19	50	34	6
20	20	14	2
21	15	10	2
22	15	10	2
23	10	7	1
24	10	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	843	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	2	809	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	2	792	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	2	674	1	46	No	No	No	No	No	No	No	Yes	No	No
5	2	640	1	43	No	No	No	No	No	No	No	Yes	No	No
6	2	573	1	39	No	No	No	No	No	No	No	No	No	No
7	2	531	1	36	No	No	No	No	No	No	No	No	No	No
8	2	505	1	34	No	No	No	No	No	No	No	No	No	No
9	2	405	1	27	No	No	No	No	No	No	No	No	No	No
10	2	380	1	26	No	No	No	No	No	No	No	No	No	No
11	2	380	1	26	No	No	No	No	No	No	No	No	No	No
12	2	363	1	25	No	No	No	No	No	No	No	No	No	No
13	2	329	1	22	No	No	No	No	No	No	No	No	No	No
14	2	304	1	21	No	No	No	No	No	No	No	No	No	No
15	2	304	1	21	No	No	No	No	No	No	No	No	No	No
16	2	295	1	20	No	No	No	No	No	No	No	No	No	No
17	2	169	1	11	No	No	No	No	No	No	No	No	No	No
18	2	93	1	6	No	No	No	No	No	No	No	No	No	No
19	2	84	1	6	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	2	No	No	No	No	No	No	No	No	No	No
22	2	25	1	2	No	No	No	No	No	No	No	No	No	No
23	2	17	1	1	No	No	No	No	No	No	No	No	No	No
24	2	17	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:14
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	57
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	900
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 #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	490	306	54
2	470	294	52
3	461	288	51
4	392	245	43
5	372	233	41
6	333	208	37
7	309	193	34
8	294	184	32
9	235	147	26
10	221	138	24
11	221	138	24
12	211	132	23
13	191	119	21
14	176	110	19
15	176	110	19
16	172	107	19
17	98	61	11
18	54	34	6
19	49	31	5
20	20	12	2
21	15	9	2
22	15	9	2
23	10	6	1
24	10	6	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	796	1	54	No	No	No	No	No	No	Yes	Yes	No	No
2	2	764	1	52	No	No	No	No	No	No	Yes	Yes	No	No
3	2	749	1	51	No	No	No	No	No	No	No	Yes	No	No
4	2	637	1	43	No	No	No	No	No	No	No	Yes	No	No
5	2	605	1	41	No	No	No	No	No	No	No	No	No	No
6	2	541	1	37	No	No	No	No	No	No	No	No	No	No
7	2	502	1	34	No	No	No	No	No	No	No	No	No	No
8	2	478	1	32	No	No	No	No	No	No	No	No	No	No
9	2	382	1	26	No	No	No	No	No	No	No	No	No	No
10	2	359	1	24	No	No	No	No	No	No	No	No	No	No
11	2	359	1	24	No	No	No	No	No	No	No	No	No	No
12	2	343	1	23	No	No	No	No	No	No	No	No	No	No
13	2	310	1	21	No	No	No	No	No	No	No	No	No	No
14	2	286	1	19	No	No	No	No	No	No	No	No	No	No
15	2	286	1	19	No	No	No	No	No	No	No	No	No	No
16	2	279	1	19	No	No	No	No	No	No	No	No	No	No
17	2	159	1	11	No	No	No	No	No	No	No	No	No	No
18	2	88	1	6	No	No	No	No	No	No	No	No	No	No
19	2	80	1	5	No	No	No	No	No	No	No	No	No	No
20	2	32	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	2	No	No	No	No	No	No	No	No	No	No
22	2	24	1	2	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	2	4	0	0

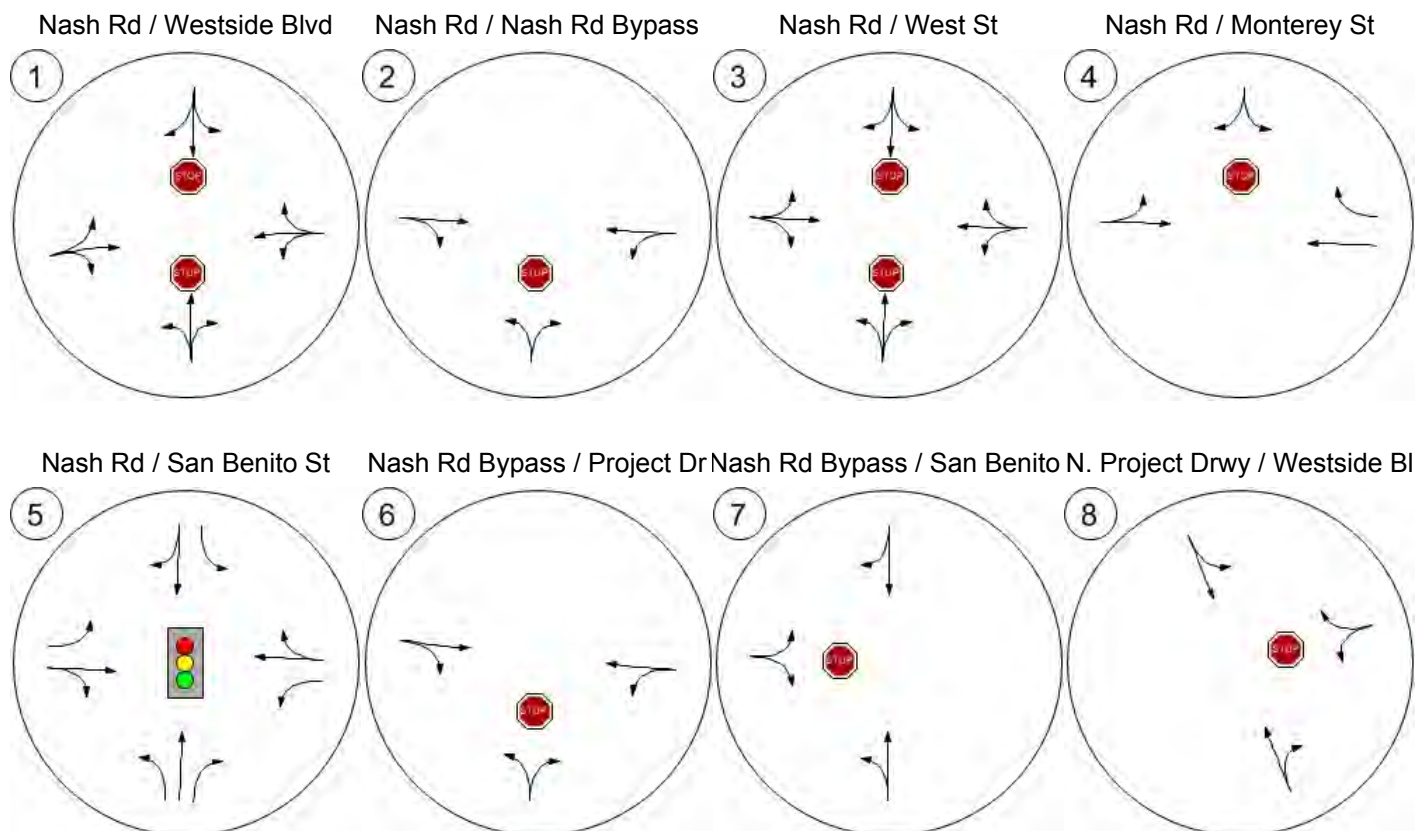
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:13
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	54
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	850
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



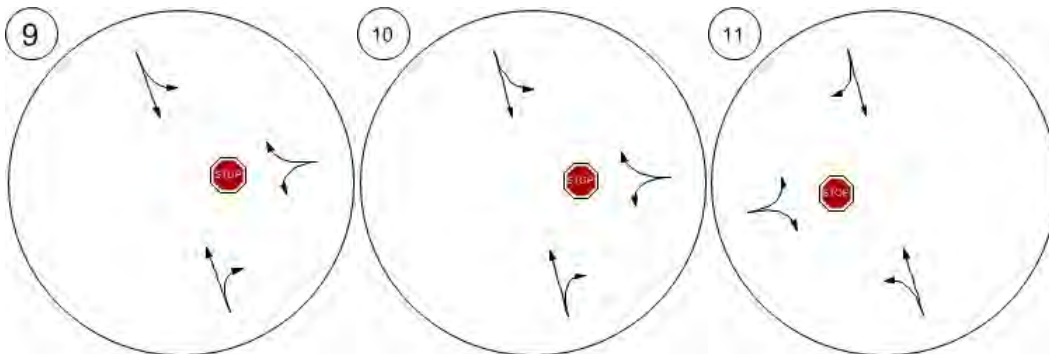
Report Figure 2: Lane Configuration and Traffic Control



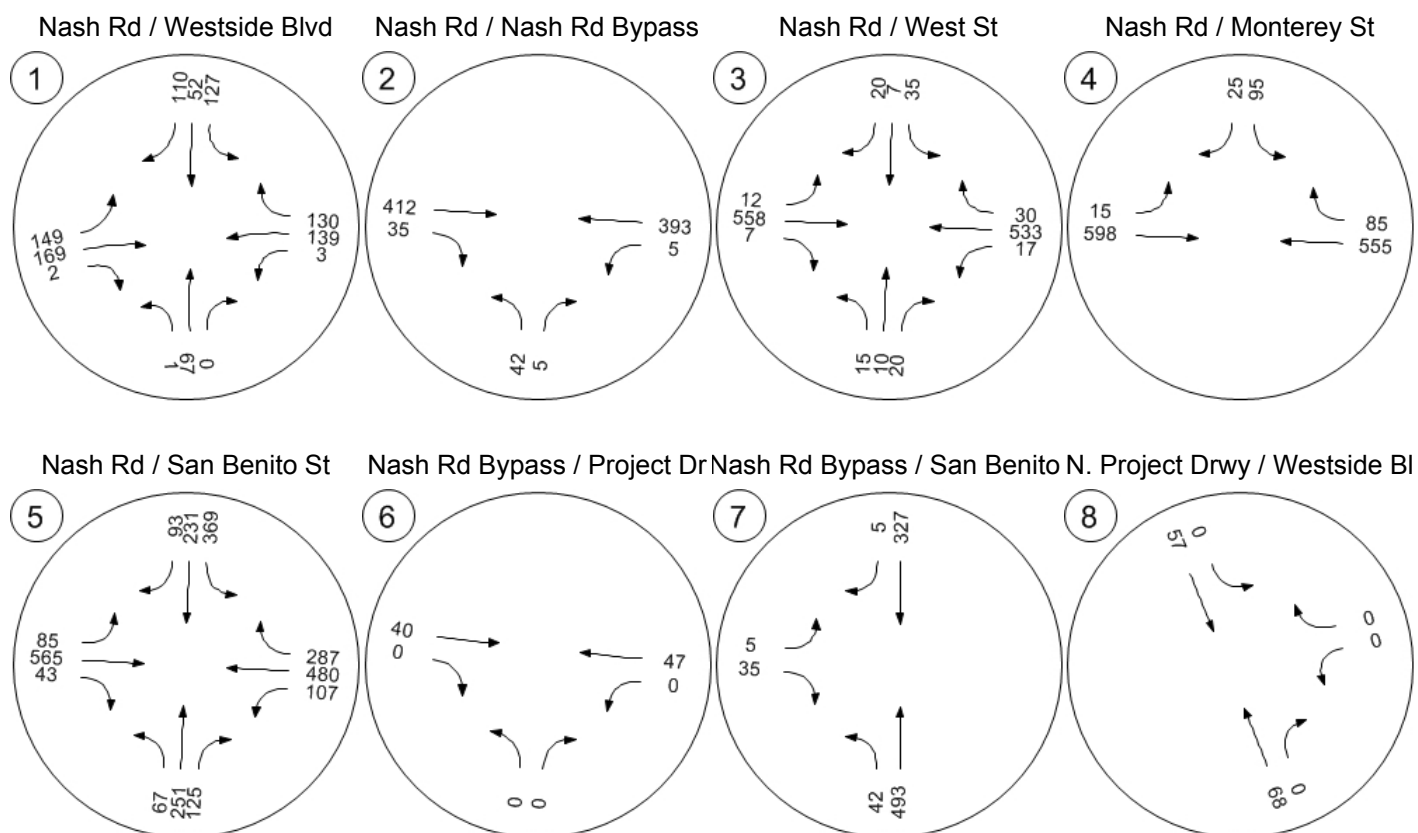
Report Figure 2: Lane Configuration and Traffic Control



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



Report Figure 3a: Traffic Volume - Base Volume



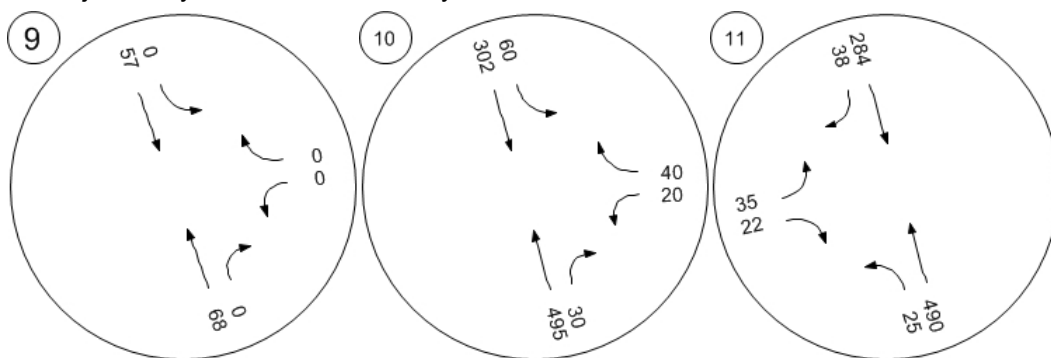
Report Figure 3a: Traffic Volume - Base Volume



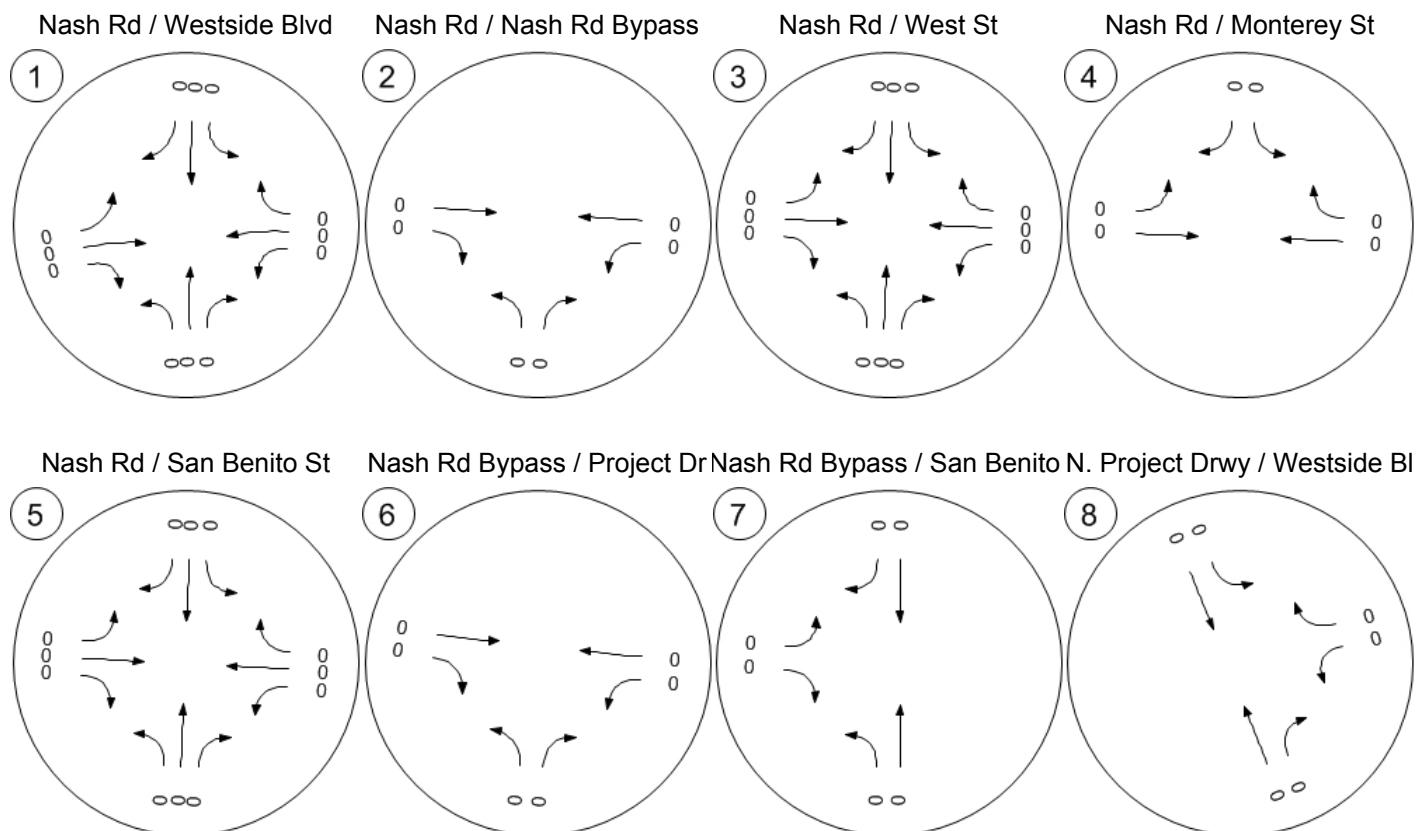
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



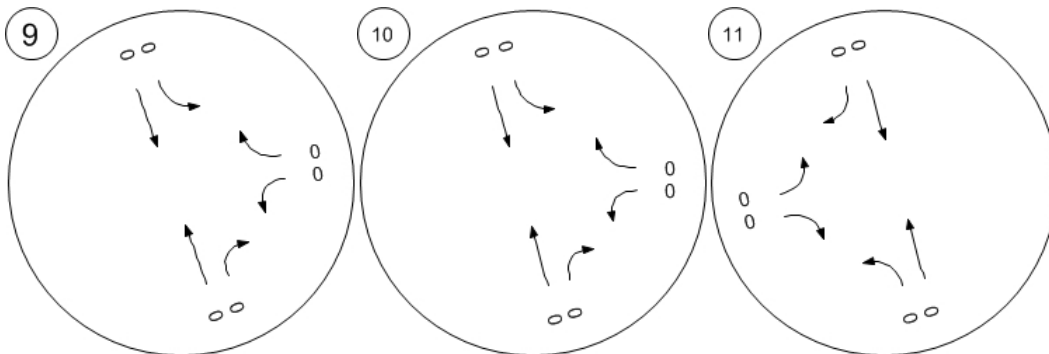
Report Figure 3b: Traffic Volume - In-Process Volume



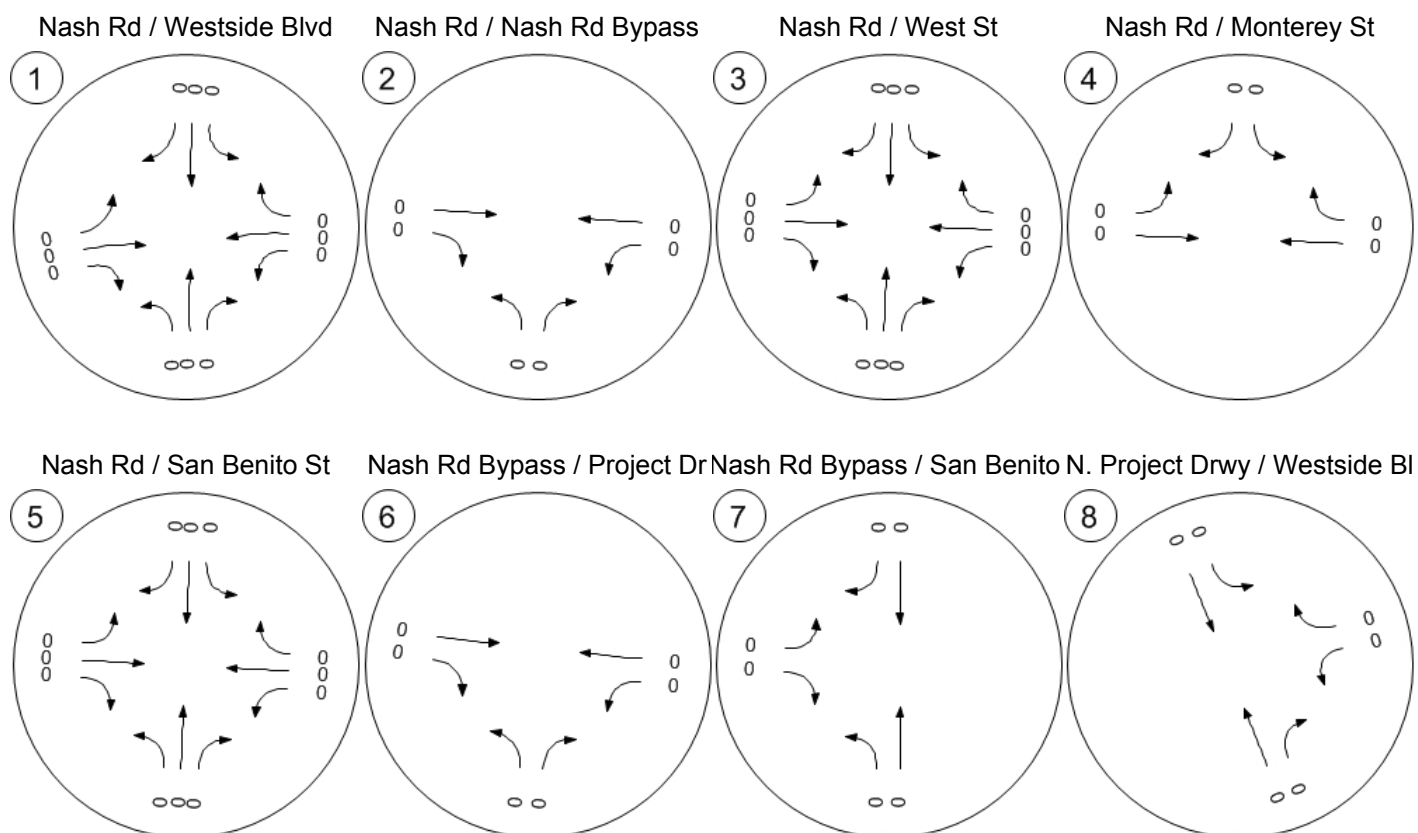
Report Figure 3b: Traffic Volume - In-Process Volume



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



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



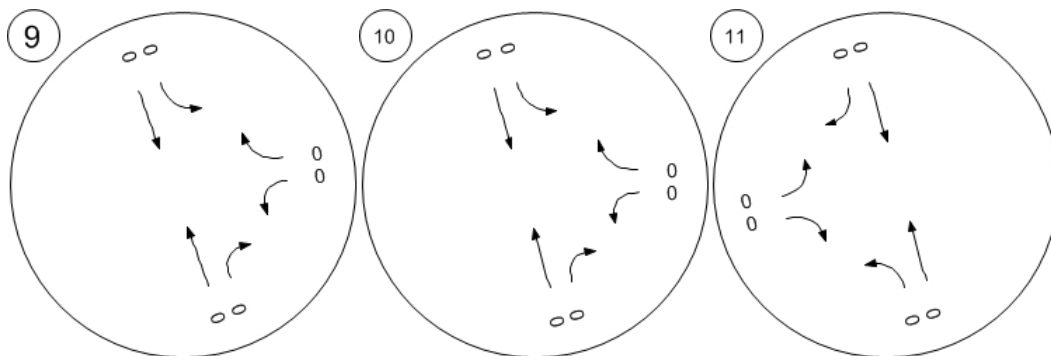
Report Figure 3c: Traffic Volume - Net New Site Trips



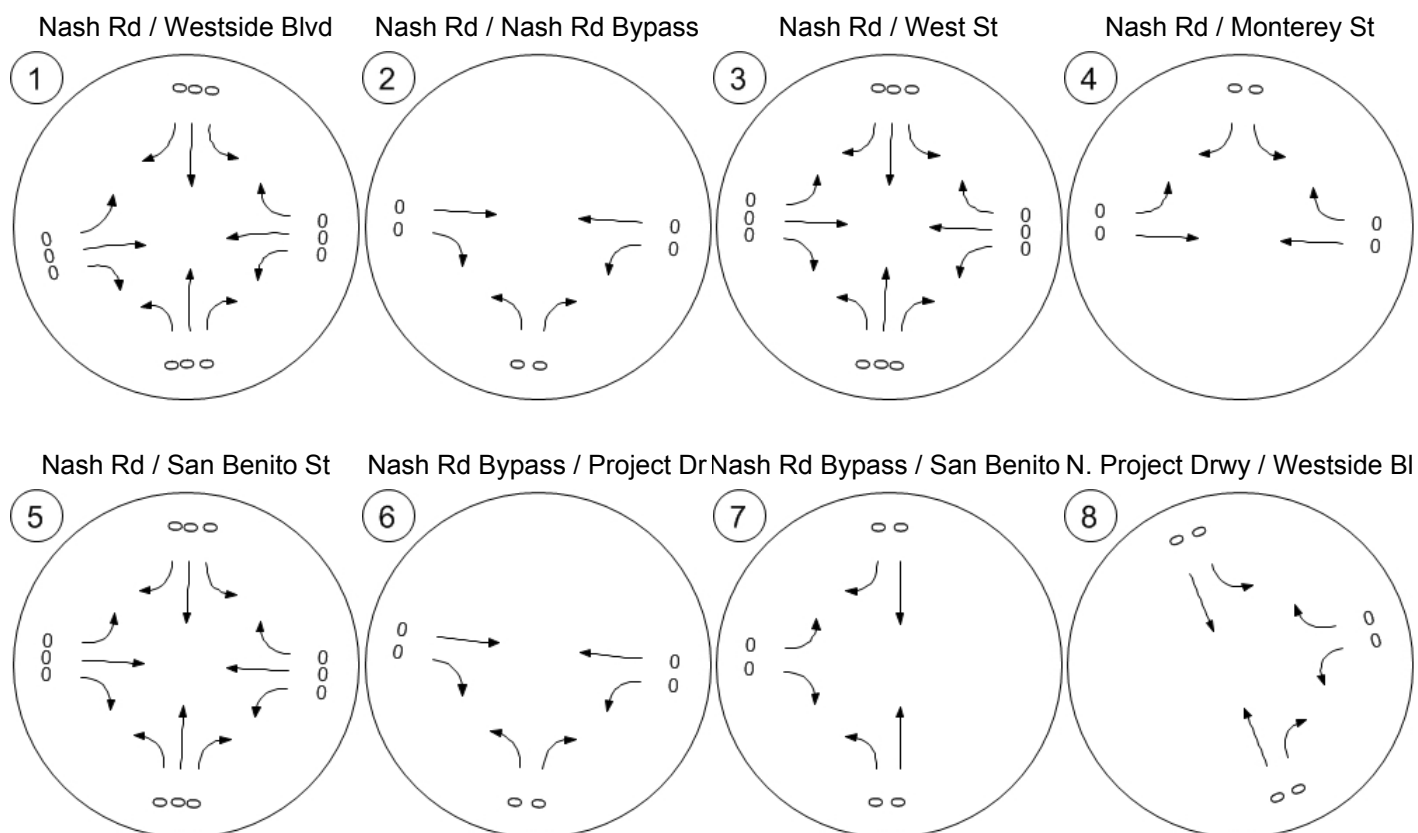
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



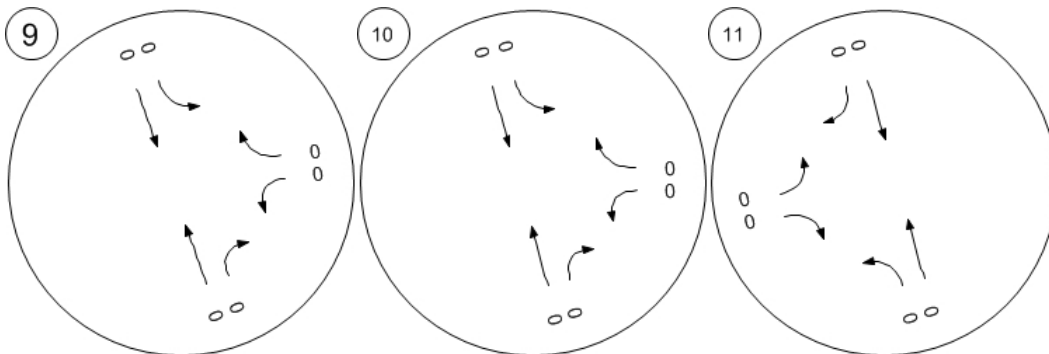
Report Figure 3d: Traffic Volume - Other Volume



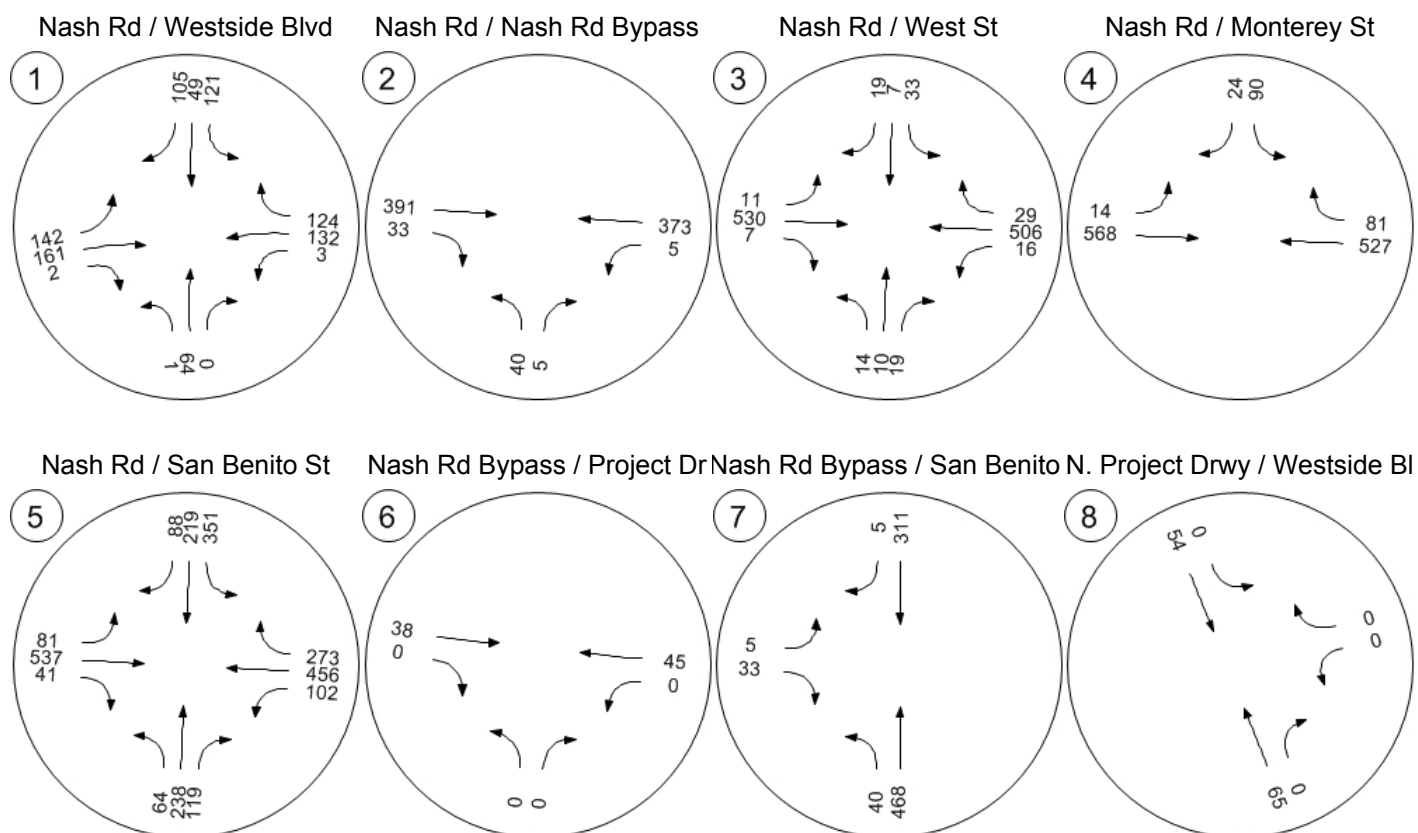
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



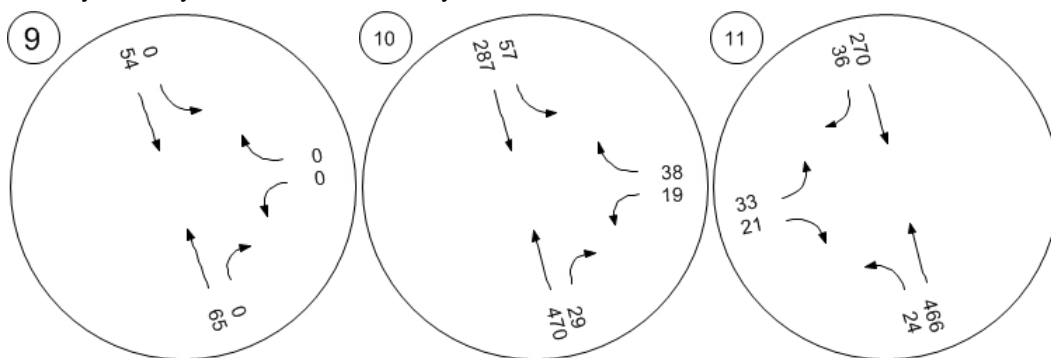
Report Figure 3e: Traffic Volume - Future Total Volume



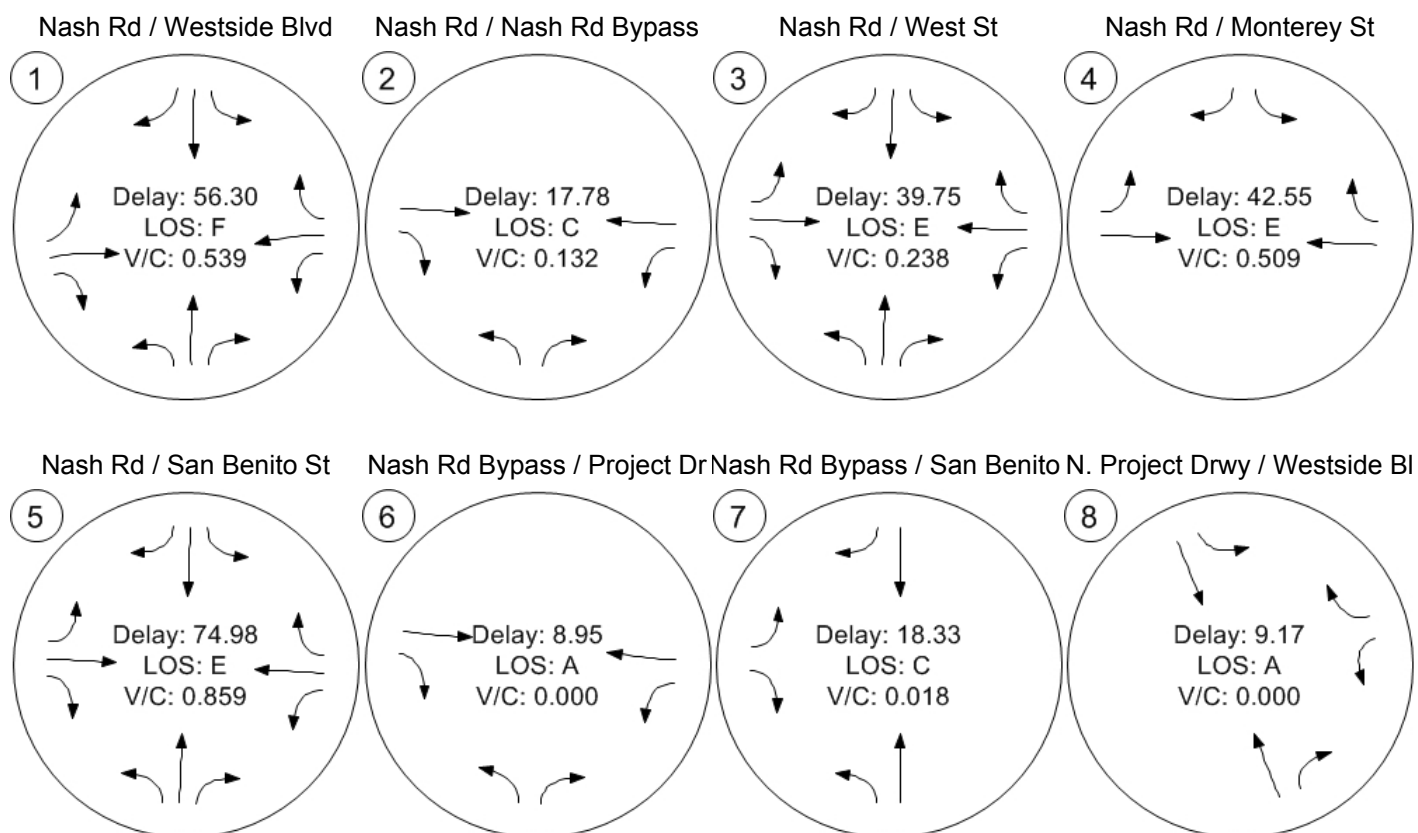
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



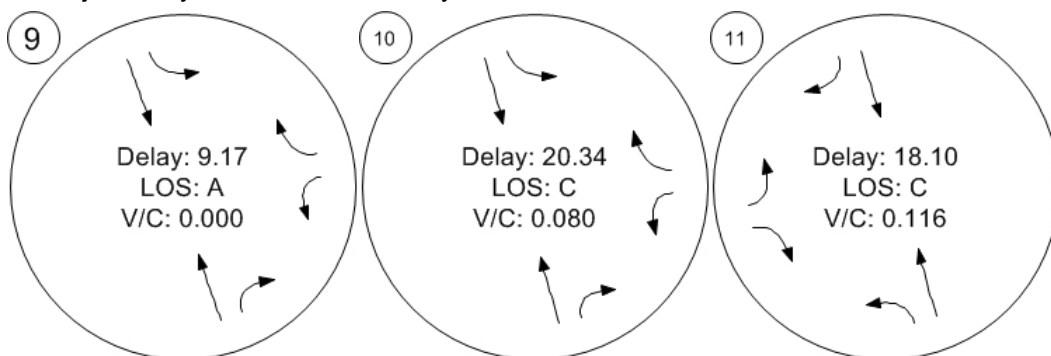
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM 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	SBL	0.340	19.6	C
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.097	14.9	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.055	31.4	D
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.741	106.3	F
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.816	60.0	E
6	Baler Alley / Project Drwy	Two-way stop	HCM2010	NBL	0.003	9.1	A
7	Baler Alley / San Benito St	Two-way stop	HCM2010	EBL	0.036	17.2	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.0	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.0	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.091	18.4	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.070	16.8	C

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): 19.6
 Level Of Service: C
 Volume to Capacity (v/c): 0.340

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]	1	40	2	148	43	65	46	77	0	1	148	114
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]	2	41	2	149	45	65	46	77	1	1	148	115
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]	1	11	1	40	12	18	13	21	0	0	40	31
Total Analysis Volume [veh/h]	2	45	2	162	49	71	50	84	1	1	161	125
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	0.10	0.00	0.34	0.10	0.09	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.59	13.53	9.56	19.63	19.16	16.50	7.94	0.00	0.00	7.38	0.00	0.00
Movement LOS	B	B	A	C	C	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.18	0.18	0.18	1.47	1.47	1.47	0.30	0.30	0.30	0.59	0.59	0.59
50th-Percentile Queue Length [ft]	4.56	4.56	4.56	36.74	36.74	36.74	7.44	7.44	7.44	14.72	14.72	14.72
95th-Percentile Queue Length [veh]	0.34	0.34	0.34	3.01	3.01	3.01	0.35	0.35	0.35	0.70	0.70	0.70
95th-Percentile Queue Length [ft]	8.54	8.54	8.54	75.19	75.19	75.19	8.85	8.85	8.85	17.50	17.50	17.50
d_A, Approach Delay [s/veh]	13.41			18.76			2.94			0.03		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	8.44											
Intersection LOS	C											

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): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.097

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]	35	5	280	30	5	326
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	2	0	1	4	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]	36	7	280	31	9	326
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]	10	2	76	8	2	89
Total Analysis Volume [veh/h]	39	8	304	34	10	354
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	0.10	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.90	10.99	0.00	0.00	7.97	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.19	0.19	0.00	0.00	0.81	0.81
50th-Percentile Queue Length [ft]	4.65	4.65	0.00	0.00	20.15	20.15
95th-Percentile Queue Length [veh]	0.36	0.36	0.00	0.00	1.26	1.26
95th-Percentile Queue Length [ft]	8.98	8.98	0.00	0.00	31.48	31.48
d_A, Approach Delay [s/veh]	14.24		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.00					
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): 31.4
 Level Of Service: D
 Volume to Capacity (v/c): 0.055

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]	7	7	15	35	7	65	40	315	15	25	345	50
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	2	0	0	4	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]	7	7	15	35	7	66	40	317	15	25	349	50
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]	2	2	4	9	2	18	11	86	4	7	95	14
Total Analysis Volume [veh/h]	8	8	15	35	8	72	43	345	16	27	379	54
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	0.06	0.03	0.02	0.16	0.03	0.14	0.04	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	31.44	22.43	12.37	26.86	25.53	17.09	8.38	0.00	0.00	8.22	0.00	0.00
Movement LOS	D	C	B	D	D	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.17	0.17	0.17	0.66	0.66	0.66	0.94	0.94	0.94	1.05	1.05	1.05
50th-Percentile Queue Length [ft]	4.28	4.28	4.28	16.49	16.49	16.49	23.51	23.51	23.51	26.26	26.26	26.26
95th-Percentile Queue Length [veh]	0.38	0.38	0.38	1.44	1.44	1.44	1.69	1.69	1.69	1.97	1.97	1.97
95th-Percentile Queue Length [ft]	9.50	9.50	9.50	35.90	35.90	35.90	42.20	42.20	42.20	49.26	49.26	49.26
d_A, Approach Delay [s/veh]	19.89			20.65			0.89			0.48		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	3.54											
Intersection LOS	D											

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): 106.3
 Level Of Service: F
 Volume to Capacity (v/c): 0.741

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]	85	35	5	360	385	144
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	3	4	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]	85	35	5	363	389	144
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]	23	10	1	99	106	39
Total Analysis Volume [veh/h]	92	38	5	395	423	157
Pedestrian Volume [ped/h]	314		0		75	
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	0.74	0.13	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	106.28	89.56	11.83	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
50th-Percentile Queue Length [veh]	3.66	3.66	1.31	1.31	0.00	0.00
50th-Percentile Queue Length [ft]	91.54	91.54	32.87	32.87	0.00	0.00
95th-Percentile Queue Length [veh]	5.88	5.88	6.52	6.52	0.00	0.00
95th-Percentile Queue Length [ft]	146.91	146.91	163.00	163.00	0.00	0.00
d_A, Approach Delay [s/veh]	101.39		0.15		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	11.93					
Intersection LOS	F					

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

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

Delay (sec / veh): 60.0
 Level Of Service: E
 Volume to Capacity (v/c): 0.816

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]	77	242	69	369	260	48	56	351	38	109	404	245
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	2	4	0	4	2	1	2	0	6	2	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]	77	244	73	369	264	50	57	353	38	115	406	245
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]	21	66	20	100	72	14	15	96	10	31	110	67
Total Analysis Volume [veh/h]	84	265	79	401	287	54	62	384	41	125	441	266
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]	1			0			1			7		

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]	14	21	0	26	33	0	9	40	0	13	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]	5	16	16	22	32	4	27	8	31
g / C, Green / Cycle	0.06	0.18	0.18	0.25	0.37	0.05	0.31	0.09	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.06	0.23	0.19	0.03	0.23	0.07	0.41
s, saturation flow rate [veh/h]	1774	1863	1354	1774	1773	1774	1826	1774	1713
c, Capacity [veh/h]	113	342	248	447	659	91	569	162	603
d1, Uniform Delay [s]	39.89	33.70	30.69	31.32	21.17	40.45	26.78	38.49	28.09
k, delay calibration	0.11	0.11	0.11	0.19	0.12	0.11	0.20	0.11	0.50
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]	9.29	3.79	0.73	10.68	0.69	8.80	3.68	7.51	94.47
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	0.78	0.32	0.90	0.52	0.69	0.75	0.77	1.17
d, Delay for Lane Group [s/veh]	49.19	37.49	31.42	42.00	21.85	49.24	30.46	46.00	122.56
Lane Group LOS	D	D	C	D	C	D	C	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	2.04	5.60	1.47	9.27	5.38	1.52	8.26	2.92	27.82
50th-Percentile Queue Length [ft]	51.05	140.10	36.86	231.73	134.53	37.90	206.60	72.96	695.49
95th-Percentile Queue Length [veh]	3.68	9.49	2.65	14.26	9.19	2.73	12.98	5.25	40.36
95th-Percentile Queue Length [ft]	91.89	237.16	66.34	356.56	229.63	68.22	324.46	131.34	1009.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.19	37.49	31.42	42.00	21.85	21.85	49.24	30.46	30.46	46.00	122.56	122.56
Movement LOS	D	D	C	D	C	C	D	C	C	D	F	F
d_A, Approach Delay [s/veh]	38.66			32.74			32.85			111.06		
Approach LOS	D			C			C			F		
d_I, Intersection Delay [s/veh]	59.96											
Intersection LOS	E											
Intersection V/C	0.816											

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): 9.1
 Level Of Service: A
 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	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]	3	6	0	6	9	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	6	35	6	9	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]	1	2	10	2	2	11
Total Analysis Volume [veh/h]	3	7	38	7	10	43
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]	9.09	8.54	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.11	0.11
50th-Percentile Queue Length [ft]	0.60	0.60	0.00	0.00	2.69	2.69
95th-Percentile Queue Length [veh]	0.03	0.03	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft]	0.77	0.77	0.00	0.00	2.63	2.63
d_A, Approach Delay [s/veh]	8.70		0.00		1.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	A					

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): 17.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.036

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]	35	443	275	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	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	8	5	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]	36	444	276	13	10	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]	10	121	75	4	3	8
Total Analysis Volume [veh/h]	39	483	300	14	11	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	0.04	0.05
d_M, Delay for Movement [s/veh]	7.98	0.00	0.00	0.00	17.25	10.50
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.16	1.16	0.00	0.00	0.15	0.15
50th-Percentile Queue Length [ft]	28.93	28.93	0.00	0.00	3.80	3.80
95th-Percentile Queue Length [veh]	2.11	2.11	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft]	52.82	52.82	0.00	0.00	6.67	6.67
d_A, Approach Delay [s/veh]	0.60		0.00		12.15	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.97					
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): 9.0
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]	43	0	0	44	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]	44	1	2	46	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]	12	0	1	13	0	0
Total Analysis Volume [veh/h]	48	1	2	50	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	7.31	0.00	9.03	8.54
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.11	0.11	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	2.64	2.64	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	2.59	2.59	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.28		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
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): 9.0
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]	43	0	0	44	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]	44	1	2	45	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]	12	0	1	12	0	0
Total Analysis Volume [veh/h]	48	1	2	49	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	7.31	0.00	9.03	8.54
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	2.59	2.59	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	2.54	2.54	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.29		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
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): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.091

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]	433	20	40	265	25	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]	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]	434	21	41	267	26	46
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]	118	6	11	73	7	13
Total Analysis Volume [veh/h]	472	23	45	290	28	50
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	0.09	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	8.52	0.00	18.41	12.91
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.79	0.79	0.32	0.32
50th-Percentile Queue Length [ft]	0.00	0.00	19.81	19.81	8.06	8.06
95th-Percentile Queue Length [veh]	0.00	0.00	1.35	1.35	0.63	0.63
95th-Percentile Queue Length [ft]	0.00	0.00	33.75	33.75	15.86	15.86
d_A, Approach Delay [s/veh]	0.00		1.14		14.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.70					
Intersection LOS	C					

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): 16.8
Level Of Service: C
Volume to Capacity (v/c): 0.070

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]	24	433	270	20	20	23
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]	25	433	270	22	21	24
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]	7	118	73	6	6	7
Total Analysis Volume [veh/h]	27	471	293	24	23	26
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	0.07	0.04
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	0.00	16.82	10.80
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.10	1.10	0.00	0.00	0.19	0.19
50th-Percentile Queue Length [ft]	27.53	27.53	0.00	0.00	4.64	4.64
95th-Percentile Queue Length [veh]	1.96	1.96	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft]	49.09	49.09	0.00	0.00	8.75	8.75
d_A, Approach Delay [s/veh]	0.43		0.00		13.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.02					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

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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	2	41	2	149	45	65	46	77	1	1	148	115	692

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	36	7	280	31	9	326	689

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	7	7	15	35	7	66	40	317	15	25	349	50	933

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	85	35	5	363	389	144	1021

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	77	244	73	369	264	50	57	353	38	115	406	245	2291

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	3	6	35	6	9	40	99

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	36	444	276	13	10	31	810

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	44	1	2	46	1	1	95

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	44	1	2	45	1	1	94

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	434	21	41	267	26	46	835

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	25	433	270	22	21	24	795

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus

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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	1	40	2	148	43	65	46	77	0	1	148	114	685
		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	2	41	2	149	45	65	46	77	1	1	148	115	692

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	35	5	280	30	5	326	681
		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	2	0	1	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	36	7	280	31	9	326	689

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	7	7	15	35	7	65	40	315	15	25	345	50	926
		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	2	0	0	4	0	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	7	15	35	7	66	40	317	15	25	349	50	933

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	85	35	5	360	385	144	1014
		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	3	4	0	7
		Other	0	0	0	0	0	0	0
		Future Total	85	35	5	363	389	144	1021

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	77	242	69	369	260	48	56	351	38	109	404	245	2268
		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	2	4	0	4	2	1	2	0	6	2	0	23
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	77	244	73	369	264	50	57	353	38	115	406	245	2291

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	35	0	0	40	75
		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	3	6	0	6	9	0	24
		Other	0	0	0	0	0	0	0
		Future Total	3	6	35	6	9	40	99

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	35	443	275	5	5	30	793
		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	8	5	1	17
		Other	0	0	0	0	0	0	0
		Future Total	36	444	276	13	10	31	810

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	43	0	0	44	0	0	87
		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	44	1	2	46	1	1	95

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	43	0	0	44	0	0	87
		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	44	1	2	45	1	1	94

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	433	20	40	265	25	45	828
		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	434	21	41	267	26	46	835

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	24	433	270	20	20	23	790
		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	25	433	270	22	21	24	795

San Benito County Regional Park

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Scenario 17: Cumulative AM Pk Hr - Nash Bypass

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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	2	45	2	162	49	71	50	84	1	1	161	125	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	3	0	1	4	0	9
Total Volume	1	3	0	1	4	0	
Total Analysis Volume	39	8	304	34	10	354	

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	3	0	0	4	0	7
Total Volume	0	0	0	0	0	0	0	3	0	0	4	0	
Total Analysis Volume	8	8	15	35	8	72	43	345	16	27	379	54	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	3	4	0	7
Total Volume	0	0	0	3	4	0	
Total Analysis Volume	92	38	5	395	423	157	

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	2	3	0	3	2	1	2	0	5	2	0	20
Total Volume	0	2	3	0	3	2	1	2	0	5	2	0	
Total Analysis Volume	84	265	79	401	287	54	62	384	41	125	441	266	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	4	6	0	5	9	0	24
Total Volume	4	6	0	5	9	0	
Total Analysis Volume	3	7	38	7	10	43	

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	8	5	1	15
Total Volume	1	0	0	8	5	1	
Total Analysis Volume	39	483	300	14	11	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	48	1	2	50	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	48	1	2	49	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	472	23	45	290	28	50	

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	27	471	293	24	23	26	

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

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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%	104.17%	0%	73.53%	104.76%	50%	100.00%
Total	98.04%	104.17%	0.00%	73.53%	104.76%	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%	0%	104.17%	0	0	112.82%	0%	100.00%
Total	0.00%	0.00%	0.00%	100.00%	0.00%	28.57%	0.00%	104.17%	0.00%	0.00%	112.82%	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	92.59%	112.82%	0	100.00%
Total	0.00%	0.00%	0.00%	92.59%	112.82%	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%	102.38%	92.86%	0	92.86%	100%	100%	100%	100%	96.43%	100%	0	100.00%
Total	0.00%	102.38%	92.86%	0.00%	92.86%	100.00%	100.00%	100.00%	100.00%	96.43%	100.00%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	102.34%	106.57%	0	97.12%	104.03%	0	100.00%
Total	102.34%	106.57%	0.00%	97.12%	104.03%	0.00%	

Intersection 7: Baler Alleyt / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	159.52%	31.25%	30.77%	102.47%	104.17%	160.24%	100.00%
Total	159.52%	31.25%	30.77%	102.47%	104.17%	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

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus

4/23/2014

Project.pdf

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	12.41%	3.58%	0%	0.63%	3.9%	0	0	0.4%	19.88%	14.29%	0.21%	0.54%	7.42%
Total	12.41%	3.58%	0.00%	0.63%	3.90%	0.00%	0.00%	0.40%	19.88%	14.29%	0.21%	0.54%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	2.5%	24.04%	0%	2.83%	30.99%	0.06%	8.07%
Total	2.50%	24.04%	0.00%	2.83%	30.99%	0.06%	

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	0.28%	0%	0.72%	0	0	1.15%	0%	0.30%
Total	0.00%	0.00%	0.00%	0.85%	0.00%	0.28%	0.00%	0.72%	0.00%	0.00%	1.15%	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	0.63%	1.03%	0	0.15%
Total	0.00%	0.00%	0.00%	0.63%	1.03%	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%	0.8%	3.94%	0	1.12%	2.7%	1.43%	0.39%	0.73%	4.13%	0.54%	0	0.63%
Total	0.00%	0.80%	3.94%	0.00%	1.12%	2.70%	1.43%	0.39%	0.73%	4.13%	0.54%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	54.52%	47.51%	0	42.99%	49.1%	0	179.74%
Total	54.52%	47.51%	0.00%	42.99%	49.10%	0.00%	

Intersection 7: Baler Alley / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	3.36%	0.05%	0.13%	37.56%	31.65%	3.82%	8.69%
Total	3.36%	0.05%	0.13%	37.56%	31.65%	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	2.04%	17.94%	34.09%	2.33%	12.63%	50.25%	115.81%
Total	2.04%	17.94%	34.09%	2.33%	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	0.81%	17.94%	34.09%	0.5%	12.56%	50.25%	113.87%
Total	0.81%	17.94%	34.09%	0.50%	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	0.05%	1.06%	1.1%	0.14%	0.88%	0.99%	0.46%
Total	0.05%	1.06%	1.10%	0.14%	0.88%	0.99%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	1.19%	0.07%	0.11%	1.55%	1.03%	1.24%	0.60%
Total	1.19%	0.07%	0.11%	1.55%	1.03%	1.24%	

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	5	2	1	5
2	5	2	1	5
3	8	4	1	8
4	8	4	1	8
5	11	5	2	10
6	26	12	5	26
7	29	14	5	28
8	53	25	9	52
9	92	43	16	91
10	95	45	16	93
11	95	45	16	93
12	103	48	18	101
13	114	53	19	111
14	119	56	20	117
15	119	56	20	117
16	127	60	22	124
17	158	74	27	155
18	166	78	28	163
19	180	84	31	176
20	201	94	34	197
21	211	99	36	207
22	248	117	42	243
23	253	119	43	249
24	264	124	45	259

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	7	2	6	No	No	No	No	No	No	No	No	No	No
2	2	7	2	6	No	No	No	No	No	No	No	No	No	No
3	2	12	2	9	No	No	No	No	No	No	No	No	No	No
4	2	12	2	9	No	No	No	No	No	No	No	No	No	No
5	2	16	2	12	No	No	No	No	No	No	No	No	No	No
6	2	38	2	31	No	No	No	No	No	No	No	No	No	No
7	2	43	2	33	No	No	No	No	No	No	No	No	No	No
8	2	78	2	61	No	No	No	No	No	No	No	No	No	No
9	2	135	2	107	No	No	No	No	No	No	No	No	No	No
10	2	140	2	109	No	No	No	No	No	No	No	No	No	No
11	2	140	2	109	No	No	No	No	No	No	No	No	No	No
12	2	151	2	119	No	No	No	No	No	No	No	No	No	No
13	2	167	2	130	No	No	No	No	No	No	No	No	No	No
14	2	175	2	137	No	No	No	No	No	No	No	No	No	No
15	2	175	2	137	No	No	No	No	No	No	No	No	No	No
16	2	187	2	146	No	No	No	No	No	No	No	No	No	No
17	2	232	2	182	No	No	No	No	No	No	No	No	No	No
18	2	244	2	191	No	No	No	No	No	No	No	No	No	No
19	2	264	2	207	No	No	No	No	No	No	No	No	No	No
20	2	295	2	231	No	No	No	No	No	No	No	No	No	No
21	2	310	2	243	No	No	No	No	No	No	No	No	No	No
22	2	365	2	285	No	No	No	Yes	No	No	No	No	No	No
23	2	372	2	292	No	No	No	Yes	No	No	No	No	No	No
24	2	388	2	304	No	No	No	Yes	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.4	18.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	1:20
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	45	259
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	692	692
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	335	311	43
2	322	299	41
3	315	292	40
4	268	249	34
5	255	236	33
6	228	211	29
7	211	196	27
8	201	187	26
9	161	149	21
10	151	140	19
11	151	140	19
12	144	134	18
13	131	121	17
14	121	112	15
15	121	112	15
16	117	109	15
17	67	62	9
18	37	34	5
19	34	31	4
20	13	12	2
21	10	9	1
22	10	9	1
23	7	6	1
24	7	6	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	646	1	43	No	No	No	No	No	No	No	Yes	No	No
2	2	621	1	41	No	No	No	No	No	No	No	No	No	No
3	2	607	1	40	No	No	No	No	No	No	No	No	No	No
4	2	517	1	34	No	No	No	No	No	No	No	No	No	No
5	2	491	1	33	No	No	No	No	No	No	No	No	No	No
6	2	439	1	29	No	No	No	No	No	No	No	No	No	No
7	2	407	1	27	No	No	No	No	No	No	No	No	No	No
8	2	388	1	26	No	No	No	No	No	No	No	No	No	No
9	2	310	1	21	No	No	No	No	No	No	No	No	No	No
10	2	291	1	19	No	No	No	No	No	No	No	No	No	No
11	2	291	1	19	No	No	No	No	No	No	No	No	No	No
12	2	278	1	18	No	No	No	No	No	No	No	No	No	No
13	2	252	1	17	No	No	No	No	No	No	No	No	No	No
14	2	233	1	15	No	No	No	No	No	No	No	No	No	No
15	2	233	1	15	No	No	No	No	No	No	No	No	No	No
16	2	226	1	15	No	No	No	No	No	No	No	No	No	No
17	2	129	1	9	No	No	No	No	No	No	No	No	No	No
18	2	71	1	5	No	No	No	No	No	No	No	No	No	No
19	2	65	1	4	No	No	No	No	No	No	No	No	No	No
20	2	25	1	2	No	No	No	No	No	No	No	No	No	No
21	2	19	1	1	No	No	No	No	No	No	No	No	No	No
22	2	19	1	1	No	No	No	No	No	No	No	No	No	No
23	2	13	1	1	No	No	No	No	No	No	No	No	No	No
24	2	13	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	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.2
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	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	689
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	424	372	108	29
2	407	357	104	28
3	399	350	102	27
4	339	298	86	23
5	322	283	82	22
6	288	253	73	20
7	267	234	68	18
8	254	223	65	17
9	204	179	52	14
10	191	167	49	13
11	191	167	49	13
12	182	160	46	12
13	165	145	42	11
14	153	134	39	10
15	153	134	39	10
16	148	130	38	10
17	85	74	22	6
18	47	41	12	3
19	42	37	11	3
20	17	15	4	1
21	13	11	3	1
22	13	11	3	1
23	8	7	2	1
24	8	7	2	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	796	2	137	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	764	2	132	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	2	749	2	129	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	2	637	2	109	No	No	No	Yes	No	No	Yes	Yes	No	No
5	2	605	2	104	No	No	No	No	No	No	No	Yes	No	No
6	2	541	2	93	No	No	No	No	No	No	No	Yes	No	No
7	2	501	2	86	No	No	No	No	No	No	No	No	No	No
8	2	477	2	82	No	No	No	No	No	No	No	No	No	No
9	2	383	2	66	No	No	No	No	No	No	No	No	No	No
10	2	358	2	62	No	No	No	No	No	No	No	No	No	No
11	2	358	2	62	No	No	No	No	No	No	No	No	No	No
12	2	342	2	58	No	No	No	No	No	No	No	No	No	No
13	2	310	2	53	No	No	No	No	No	No	No	No	No	No
14	2	287	2	49	No	No	No	No	No	No	No	No	No	No
15	2	287	2	49	No	No	No	No	No	No	No	No	No	No
16	2	278	2	48	No	No	No	No	No	No	No	No	No	No
17	2	159	2	28	No	No	No	No	No	No	No	No	No	No
18	2	88	2	15	No	No	No	No	No	No	No	No	No	No
19	2	79	2	14	No	No	No	No	No	No	No	No	No	No
20	2	32	2	5	No	No	No	No	No	No	No	No	No	No
21	2	24	2	4	No	No	No	No	No	No	No	No	No	No
22	2	24	2	4	No	No	No	No	No	No	No	No	No	No
23	2	15	2	3	No	No	No	No	No	No	No	No	No	No
24	2	15	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	4	0	3	4	6	3	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	20.6	19.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:37	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	108	29
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	933	933
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	533	368	120
2	512	353	115
3	501	346	113
4	426	294	96
5	405	280	91
6	362	250	82
7	336	232	76
8	320	221	72
9	256	177	58
10	240	166	54
11	240	166	54
12	229	158	52
13	208	144	47
14	192	132	43
15	192	132	43
16	187	129	42
17	107	74	24
18	59	40	13
19	53	37	12
20	21	15	5
21	16	11	4
22	16	11	4
23	11	7	2
24	11	7	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	901	1	120	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	3	865	1	115	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	3	847	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	3	720	1	96	No	No	No	Yes	No	Yes	Yes	Yes	No	No
5	3	685	1	91	No	No	No	Yes	No	No	Yes	Yes	No	No
6	3	612	1	82	No	No	No	No	No	No	No	Yes	No	No
7	3	568	1	76	No	No	No	No	No	No	No	Yes	No	No
8	3	541	1	72	No	No	No	No	No	No	No	Yes	No	No
9	3	433	1	58	No	No	No	No	No	No	No	No	No	No
10	3	406	1	54	No	No	No	No	No	No	No	No	No	No
11	3	406	1	54	No	No	No	No	No	No	No	No	No	No
12	3	387	1	52	No	No	No	No	No	No	No	No	No	No
13	3	352	1	47	No	No	No	No	No	No	No	No	No	No
14	3	324	1	43	No	No	No	No	No	No	No	No	No	No
15	3	324	1	43	No	No	No	No	No	No	No	No	No	No
16	3	316	1	42	No	No	No	No	No	No	No	No	No	No
17	3	181	1	24	No	No	No	No	No	No	No	No	No	No
18	3	99	1	13	No	No	No	No	No	No	No	No	No	No
19	3	90	1	12	No	No	No	No	No	No	No	No	No	No
20	3	36	1	5	No	No	No	No	No	No	No	No	No	No
21	3	27	1	4	No	No	No	No	No	No	No	No	No	No
22	3	27	1	4	No	No	No	No	No	No	No	No	No	No
23	3	18	1	2	No	No	No	No	No	No	No	No	No	No
24	3	18	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	3	5	1	4	5	8	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	101.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:22
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1021
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 #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	49	41	9
2	47	39	9
3	46	39	8
4	39	33	7
5	37	31	7
6	33	28	6
7	31	26	6
8	29	25	5
9	24	20	4
10	22	18	4
11	22	18	4
12	21	18	4
13	19	16	4
14	18	15	3
15	18	15	3
16	17	14	3
17	10	8	2
18	5	5	1
19	5	4	1
20	2	2	0
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	90	1	9	No	No	No	No	No	No	No	No	No	No
2	2	86	1	9	No	No	No	No	No	No	No	No	No	No
3	2	85	1	8	No	No	No	No	No	No	No	No	No	No
4	2	72	1	7	No	No	No	No	No	No	No	No	No	No
5	2	68	1	7	No	No	No	No	No	No	No	No	No	No
6	2	61	1	6	No	No	No	No	No	No	No	No	No	No
7	2	57	1	6	No	No	No	No	No	No	No	No	No	No
8	2	54	1	5	No	No	No	No	No	No	No	No	No	No
9	2	44	1	4	No	No	No	No	No	No	No	No	No	No
10	2	40	1	4	No	No	No	No	No	No	No	No	No	No
11	2	40	1	4	No	No	No	No	No	No	No	No	No	No
12	2	39	1	4	No	No	No	No	No	No	No	No	No	No
13	2	35	1	4	No	No	No	No	No	No	No	No	No	No
14	2	33	1	3	No	No	No	No	No	No	No	No	No	No
15	2	33	1	3	No	No	No	No	No	No	No	No	No	No
16	2	31	1	3	No	No	No	No	No	No	No	No	No	No
17	2	18	1	2	No	No	No	No	No	No	No	No	No	No
18	2	10	1	1	No	No	No	No	No	No	No	No	No	No
19	2	9	1	1	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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)	8.7
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	99
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	289	480	41
2	277	461	39
3	272	451	39
4	231	384	33
5	220	365	31
6	197	326	28
7	182	302	26
8	173	288	25
9	139	230	20
10	130	216	18
11	130	216	18
12	124	206	18
13	113	187	16
14	104	173	15
15	104	173	15
16	101	168	14
17	58	96	8
18	32	53	5
19	29	48	4
20	12	19	2
21	9	14	1
22	9	14	1
23	6	10	1
24	6	10	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	769	1	41	No	No	No	No	No	No	No	No	No	No
2	2	738	1	39	No	No	No	No	No	No	No	No	No	No
3	2	723	1	39	No	No	No	No	No	No	No	No	No	No
4	2	615	1	33	No	No	No	No	No	No	No	No	No	No
5	2	585	1	31	No	No	No	No	No	No	No	No	No	No
6	2	523	1	28	No	No	No	No	No	No	No	No	No	No
7	2	484	1	26	No	No	No	No	No	No	No	No	No	No
8	2	461	1	25	No	No	No	No	No	No	No	No	No	No
9	2	369	1	20	No	No	No	No	No	No	No	No	No	No
10	2	346	1	18	No	No	No	No	No	No	No	No	No	No
11	2	346	1	18	No	No	No	No	No	No	No	No	No	No
12	2	330	1	18	No	No	No	No	No	No	No	No	No	No
13	2	300	1	16	No	No	No	No	No	No	No	No	No	No
14	2	277	1	15	No	No	No	No	No	No	No	No	No	No
15	2	277	1	15	No	No	No	No	No	No	No	No	No	No
16	2	269	1	14	No	No	No	No	No	No	No	No	No	No
17	2	154	1	8	No	No	No	No	No	No	No	No	No	No
18	2	85	1	5	No	No	No	No	No	No	No	No	No	No
19	2	77	1	4	No	No	No	No	No	No	No	No	No	No
20	2	31	1	2	No	No	No	No	No	No	No	No	No	No
21	2	23	1	1	No	No	No	No	No	No	No	No	No	No
22	2	23	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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)	12.1
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	41
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	810
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	45	48	2
2	43	46	2
3	42	45	2
4	36	38	2
5	34	36	2
6	31	33	1
7	28	30	1
8	27	29	1
9	22	23	1
10	20	22	1
11	20	22	1
12	19	21	1
13	18	19	1
14	16	17	1
15	16	17	1
16	16	17	1
17	9	10	0
18	5	5	0
19	5	5	0
20	2	2	0
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	93	1	2	No	No	No	No	No	No	No	No	No	No
2	2	89	1	2	No	No	No	No	No	No	No	No	No	No
3	2	87	1	2	No	No	No	No	No	No	No	No	No	No
4	2	74	1	2	No	No	No	No	No	No	No	No	No	No
5	2	70	1	2	No	No	No	No	No	No	No	No	No	No
6	2	64	1	1	No	No	No	No	No	No	No	No	No	No
7	2	58	1	1	No	No	No	No	No	No	No	No	No	No
8	2	56	1	1	No	No	No	No	No	No	No	No	No	No
9	2	45	1	1	No	No	No	No	No	No	No	No	No	No
10	2	42	1	1	No	No	No	No	No	No	No	No	No	No
11	2	42	1	1	No	No	No	No	No	No	No	No	No	No
12	2	40	1	1	No	No	No	No	No	No	No	No	No	No
13	2	37	1	1	No	No	No	No	No	No	No	No	No	No
14	2	33	1	1	No	No	No	No	No	No	No	No	No	No
15	2	33	1	1	No	No	No	No	No	No	No	No	No	No
16	2	33	1	1	No	No	No	No	No	No	No	No	No	No
17	2	19	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	10	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	95
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	45	47	2
2	43	45	2
3	42	44	2
4	36	38	2
5	34	36	2
6	31	32	1
7	28	30	1
8	27	28	1
9	22	23	1
10	20	21	1
11	20	21	1
12	19	20	1
13	18	18	1
14	16	17	1
15	16	17	1
16	16	16	1
17	9	9	0
18	5	5	0
19	5	5	0
20	2	2	0
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	92	1	2	No	No	No	No	No	No	No	No	No	No
2	2	88	1	2	No	No	No	No	No	No	No	No	No	No
3	2	86	1	2	No	No	No	No	No	No	No	No	No	No
4	2	74	1	2	No	No	No	No	No	No	No	No	No	No
5	2	70	1	2	No	No	No	No	No	No	No	No	No	No
6	2	63	1	1	No	No	No	No	No	No	No	No	No	No
7	2	58	1	1	No	No	No	No	No	No	No	No	No	No
8	2	55	1	1	No	No	No	No	No	No	No	No	No	No
9	2	45	1	1	No	No	No	No	No	No	No	No	No	No
10	2	41	1	1	No	No	No	No	No	No	No	No	No	No
11	2	41	1	1	No	No	No	No	No	No	No	No	No	No
12	2	39	1	1	No	No	No	No	No	No	No	No	No	No
13	2	36	1	1	No	No	No	No	No	No	No	No	No	No
14	2	33	1	1	No	No	No	No	No	No	No	No	No	No
15	2	33	1	1	No	No	No	No	No	No	No	No	No	No
16	2	32	1	1	No	No	No	No	No	No	No	No	No	No
17	2	18	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	10	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	2
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 #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	455	308	72
2	437	296	69
3	428	290	68
4	364	246	58
5	346	234	55
6	309	209	49
7	287	194	45
8	273	185	43
9	218	148	35
10	205	139	32
11	205	139	32
12	196	132	31
13	177	120	28
14	164	111	26
15	164	111	26
16	159	108	25
17	91	62	14
18	50	34	8
19	46	31	7
20	18	12	3
21	14	9	2
22	14	9	2
23	9	6	1
24	9	6	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	763	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	733	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	718	1	68	No	No	No	No	No	No	Yes	Yes	No	No
4	2	610	1	58	No	No	No	No	No	No	No	Yes	No	No
5	2	580	1	55	No	No	No	No	No	No	No	Yes	No	No
6	2	518	1	49	No	No	No	No	No	No	No	Yes	No	No
7	2	481	1	45	No	No	No	No	No	No	No	No	No	No
8	2	458	1	43	No	No	No	No	No	No	No	No	No	No
9	2	366	1	35	No	No	No	No	No	No	No	No	No	No
10	2	344	1	32	No	No	No	No	No	No	No	No	No	No
11	2	344	1	32	No	No	No	No	No	No	No	No	No	No
12	2	328	1	31	No	No	No	No	No	No	No	No	No	No
13	2	297	1	28	No	No	No	No	No	No	No	No	No	No
14	2	275	1	26	No	No	No	No	No	No	No	No	No	No
15	2	275	1	26	No	No	No	No	No	No	No	No	No	No
16	2	267	1	25	No	No	No	No	No	No	No	No	No	No
17	2	153	1	14	No	No	No	No	No	No	No	No	No	No
18	2	84	1	8	No	No	No	No	No	No	No	No	No	No
19	2	77	1	7	No	No	No	No	No	No	No	No	No	No
20	2	30	1	3	No	No	No	No	No	No	No	No	No	No
21	2	23	1	2	No	No	No	No	No	No	No	No	No	No
22	2	23	1	2	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	72
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	835
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 #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	458	292	45
2	440	280	43
3	431	274	42
4	366	234	36
5	348	222	34
6	311	199	31
7	289	184	28
8	275	175	27
9	220	140	22
10	206	131	20
11	206	131	20
12	197	126	19
13	179	114	18
14	165	105	16
15	165	105	16
16	160	102	16
17	92	58	9
18	50	32	5
19	46	29	5
20	18	12	2
21	14	9	1
22	14	9	1
23	9	6	1
24	9	6	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	750	1	45	No	No	No	No	No	No	No	Yes	No	No
2	2	720	1	43	No	No	No	No	No	No	No	Yes	No	No
3	2	705	1	42	No	No	No	No	No	No	No	Yes	No	No
4	2	600	1	36	No	No	No	No	No	No	No	No	No	No
5	2	570	1	34	No	No	No	No	No	No	No	No	No	No
6	2	510	1	31	No	No	No	No	No	No	No	No	No	No
7	2	473	1	28	No	No	No	No	No	No	No	No	No	No
8	2	450	1	27	No	No	No	No	No	No	No	No	No	No
9	2	360	1	22	No	No	No	No	No	No	No	No	No	No
10	2	337	1	20	No	No	No	No	No	No	No	No	No	No
11	2	337	1	20	No	No	No	No	No	No	No	No	No	No
12	2	323	1	19	No	No	No	No	No	No	No	No	No	No
13	2	293	1	18	No	No	No	No	No	No	No	No	No	No
14	2	270	1	16	No	No	No	No	No	No	No	No	No	No
15	2	270	1	16	No	No	No	No	No	No	No	No	No	No
16	2	262	1	16	No	No	No	No	No	No	No	No	No	No
17	2	150	1	9	No	No	No	No	No	No	No	No	No	No
18	2	82	1	5	No	No	No	No	No	No	No	No	No	No
19	2	75	1	5	No	No	No	No	No	No	No	No	No	No
20	2	30	1	2	No	No	No	No	No	No	No	No	No	No
21	2	23	1	1	No	No	No	No	No	No	No	No	No	No
22	2	23	1	1	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	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	W
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)	0:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	45
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	795
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM 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	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 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus
Project.pdf

4/23/2014

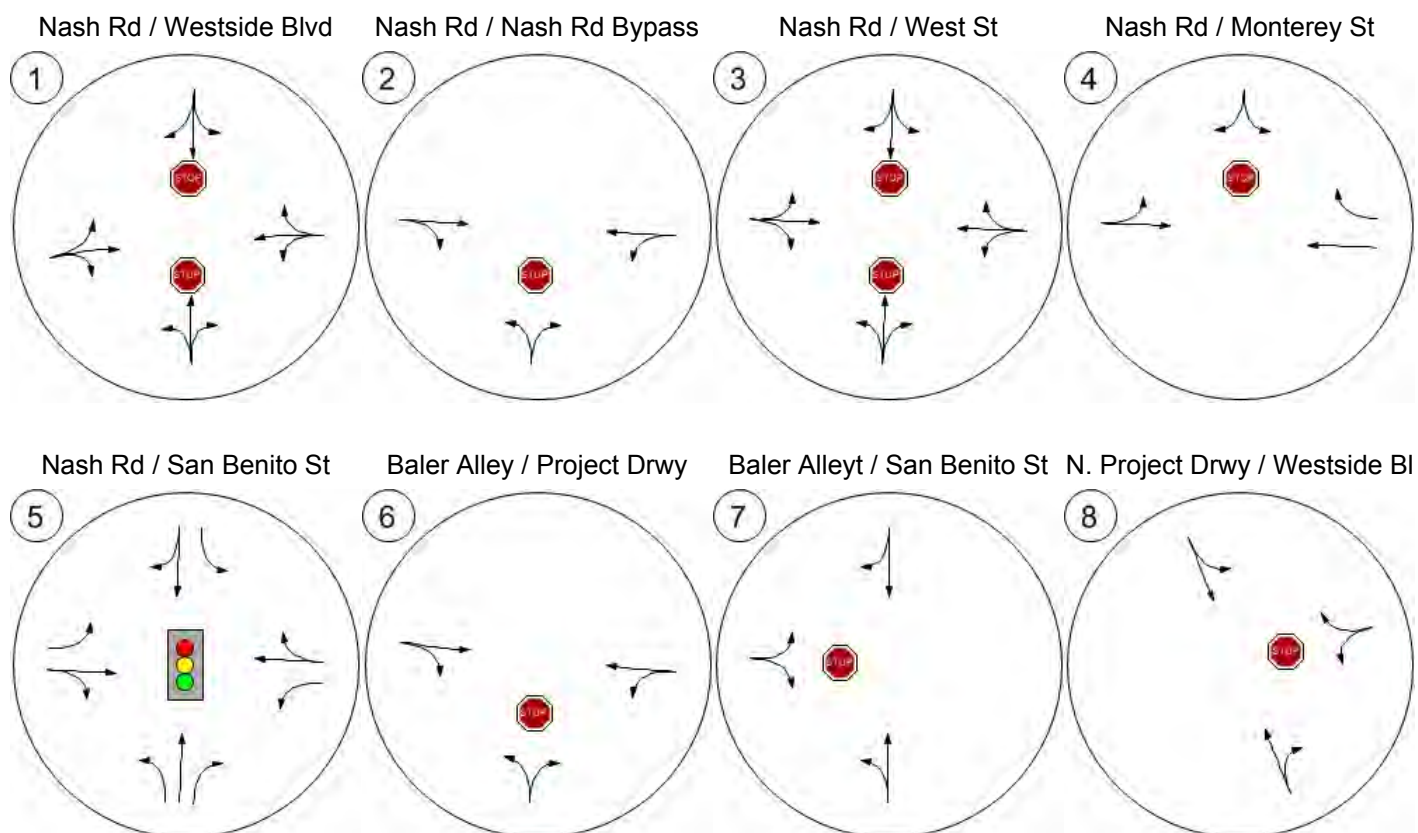
Trip distribution summary

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



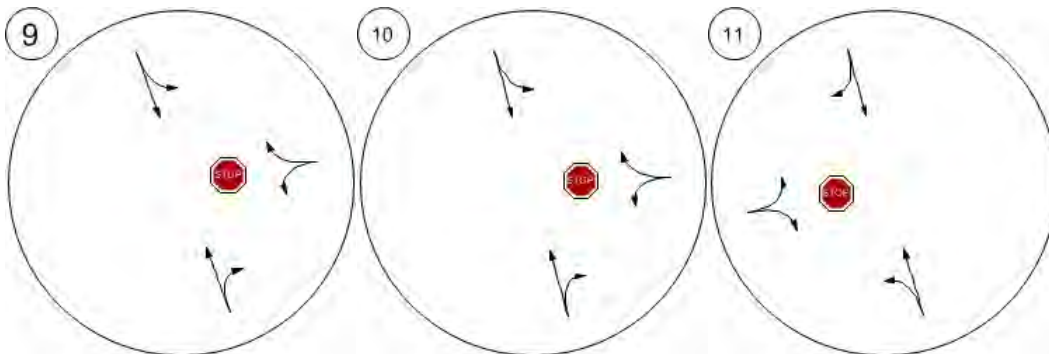
Report Figure 2: Lane Configuration and Traffic Control



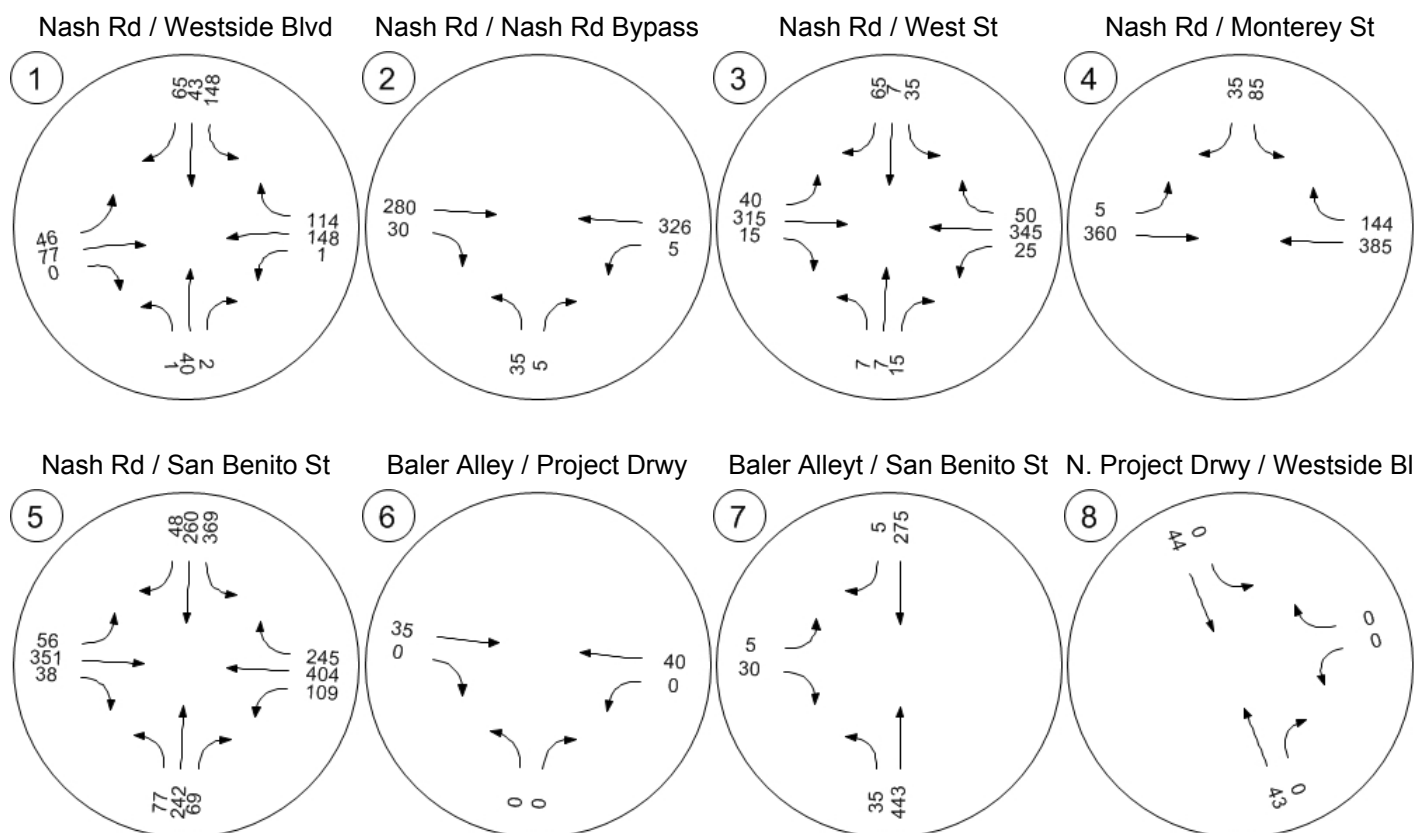
Report Figure 2: Lane Configuration and Traffic Control



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



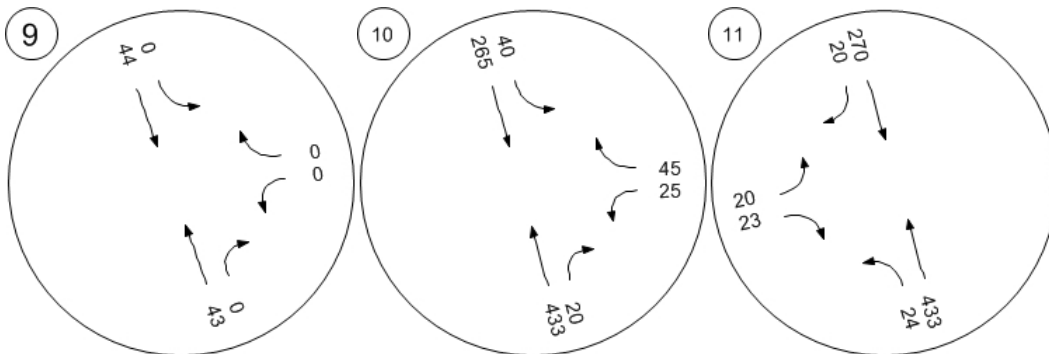
Report Figure 3a: Traffic Volume - Base Volume



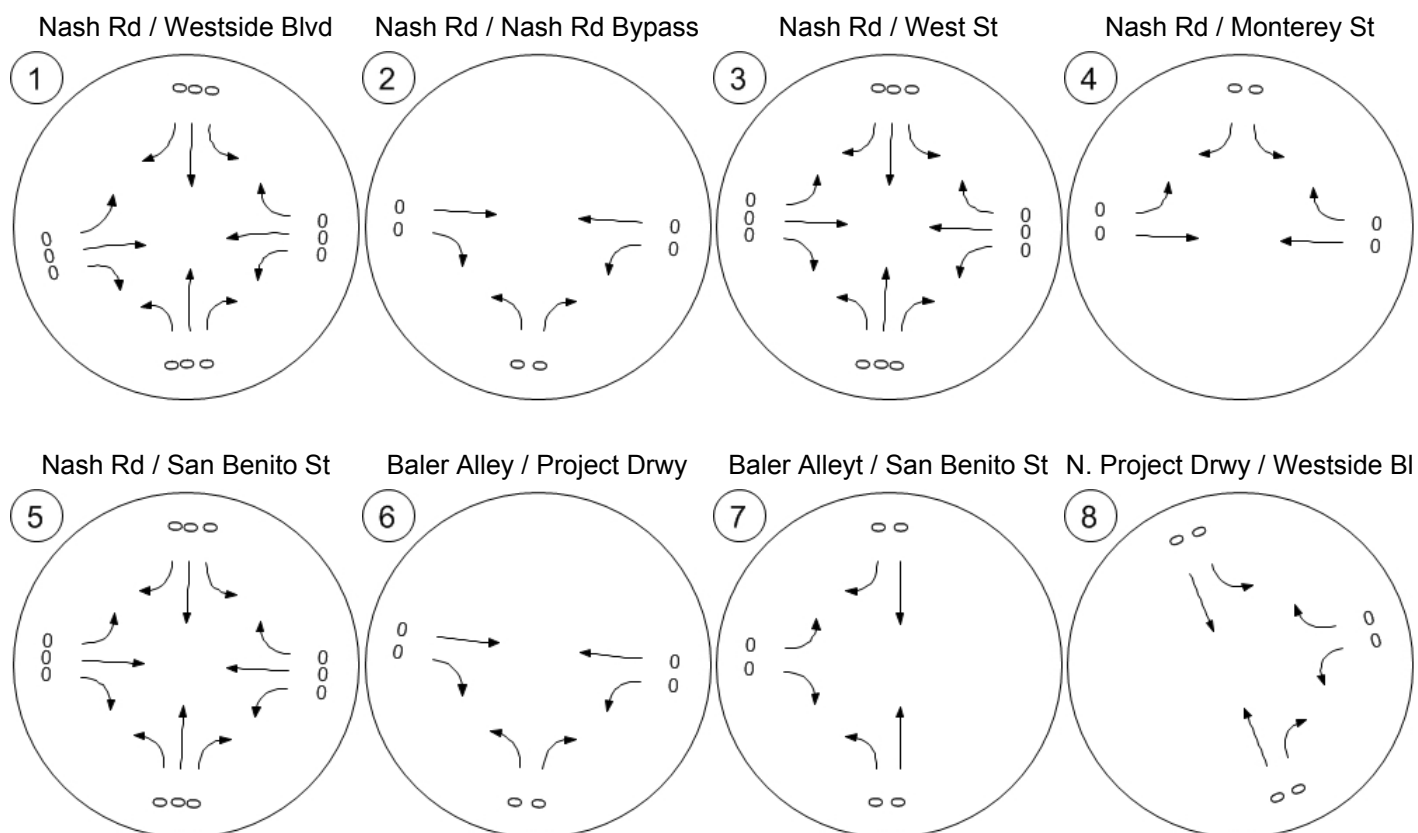
Report Figure 3a: Traffic Volume - Base Volume



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



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



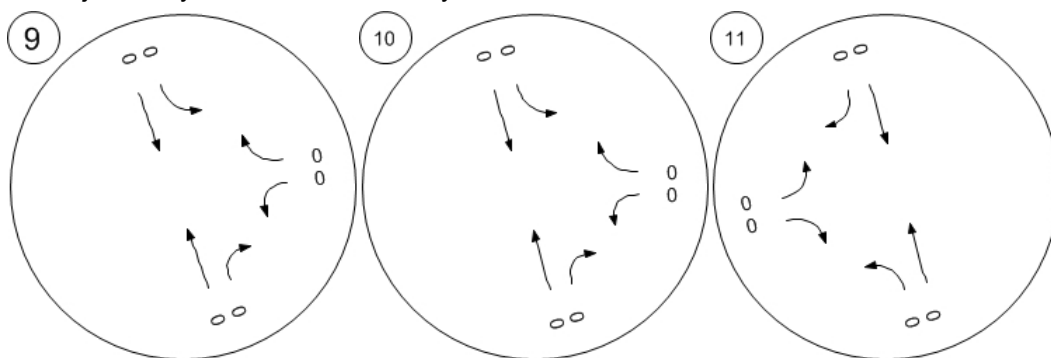
Report Figure 3b: Traffic Volume - In-Process Volume



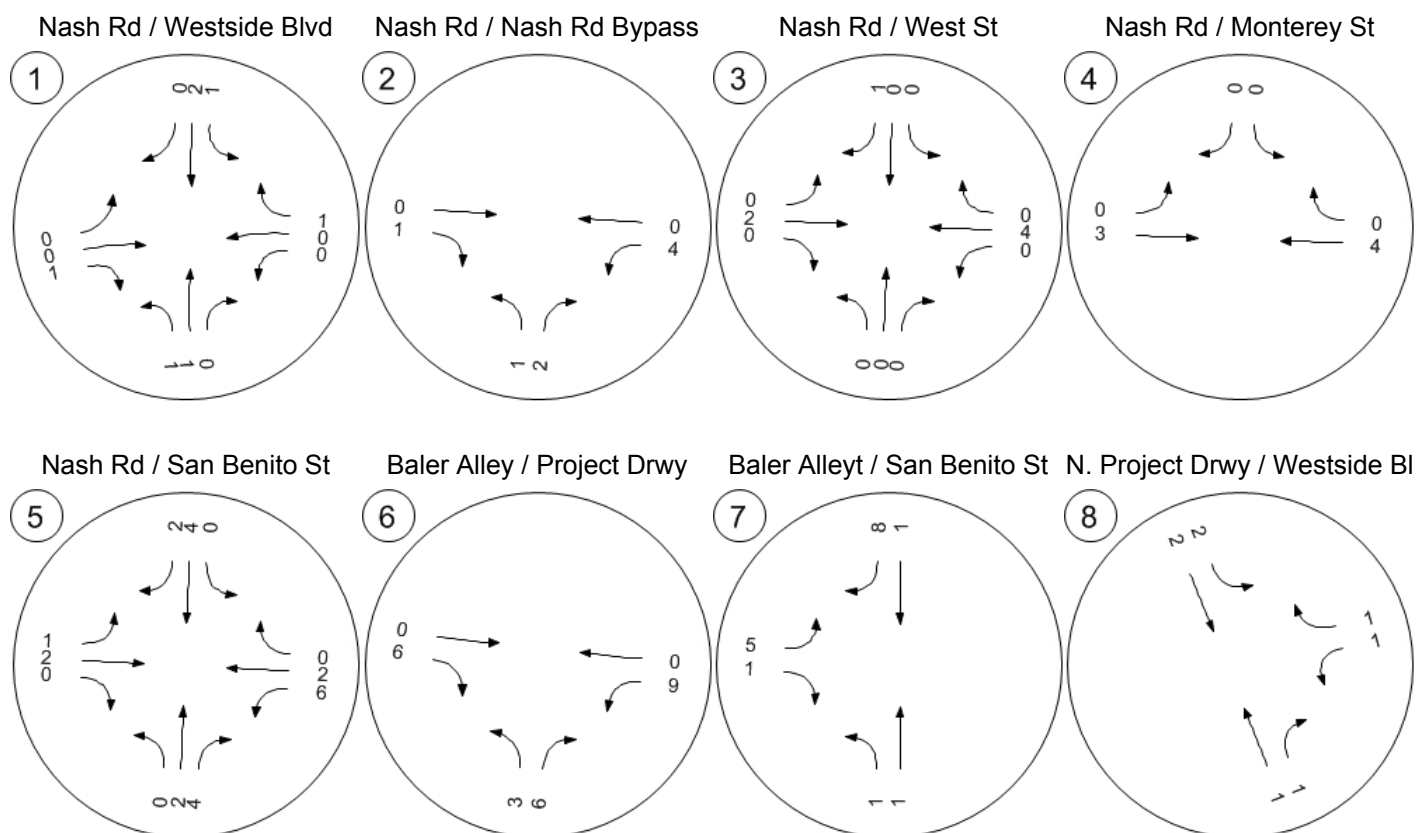
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



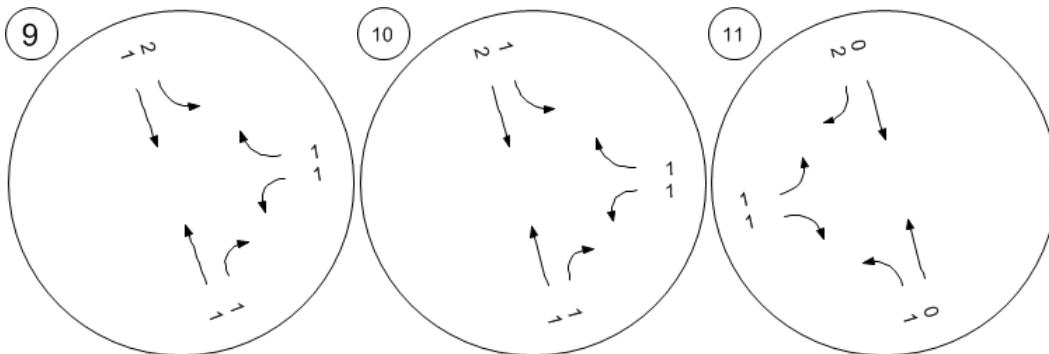
Report Figure 3c: Traffic Volume - Net New Site Trips



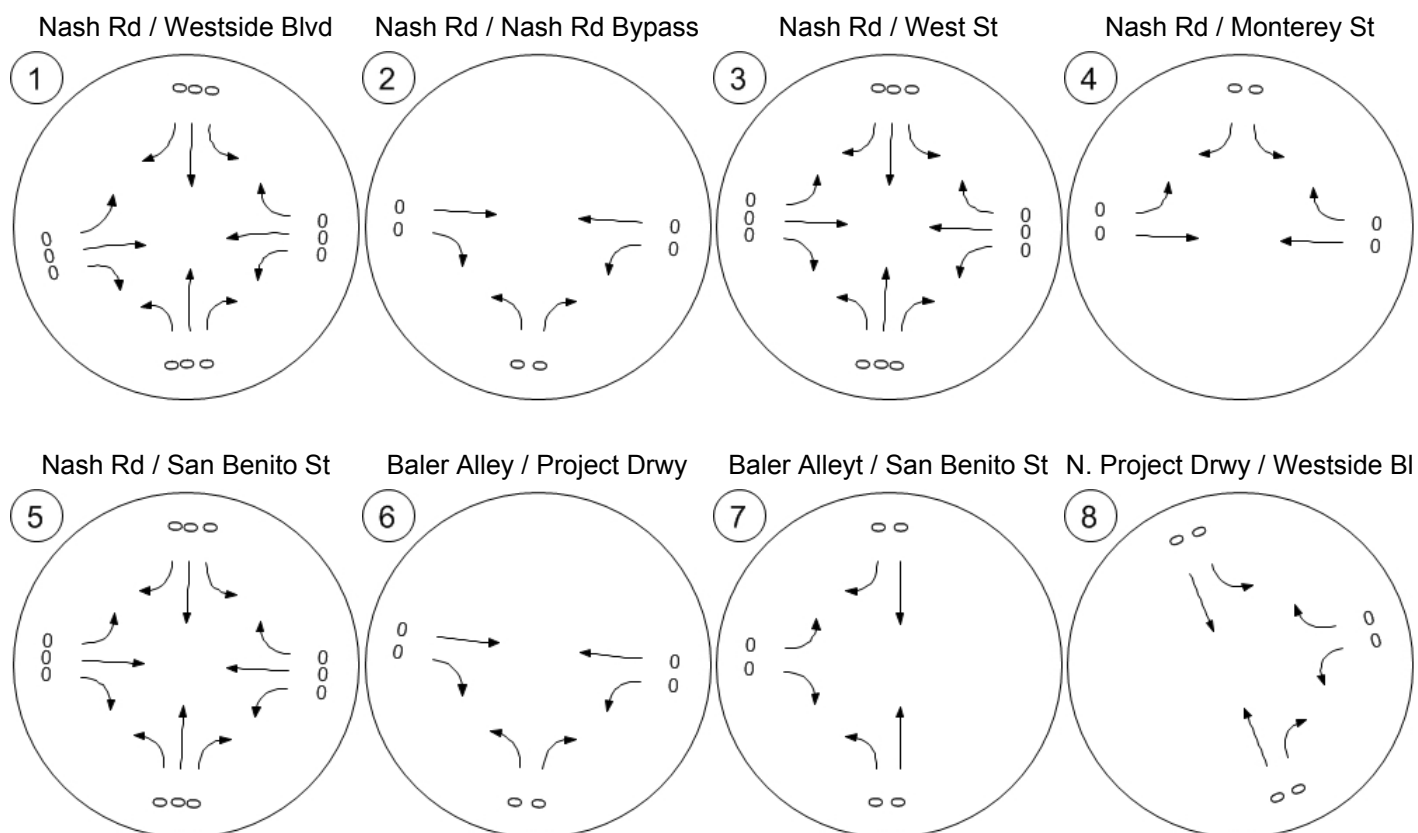
Report Figure 3c: Traffic Volume - Net New Site Trips



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



Report Figure 3d: Traffic Volume - Other Volume



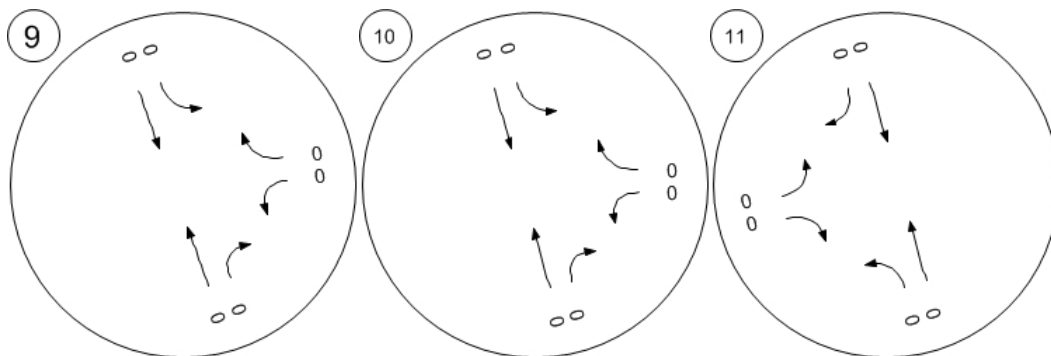
Report Figure 3d: Traffic Volume - Other Volume



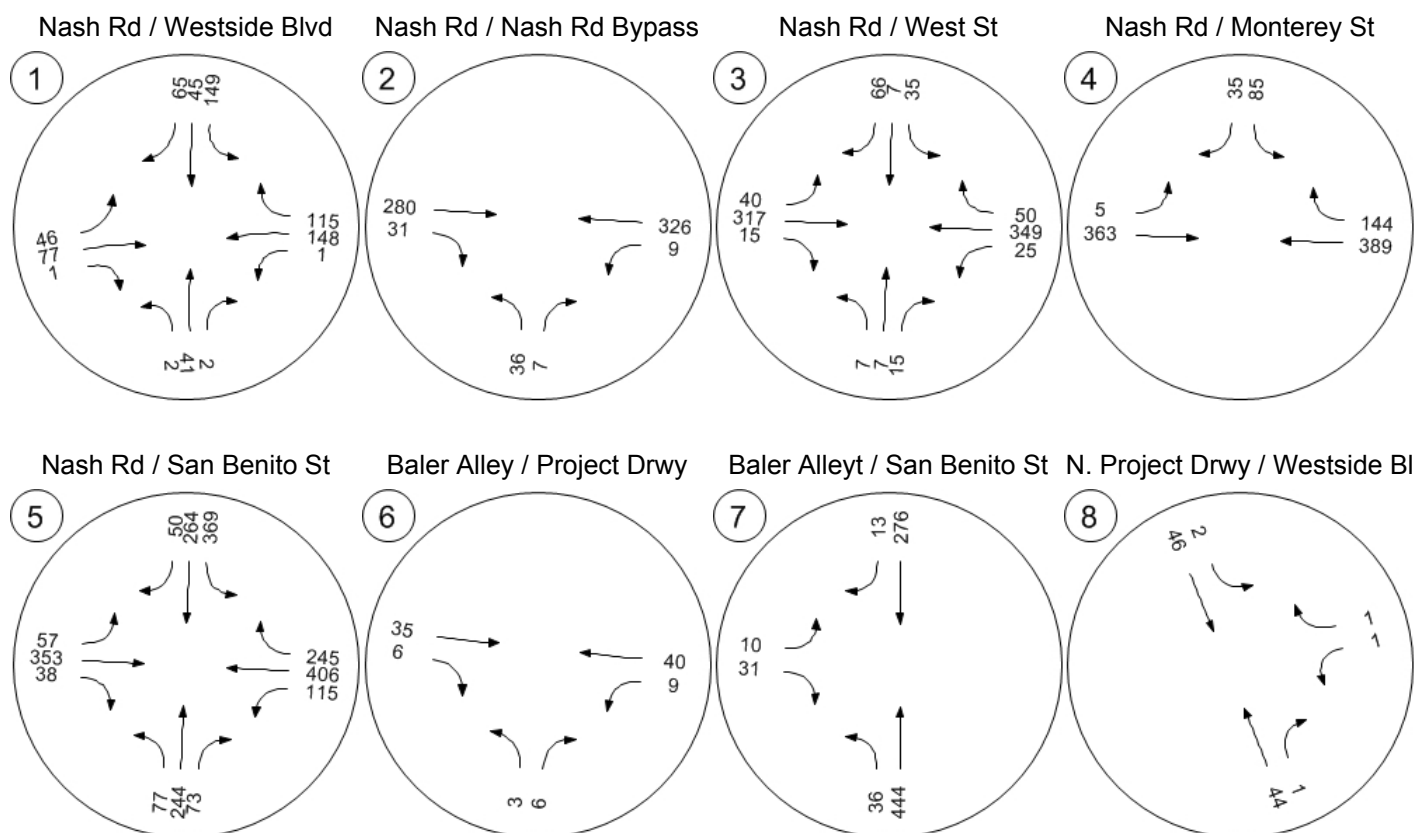
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



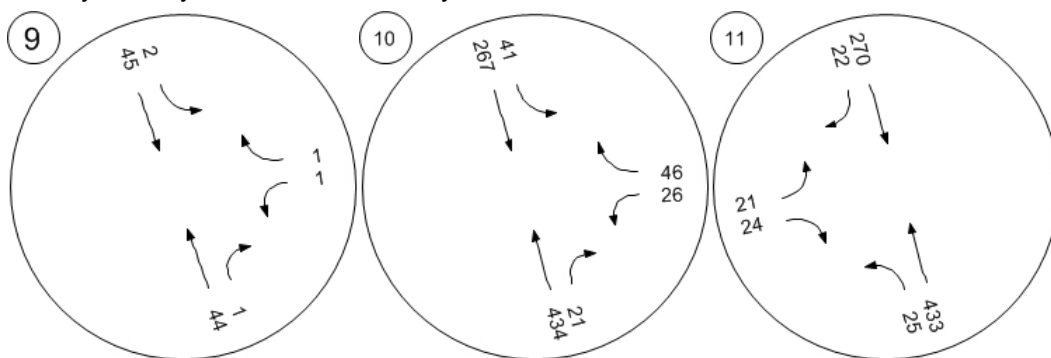
Report Figure 3e: Traffic Volume - Future Total Volume



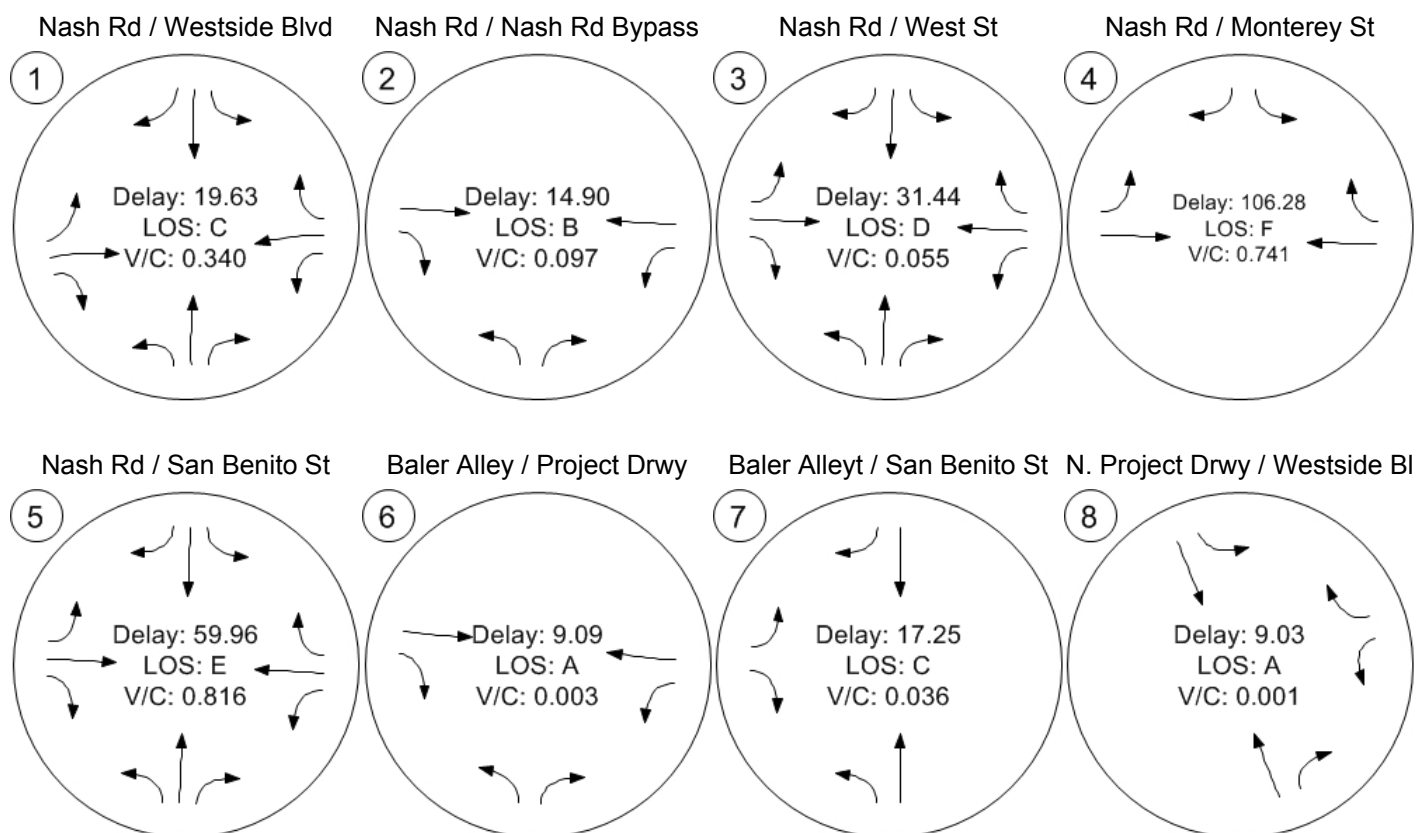
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



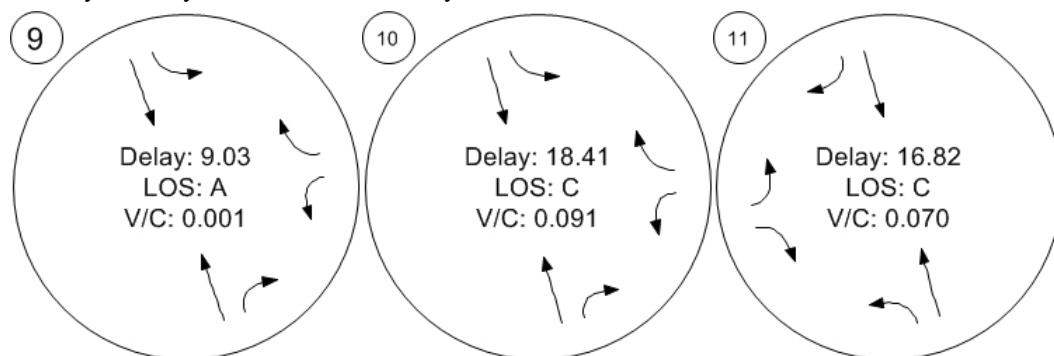
Report Figure 4: Traffic Conditions



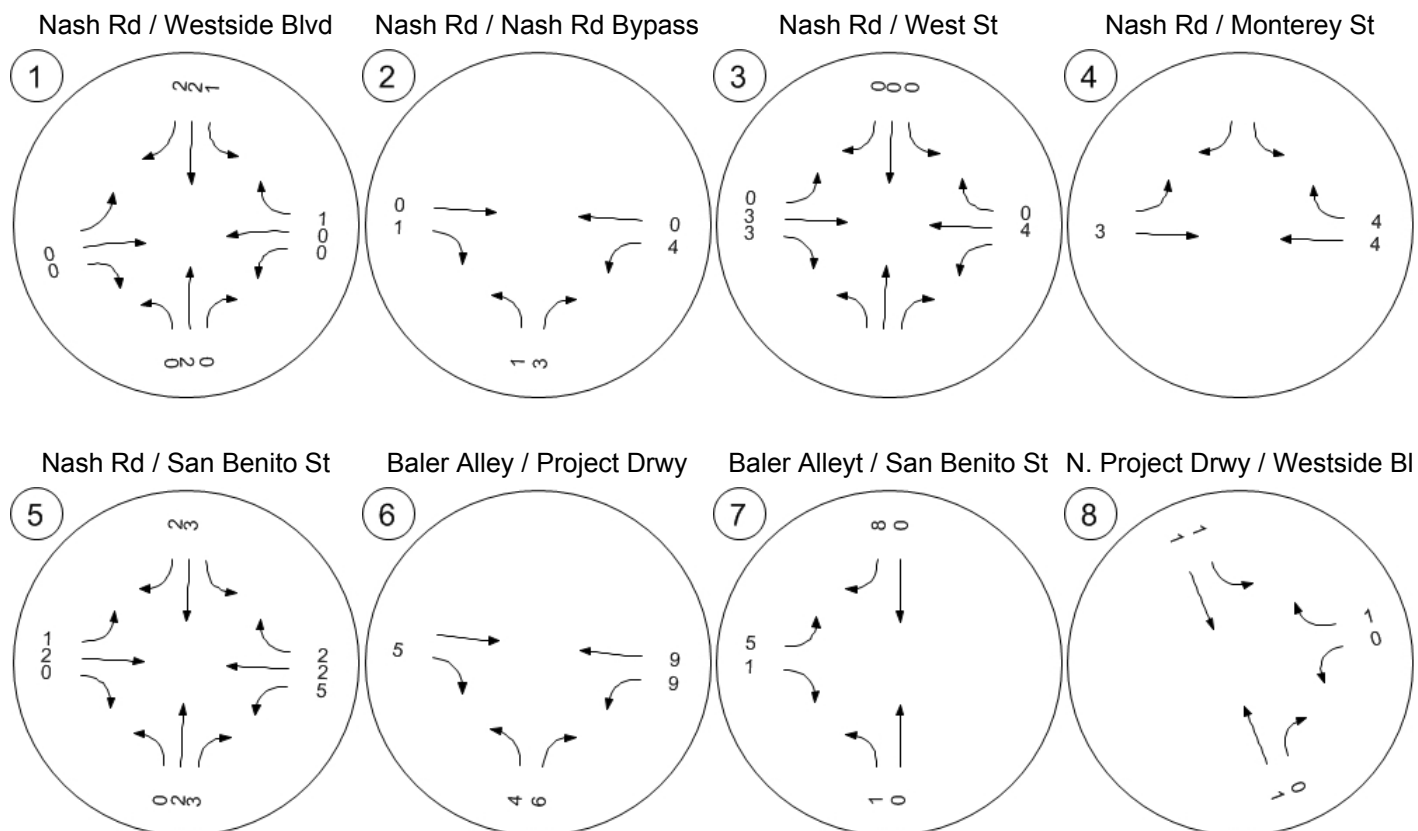
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



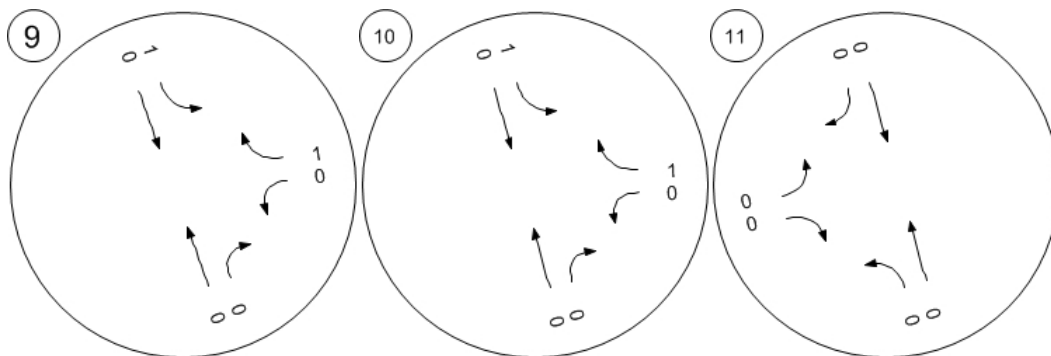
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



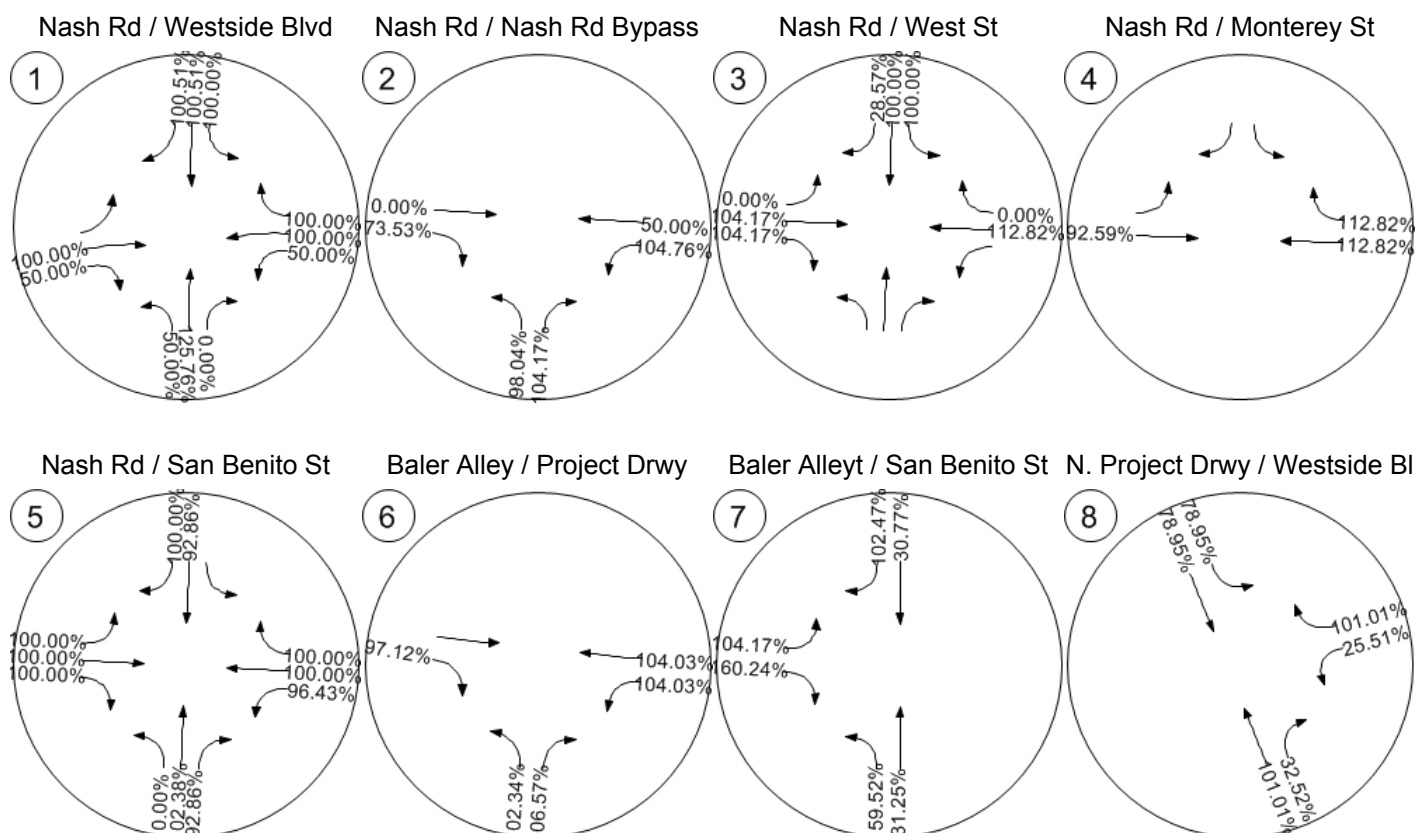
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



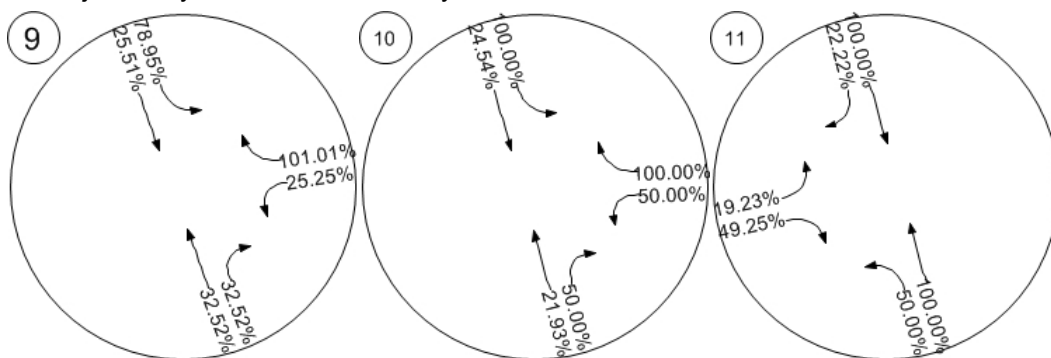
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



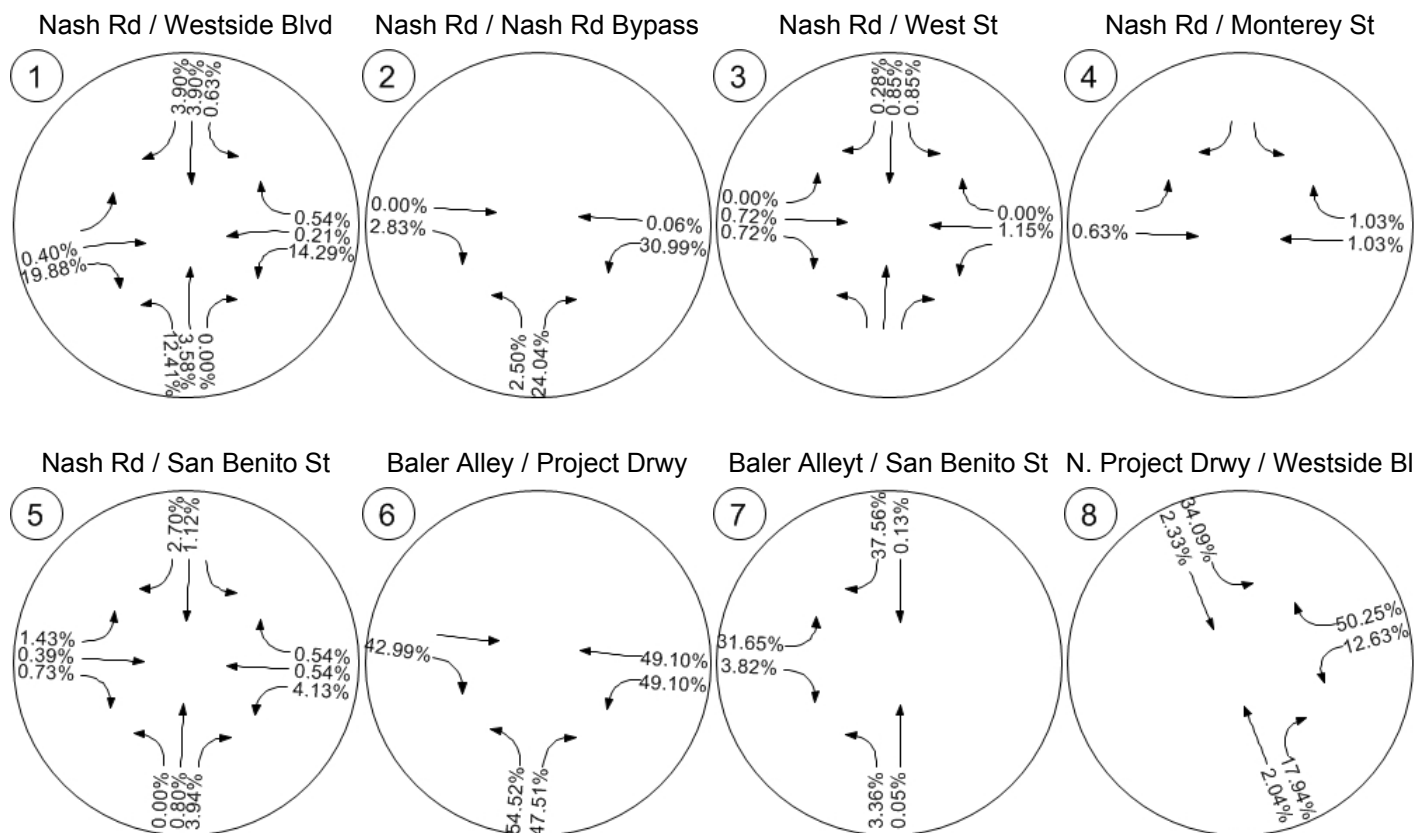
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



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



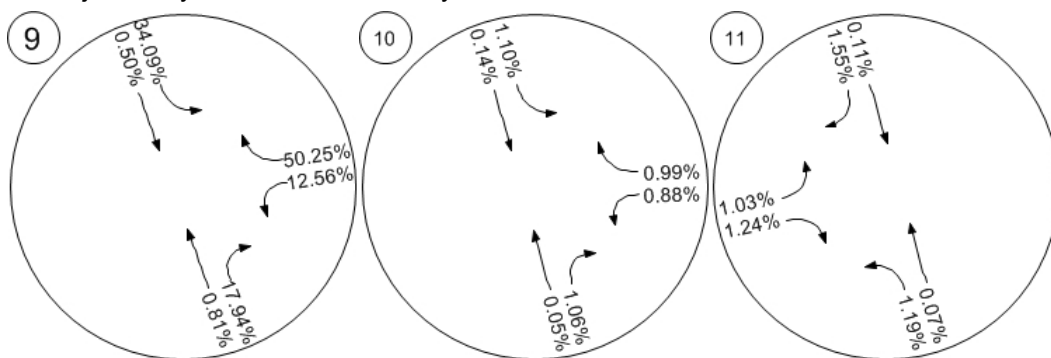
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM 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	SBL	0.629	85.0	F
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.156	19.2	C
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.309	51.7	F
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.662	67.5	F
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.912	100.8	F
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.008	9.1	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.055	20.0	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.2	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.2	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.095	22.0	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.137	19.4	C

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): 85.0
Level Of Service: F
Volume to Capacity (v/c): 0.629

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]	1	67	0	127	52	110	149	169	2	3	139	130
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]	2	69	0	128	53	110	149	169	3	3	139	131
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]	1	19	0	35	14	30	40	46	1	1	38	36
Total Analysis Volume [veh/h]	2	75	0	139	58	120	162	184	3	3	151	142
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	0.01	0.28	0.00	0.63	0.20	0.15	0.13	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	29.60	23.83	14.64	85.04	80.95	73.14	8.25	0.00	0.00	7.60	0.00	0.00
Movement LOS	D	C	B	F	F	F	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.51	0.51	0.51	7.03	7.03	7.03	0.80	0.80	0.80	0.62	0.62	0.62
50th-Percentile Queue Length [ft]	12.82	12.82	12.82	175.64	175.64	175.64	20.00	20.00	20.00	15.62	15.62	15.62
95th-Percentile Queue Length [veh]	1.17	1.17	1.17	10.37	10.37	10.37	1.13	1.13	1.13	0.81	0.81	0.81
95th-Percentile Queue Length [ft]	29.16	29.16	29.16	259.16	259.16	259.16	28.19	28.19	28.19	20.22	20.22	20.22
d_A, Approach Delay [s/veh]	23.98			79.79			3.83			0.08		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	27.43											
Intersection LOS	F											

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): 19.2
Level Of Service: C
Volume to Capacity (v/c): 0.156

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]	42	5	412	35	5	393
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	4	0	1	2	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]	43	9	412	36	7	393
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	112	10	2	107
Total Analysis Volume [veh/h]	47	10	448	39	8	427
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	0.16	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.20	13.31	0.00	0.00	8.37	0.00
Movement LOS	C	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.29	0.29	0.00	0.00	1.01	1.01
50th-Percentile Queue Length [ft]	7.19	7.19	0.00	0.00	25.29	25.29
95th-Percentile Queue Length [veh]	0.61	0.61	0.00	0.00	1.99	1.99
95th-Percentile Queue Length [ft]	15.37	15.37	0.00	0.00	49.67	49.67
d_A, Approach Delay [s/veh]	18.16		0.00		0.15	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.13					
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): 51.7
 Level Of Service: F
 Volume to Capacity (v/c): 0.309

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]	15	10	20	35	7	20	12	558	7	17	533	30
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	4	0	0	2	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]	15	10	20	35	7	20	13	562	7	17	535	30
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]	4	3	5	9	2	5	4	153	2	5	145	8
Total Analysis Volume [veh/h]	16	11	20	35	8	22	14	611	8	18	582	33
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	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	0.15	0.08	0.05	0.31	0.05	0.05	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	46.22	37.57	20.86	51.70	44.48	27.52	8.79	0.00	0.00	9.02	0.00	0.00
Movement LOS	E	E	C	F	E	D	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.44	0.44	0.44	0.77	0.77	0.77	1.55	1.55	1.55	1.59	1.59	1.59
50th-Percentile Queue Length [ft]	10.90	10.90	10.90	19.24	19.24	19.24	38.63	38.63	38.63	39.65	39.65	39.65
95th-Percentile Queue Length [veh]	1.05	1.05	1.05	1.81	1.81	1.81	5.10	5.10	5.10	5.81	5.81	5.81
95th-Percentile Queue Length [ft]	26.23	26.23	26.23	45.13	45.13	45.13	127.48	127.48	127.48	145.19	145.19	145.19
d_A, Approach Delay [s/veh]	33.40			42.63			0.19			0.26		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	F											

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): 67.5
Level Of Service: F
Volume to Capacity (v/c): 0.662

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]	95	25	15	598	555	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	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	4	3	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]	95	25	15	602	558	85
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]	26	7	4	164	152	23
Total Analysis Volume [veh/h]	103	27	16	654	607	92
Pedestrian Volume [ped/h]	41		0		6	
Bicycle Volume [bicycles/h]	0		0		1	

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	0.66	0.06	0.02	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	67.47	52.31	9.41	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
50th-Percentile Queue Length [veh]	2.32	2.32	1.75	1.75	0.00	0.00
50th-Percentile Queue Length [ft]	58.07	58.07	43.77	43.77	0.00	0.00
95th-Percentile Queue Length [veh]	4.52	4.52	8.66	8.66	0.00	0.00
95th-Percentile Queue Length [ft]	112.90	112.90	216.58	216.58	0.00	0.00
d_A, Approach Delay [s/veh]	64.32		0.22		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.68					
Intersection LOS	F					

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

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

Delay (sec / veh): 100.8
Level Of Service: F
Volume to Capacity (v/c): 0.912

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]	67	251	125	369	231	93	85	565	43	107	480	287
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	4	6	0	2	1	2	2	0	4	2	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]	67	255	131	369	233	94	87	567	43	111	482	287
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]	18	69	36	100	63	26	24	154	12	30	131	78
Total Analysis Volume [veh/h]	73	277	142	401	253	102	95	616	47	121	524	312
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]	120
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]	11	21	0	30	40	0	10	56	0	13	59	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	16	16	23	34	6	31	8	32
g / C, Green / Cycle	0.05	0.18	0.18	0.25	0.37	0.07	0.33	0.09	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.09	0.23	0.20	0.05	0.36	0.07	0.48
s, saturation flow rate [veh/h]	1774	1863	1502	1774	1747	1774	1836	1774	1728
c, Capacity [veh/h]	98	332	267	443	651	125	610	156	604
d1, Uniform Delay [s]	42.77	36.44	34.26	33.40	22.68	41.92	30.67	41.02	29.88
k, delay calibration	0.11	0.11	0.11	0.22	0.17	0.11	0.50	0.11	0.50
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]	10.77	5.52	1.63	12.93	1.10	9.09	62.48	8.09	183.49
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

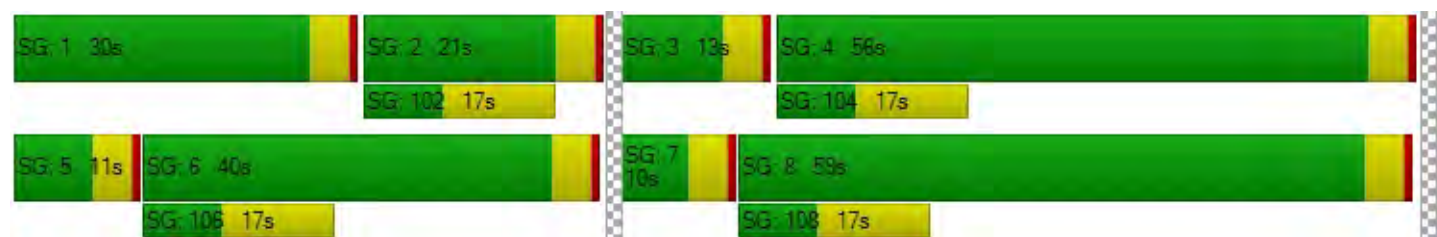
X, volume / capacity	0.75	0.83	0.53	0.91	0.55	0.76	1.09	0.78	1.39
d, Delay for Lane Group [s/veh]	53.53	41.95	35.89	46.34	23.77	51.02	93.15	49.11	213.37
Lane Group LOS	D	D	D	D	C	D	F	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	1.92	6.46	2.99	10.12	6.14	2.43	23.68	3.02	43.66
50th-Percentile Queue Length [ft]	48.08	161.49	74.74	253.09	153.47	60.67	592.03	75.60	1091.62
95th-Percentile Queue Length [veh]	3.46	10.63	5.38	15.34	10.20	4.37	33.45	5.44	65.71
95th-Percentile Queue Length [ft]	86.54	265.69	134.53	383.54	255.06	109.21	836.18	136.08	1642.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.53	41.95	35.89	46.34	23.77	23.77	51.02	93.15	93.15	49.11	213.37	213.37
Movement LOS	D	D	D	D	C	C	D	F	F	D	F	F
d_A, Approach Delay [s/veh]	41.92			35.74			87.87			192.60		
Approach LOS	D			D			F			F		
d_I, Intersection Delay [s/veh]	100.77											
Intersection LOS	F											
Intersection V/C	0.912											

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): 9.1
Level Of Service: A
Volume to Capacity (v/c): 0.008

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	40	0	0	47
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]	6	9	0	3	6	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]	6	9	40	3	6	47
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]	2	2	11	1	2	13
Total Analysis Volume [veh/h]	7	10	43	3	7	51
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	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.14	8.58	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.04	0.04	0.00	0.00	0.12	0.12
50th-Percentile Queue Length [ft]	1.04	1.04	0.00	0.00	2.95	2.95
95th-Percentile Queue Length [veh]	0.05	0.05	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft]	1.35	1.35	0.00	0.00	2.89	2.89
d_A, Approach Delay [s/veh]	8.81		0.00		0.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.66					
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): 20.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.055

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]	42	493	327	5	5	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]	1	1	1	5	8	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]	43	494	328	10	13	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]	12	134	89	3	4	10
Total Analysis Volume [veh/h]	47	537	357	11	14	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	0.04	0.01	0.00	0.00	0.05	0.06
d_M, Delay for Movement [s/veh]	8.15	0.00	0.00	0.00	20.00	11.23
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.32	1.32	0.00	0.00	0.20	0.20
50th-Percentile Queue Length [ft]	33.05	33.05	0.00	0.00	4.99	4.99
95th-Percentile Queue Length [veh]	2.79	2.79	0.00	0.00	0.37	0.37
95th-Percentile Queue Length [ft]	69.65	69.65	0.00	0.00	9.37	9.37
d_A, Approach Delay [s/veh]	0.66		0.00		13.55	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.10					
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): 9.2
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]	68	0	0	57	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]	70	1	1	58	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]	19	0	0	16	0	1
Total Analysis Volume [veh/h]	76	1	1	63	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	7.37	0.00	9.24	8.67
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.13	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	3.27	3.27	0.18	0.18
95th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.13	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	3.29	3.29	0.24	0.24
d_A, Approach Delay [s/veh]	0.00		0.12		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.24					
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): 9.2
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]	68	0	0	57	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]	69	1	1	58	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]	19	0	0	16	0	1
Total Analysis Volume [veh/h]	75	1	1	63	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	7.37	0.00	9.24	8.66
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.13	0.01	0.01
50th-Percentile Queue Length [ft]	0.00	0.00	3.27	3.27	0.18	0.18
95th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.13	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	3.29	3.29	0.24	0.24
d_A, Approach Delay [s/veh]	0.00		0.12		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.24					
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): 22.0
Level Of Service: C
Volume to Capacity (v/c): 0.095

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]	495	30	60	302	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]	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]	497	31	61	303	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]	135	8	17	82	6	11
Total Analysis Volume [veh/h]	540	34	66	329	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	0.01	0.00	0.07	0.00	0.10	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.86	0.00	22.00	13.88
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.97	0.97	0.31	0.31
50th-Percentile Queue Length [ft]	0.00	0.00	24.30	24.30	7.85	7.85
95th-Percentile Queue Length [veh]	0.00	0.00	1.91	1.91	0.65	0.65
95th-Percentile Queue Length [ft]	0.00	0.00	47.83	47.83	16.21	16.21
d_A, Approach Delay [s/veh]	0.00		1.48		16.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	C					

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): 19.4
Level Of Service: C
Volume to Capacity (v/c): 0.137

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]	25	490	284	38	35	22
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]	26	490	284	39	37	23
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]	7	133	77	11	10	6
Total Analysis Volume [veh/h]	28	533	309	42	40	25
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	0.01	0.00	0.00	0.14	0.04
d_M, Delay for Movement [s/veh]	8.05	0.00	0.00	0.00	19.36	12.04
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.25	1.25	0.00	0.00	0.30	0.30
50th-Percentile Queue Length [ft]	31.37	31.37	0.00	0.00	7.47	7.47
95th-Percentile Queue Length [veh]	2.52	2.52	0.00	0.00	0.62	0.62
95th-Percentile Queue Length [ft]	63.08	63.08	0.00	0.00	15.40	15.40
d_A, Approach Delay [s/veh]	0.40		0.00		16.54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.33					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

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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	2	69	0	128	53	110	149	169	3	3	139	131	956

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	43	9	412	36	7	393	900

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	15	10	20	35	7	20	13	562	7	17	535	30	1271

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	95	25	15	602	558	85	1380

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	67	255	131	369	233	94	87	567	43	111	482	287	2726

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	6	9	40	3	6	47	111

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	43	494	328	10	13	36	924

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	70	1	1	58	1	2	133

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	69	1	1	58	1	2	132

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	497	31	61	303	21	41	954

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	26	490	284	39	37	23	899

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

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4/23/2014

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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	1	67	0	127	52	110	149	169	2	3	139	130	949
		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	2	69	0	128	53	110	149	169	3	3	139	131	956

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	42	5	412	35	5	393	892
		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	4	0	1	2	0	8
		Other	0	0	0	0	0	0	0
		Future Total	43	9	412	36	7	393	900

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	15	10	20	35	7	20	12	558	7	17	533	30	1264
		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	4	0	0	2	0	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	15	10	20	35	7	20	13	562	7	17	535	30	1271

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	95	25	15	598	555	85	1373
		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	4	3	0	7
		Other	0	0	0	0	0	0	0
		Future Total	95	25	15	602	558	85	1380

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	67	251	125	369	231	93	85	565	43	107	480	287	2703
		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	4	6	0	2	1	2	2	0	4	2	0	23
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	67	255	131	369	233	94	87	567	43	111	482	287	2726

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	40	0	0	47	87
		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	6	9	0	3	6	0	24
		Other	0	0	0	0	0	0	0
		Future Total	6	9	40	3	6	47	111

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	42	493	327	5	5	35	907
		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	5	8	1	17
		Other	0	0	0	0	0	0	0
		Future Total	43	494	328	10	13	36	924

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	68	0	0	57	0	0	125
		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	70	1	1	58	1	2	133

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	68	0	0	57	0	0	125
		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	69	1	1	58	1	2	132

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	495	30	60	302	20	40	947
		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	497	31	61	303	21	41	954

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	25	490	284	38	35	22	894
		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	26	490	284	39	37	23	899

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

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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	2	75	0	139	58	120	162	184	3	3	151	142	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	4	0	1	3	0	9
Total Volume	1	4	0	1	3	0	
Total Analysis Volume	47	10	448	39	8	427	

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	4	0	0	3	0	7
Total Volume	0	0	0	0	0	0	0	4	0	0	3	0	
Total Analysis Volume	16	11	20	35	8	22	14	611	8	18	582	33	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	4	3	0	7
Total Volume	0	0	0	4	3	0	
Total Analysis Volume	103	27	16	654	607	92	

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	2	1	2	2	0	3	2	0	20
Total Volume	0	3	5	0	2	1	2	2	0	3	2	0	
Total Analysis Volume	73	277	142	401	253	102	95	616	47	121	524	312	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	5	9	0	4	6	0	24
Total Volume	5	9	0	4	6	0	
Total Analysis Volume	7	10	43	3	7	51	

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	5	8	1	15
Total Volume	1	0	0	5	8	1	
Total Analysis Volume	47	537	357	11	14	39	

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	76	1	1	63	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	75	1	1	63	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	540	34	66	329	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	28	533	309	42	40	25	

San Benito County Regional Park

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Scenario 18: Cumulative PM Pk Hr - Nash Bypass

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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%	83.33%	50%	98.04%	120.83%	0%	100.00%
Total	73.53%	83.33%	50.00%	98.04%	120.83%	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%	28.57%	89.74%	0	0	120.83%	100%	100.00%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.57%	89.74%	0.00%	0.00%	120.83%	100.00%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	89.74%	107.41%	0	100.00%
Total	0.00%	0.00%	0.00%	89.74%	107.41%	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%	92.86%	96.43%	0	102.38%	100%	100%	100%	0%	92.86%	100%	0	100.00%
Total	100.00%	92.86%	96.43%	0.00%	102.38%	100.00%	100.00%	100.00%	0.00%	92.86%	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	80.94%	104.14%	0	114.04%	106.38%	0	100.00%
Total	80.94%	104.14%	0.00%	114.04%	106.38%	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%	104.17%	102.47%	160.24%	100.00%
Total	159.52%	30.77%	31.25%	104.17%	102.47%	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%	

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

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

4/23/2014

Project.pdf

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	12.41%	2.59%	50%	0.49%	2.8%	0	0	0.18%	9.02%	0%	0.22%	0.71%	7.55%
Total	12.41%	2.59%	50.00%	0.49%	2.80%	0.00%	0.00%	0.18%	9.02%	0.00%	0.22%	0.71%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	2.07%	24.65%	0.04%	2.5%	27.88%	0%	5.84%
Total	2.07%	24.65%	0.04%	2.50%	27.88%	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%	1.36%	0.57%	0	0	0.5%	0.9%	0.24%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.36%	0.57%	0.00%	0.00%	0.50%	0.90%	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	0.53%	0.48%	0	0.07%
Total	0.00%	0.00%	0.00%	0.53%	0.48%	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	0.41%	1.16%	3.66%	0	0.84%	0.87%	1.55%	0.39%	0%	2.61%	0.29%	0	0.40%
Total	0.41%	1.16%	3.66%	0.00%	0.84%	0.87%	1.55%	0.39%	0.00%	2.61%	0.29%	0.00%	

Intersection 6: Nash Rd Bypass / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	35.83%	49.13%	0	60.75%	47.47%	0	159.65%
Total	35.83%	49.13%	0.00%	60.75%	47.47%	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	2.8%	0.07%	0.07%	31.65%	37.56%	3.34%	7.51%
Total	2.80%	0.07%	0.07%	31.65%	37.56%	3.34%	

Intersection 8: N. Project Drwy / Westside Blvd Ext.							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Zone	1.55%	12.63%	50.25%	1.56%	17.94%	34.09%	81.96%
Total	1.55%	12.63%	50.25%	1.56%	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	0.33%	12.63%	50.25%	0.62%	17.86%	34.09%	80.97%
Total	0.33%	12.63%	50.25%	0.62%	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	0.07%	0.72%	0.75%	0.08%	1.06%	1.1%	0.36%
Total	0.07%	0.72%	0.75%	0.08%	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	1.15%	0.06%	0.11%	0.58%	0.96%	1.29%	0.42%
Total	1.15%	0.06%	0.11%	0.58%	0.96%	1.29%	

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	Yes

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	5	6	1	6
2	5	6	1	6
3	8	10	2	9
4	8	10	2	9
5	11	13	3	12
6	27	32	7	29
7	30	35	8	32
8	55	64	14	58
9	96	112	25	102
10	98	116	26	105
11	98	116	26	105
12	106	125	28	113
13	117	138	31	125
14	123	144	32	131
15	123	144	32	131
16	131	154	34	140
17	164	193	43	175
18	172	202	45	183
19	186	218	48	198
20	207	244	54	221
21	218	257	57	233
22	257	302	67	274
23	262	308	68	279
24	273	321	71	291

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	2	7	No	No	No	No	No	No	No	No	No	No
2	2	11	2	7	No	No	No	No	No	No	No	No	No	No
3	2	18	2	11	No	No	No	No	No	No	No	No	No	No
4	2	18	2	11	No	No	No	No	No	No	No	No	No	No
5	2	24	2	15	No	No	No	No	No	No	No	No	No	No
6	2	59	2	36	No	No	No	No	No	No	No	No	No	No
7	2	65	2	40	No	No	No	No	No	No	No	No	No	No
8	2	119	2	72	No	No	No	No	No	No	No	No	No	No
9	2	208	2	127	No	No	No	No	No	No	No	No	No	No
10	2	214	2	131	No	No	No	No	No	No	No	No	No	No
11	2	214	2	131	No	No	No	No	No	No	No	No	No	No
12	2	231	2	141	No	No	No	No	No	No	No	No	No	No
13	2	255	2	156	No	No	No	No	No	No	No	No	No	No
14	2	267	2	163	No	No	No	No	No	No	No	No	No	No
15	2	267	2	163	No	No	No	No	No	No	No	No	No	No
16	2	285	2	174	No	No	No	No	No	No	No	No	No	No
17	2	357	2	218	No	No	No	Yes	No	No	No	No	No	No
18	2	374	2	228	No	No	No	Yes	No	No	No	No	No	No
19	2	404	2	246	No	No	No	Yes	No	No	No	No	No	No
20	2	451	2	275	No	No	Yes	Yes	No	No	No	No	No	No
21	2	475	2	290	No	No	Yes	Yes	No	No	No	No	No	No
22	2	559	2	341	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
23	2	570	2	347	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
24	2	594	2	362	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
Hours Met					0	3	5	8	0	0	0	3	3	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	24	79.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:28	6:26
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	71	291
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	956	956
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	Yes	

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	400	448	52
2	384	430	50
3	376	421	49
4	320	358	42
5	304	340	40
6	272	305	35
7	252	282	33
8	240	269	31
9	192	215	25
10	180	202	23
11	180	202	23
12	172	193	22
13	156	175	20
14	144	161	19
15	144	161	19
16	140	157	18
17	80	90	10
18	44	49	6
19	40	45	5
20	16	18	2
21	12	13	2
22	12	13	2
23	8	9	1
24	8	9	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	848	1	52	No	No	No	No	No	No	Yes	Yes	No	No
2	2	814	1	50	No	No	No	No	No	No	No	Yes	No	No
3	2	797	1	49	No	No	No	No	No	No	No	Yes	No	No
4	2	678	1	42	No	No	No	No	No	No	No	Yes	No	No
5	2	644	1	40	No	No	No	No	No	No	No	No	No	No
6	2	577	1	35	No	No	No	No	No	No	No	No	No	No
7	2	534	1	33	No	No	No	No	No	No	No	No	No	No
8	2	509	1	31	No	No	No	No	No	No	No	No	No	No
9	2	407	1	25	No	No	No	No	No	No	No	No	No	No
10	2	382	1	23	No	No	No	No	No	No	No	No	No	No
11	2	382	1	23	No	No	No	No	No	No	No	No	No	No
12	2	365	1	22	No	No	No	No	No	No	No	No	No	No
13	2	331	1	20	No	No	No	No	No	No	No	No	No	No
14	2	305	1	19	No	No	No	No	No	No	No	No	No	No
15	2	305	1	19	No	No	No	No	No	No	No	No	No	No
16	2	297	1	18	No	No	No	No	No	No	No	No	No	No
17	2	170	1	10	No	No	No	No	No	No	No	No	No	No
18	2	93	1	6	No	No	No	No	No	No	No	No	No	No
19	2	85	1	5	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	2	No	No	No	No	No	No	No	No	No	No
22	2	25	1	2	No	No	No	No	No	No	No	No	No	No
23	2	17	1	1	No	No	No	No	No	No	No	No	No	No
24	2	17	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	1	4	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:15
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	900
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	582	582	62	45
2	559	559	60	43
3	547	547	58	42
4	466	466	50	36
5	442	442	47	34
6	396	396	42	31
7	367	367	39	28
8	349	349	37	27
9	279	279	30	22
10	262	262	28	20
11	262	262	28	20
12	250	250	27	19
13	227	227	24	18
14	210	210	22	16
15	210	210	22	16
16	204	204	22	16
17	116	116	12	9
18	64	64	7	5
19	58	58	6	5
20	23	23	2	2
21	17	17	2	1
22	17	17	2	1
23	12	12	1	1
24	12	12	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	1164	2	107	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	1118	2	103	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	1094	2	100	No	No	No	No	No	No	Yes	Yes	No	No
4	2	932	2	86	No	No	No	No	No	No	No	Yes	No	No
5	2	884	2	81	No	No	No	No	No	No	No	Yes	No	No
6	2	792	2	73	No	No	No	No	No	No	No	Yes	No	No
7	2	734	2	67	No	No	No	No	No	No	No	No	No	No
8	2	698	2	64	No	No	No	No	No	No	No	No	No	No
9	2	558	2	52	No	No	No	No	No	No	No	No	No	No
10	2	524	2	48	No	No	No	No	No	No	No	No	No	No
11	2	524	2	48	No	No	No	No	No	No	No	No	No	No
12	2	500	2	46	No	No	No	No	No	No	No	No	No	No
13	2	454	2	42	No	No	No	No	No	No	No	No	No	No
14	2	420	2	38	No	No	No	No	No	No	No	No	No	No
15	2	420	2	38	No	No	No	No	No	No	No	No	No	No
16	2	408	2	38	No	No	No	No	No	No	No	No	No	No
17	2	232	2	21	No	No	No	No	No	No	No	No	No	No
18	2	128	2	12	No	No	No	No	No	No	No	No	No	No
19	2	116	2	11	No	No	No	No	No	No	No	No	No	No
20	2	46	2	4	No	No	No	No	No	No	No	No	No	No
21	2	34	2	3	No	No	No	No	No	No	No	No	No	No
22	2	34	2	3	No	No	No	No	No	No	No	No	No	No
23	2	24	2	2	No	No	No	No	No	No	No	No	No	No
24	2	24	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	42.6	33.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:44	0:25
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	62	45
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1271	1271
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	Yes
#3	Peak Hour	Yes

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	643	617	120
2	617	592	115
3	604	580	113
4	514	494	96
5	489	469	91
6	437	420	82
7	405	389	76
8	386	370	72
9	309	296	58
10	289	278	54
11	289	278	54
12	276	265	52
13	251	241	47
14	231	222	43
15	231	222	43
16	225	216	42
17	129	123	24
18	71	68	13
19	64	62	12
20	26	25	5
21	19	19	4
22	19	19	4
23	13	12	2
24	13	12	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	1260	1	120	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1209	1	115	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1184	1	113	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1008	1	96	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
5	3	958	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	857	1	82	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	794	1	76	No	No	No	No	No	Yes	Yes	Yes	No	No
8	3	756	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
9	3	605	1	58	No	No	No	No	No	No	No	Yes	No	No
10	3	567	1	54	No	No	No	No	No	No	No	Yes	No	No
11	3	567	1	54	No	No	No	No	No	No	No	Yes	No	No
12	3	541	1	52	No	No	No	No	No	No	No	Yes	No	No
13	3	492	1	47	No	No	No	No	No	No	No	No	No	No
14	3	453	1	43	No	No	No	No	No	No	No	No	No	No
15	3	453	1	43	No	No	No	No	No	No	No	No	No	No
16	3	441	1	42	No	No	No	No	No	No	No	No	No	No
17	3	252	1	24	No	No	No	No	No	No	No	No	No	No
18	3	139	1	13	No	No	No	No	No	No	No	No	No	No
19	3	126	1	12	No	No	No	No	No	No	No	No	No	No
20	3	51	1	5	No	No	No	No	No	No	No	No	No	No
21	3	38	1	4	No	No	No	No	No	No	No	No	No	No
22	3	38	1	4	No	No	No	No	No	No	No	No	No	No
23	3	25	1	2	No	No	No	No	No	No	No	No	No	No
24	3	25	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	3	5	5	8	8	12	6	3

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	64.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1380
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 #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	53	43	15
2	51	41	14
3	50	40	14
4	42	34	12
5	40	33	11
6	36	29	10
7	33	27	9
8	32	26	9
9	25	21	7
10	24	19	7
11	24	19	7
12	23	18	6
13	21	17	6
14	19	15	5
15	19	15	5
16	19	15	5
17	11	9	3
18	6	5	2
19	5	4	2
20	2	2	1
21	2	1	0
22	2	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	96	1	15	No	No	No	No	No	No	No	No	No	No
2	2	92	1	14	No	No	No	No	No	No	No	No	No	No
3	2	90	1	14	No	No	No	No	No	No	No	No	No	No
4	2	76	1	12	No	No	No	No	No	No	No	No	No	No
5	2	73	1	11	No	No	No	No	No	No	No	No	No	No
6	2	65	1	10	No	No	No	No	No	No	No	No	No	No
7	2	60	1	9	No	No	No	No	No	No	No	No	No	No
8	2	58	1	9	No	No	No	No	No	No	No	No	No	No
9	2	46	1	7	No	No	No	No	No	No	No	No	No	No
10	2	43	1	7	No	No	No	No	No	No	No	No	No	No
11	2	43	1	7	No	No	No	No	No	No	No	No	No	No
12	2	41	1	6	No	No	No	No	No	No	No	No	No	No
13	2	38	1	6	No	No	No	No	No	No	No	No	No	No
14	2	34	1	5	No	No	No	No	No	No	No	No	No	No
15	2	34	1	5	No	No	No	No	No	No	No	No	No	No
16	2	34	1	5	No	No	No	No	No	No	No	No	No	No
17	2	20	1	3	No	No	No	No	No	No	No	No	No	No
18	2	11	1	2	No	No	No	No	No	No	No	No	No	No
19	2	9	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	3	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	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	111
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	338	537	49
2	324	516	47
3	318	505	46
4	270	430	39
5	257	408	37
6	230	365	33
7	213	338	31
8	203	322	29
9	162	258	24
10	152	242	22
11	152	242	22
12	145	231	21
13	132	209	19
14	122	193	18
15	122	193	18
16	118	188	17
17	68	107	10
18	37	59	5
19	34	54	5
20	14	21	2
21	10	16	1
22	10	16	1
23	7	11	1
24	7	11	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	875	1	49	No	No	No	No	No	No	No	Yes	No	No
2	2	840	1	47	No	No	No	No	No	No	No	Yes	No	No
3	2	823	1	46	No	No	No	No	No	No	No	Yes	No	No
4	2	700	1	39	No	No	No	No	No	No	No	No	No	No
5	2	665	1	37	No	No	No	No	No	No	No	No	No	No
6	2	595	1	33	No	No	No	No	No	No	No	No	No	No
7	2	551	1	31	No	No	No	No	No	No	No	No	No	No
8	2	525	1	29	No	No	No	No	No	No	No	No	No	No
9	2	420	1	24	No	No	No	No	No	No	No	No	No	No
10	2	394	1	22	No	No	No	No	No	No	No	No	No	No
11	2	394	1	22	No	No	No	No	No	No	No	No	No	No
12	2	376	1	21	No	No	No	No	No	No	No	No	No	No
13	2	341	1	19	No	No	No	No	No	No	No	No	No	No
14	2	315	1	18	No	No	No	No	No	No	No	No	No	No
15	2	315	1	18	No	No	No	No	No	No	No	No	No	No
16	2	306	1	17	No	No	No	No	No	No	No	No	No	No
17	2	175	1	10	No	No	No	No	No	No	No	No	No	No
18	2	96	1	5	No	No	No	No	No	No	No	No	No	No
19	2	88	1	5	No	No	No	No	No	No	No	No	No	No
20	2	35	1	2	No	No	No	No	No	No	No	No	No	No
21	2	26	1	1	No	No	No	No	No	No	No	No	No	No
22	2	26	1	1	No	No	No	No	No	No	No	No	No	No
23	2	18	1	1	No	No	No	No	No	No	No	No	No	No
24	2	18	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	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.5
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	49
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	924
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	71	59	3
2	68	57	3
3	67	55	3
4	57	47	2
5	54	45	2
6	48	40	2
7	45	37	2
8	43	35	2
9	34	28	1
10	32	27	1
11	32	27	1
12	31	25	1
13	28	23	1
14	26	21	1
15	26	21	1
16	25	21	1
17	14	12	1
18	8	6	0
19	7	6	0
20	3	2	0
21	2	2	0
22	2	2	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	130	1	3	No	No	No	No	No	No	No	No	No	No
2	2	125	1	3	No	No	No	No	No	No	No	No	No	No
3	2	122	1	3	No	No	No	No	No	No	No	No	No	No
4	2	104	1	2	No	No	No	No	No	No	No	No	No	No
5	2	99	1	2	No	No	No	No	No	No	No	No	No	No
6	2	88	1	2	No	No	No	No	No	No	No	No	No	No
7	2	82	1	2	No	No	No	No	No	No	No	No	No	No
8	2	78	1	2	No	No	No	No	No	No	No	No	No	No
9	2	62	1	1	No	No	No	No	No	No	No	No	No	No
10	2	59	1	1	No	No	No	No	No	No	No	No	No	No
11	2	59	1	1	No	No	No	No	No	No	No	No	No	No
12	2	56	1	1	No	No	No	No	No	No	No	No	No	No
13	2	51	1	1	No	No	No	No	No	No	No	No	No	No
14	2	47	1	1	No	No	No	No	No	No	No	No	No	No
15	2	47	1	1	No	No	No	No	No	No	No	No	No	No
16	2	46	1	1	No	No	No	No	No	No	No	No	No	No
17	2	26	1	1	No	No	No	No	No	No	No	No	No	No
18	2	14	1	0	No	No	No	No	No	No	No	No	No	No
19	2	13	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	133
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	70	59	3
2	67	57	3
3	66	55	3
4	56	47	2
5	53	45	2
6	48	40	2
7	44	37	2
8	42	35	2
9	34	28	1
10	32	27	1
11	32	27	1
12	30	25	1
13	27	23	1
14	25	21	1
15	25	21	1
16	25	21	1
17	14	12	1
18	8	6	0
19	7	6	0
20	3	2	0
21	2	2	0
22	2	2	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	129	1	3	No	No	No	No	No	No	No	No	No	No
2	2	124	1	3	No	No	No	No	No	No	No	No	No	No
3	2	121	1	3	No	No	No	No	No	No	No	No	No	No
4	2	103	1	2	No	No	No	No	No	No	No	No	No	No
5	2	98	1	2	No	No	No	No	No	No	No	No	No	No
6	2	88	1	2	No	No	No	No	No	No	No	No	No	No
7	2	81	1	2	No	No	No	No	No	No	No	No	No	No
8	2	77	1	2	No	No	No	No	No	No	No	No	No	No
9	2	62	1	1	No	No	No	No	No	No	No	No	No	No
10	2	59	1	1	No	No	No	No	No	No	No	No	No	No
11	2	59	1	1	No	No	No	No	No	No	No	No	No	No
12	2	55	1	1	No	No	No	No	No	No	No	No	No	No
13	2	50	1	1	No	No	No	No	No	No	No	No	No	No
14	2	46	1	1	No	No	No	No	No	No	No	No	No	No
15	2	46	1	1	No	No	No	No	No	No	No	No	No	No
16	2	46	1	1	No	No	No	No	No	No	No	No	No	No
17	2	26	1	1	No	No	No	No	No	No	No	No	No	No
18	2	14	1	0	No	No	No	No	No	No	No	No	No	No
19	2	13	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	132
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	528	364	62
2	507	349	60
3	496	342	58
4	422	291	50
5	401	277	47
6	359	248	42
7	333	229	39
8	317	218	37
9	253	175	30
10	238	164	28
11	238	164	28
12	227	157	27
13	206	142	24
14	190	131	22
15	190	131	22
16	185	127	22
17	106	73	12
18	58	40	7
19	53	36	6
20	21	15	2
21	16	11	2
22	16	11	2
23	11	7	1
24	11	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	892	1	62	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	856	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	838	1	58	No	No	No	No	No	No	Yes	Yes	No	No
4	2	713	1	50	No	No	No	No	No	No	No	Yes	No	No
5	2	678	1	47	No	No	No	No	No	No	No	Yes	No	No
6	2	607	1	42	No	No	No	No	No	No	No	Yes	No	No
7	2	562	1	39	No	No	No	No	No	No	No	No	No	No
8	2	535	1	37	No	No	No	No	No	No	No	No	No	No
9	2	428	1	30	No	No	No	No	No	No	No	No	No	No
10	2	402	1	28	No	No	No	No	No	No	No	No	No	No
11	2	402	1	28	No	No	No	No	No	No	No	No	No	No
12	2	384	1	27	No	No	No	No	No	No	No	No	No	No
13	2	348	1	24	No	No	No	No	No	No	No	No	No	No
14	2	321	1	22	No	No	No	No	No	No	No	No	No	No
15	2	321	1	22	No	No	No	No	No	No	No	No	No	No
16	2	312	1	22	No	No	No	No	No	No	No	No	No	No
17	2	179	1	12	No	No	No	No	No	No	No	No	No	No
18	2	98	1	7	No	No	No	No	No	No	No	No	No	No
19	2	89	1	6	No	No	No	No	No	No	No	No	No	No
20	2	36	1	2	No	No	No	No	No	No	No	No	No	No
21	2	27	1	2	No	No	No	No	No	No	No	No	No	No
22	2	27	1	2	No	No	No	No	No	No	No	No	No	No
23	2	18	1	1	No	No	No	No	No	No	No	No	No	No
24	2	18	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	E
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)	0:17
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	954
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 #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	516	323	60
2	495	310	58
3	485	304	56
4	413	258	48
5	392	245	46
6	351	220	41
7	325	203	38
8	310	194	36
9	248	155	29
10	232	145	27
11	232	145	27
12	222	139	26
13	201	126	23
14	186	116	22
15	186	116	22
16	181	113	21
17	103	65	12
18	57	36	7
19	52	32	6
20	21	13	2
21	15	10	2
22	15	10	2
23	10	6	1
24	10	6	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	839	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	805	1	58	No	No	No	No	No	No	Yes	Yes	No	No
3	2	789	1	56	No	No	No	No	No	No	Yes	Yes	No	No
4	2	671	1	48	No	No	No	No	No	No	No	Yes	No	No
5	2	637	1	46	No	No	No	No	No	No	No	Yes	No	No
6	2	571	1	41	No	No	No	No	No	No	No	No	No	No
7	2	528	1	38	No	No	No	No	No	No	No	No	No	No
8	2	504	1	36	No	No	No	No	No	No	No	No	No	No
9	2	403	1	29	No	No	No	No	No	No	No	No	No	No
10	2	377	1	27	No	No	No	No	No	No	No	No	No	No
11	2	377	1	27	No	No	No	No	No	No	No	No	No	No
12	2	361	1	26	No	No	No	No	No	No	No	No	No	No
13	2	327	1	23	No	No	No	No	No	No	No	No	No	No
14	2	302	1	22	No	No	No	No	No	No	No	No	No	No
15	2	302	1	22	No	No	No	No	No	No	No	No	No	No
16	2	294	1	21	No	No	No	No	No	No	No	No	No	No
17	2	168	1	12	No	No	No	No	No	No	No	No	No	No
18	2	93	1	7	No	No	No	No	No	No	No	No	No	No
19	2	84	1	6	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	2	No	No	No	No	No	No	No	No	No	No
22	2	25	1	2	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	1	3	5	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16
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	899
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative 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 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM Pk Hr plus
Project.pdf

4/23/2014

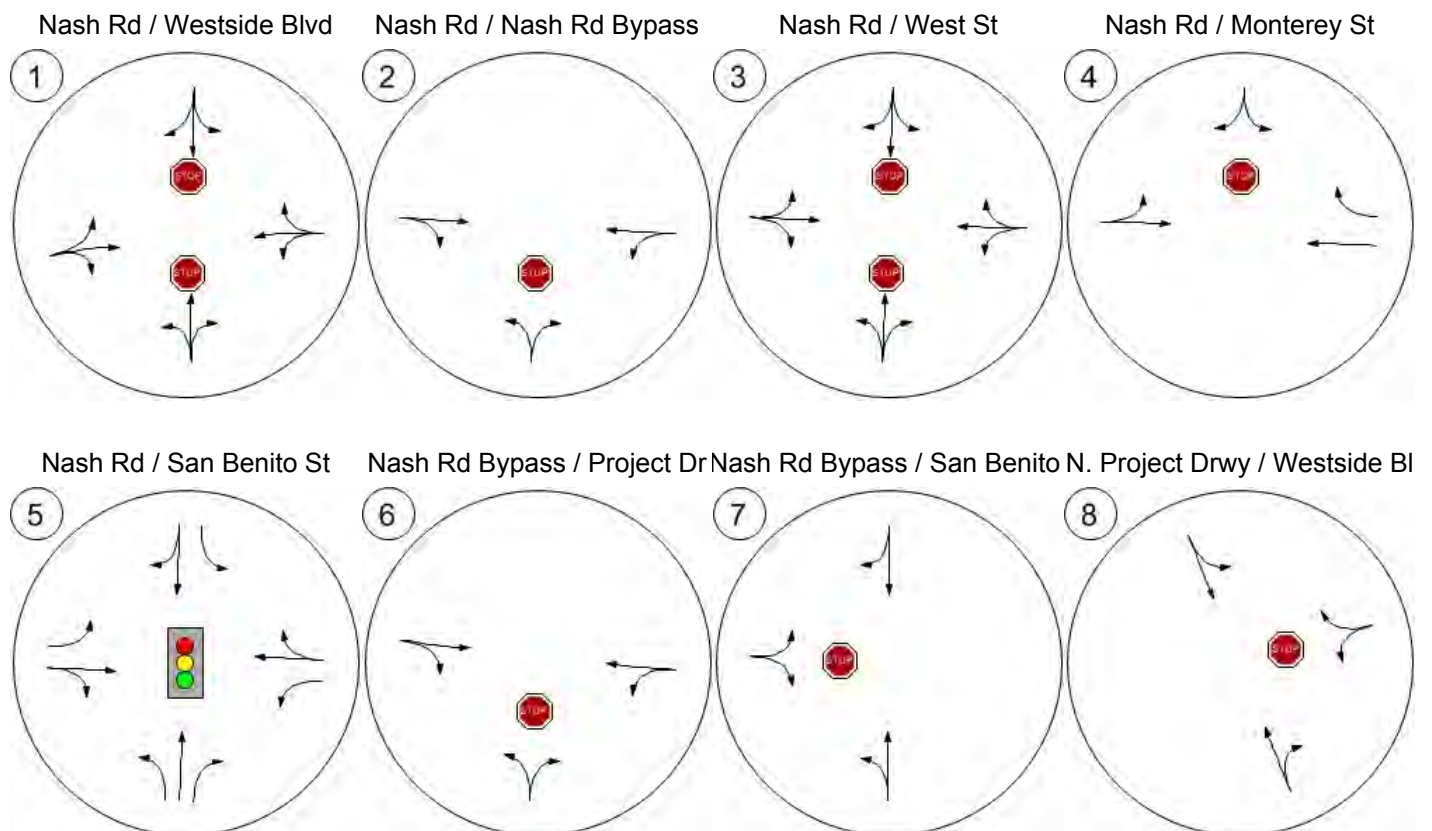
Trip distribution summary

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



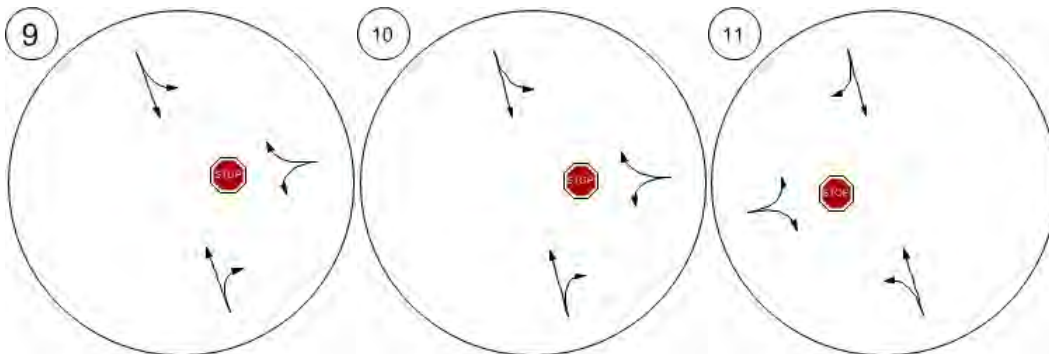
Report Figure 2: Lane Configuration and Traffic Control



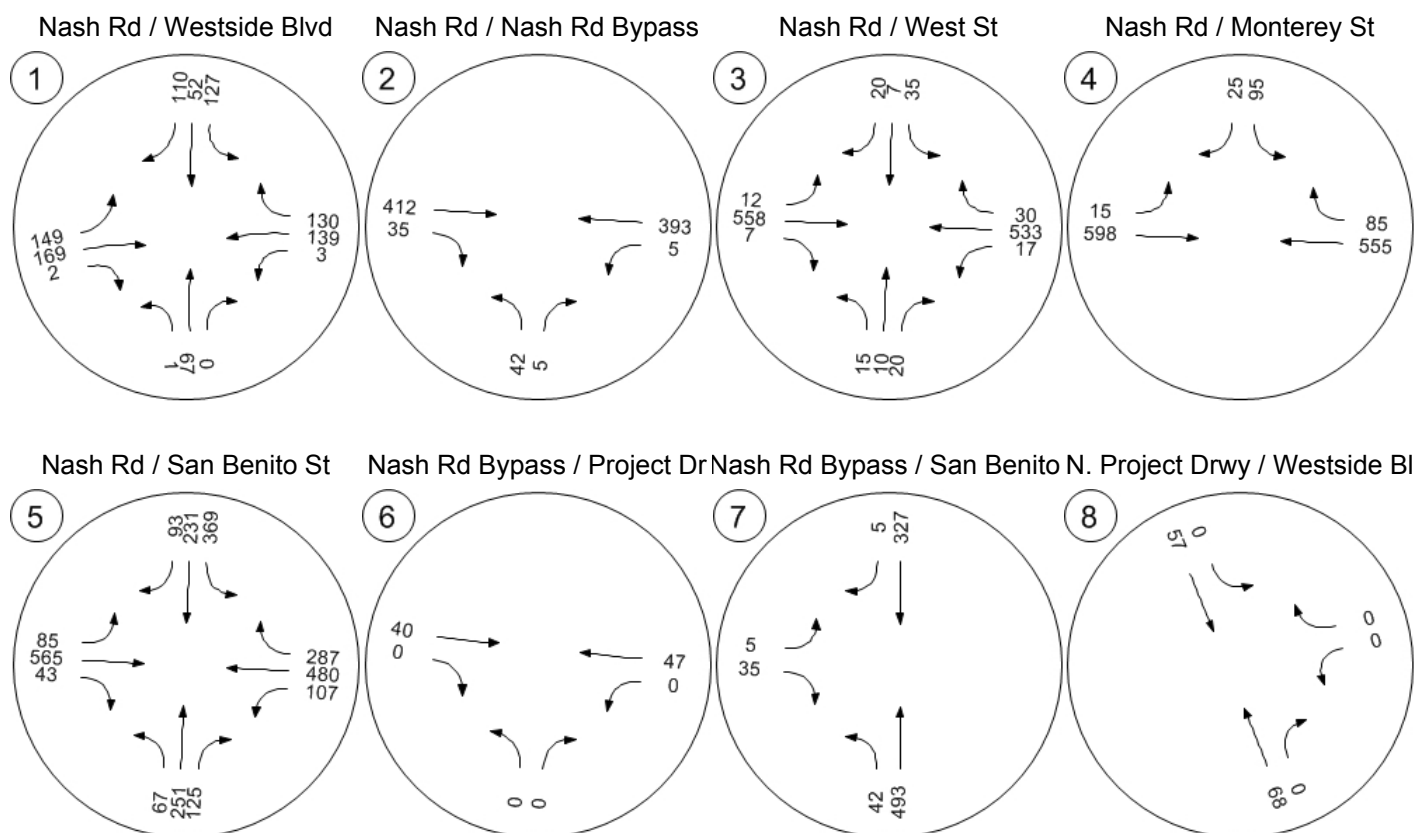
Report Figure 2: Lane Configuration and Traffic Control



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



Report Figure 3a: Traffic Volume - Base Volume



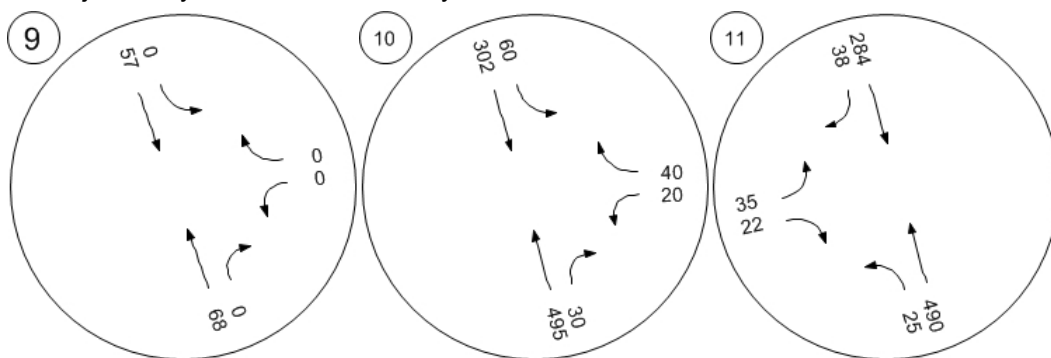
Report Figure 3a: Traffic Volume - Base Volume



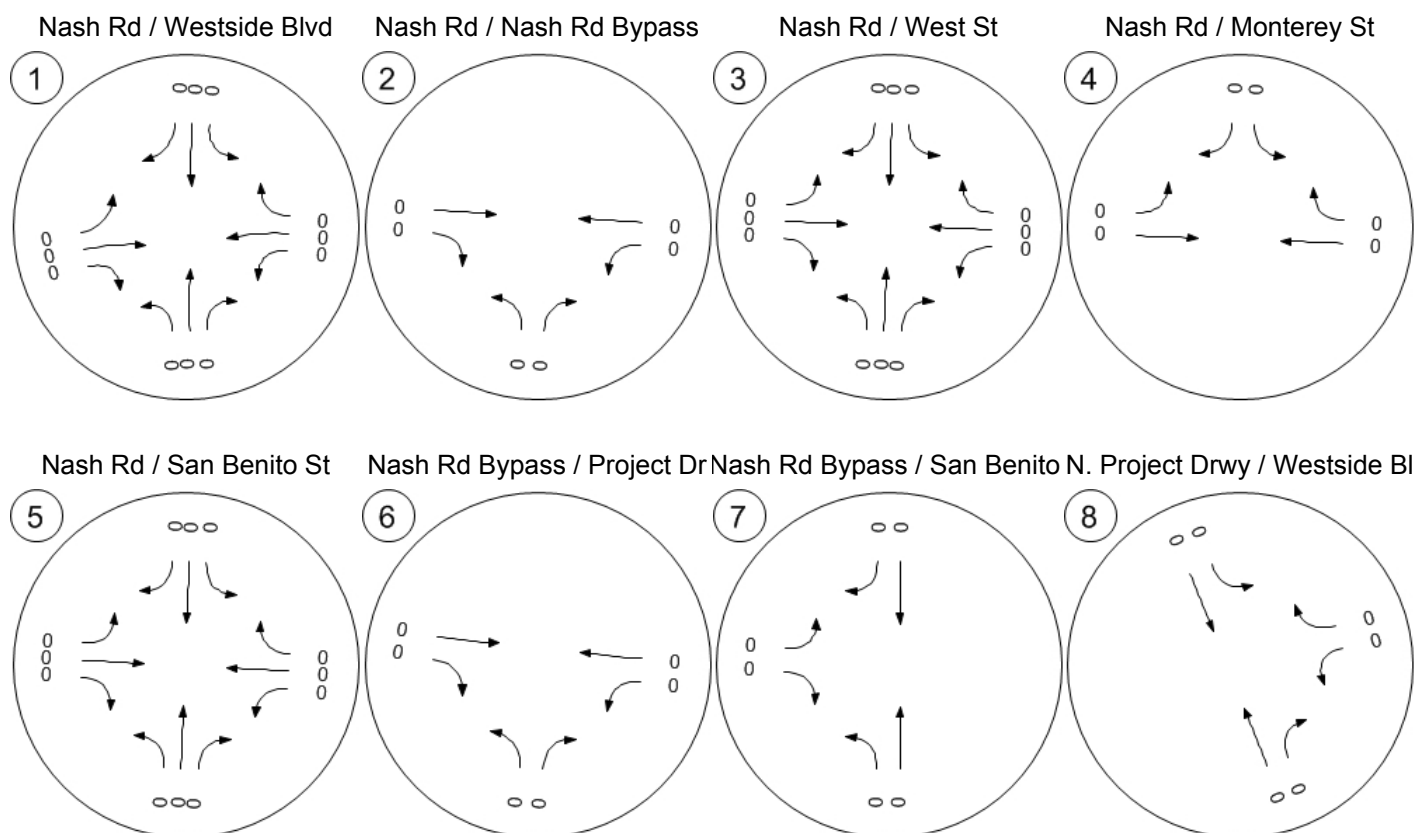
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



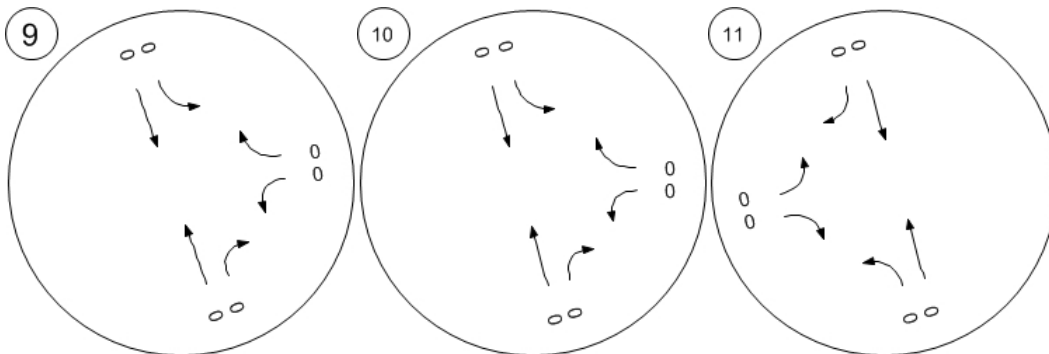
Report Figure 3b: Traffic Volume - In-Process Volume



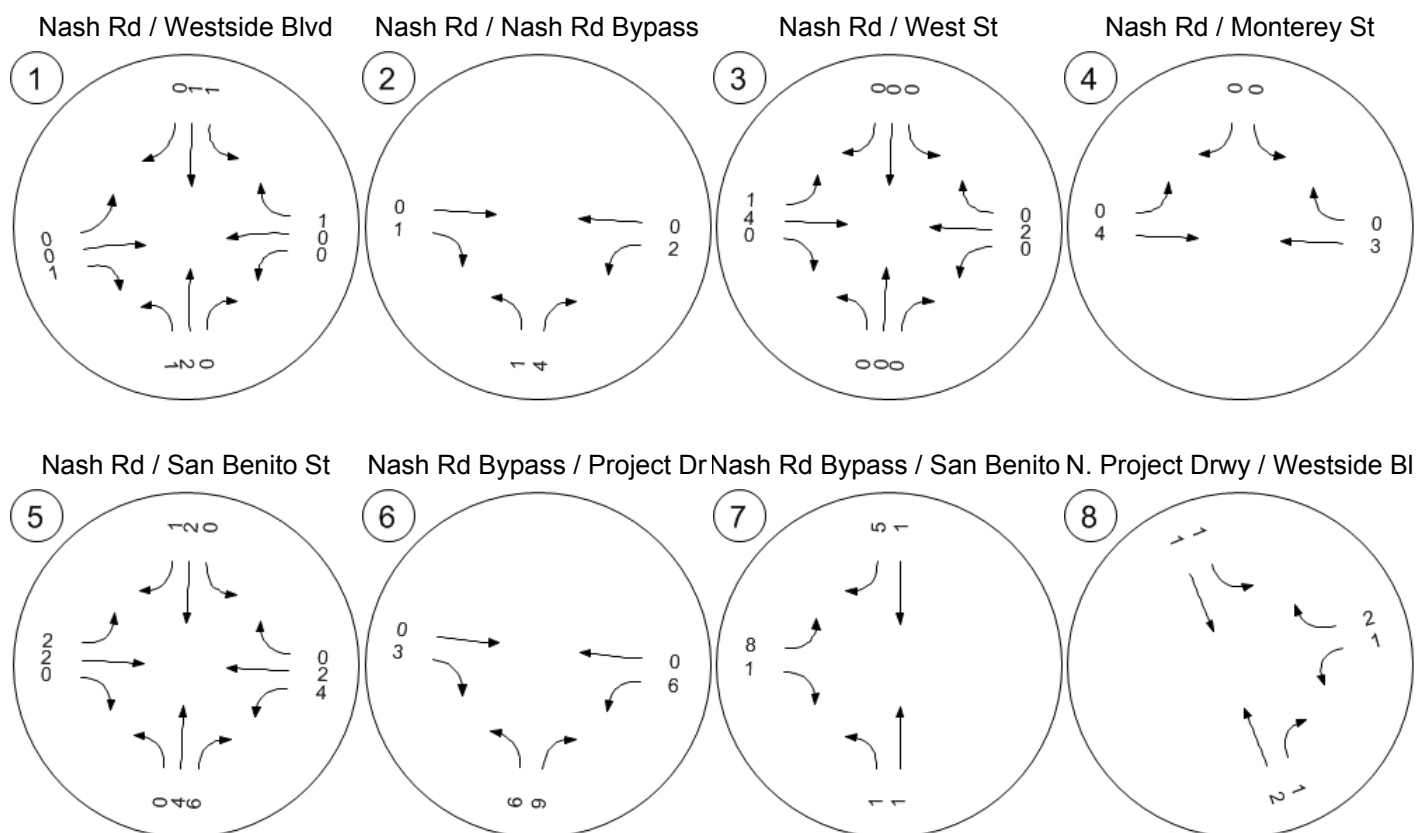
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



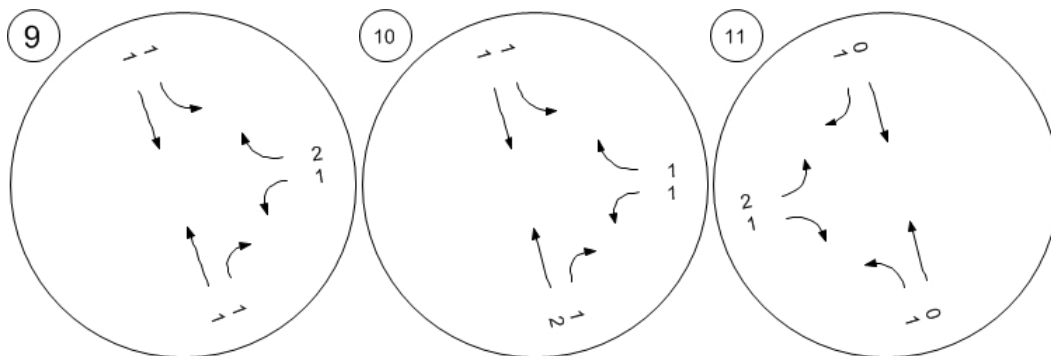
Report Figure 3c: Traffic Volume - Net New Site Trips



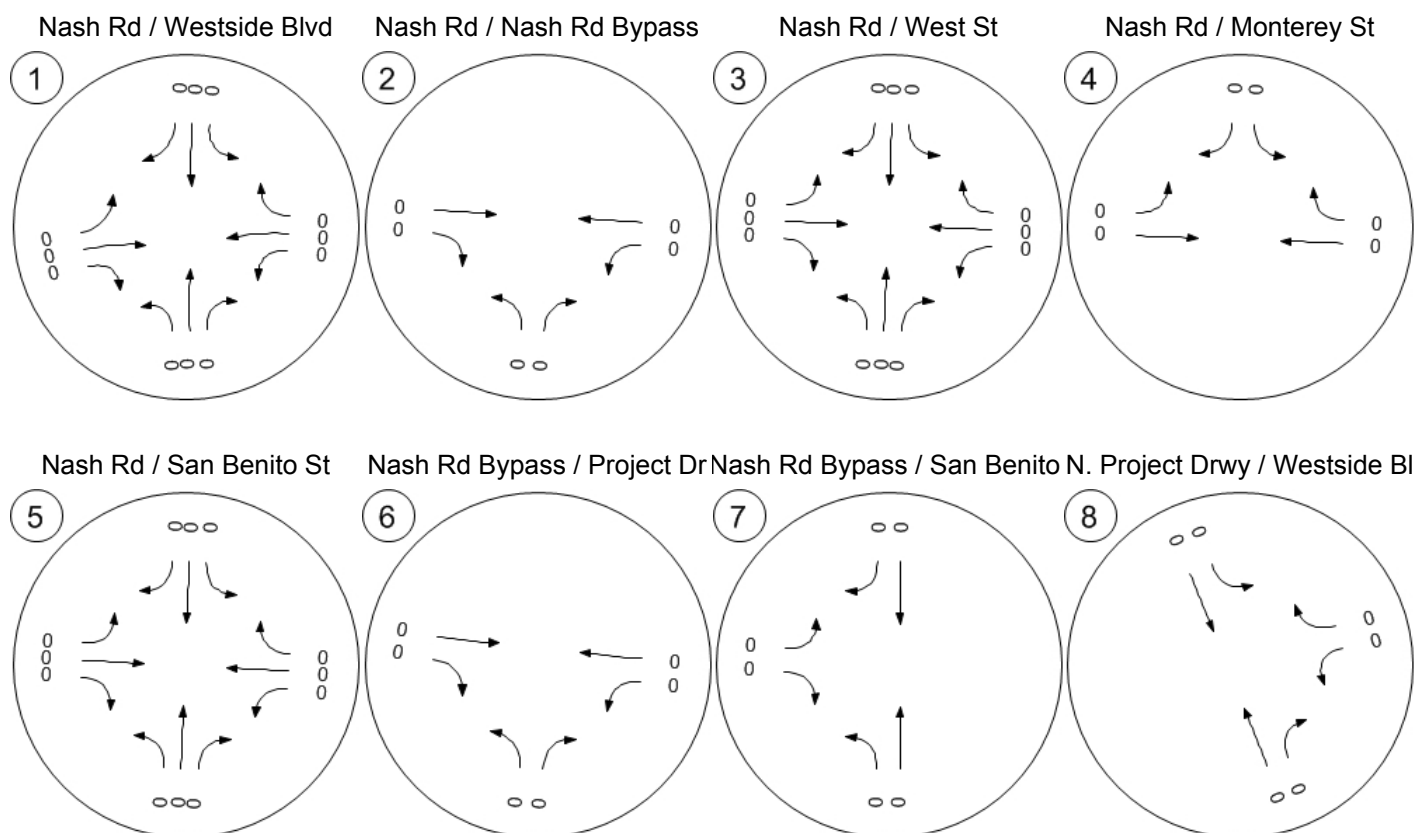
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



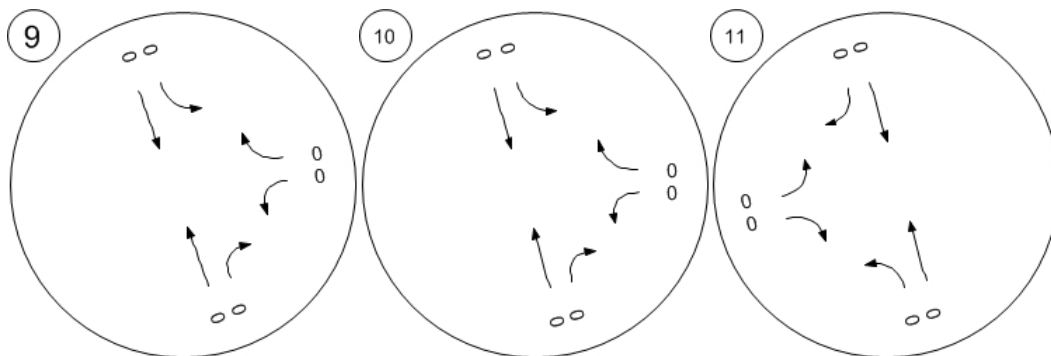
Report Figure 3d: Traffic Volume - Other Volume



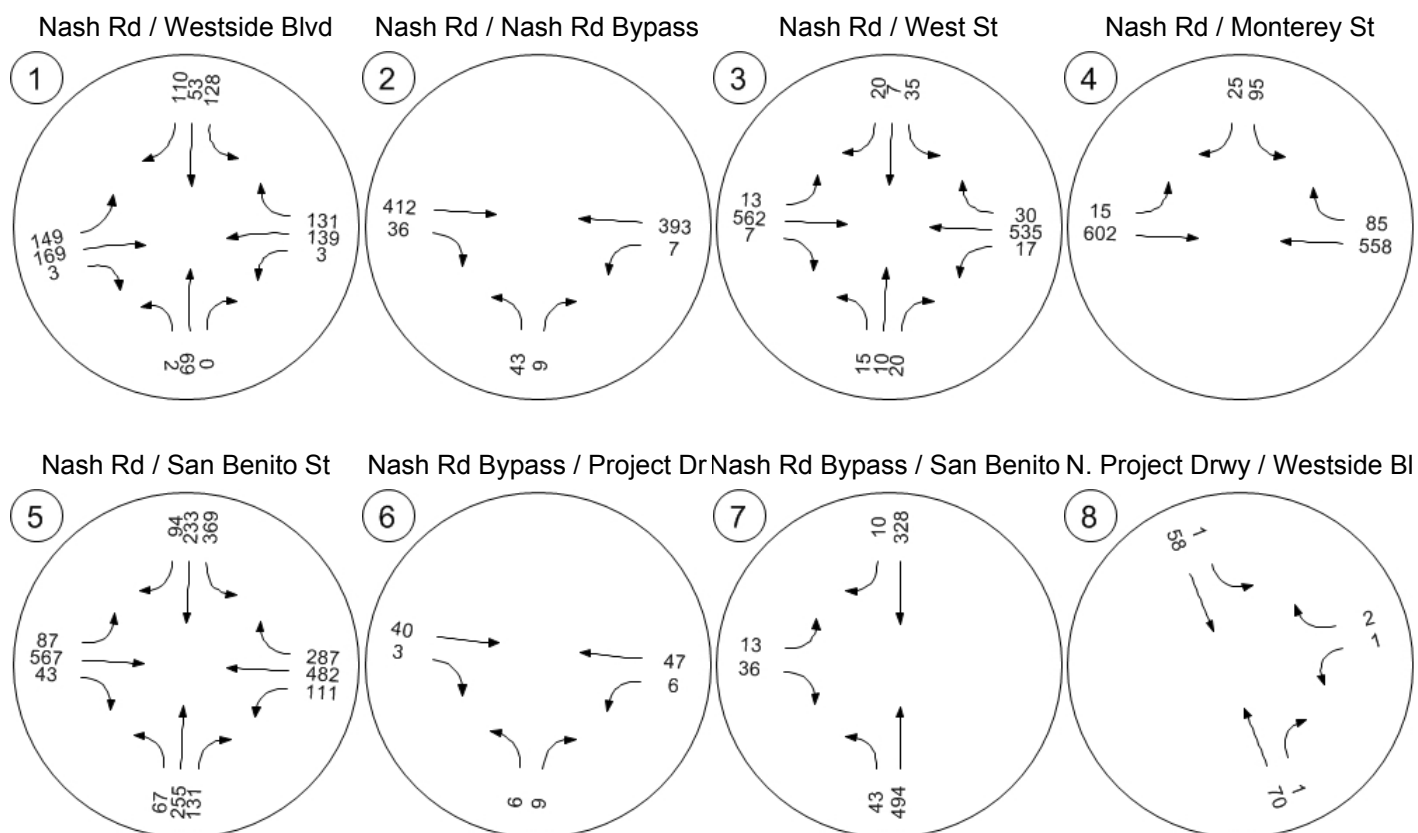
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



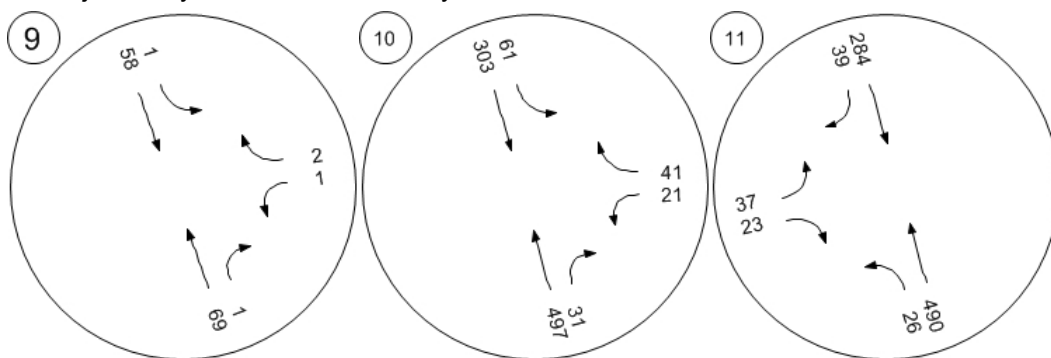
Report Figure 3e: Traffic Volume - Future Total Volume



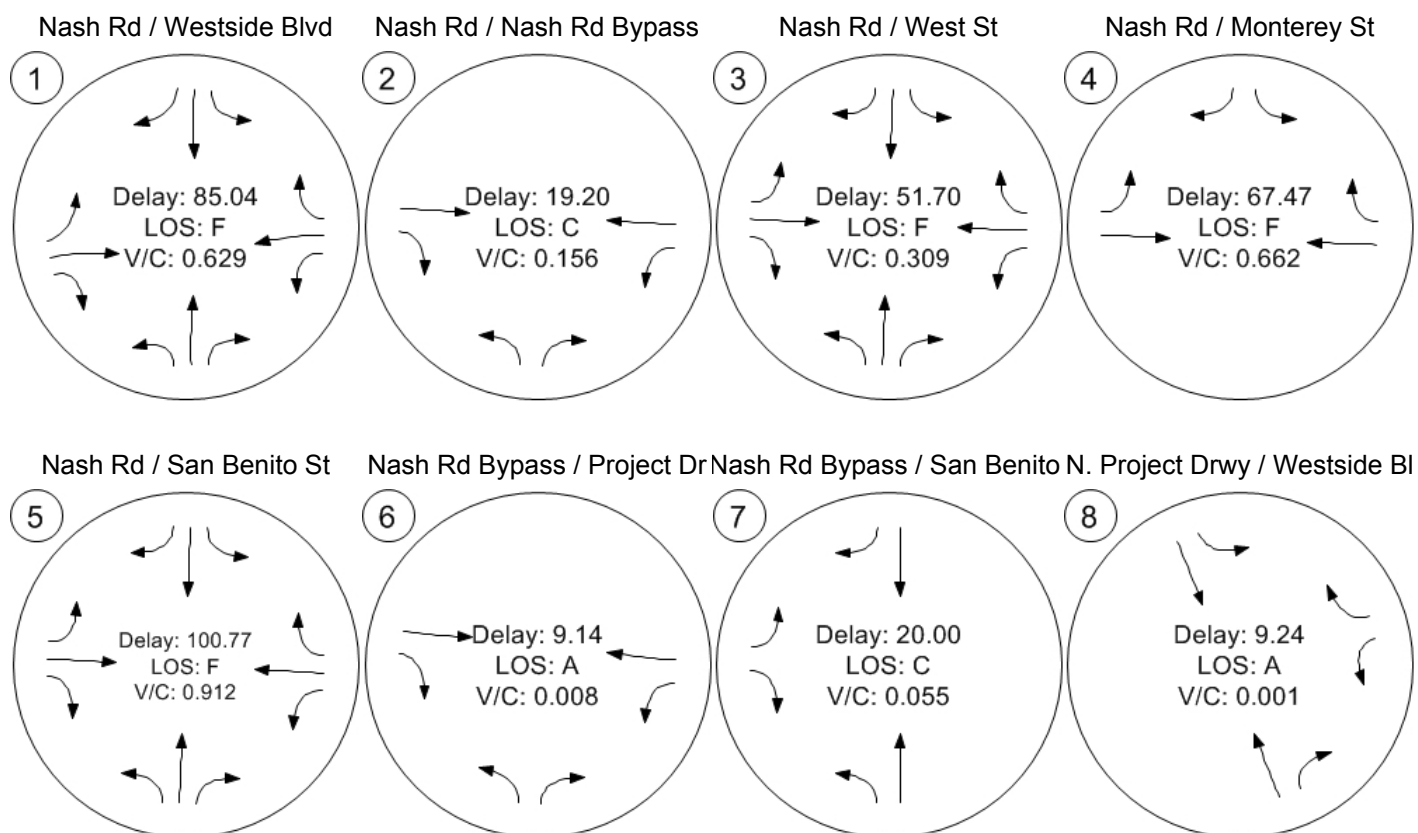
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



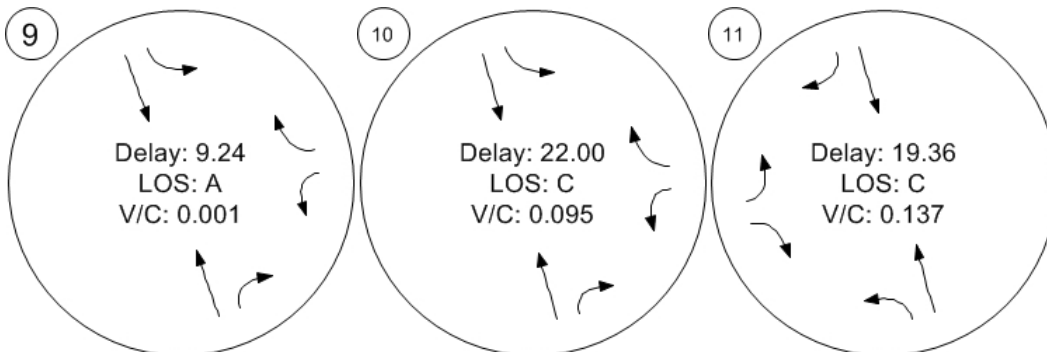
Report Figure 4: Traffic Conditions



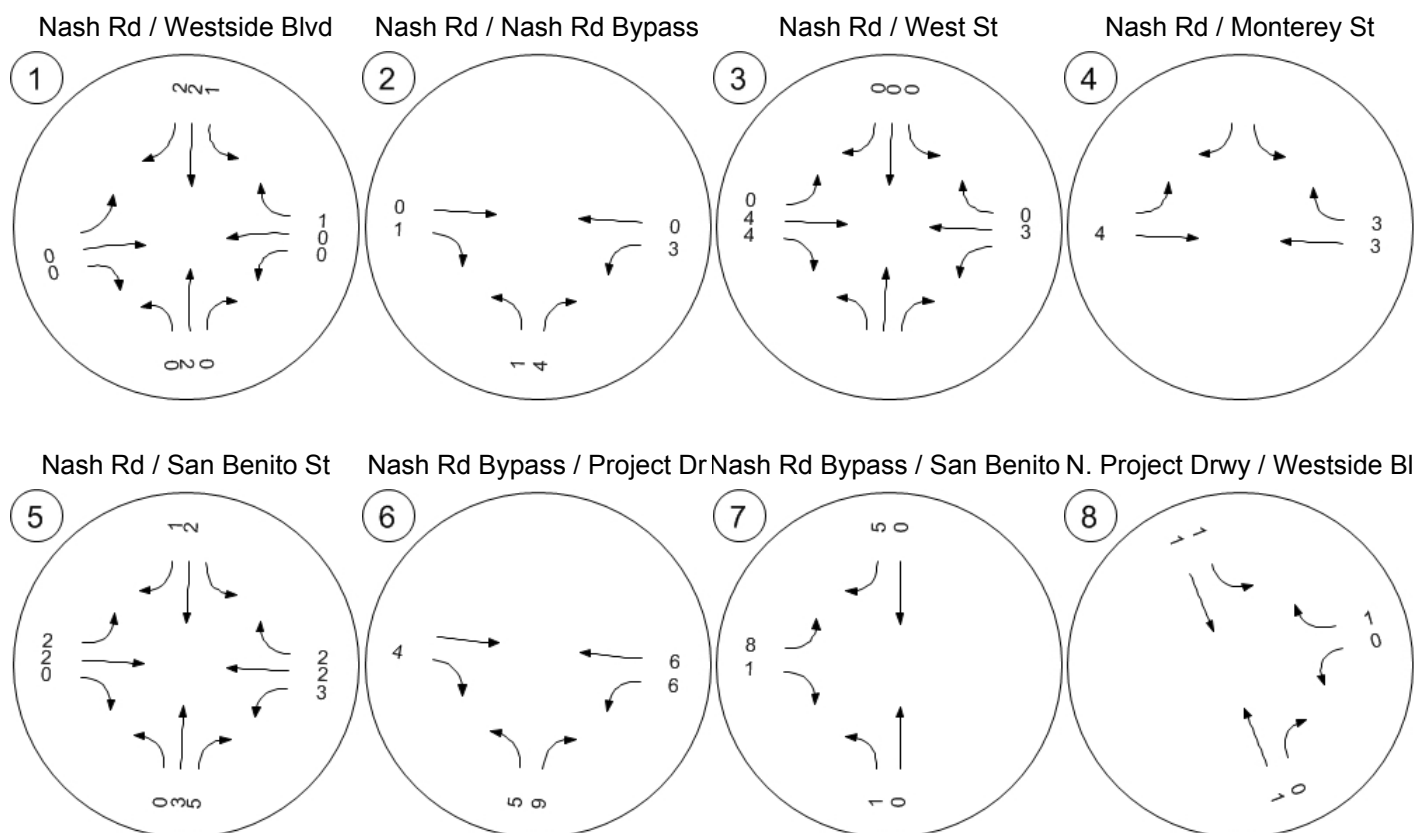
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



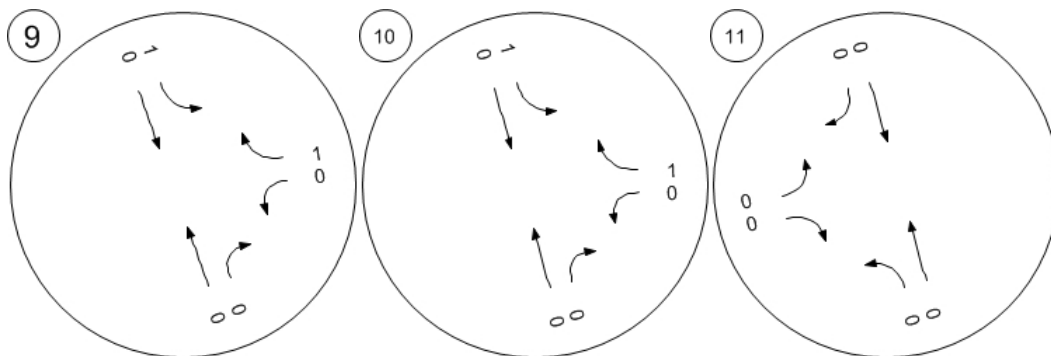
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



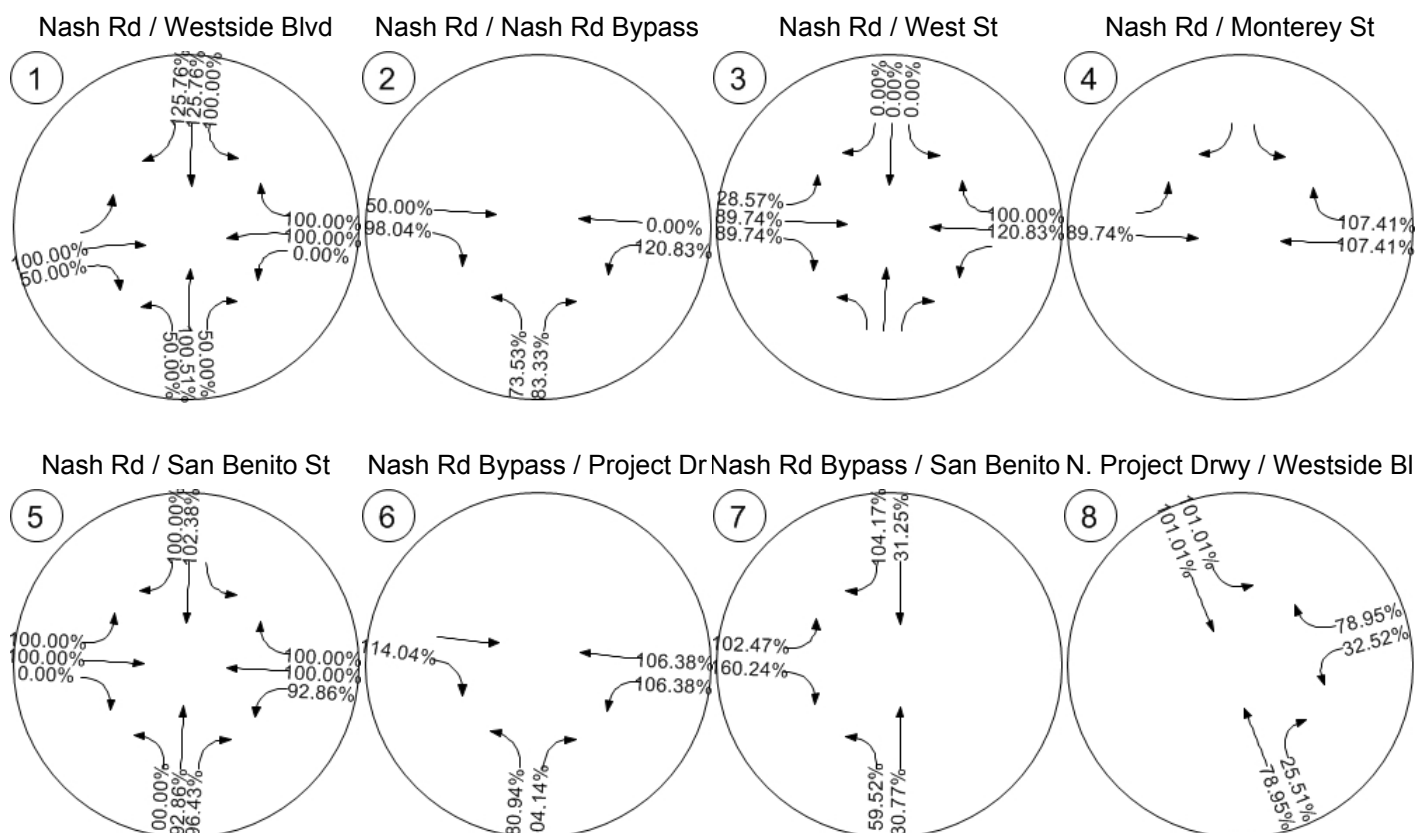
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



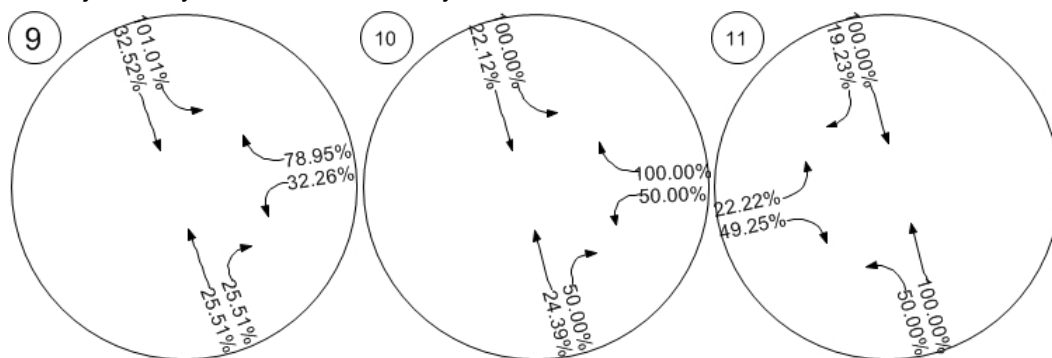
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



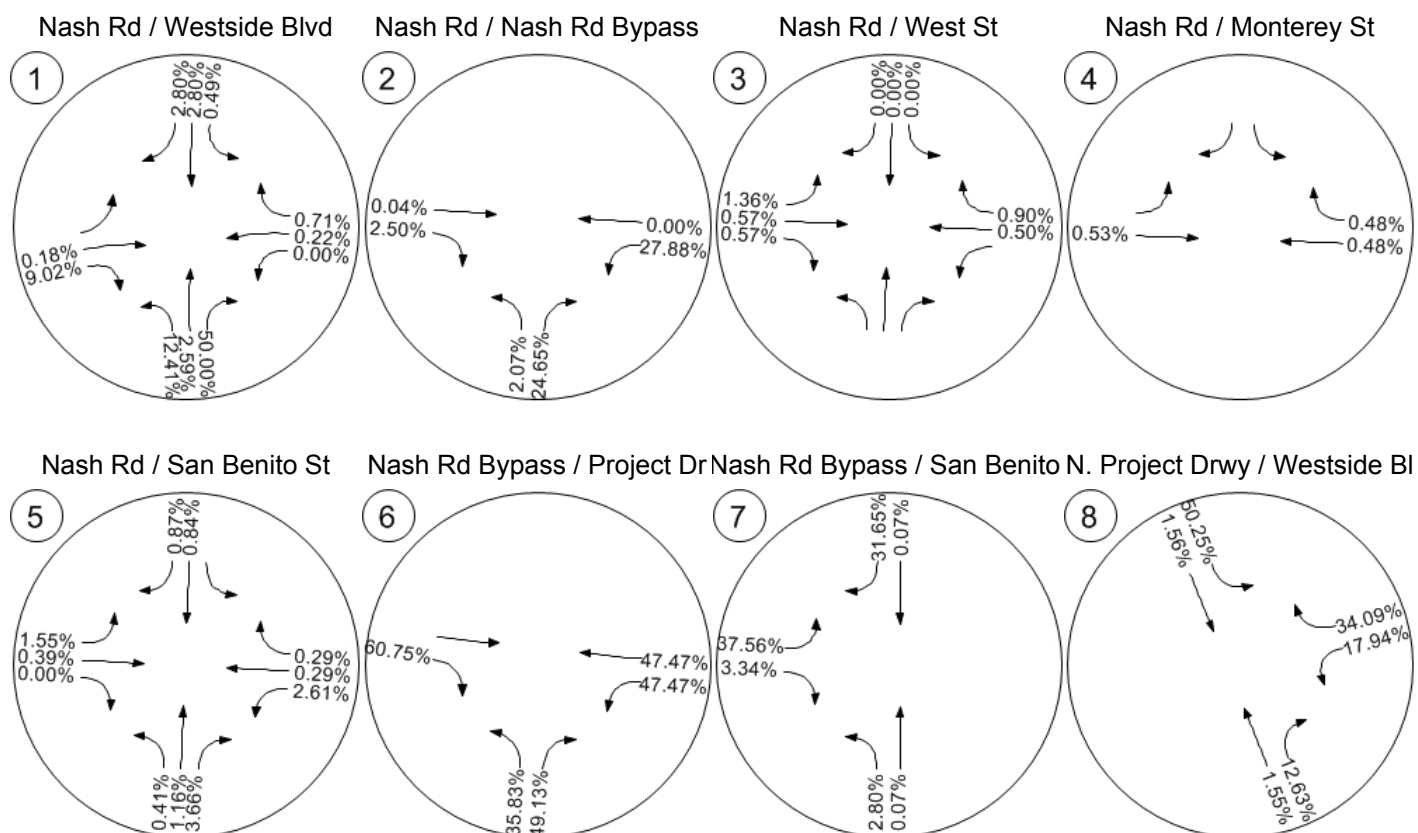
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



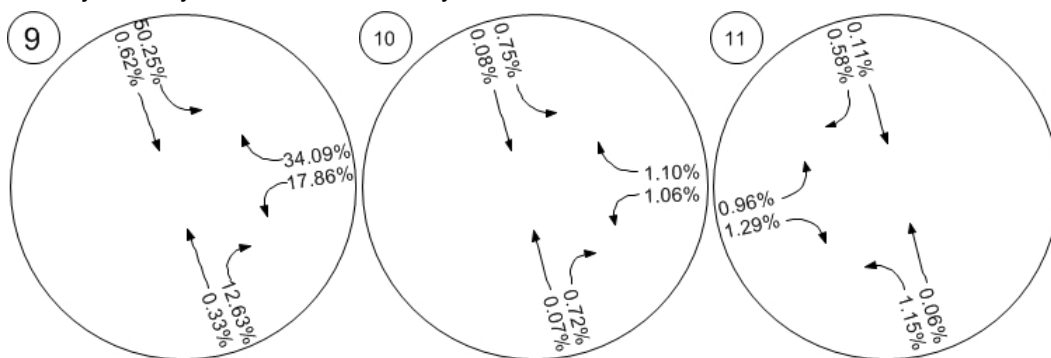
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	SBL	0.539	56.3	F
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.132	17.8	C
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.238	39.7	E
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.509	42.6	E
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.859	75.0	E
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	9.0	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.018	18.3	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	9.2	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.080	20.3	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.116	18.1	C

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): 56.3
 Level Of Service: F
 Volume to Capacity (v/c): 0.539

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]	1	67	0	127	52	110	149	169	2	3	139	130
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]	1	64	0	121	49	105	142	161	2	3	132	124
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	17	0	33	13	29	39	44	1	1	36	34
Total Analysis Volume [veh/h]	1	70	0	132	53	114	154	175	2	3	143	135
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	0.24	0.00	0.54	0.17	0.14	0.12	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	26.31	21.68	13.28	56.30	53.08	45.93	8.18	0.00	0.00	7.58	0.00	0.00
Movement LOS	D	C	B	F	F	E	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.43	0.43	0.43	4.30	4.30	4.30	0.75	0.75	0.75	0.59	0.59	0.59
50th-Percentile Queue Length [ft]	10.72	10.72	10.72	107.50	107.50	107.50	18.81	18.81	18.81	14.79	14.79	14.79
95th-Percentile Queue Length [veh]	0.96	0.96	0.96	7.72	7.72	7.72	1.03	1.03	1.03	0.75	0.75	0.75
95th-Percentile Queue Length [ft]	23.98	23.98	23.98	192.94	192.94	192.94	25.80	25.80	25.80	18.75	18.75	18.75
d_A, Approach Delay [s/veh]	21.74			51.77			3.81			0.08		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	18.64											
Intersection LOS	F											

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): 0.132

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]	42	5	412	35	5	393
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]	40	5	391	33	5	373
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]	11	1	106	9	1	101
Total Analysis Volume [veh/h]	43	5	425	36	5	405
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	0.13	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.78	12.57	0.00	0.00	8.29	0.00
Movement LOS	C	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.23	0.23	0.00	0.00	0.94	0.94
50th-Percentile Queue Length [ft]	5.74	5.74	0.00	0.00	23.60	23.60
95th-Percentile Queue Length [veh]	0.48	0.48	0.00	0.00	1.75	1.75
95th-Percentile Queue Length [ft]	12.08	12.08	0.00	0.00	43.67	43.67
d_A, Approach Delay [s/veh]	17.23		0.00		0.10	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.95					
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): 39.7
 Level Of Service: E
 Volume to Capacity (v/c): 0.238

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]	15	10	20	35	7	20	12	558	7	17	533	30
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	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]	14	10	19	33	7	19	11	530	7	16	506	29
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]	4	3	5	8	2	5	3	144	2	4	138	8
Total Analysis Volume [veh/h]	15	11	19	33	8	21	12	576	8	17	550	32
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	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.06	0.04	0.24	0.05	0.04	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	35.20	30.33	16.40	39.75	34.41	20.70	8.67	0.00	0.00	8.70	0.00	0.00
Movement LOS	E	D	C	E	D	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.33	0.33	0.33	0.56	0.56	0.56	1.44	1.44	1.44	1.45	1.45	1.45
50th-Percentile Queue Length [ft]	8.15	8.15	8.15	14.04	14.04	14.04	35.89	35.89	35.89	36.21	36.21	36.21
95th-Percentile Queue Length [veh]	0.76	0.76	0.76	1.33	1.33	1.33	4.16	4.16	4.16	4.24	4.24	4.24
95th-Percentile Queue Length [ft]	19.12	19.12	19.12	33.25	33.25	33.25	104.07	104.07	104.07	106.04	106.04	106.04
d_A, Approach Delay [s/veh]	26.07			32.61			0.17			0.25		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	E											

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): 42.6
 Level Of Service: E
 Volume to Capacity (v/c): 0.509

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]	95	25	15	598	555	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	0.95	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]	90	24	14	568	527	81
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]	24	7	4	154	143	22
Total Analysis Volume [veh/h]	98	26	15	617	573	88
Pedestrian Volume [ped/h]	2		0		1	
Bicycle Volume [bicycles/h]	0		1		1	

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	0.51	0.05	0.02	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	42.55	30.81	8.96	0.00	0.00	0.00
Movement LOS	E	D	A	A	A	A
50th-Percentile Queue Length [veh]	1.38	1.38	1.57	1.57	0.00	0.00
50th-Percentile Queue Length [ft]	34.52	34.52	39.33	39.33	0.00	0.00
95th-Percentile Queue Length [veh]	3.05	3.05	5.63	5.63	0.00	0.00
95th-Percentile Queue Length [ft]	76.23	76.23	140.65	140.65	0.00	0.00
d_A, Approach Delay [s/veh]	40.09		0.21		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.60					
Intersection LOS	E					

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

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

Delay (sec / veh): 75.0
 Level Of Service: E
 Volume to Capacity (v/c): 0.859

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]	67	251	125	369	231	93	85	565	43	107	480	287
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
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	238	119	351	219	88	81	537	41	102	456	273
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]	17	65	32	95	60	24	22	146	11	28	124	74
Total Analysis Volume [veh/h]	70	259	129	382	238	96	88	584	45	111	496	297
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]	1			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
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]	11	21	0	30	40	0	10	56	0	13	59	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	15	15	21	31	6	31	7	32
g / C, Green / Cycle	0.05	0.17	0.17	0.24	0.36	0.07	0.35	0.08	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.08	0.22	0.19	0.05	0.34	0.06	0.45
s, saturation flow rate [veh/h]	1774	1863	1525	1774	1769	1774	1840	1774	1743
c, Capacity [veh/h]	94	316	259	427	632	117	641	145	634
d1, Uniform Delay [s]	40.88	35.07	32.99	32.18	22.31	40.21	28.28	39.40	27.86
k, delay calibration	0.11	0.11	0.11	0.17	0.12	0.11	0.44	0.11	0.50
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]	10.94	5.25	1.48	10.10	0.73	9.32	29.20	8.17	125.23
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

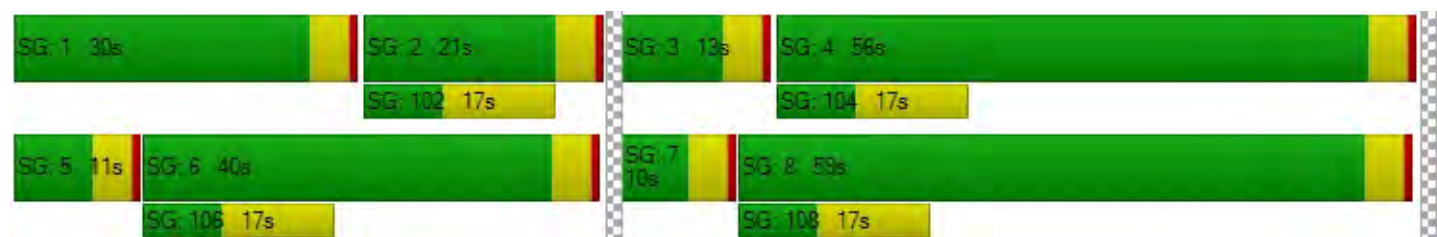
X, volume / capacity	0.74	0.82	0.50	0.89	0.53	0.75	0.98	0.77	1.25
d, Delay for Lane Group [s/veh]	51.82	40.33	34.47	42.28	23.04	49.53	57.48	47.57	153.09
Lane Group LOS	D	D	C	D	C	D	E	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	1.77	5.73	2.58	8.89	5.47	2.16	17.79	2.66	34.82
50th-Percentile Queue Length [ft]	44.24	143.33	64.41	222.25	136.72	53.97	444.63	66.42	870.61
95th-Percentile Queue Length [veh]	3.19	9.66	4.64	13.78	9.30	3.89	24.70	4.78	51.14
95th-Percentile Queue Length [ft]	79.63	241.50	115.93	344.49	232.60	97.15	617.54	119.56	1278.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.82	40.33	34.47	42.28	23.04	23.04	49.53	57.48	57.48	47.57	153.09	153.09
Movement LOS	D	D	C	D	C	C	D	E	E	D	F	F
d_A, Approach Delay [s/veh]	40.43			33.30			56.50			140.13		
Approach LOS	D			C			E			F		
d_I, Intersection Delay [s/veh]	74.98											
Intersection LOS	E											
Intersection V/C	0.859											

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): 9.0
Level Of Service: A
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	40	0	0	47
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	38	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]	0	0	10	0	0	12
Total Analysis Volume [veh/h]	0	0	41	0	0	49
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]	8.95	8.50	0.00	0.00	7.30	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]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 18.3
 Level Of Service: C
 Volume to Capacity (v/c): 0.018

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]	42	493	327	5	5	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]	40	468	311	5	5	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]	11	127	85	1	1	9
Total Analysis Volume [veh/h]	43	509	338	5	5	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	0.04	0.01	0.00	0.00	0.02	0.05
d_M, Delay for Movement [s/veh]	8.07	0.00	0.00	0.00	18.33	10.58
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.24	1.24	0.00	0.00	0.13	0.13
50th-Percentile Queue Length [ft]	30.93	30.93	0.00	0.00	3.28	3.28
95th-Percentile Queue Length [veh]	2.42	2.42	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft]	60.58	60.58	0.00	0.00	5.56	5.56
d_A, Approach Delay [s/veh]	0.63		0.00		11.52	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.88					
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): 9.2
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]	68	0	0	57	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]	65	0	0	54	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	71	0	0	59	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	7.35	0.00	9.17	8.63
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		0.00		8.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 9.2
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]	68	0	0	57	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]	65	0	0	54	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]	18	0	0	15	0	0
Total Analysis Volume [veh/h]	71	0	0	59	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	7.35	0.00	9.17	8.63
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		0.00		8.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
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): 20.3
 Level Of Service: C
 Volume to Capacity (v/c): 0.080

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]	495	30	60	302	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	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]	470	29	57	287	19	38
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]	128	8	15	78	5	10
Total Analysis Volume [veh/h]	511	32	62	312	21	41
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	0.01	0.00	0.06	0.00	0.08	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	8.73	0.00	20.34	13.16
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.91	0.91	0.27	0.27
50th-Percentile Queue Length [ft]	0.00	0.00	22.69	22.69	6.71	6.71
95th-Percentile Queue Length [veh]	0.00	0.00	1.69	1.69	0.54	0.54
95th-Percentile Queue Length [ft]	0.00	0.00	42.16	42.16	13.52	13.52
d_A, Approach Delay [s/veh]	0.00		1.45		15.59	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.54					
Intersection LOS	C					

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): 18.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.116

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]	25	490	284	38	35	22
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]	24	466	270	36	33	21
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]	7	127	73	10	9	6
Total Analysis Volume [veh/h]	26	507	293	39	36	23
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	0.01	0.00	0.00	0.12	0.03
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	0.00	18.10	11.49
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.18	1.18	0.00	0.00	0.25	0.25
50th-Percentile Queue Length [ft]	29.60	29.60	0.00	0.00	6.36	6.36
95th-Percentile Queue Length [veh]	2.24	2.24	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft]	56.12	56.12	0.00	0.00	12.79	12.79
d_A, Approach Delay [s/veh]	0.39		0.00		15.52	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.22					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	64	0	121	49	105	142	161	2	3	132	124	904

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	40	5	391	33	5	373	847

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	14	10	19	33	7	19	11	530	7	16	506	29	1201

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	90	24	14	568	527	81	1304

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	64	238	119	351	219	88	81	537	41	102	456	273	2569

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	38	0	0	45	83

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	40	468	311	5	5	33	862

Version 2.00-04

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	65	0	0	54	0	0	119

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	65	0	0	54	0	0	119

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	470	29	57	287	19	38	900

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	24	466	270	36	33	21	850

San Benito County Regional Park

Vistro File:

Scenario 19: Cumulative Sat Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative Sat Pk Hr.pdf

4/9/2014

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	1	67	0	127	52	110	149	169	2	3	139	130	949
		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	1	64	0	121	49	105	142	161	2	3	132	124	904

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	42	5	412	35	5	393	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	40	5	391	33	5	373	847

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	15	10	20	35	7	20	12	558	7	17	533	30	1264
		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	14	10	19	33	7	19	11	530	7	16	506	29	1201

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	95	25	15	598	555	85	1373
		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	90	24	14	568	527	81	1304

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	67	251	125	369	231	93	85	565	43	107	480	287	2703
		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	64	238	119	351	219	88	81	537	41	102	456	273	2569

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	40	0	0	47	87
		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	38	0	0	45	83

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	42	493	327	5	5	35	907
		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	40	468	311	5	5	33	862

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	68	0	0	57	0	0	125
		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	65	0	0	54	0	0	119

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	68	0	0	57	0	0	125
		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	65	0	0	54	0	0	119

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	495	30	60	302	20	40	947
		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	470	29	57	287	19	38	900

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	25	490	284	38	35	22	894
		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	24	466	270	36	33	21	850

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	5	6	1	6
2	5	6	1	6
3	8	9	2	8
4	8	9	2	8
5	10	12	3	11
6	26	31	7	28
7	28	34	7	30
8	52	61	13	55
9	91	107	23	96
10	93	110	23	99
11	93	110	23	99
12	101	119	25	107
13	111	131	28	118
14	117	137	29	124
15	117	137	29	124
16	124	146	31	132
17	155	183	39	165
18	163	192	41	173
19	176	207	44	187
20	197	232	49	209
21	207	244	52	220
22	243	287	61	259
23	249	293	62	264
24	259	305	65	275

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	2	7	No	No	No	No	No	No	No	No	No	No
2	2	11	2	7	No	No	No	No	No	No	No	No	No	No
3	2	17	2	10	No	No	No	No	No	No	No	No	No	No
4	2	17	2	10	No	No	No	No	No	No	No	No	No	No
5	2	22	2	14	No	No	No	No	No	No	No	No	No	No
6	2	57	2	35	No	No	No	No	No	No	No	No	No	No
7	2	62	2	37	No	No	No	No	No	No	No	No	No	No
8	2	113	2	68	No	No	No	No	No	No	No	No	No	No
9	2	198	2	119	No	No	No	No	No	No	No	No	No	No
10	2	203	2	122	No	No	No	No	No	No	No	No	No	No
11	2	203	2	122	No	No	No	No	No	No	No	No	No	No
12	2	220	2	132	No	No	No	No	No	No	No	No	No	No
13	2	242	2	146	No	No	No	No	No	No	No	No	No	No
14	2	254	2	153	No	No	No	No	No	No	No	No	No	No
15	2	254	2	153	No	No	No	No	No	No	No	No	No	No
16	2	270	2	163	No	No	No	No	No	No	No	No	No	No
17	2	338	2	204	No	No	No	Yes	No	No	No	No	No	No
18	2	355	2	214	No	No	No	Yes	No	No	No	No	No	No
19	2	383	2	231	No	No	No	Yes	No	No	No	No	No	No
20	2	429	2	258	No	No	Yes	Yes	No	No	No	No	No	No
21	2	451	2	272	No	No	Yes	Yes	No	No	No	No	No	No
22	2	530	2	320	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
23	2	542	2	326	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
24	2	564	2	340	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
Hours Met					0	3	5	8	0	0	0	3	3	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	21.7	51.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:23	3:57
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	65	275
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	904	904
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	378	424	45
2	363	407	43
3	355	399	42
4	302	339	36
5	287	322	34
6	257	288	31
7	238	267	28
8	227	254	27
9	181	204	22
10	170	191	20
11	170	191	20
12	163	182	19
13	147	165	18
14	136	153	16
15	136	153	16
16	132	148	16
17	76	85	9
18	42	47	5
19	38	42	5
20	15	17	2
21	11	13	1
22	11	13	1
23	8	8	1
24	8	8	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	802	1	45	No	No	No	No	No	No	No	Yes	No	No
2	2	770	1	43	No	No	No	No	No	No	No	Yes	No	No
3	2	754	1	42	No	No	No	No	No	No	No	Yes	No	No
4	2	641	1	36	No	No	No	No	No	No	No	No	No	No
5	2	609	1	34	No	No	No	No	No	No	No	No	No	No
6	2	545	1	31	No	No	No	No	No	No	No	No	No	No
7	2	505	1	28	No	No	No	No	No	No	No	No	No	No
8	2	481	1	27	No	No	No	No	No	No	No	No	No	No
9	2	385	1	22	No	No	No	No	No	No	No	No	No	No
10	2	361	1	20	No	No	No	No	No	No	No	No	No	No
11	2	361	1	20	No	No	No	No	No	No	No	No	No	No
12	2	345	1	19	No	No	No	No	No	No	No	No	No	No
13	2	312	1	18	No	No	No	No	No	No	No	No	No	No
14	2	289	1	16	No	No	No	No	No	No	No	No	No	No
15	2	289	1	16	No	No	No	No	No	No	No	No	No	No
16	2	280	1	16	No	No	No	No	No	No	No	No	No	No
17	2	161	1	9	No	No	No	No	No	No	No	No	No	No
18	2	89	1	5	No	No	No	No	No	No	No	No	No	No
19	2	80	1	5	No	No	No	No	No	No	No	No	No	No
20	2	32	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	1	No	No	No	No	No	No	No	No	No	No
22	2	24	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.2
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	45
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	847
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	551	548	59	43
2	529	526	57	41
3	518	515	55	40
4	441	438	47	34
5	419	416	45	33
6	375	373	40	29
7	347	345	37	27
8	331	329	35	26
9	264	263	28	21
10	248	247	27	19
11	248	247	27	19
12	237	236	25	18
13	215	214	23	17
14	198	197	21	15
15	198	197	21	15
16	193	192	21	15
17	110	110	12	9
18	61	60	6	5
19	55	55	6	4
20	22	22	2	2
21	17	16	2	1
22	17	16	2	1
23	11	11	1	1
24	11	11	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	1099	2	102	No	No	No	No	No	No	Yes	Yes	No	No
2	2	1055	2	98	No	No	No	No	No	No	Yes	Yes	No	No
3	2	1033	2	95	No	No	No	No	No	No	Yes	Yes	No	No
4	2	879	2	81	No	No	No	No	No	No	No	Yes	No	No
5	2	835	2	78	No	No	No	No	No	No	No	Yes	No	No
6	2	748	2	69	No	No	No	No	No	No	No	No	No	No
7	2	692	2	64	No	No	No	No	No	No	No	No	No	No
8	2	660	2	61	No	No	No	No	No	No	No	No	No	No
9	2	527	2	49	No	No	No	No	No	No	No	No	No	No
10	2	495	2	46	No	No	No	No	No	No	No	No	No	No
11	2	495	2	46	No	No	No	No	No	No	No	No	No	No
12	2	473	2	43	No	No	No	No	No	No	No	No	No	No
13	2	429	2	40	No	No	No	No	No	No	No	No	No	No
14	2	395	2	36	No	No	No	No	No	No	No	No	No	No
15	2	395	2	36	No	No	No	No	No	No	No	No	No	No
16	2	385	2	36	No	No	No	No	No	No	No	No	No	No
17	2	220	2	21	No	No	No	No	No	No	No	No	No	No
18	2	121	2	11	No	No	No	No	No	No	No	No	No	No
19	2	110	2	10	No	No	No	No	No	No	No	No	No	No
20	2	44	2	4	No	No	No	No	No	No	No	No	No	No
21	2	33	2	3	No	No	No	No	No	No	No	No	No	No
22	2	33	2	3	No	No	No	No	No	No	No	No	No	No
23	2	22	2	2	No	No	No	No	No	No	No	No	No	No
24	2	22	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	32.6	26.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:32	0:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	59	43
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1201	1201
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	Yes
#3	Peak Hour	Yes

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	608	582	114
2	584	559	109
3	572	547	107
4	486	466	91
5	462	442	87
6	413	396	78
7	383	367	72
8	365	349	68
9	292	279	55
10	274	262	51
11	274	262	51
12	261	250	49
13	237	227	44
14	219	210	41
15	219	210	41
16	213	204	40
17	122	116	23
18	67	64	13
19	61	58	11
20	24	23	5
21	18	17	3
22	18	17	3
23	12	12	2
24	12	12	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	1190	1	114	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1143	1	109	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1119	1	107	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	952	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
5	3	904	1	87	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	809	1	78	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	750	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
8	3	714	1	68	No	No	No	No	No	No	Yes	Yes	No	No
9	3	571	1	55	No	No	No	No	No	No	No	Yes	No	No
10	3	536	1	51	No	No	No	No	No	No	No	Yes	No	No
11	3	536	1	51	No	No	No	No	No	No	No	Yes	No	No
12	3	511	1	49	No	No	No	No	No	No	No	Yes	No	No
13	3	464	1	44	No	No	No	No	No	No	No	No	No	No
14	3	429	1	41	No	No	No	No	No	No	No	No	No	No
15	3	429	1	41	No	No	No	No	No	No	No	No	No	No
16	3	417	1	40	No	No	No	No	No	No	No	No	No	No
17	3	238	1	23	No	No	No	No	No	No	No	No	No	No
18	3	131	1	13	No	No	No	No	No	No	No	No	No	No
19	3	119	1	11	No	No	No	No	No	No	No	No	No	No
20	3	47	1	5	No	No	No	No	No	No	No	No	No	No
21	3	35	1	3	No	No	No	No	No	No	No	No	No	No
22	3	35	1	3	No	No	No	No	No	No	No	No	No	No
23	3	24	1	2	No	No	No	No	No	No	No	No	No	No
24	3	24	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	3	5	5	7	8	12	5	3

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	40.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	114
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1304
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 #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	45	38	0
2	43	36	0
3	42	36	0
4	36	30	0
5	34	29	0
6	31	26	0
7	28	24	0
8	27	23	0
9	22	18	0
10	20	17	0
11	20	17	0
12	19	16	0
13	18	15	0
14	16	14	0
15	16	14	0
16	16	13	0
17	9	8	0
18	5	4	0
19	5	4	0
20	2	2	0
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	83	1	0	No	No	No	No	No	No	No	No	No	No
2	2	79	1	0	No	No	No	No	No	No	No	No	No	No
3	2	78	1	0	No	No	No	No	No	No	No	No	No	No
4	2	66	1	0	No	No	No	No	No	No	No	No	No	No
5	2	63	1	0	No	No	No	No	No	No	No	No	No	No
6	2	57	1	0	No	No	No	No	No	No	No	No	No	No
7	2	52	1	0	No	No	No	No	No	No	No	No	No	No
8	2	50	1	0	No	No	No	No	No	No	No	No	No	No
9	2	40	1	0	No	No	No	No	No	No	No	No	No	No
10	2	37	1	0	No	No	No	No	No	No	No	No	No	No
11	2	37	1	0	No	No	No	No	No	No	No	No	No	No
12	2	35	1	0	No	No	No	No	No	No	No	No	No	No
13	2	33	1	0	No	No	No	No	No	No	No	No	No	No
14	2	30	1	0	No	No	No	No	No	No	No	No	No	No
15	2	30	1	0	No	No	No	No	No	No	No	No	No	No
16	2	29	1	0	No	No	No	No	No	No	No	No	No	No
17	2	17	1	0	No	No	No	No	No	No	No	No	No	No
18	2	9	1	0	No	No	No	No	No	No	No	No	No	No
19	2	9	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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)	8.7
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	83
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	316	508	38
2	303	488	36
3	297	478	36
4	253	406	30
5	240	386	29
6	215	345	26
7	199	320	24
8	190	305	23
9	152	244	18
10	142	229	17
11	142	229	17
12	136	218	16
13	123	198	15
14	114	183	14
15	114	183	14
16	111	178	13
17	63	102	8
18	35	56	4
19	32	51	4
20	13	20	2
21	9	15	1
22	9	15	1
23	6	10	1
24	6	10	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	824	1	38	No	No	No	No	No	No	No	No	No	No
2	2	791	1	36	No	No	No	No	No	No	No	No	No	No
3	2	775	1	36	No	No	No	No	No	No	No	No	No	No
4	2	659	1	30	No	No	No	No	No	No	No	No	No	No
5	2	626	1	29	No	No	No	No	No	No	No	No	No	No
6	2	560	1	26	No	No	No	No	No	No	No	No	No	No
7	2	519	1	24	No	No	No	No	No	No	No	No	No	No
8	2	495	1	23	No	No	No	No	No	No	No	No	No	No
9	2	396	1	18	No	No	No	No	No	No	No	No	No	No
10	2	371	1	17	No	No	No	No	No	No	No	No	No	No
11	2	371	1	17	No	No	No	No	No	No	No	No	No	No
12	2	354	1	16	No	No	No	No	No	No	No	No	No	No
13	2	321	1	15	No	No	No	No	No	No	No	No	No	No
14	2	297	1	14	No	No	No	No	No	No	No	No	No	No
15	2	297	1	14	No	No	No	No	No	No	No	No	No	No
16	2	289	1	13	No	No	No	No	No	No	No	No	No	No
17	2	165	1	8	No	No	No	No	No	No	No	No	No	No
18	2	91	1	4	No	No	No	No	No	No	No	No	No	No
19	2	83	1	4	No	No	No	No	No	No	No	No	No	No
20	2	33	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	1	No	No	No	No	No	No	No	No	No	No
22	2	24	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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)	11.5
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	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	862
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	65	54	0
2	62	52	0
3	61	51	0
4	52	43	0
5	49	41	0
6	44	37	0
7	41	34	0
8	39	32	0
9	31	26	0
10	29	24	0
11	29	24	0
12	28	23	0
13	25	21	0
14	23	19	0
15	23	19	0
16	23	19	0
17	13	11	0
18	7	6	0
19	7	5	0
20	3	2	0
21	2	2	0
22	2	2	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	119	1	0	No	No	No	No	No	No	No	No	No	No
2	2	114	1	0	No	No	No	No	No	No	No	No	No	No
3	2	112	1	0	No	No	No	No	No	No	No	No	No	No
4	2	95	1	0	No	No	No	No	No	No	No	No	No	No
5	2	90	1	0	No	No	No	No	No	No	No	No	No	No
6	2	81	1	0	No	No	No	No	No	No	No	No	No	No
7	2	75	1	0	No	No	No	No	No	No	No	No	No	No
8	2	71	1	0	No	No	No	No	No	No	No	No	No	No
9	2	57	1	0	No	No	No	No	No	No	No	No	No	No
10	2	53	1	0	No	No	No	No	No	No	No	No	No	No
11	2	53	1	0	No	No	No	No	No	No	No	No	No	No
12	2	51	1	0	No	No	No	No	No	No	No	No	No	No
13	2	46	1	0	No	No	No	No	No	No	No	No	No	No
14	2	42	1	0	No	No	No	No	No	No	No	No	No	No
15	2	42	1	0	No	No	No	No	No	No	No	No	No	No
16	2	42	1	0	No	No	No	No	No	No	No	No	No	No
17	2	24	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	12	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	119
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	65	54	0
2	62	52	0
3	61	51	0
4	52	43	0
5	49	41	0
6	44	37	0
7	41	34	0
8	39	32	0
9	31	26	0
10	29	24	0
11	29	24	0
12	28	23	0
13	25	21	0
14	23	19	0
15	23	19	0
16	23	19	0
17	13	11	0
18	7	6	0
19	7	5	0
20	3	2	0
21	2	2	0
22	2	2	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	119	1	0	No	No	No	No	No	No	No	No	No	No
2	2	114	1	0	No	No	No	No	No	No	No	No	No	No
3	2	112	1	0	No	No	No	No	No	No	No	No	No	No
4	2	95	1	0	No	No	No	No	No	No	No	No	No	No
5	2	90	1	0	No	No	No	No	No	No	No	No	No	No
6	2	81	1	0	No	No	No	No	No	No	No	No	No	No
7	2	75	1	0	No	No	No	No	No	No	No	No	No	No
8	2	71	1	0	No	No	No	No	No	No	No	No	No	No
9	2	57	1	0	No	No	No	No	No	No	No	No	No	No
10	2	53	1	0	No	No	No	No	No	No	No	No	No	No
11	2	53	1	0	No	No	No	No	No	No	No	No	No	No
12	2	51	1	0	No	No	No	No	No	No	No	No	No	No
13	2	46	1	0	No	No	No	No	No	No	No	No	No	No
14	2	42	1	0	No	No	No	No	No	No	No	No	No	No
15	2	42	1	0	No	No	No	No	No	No	No	No	No	No
16	2	42	1	0	No	No	No	No	No	No	No	No	No	No
17	2	24	1	0	No	No	No	No	No	No	No	No	No	No
18	2	13	1	0	No	No	No	No	No	No	No	No	No	No
19	2	12	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	4	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	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	E
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)	0:00
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	119
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	499	344	57
2	479	330	55
3	469	323	54
4	399	275	46
5	379	261	43
6	339	234	39
7	314	217	36
8	299	206	34
9	240	165	27
10	225	155	26
11	225	155	26
12	215	148	25
13	195	134	22
14	180	124	21
15	180	124	21
16	175	120	20
17	100	69	11
18	55	38	6
19	50	34	6
20	20	14	2
21	15	10	2
22	15	10	2
23	10	7	1
24	10	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	843	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	2	809	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	2	792	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	2	674	1	46	No	No	No	No	No	No	No	Yes	No	No
5	2	640	1	43	No	No	No	No	No	No	No	Yes	No	No
6	2	573	1	39	No	No	No	No	No	No	No	No	No	No
7	2	531	1	36	No	No	No	No	No	No	No	No	No	No
8	2	505	1	34	No	No	No	No	No	No	No	No	No	No
9	2	405	1	27	No	No	No	No	No	No	No	No	No	No
10	2	380	1	26	No	No	No	No	No	No	No	No	No	No
11	2	380	1	26	No	No	No	No	No	No	No	No	No	No
12	2	363	1	25	No	No	No	No	No	No	No	No	No	No
13	2	329	1	22	No	No	No	No	No	No	No	No	No	No
14	2	304	1	21	No	No	No	No	No	No	No	No	No	No
15	2	304	1	21	No	No	No	No	No	No	No	No	No	No
16	2	295	1	20	No	No	No	No	No	No	No	No	No	No
17	2	169	1	11	No	No	No	No	No	No	No	No	No	No
18	2	93	1	6	No	No	No	No	No	No	No	No	No	No
19	2	84	1	6	No	No	No	No	No	No	No	No	No	No
20	2	34	1	2	No	No	No	No	No	No	No	No	No	No
21	2	25	1	2	No	No	No	No	No	No	No	No	No	No
22	2	25	1	2	No	No	No	No	No	No	No	No	No	No
23	2	17	1	1	No	No	No	No	No	No	No	No	No	No
24	2	17	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:14
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	57
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	900
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 #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	490	306	54
2	470	294	52
3	461	288	51
4	392	245	43
5	372	233	41
6	333	208	37
7	309	193	34
8	294	184	32
9	235	147	26
10	221	138	24
11	221	138	24
12	211	132	23
13	191	119	21
14	176	110	19
15	176	110	19
16	172	107	19
17	98	61	11
18	54	34	6
19	49	31	5
20	20	12	2
21	15	9	2
22	15	9	2
23	10	6	1
24	10	6	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	796	1	54	No	No	No	No	No	No	Yes	Yes	No	No
2	2	764	1	52	No	No	No	No	No	No	Yes	Yes	No	No
3	2	749	1	51	No	No	No	No	No	No	No	Yes	No	No
4	2	637	1	43	No	No	No	No	No	No	No	Yes	No	No
5	2	605	1	41	No	No	No	No	No	No	No	No	No	No
6	2	541	1	37	No	No	No	No	No	No	No	No	No	No
7	2	502	1	34	No	No	No	No	No	No	No	No	No	No
8	2	478	1	32	No	No	No	No	No	No	No	No	No	No
9	2	382	1	26	No	No	No	No	No	No	No	No	No	No
10	2	359	1	24	No	No	No	No	No	No	No	No	No	No
11	2	359	1	24	No	No	No	No	No	No	No	No	No	No
12	2	343	1	23	No	No	No	No	No	No	No	No	No	No
13	2	310	1	21	No	No	No	No	No	No	No	No	No	No
14	2	286	1	19	No	No	No	No	No	No	No	No	No	No
15	2	286	1	19	No	No	No	No	No	No	No	No	No	No
16	2	279	1	19	No	No	No	No	No	No	No	No	No	No
17	2	159	1	11	No	No	No	No	No	No	No	No	No	No
18	2	88	1	6	No	No	No	No	No	No	No	No	No	No
19	2	80	1	5	No	No	No	No	No	No	No	No	No	No
20	2	32	1	2	No	No	No	No	No	No	No	No	No	No
21	2	24	1	2	No	No	No	No	No	No	No	No	No	No
22	2	24	1	2	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	2	4	0	0

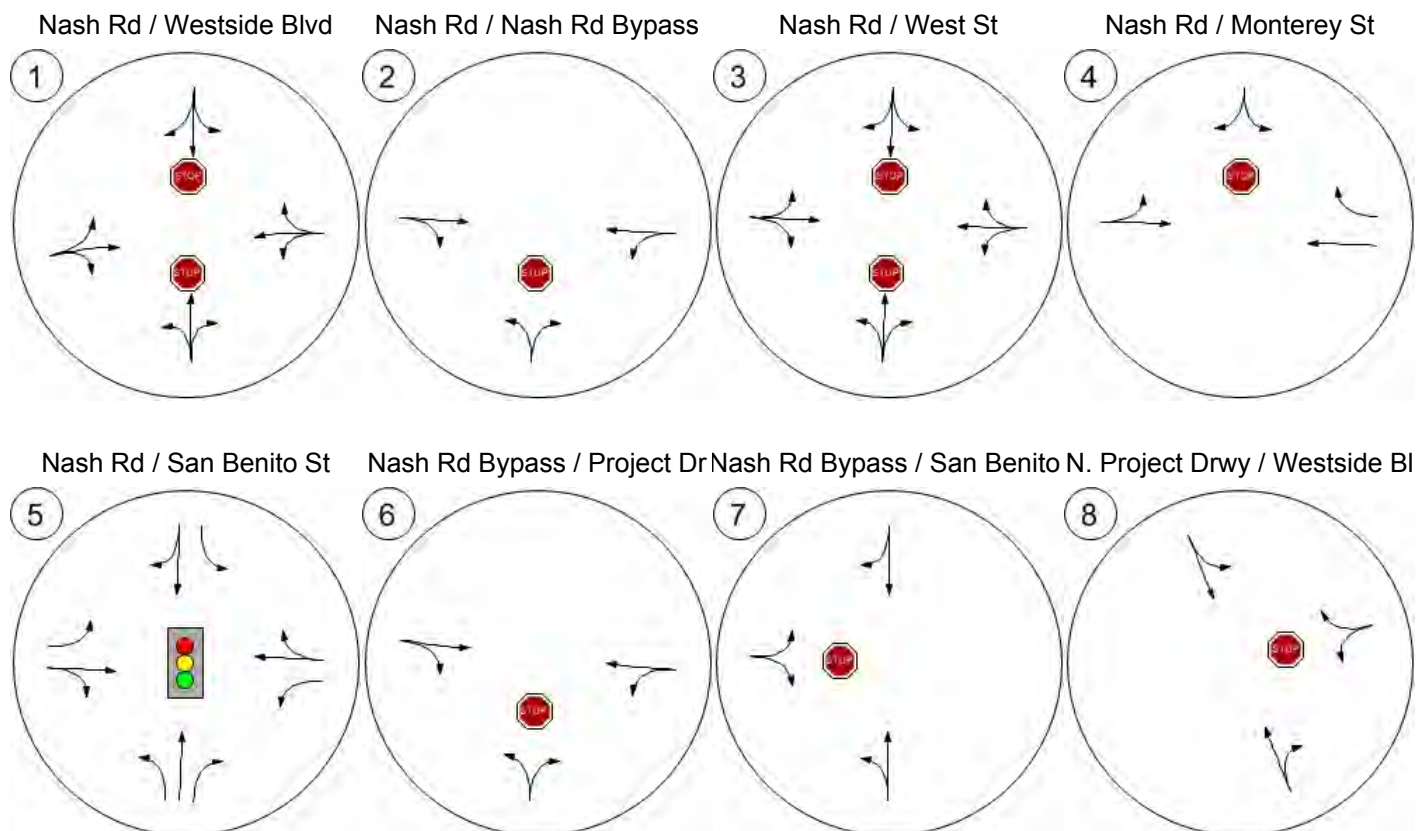
Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:13
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	54
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	850
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Report Figure 1: Study Intersections



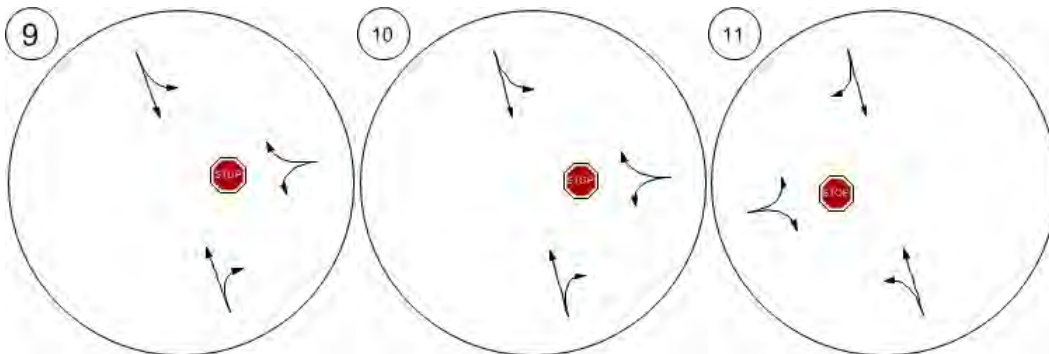
Report Figure 2: Lane Configuration and Traffic Control



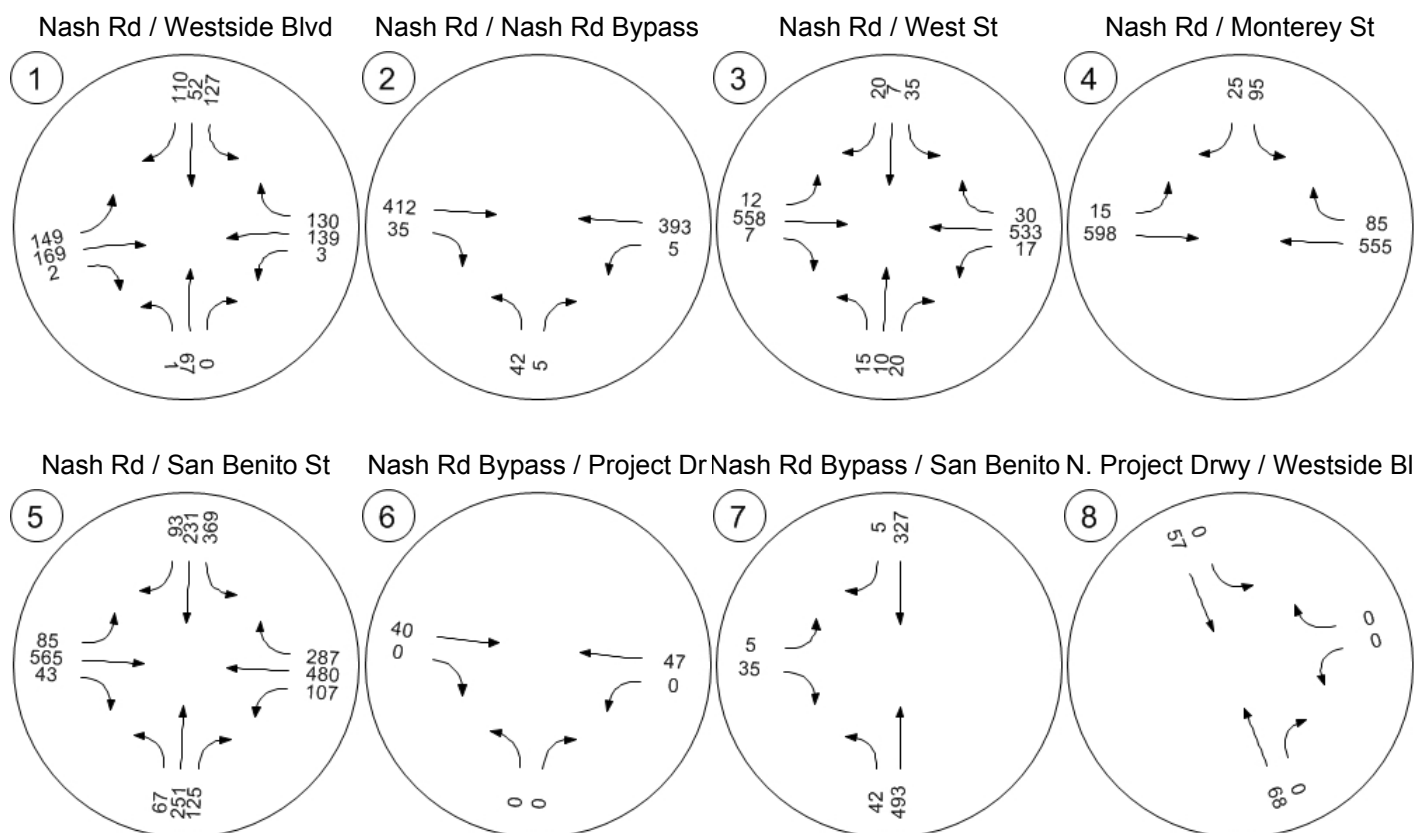
Report Figure 2: Lane Configuration and Traffic Control



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



Report Figure 3a: Traffic Volume - Base Volume



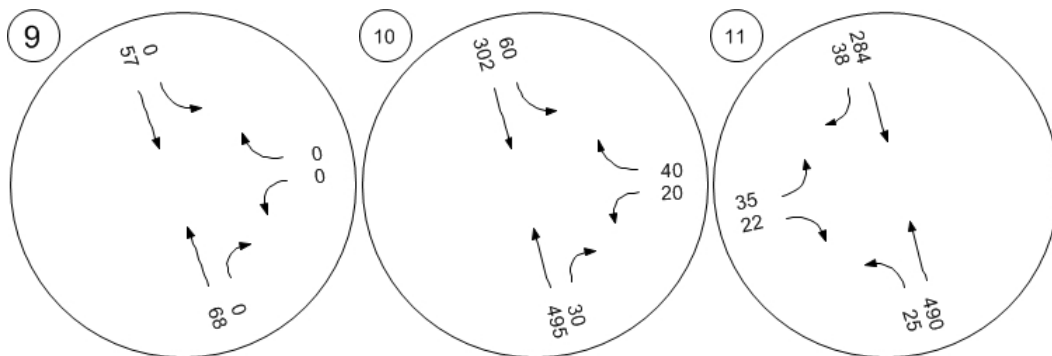
Report Figure 3a: Traffic Volume - Base Volume



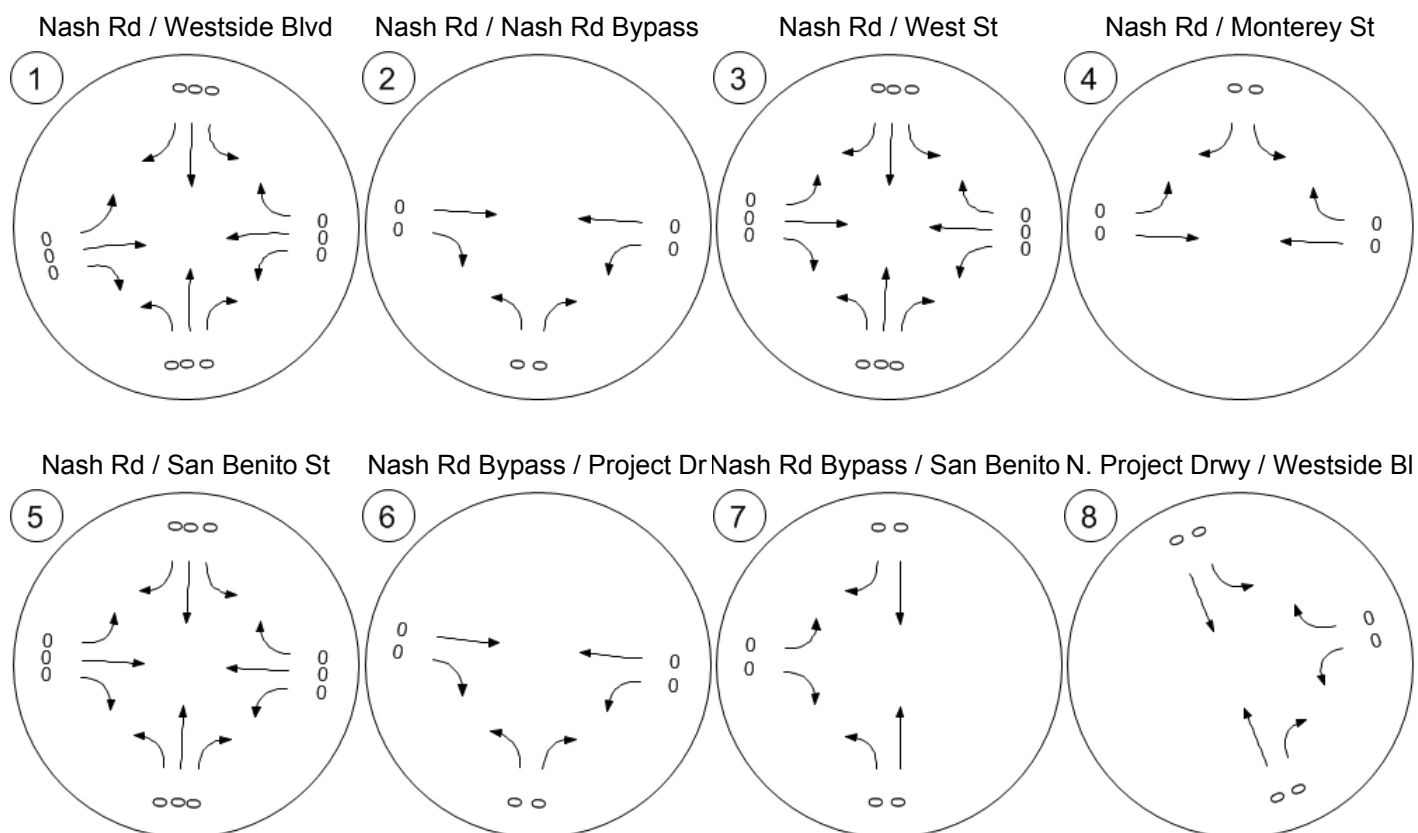
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



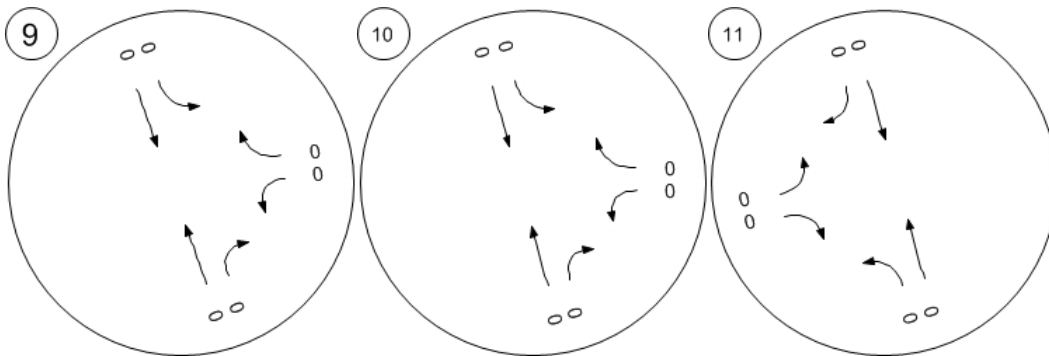
Report Figure 3b: Traffic Volume - In-Process Volume



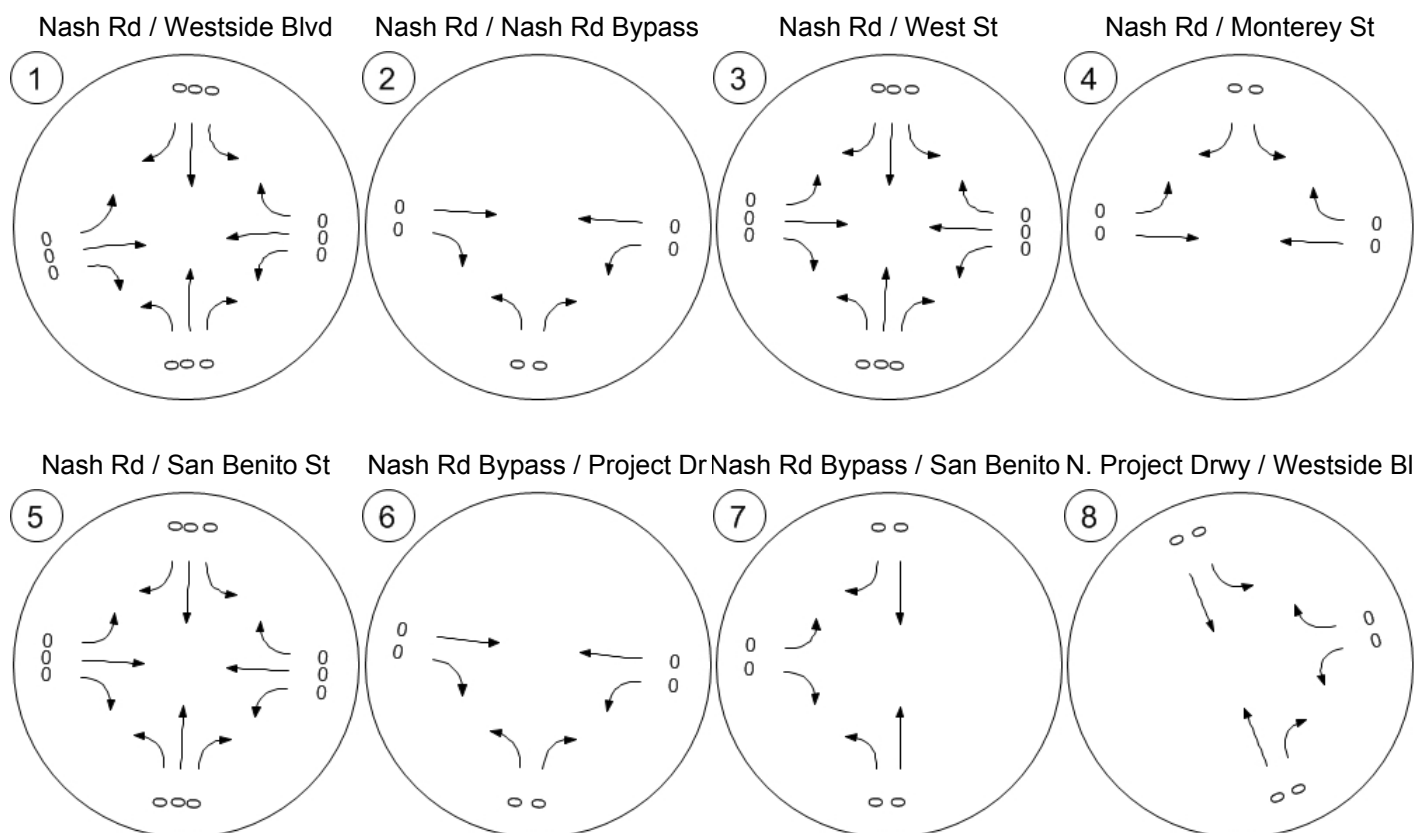
Report Figure 3b: Traffic Volume - In-Process Volume



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



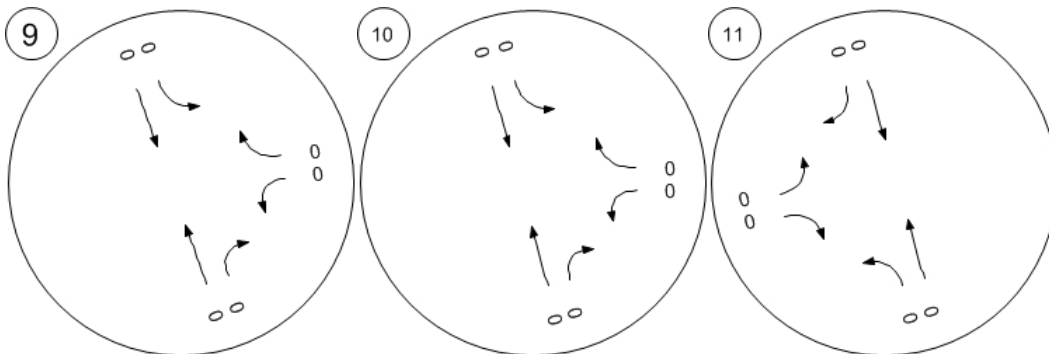
Report Figure 3c: Traffic Volume - Net New Site Trips



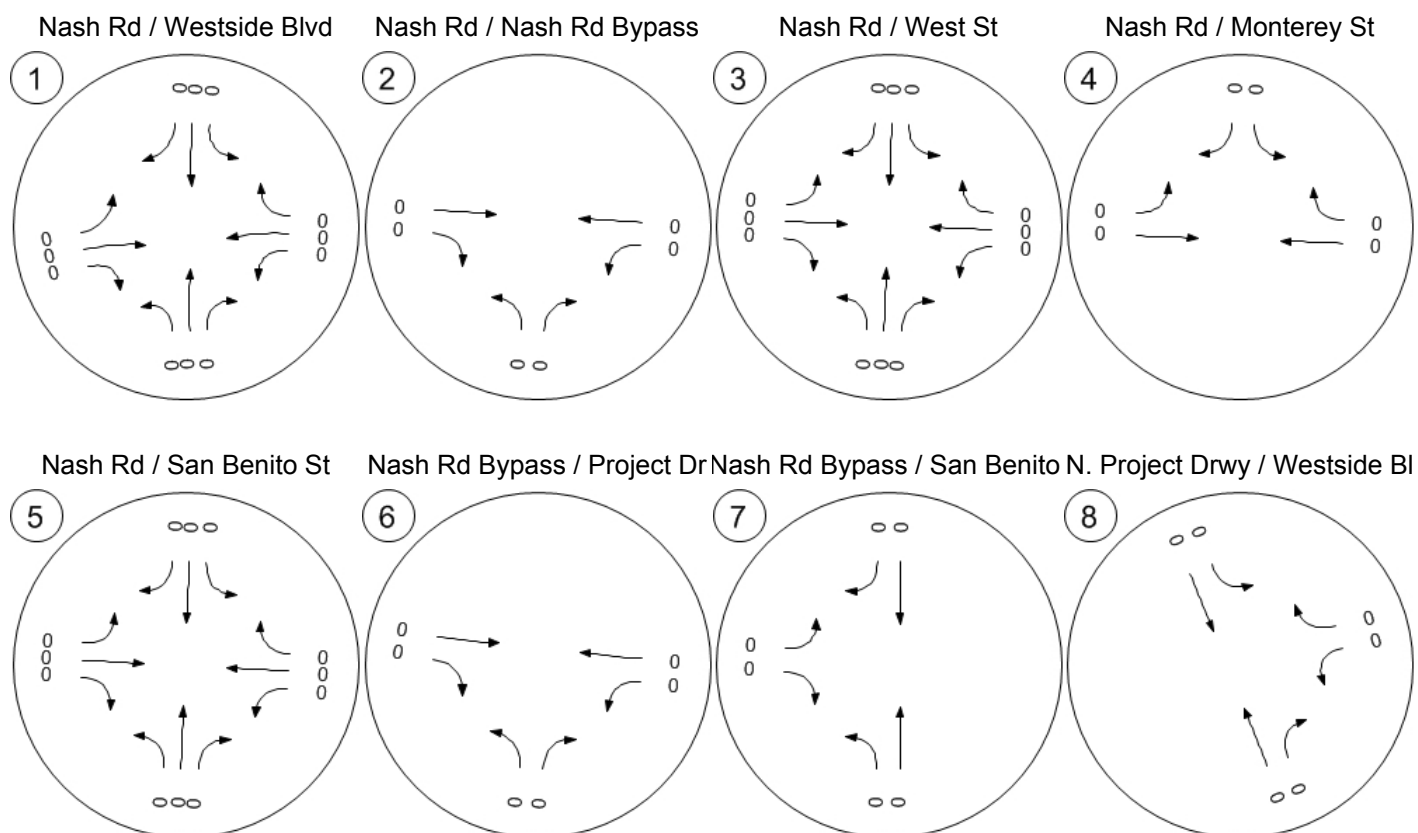
Report Figure 3c: Traffic Volume - Net New Site Trips



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



Report Figure 3d: Traffic Volume - Other Volume



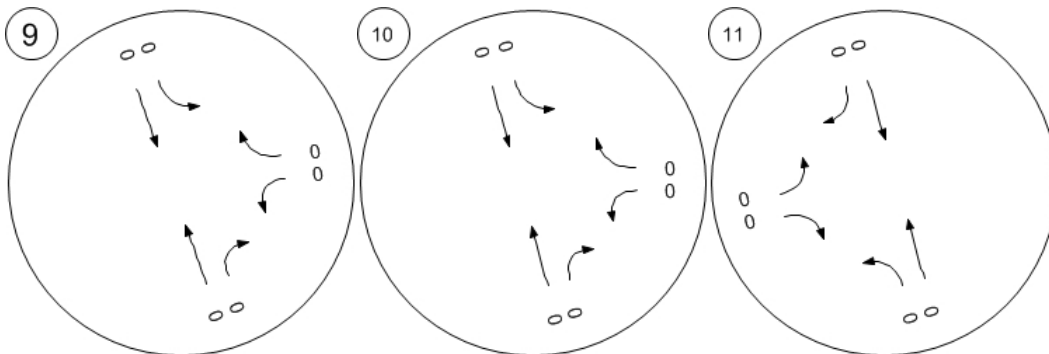
Report Figure 3d: Traffic Volume - Other Volume



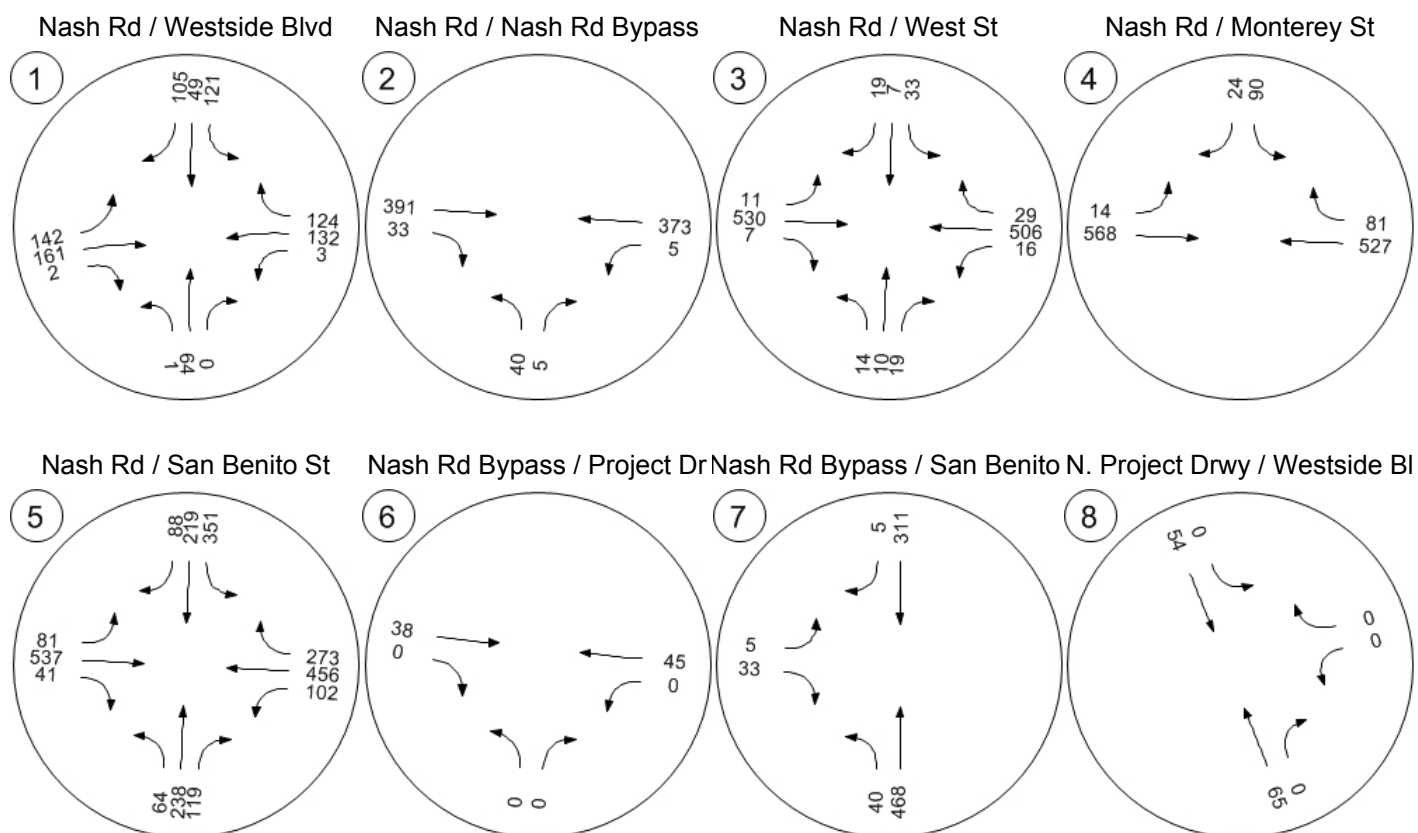
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



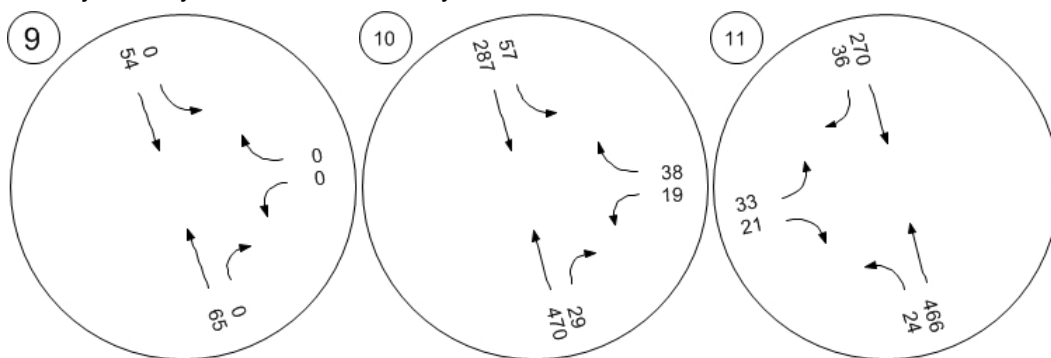
Report Figure 3e: Traffic Volume - Future Total Volume



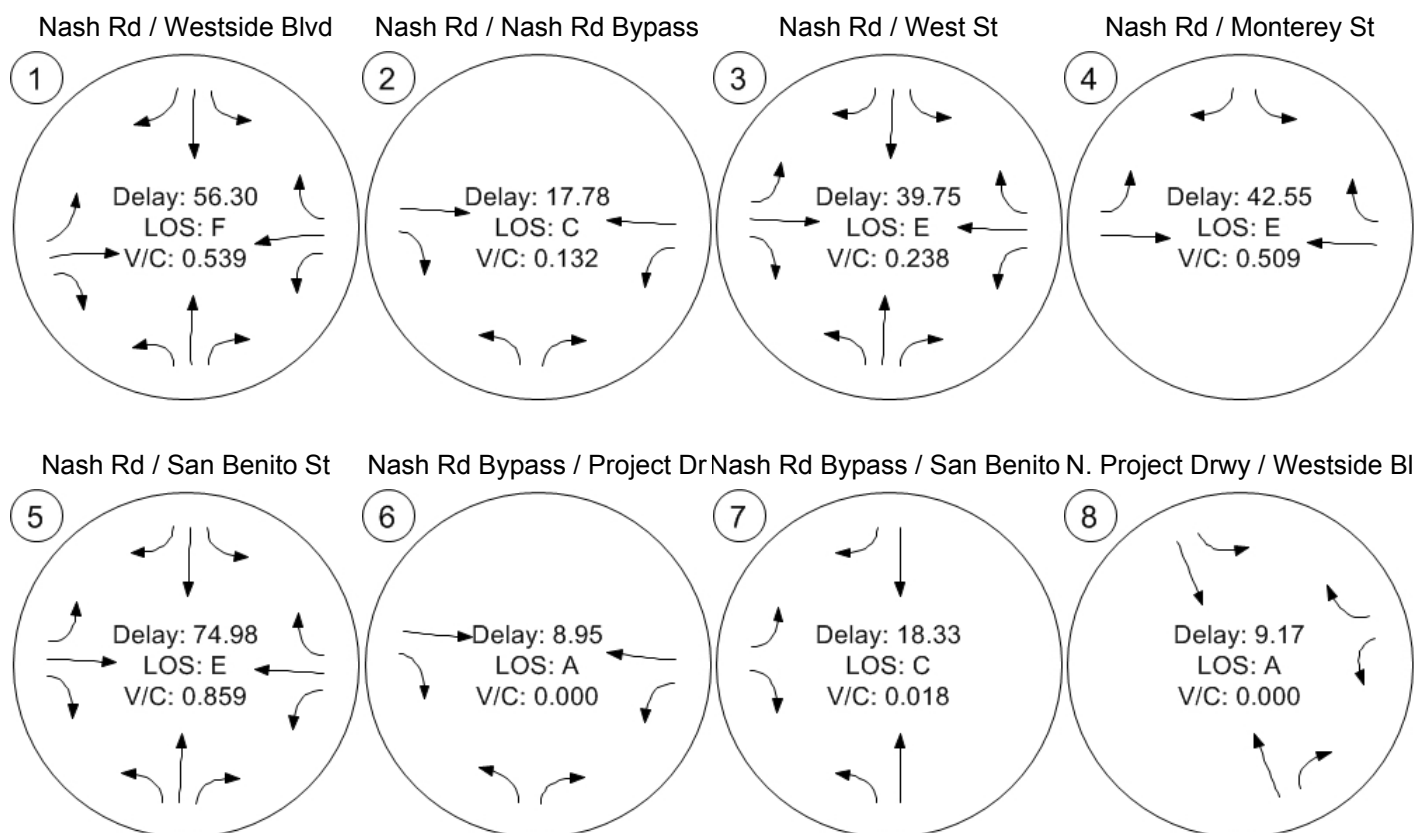
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



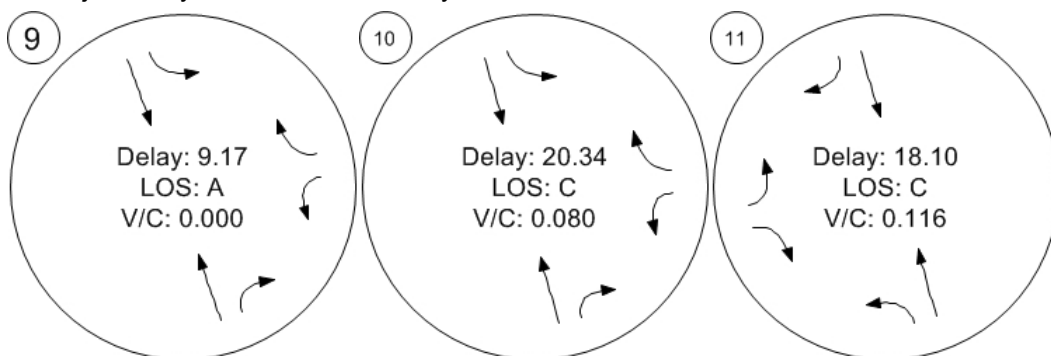
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM 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	SBL	0.340	19.6	C
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.097	14.9	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.055	31.4	D
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.741	106.3	F
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.816	60.0	E
6	Baler Alley / Project Drwy	Two-way stop	HCM2010	NBL	0.003	9.1	A
7	Baler Alley / San Benito St	Two-way stop	HCM2010	EBL	0.036	17.2	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.0	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.0	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.091	18.4	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.070	16.8	C

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): 19.6
 Level Of Service: C
 Volume to Capacity (v/c): 0.340

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]	1	40	2	148	43	65	46	77	0	1	148	114
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]	2	41	2	149	45	65	46	77	1	1	148	115
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]	1	11	1	40	12	18	13	21	0	0	40	31
Total Analysis Volume [veh/h]	2	45	2	162	49	71	50	84	1	1	161	125
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	0.10	0.00	0.34	0.10	0.09	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.59	13.53	9.56	19.63	19.16	16.50	7.94	0.00	0.00	7.38	0.00	0.00
Movement LOS	B	B	A	C	C	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.18	0.18	0.18	1.47	1.47	1.47	0.30	0.30	0.30	0.59	0.59	0.59
50th-Percentile Queue Length [ft]	4.56	4.56	4.56	36.74	36.74	36.74	7.44	7.44	7.44	14.72	14.72	14.72
95th-Percentile Queue Length [veh]	0.34	0.34	0.34	3.01	3.01	3.01	0.35	0.35	0.35	0.70	0.70	0.70
95th-Percentile Queue Length [ft]	8.54	8.54	8.54	75.19	75.19	75.19	8.85	8.85	8.85	17.50	17.50	17.50
d_A, Approach Delay [s/veh]	13.41			18.76			2.94			0.03		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	8.44											
Intersection LOS	C											

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): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.097

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]	35	5	280	30	5	326
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	2	0	1	4	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]	36	7	280	31	9	326
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]	10	2	76	8	2	89
Total Analysis Volume [veh/h]	39	8	304	34	10	354
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	0.10	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.90	10.99	0.00	0.00	7.97	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.19	0.19	0.00	0.00	0.81	0.81
50th-Percentile Queue Length [ft]	4.65	4.65	0.00	0.00	20.15	20.15
95th-Percentile Queue Length [veh]	0.36	0.36	0.00	0.00	1.26	1.26
95th-Percentile Queue Length [ft]	8.98	8.98	0.00	0.00	31.48	31.48
d_A, Approach Delay [s/veh]	14.24		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.00					
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): 31.4
 Level Of Service: D
 Volume to Capacity (v/c): 0.055

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]	7	7	15	35	7	65	40	315	15	25	345	50
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	2	0	0	4	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]	7	7	15	35	7	66	40	317	15	25	349	50
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]	2	2	4	9	2	18	11	86	4	7	95	14
Total Analysis Volume [veh/h]	8	8	15	35	8	72	43	345	16	27	379	54
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	0.06	0.03	0.02	0.16	0.03	0.14	0.04	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	31.44	22.43	12.37	26.86	25.53	17.09	8.38	0.00	0.00	8.22	0.00	0.00
Movement LOS	D	C	B	D	D	C	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.17	0.17	0.17	0.66	0.66	0.66	0.94	0.94	0.94	1.05	1.05	1.05
50th-Percentile Queue Length [ft]	4.28	4.28	4.28	16.49	16.49	16.49	23.51	23.51	23.51	26.26	26.26	26.26
95th-Percentile Queue Length [veh]	0.38	0.38	0.38	1.44	1.44	1.44	1.69	1.69	1.69	1.97	1.97	1.97
95th-Percentile Queue Length [ft]	9.50	9.50	9.50	35.90	35.90	35.90	42.20	42.20	42.20	49.26	49.26	49.26
d_A, Approach Delay [s/veh]	19.89			20.65			0.89			0.48		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	3.54											
Intersection LOS	D											

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): 106.3
 Level Of Service: F
 Volume to Capacity (v/c): 0.741

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]	85	35	5	360	385	144
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	3	4	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]	85	35	5	363	389	144
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]	23	10	1	99	106	39
Total Analysis Volume [veh/h]	92	38	5	395	423	157
Pedestrian Volume [ped/h]	314		0		75	
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	0.74	0.13	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	106.28	89.56	11.83	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
50th-Percentile Queue Length [veh]	3.66	3.66	1.31	1.31	0.00	0.00
50th-Percentile Queue Length [ft]	91.54	91.54	32.87	32.87	0.00	0.00
95th-Percentile Queue Length [veh]	5.88	5.88	6.52	6.52	0.00	0.00
95th-Percentile Queue Length [ft]	146.91	146.91	163.00	163.00	0.00	0.00
d_A, Approach Delay [s/veh]	101.39		0.15		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	11.93					
Intersection LOS	F					

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

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

Delay (sec / veh): 60.0
 Level Of Service: E
 Volume to Capacity (v/c): 0.816

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]	77	242	69	369	260	48	56	351	38	109	404	245
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	2	4	0	4	2	1	2	0	6	2	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]	77	244	73	369	264	50	57	353	38	115	406	245
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]	21	66	20	100	72	14	15	96	10	31	110	67
Total Analysis Volume [veh/h]	84	265	79	401	287	54	62	384	41	125	441	266
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]	1			0			1			7		

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]	14	21	0	26	33	0	9	40	0	13	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]	5	16	16	22	32	4	27	8	31
g / C, Green / Cycle	0.06	0.18	0.18	0.25	0.37	0.05	0.31	0.09	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.06	0.23	0.19	0.03	0.23	0.07	0.41
s, saturation flow rate [veh/h]	1774	1863	1354	1774	1773	1774	1826	1774	1713
c, Capacity [veh/h]	113	342	248	447	659	91	569	162	603
d1, Uniform Delay [s]	39.89	33.70	30.69	31.32	21.17	40.45	26.78	38.49	28.09
k, delay calibration	0.11	0.11	0.11	0.19	0.12	0.11	0.20	0.11	0.50
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]	9.29	3.79	0.73	10.68	0.69	8.80	3.68	7.51	94.47
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	0.78	0.32	0.90	0.52	0.69	0.75	0.77	1.17
d, Delay for Lane Group [s/veh]	49.19	37.49	31.42	42.00	21.85	49.24	30.46	46.00	122.56
Lane Group LOS	D	D	C	D	C	D	C	D	F
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	2.04	5.60	1.47	9.27	5.38	1.52	8.26	2.92	27.82
50th-Percentile Queue Length [ft]	51.05	140.10	36.86	231.73	134.53	37.90	206.60	72.96	695.49
95th-Percentile Queue Length [veh]	3.68	9.49	2.65	14.26	9.19	2.73	12.98	5.25	40.36
95th-Percentile Queue Length [ft]	91.89	237.16	66.34	356.56	229.63	68.22	324.46	131.34	1009.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.19	37.49	31.42	42.00	21.85	21.85	49.24	30.46	30.46	46.00	122.56	122.56
Movement LOS	D	D	C	D	C	C	D	C	C	D	F	F
d_A, Approach Delay [s/veh]	38.66			32.74			32.85			111.06		
Approach LOS	D			C			C			F		
d_I, Intersection Delay [s/veh]	59.96											
Intersection LOS	E											
Intersection V/C	0.816											

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): 9.1
 Level Of Service: A
 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	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]	3	6	0	6	9	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	6	35	6	9	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]	1	2	10	2	2	11
Total Analysis Volume [veh/h]	3	7	38	7	10	43
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]	9.09	8.54	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.11	0.11
50th-Percentile Queue Length [ft]	0.60	0.60	0.00	0.00	2.69	2.69
95th-Percentile Queue Length [veh]	0.03	0.03	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft]	0.77	0.77	0.00	0.00	2.63	2.63
d_A, Approach Delay [s/veh]	8.70		0.00		1.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	A					

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): 17.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.036

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]	35	443	275	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	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	8	5	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]	36	444	276	13	10	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]	10	121	75	4	3	8
Total Analysis Volume [veh/h]	39	483	300	14	11	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	0.04	0.05
d_M, Delay for Movement [s/veh]	7.98	0.00	0.00	0.00	17.25	10.50
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.16	1.16	0.00	0.00	0.15	0.15
50th-Percentile Queue Length [ft]	28.93	28.93	0.00	0.00	3.80	3.80
95th-Percentile Queue Length [veh]	2.11	2.11	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft]	52.82	52.82	0.00	0.00	6.67	6.67
d_A, Approach Delay [s/veh]	0.60		0.00		12.15	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.97					
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): 9.0
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]	43	0	0	44	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]	44	1	2	46	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]	12	0	1	13	0	0
Total Analysis Volume [veh/h]	48	1	2	50	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	7.31	0.00	9.03	8.54
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.11	0.11	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	2.64	2.64	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	2.59	2.59	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.28		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
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): 9.0
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]	43	0	0	44	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]	44	1	2	45	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]	12	0	1	12	0	0
Total Analysis Volume [veh/h]	48	1	2	49	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	7.31	0.00	9.03	8.54
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	2.59	2.59	0.12	0.12
95th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.10	0.01	0.01
95th-Percentile Queue Length [ft]	0.00	0.00	2.54	2.54	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.29		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
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): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.091

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]	433	20	40	265	25	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]	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]	434	21	41	267	26	46
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]	118	6	11	73	7	13
Total Analysis Volume [veh/h]	472	23	45	290	28	50
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	0.09	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	8.52	0.00	18.41	12.91
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.79	0.79	0.32	0.32
50th-Percentile Queue Length [ft]	0.00	0.00	19.81	19.81	8.06	8.06
95th-Percentile Queue Length [veh]	0.00	0.00	1.35	1.35	0.63	0.63
95th-Percentile Queue Length [ft]	0.00	0.00	33.75	33.75	15.86	15.86
d_A, Approach Delay [s/veh]	0.00		1.14		14.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.70					
Intersection LOS	C					

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): 16.8
Level Of Service: C
Volume to Capacity (v/c): 0.070

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]	24	433	270	20	20	23
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]	25	433	270	22	21	24
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]	7	118	73	6	6	7
Total Analysis Volume [veh/h]	27	471	293	24	23	26
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	0.07	0.04
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	0.00	16.82	10.80
Movement LOS	A	A	A	A	C	B
50th-Percentile Queue Length [veh]	1.10	1.10	0.00	0.00	0.19	0.19
50th-Percentile Queue Length [ft]	27.53	27.53	0.00	0.00	4.64	4.64
95th-Percentile Queue Length [veh]	1.96	1.96	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft]	49.09	49.09	0.00	0.00	8.75	8.75
d_A, Approach Delay [s/veh]	0.43		0.00		13.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.02					
Intersection LOS	C					

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

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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	2	41	2	149	45	65	46	77	1	1	148	115	692

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	36	7	280	31	9	326	689

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	7	7	15	35	7	66	40	317	15	25	349	50	933

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	85	35	5	363	389	144	1021

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	77	244	73	369	264	50	57	353	38	115	406	245	2291

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	3	6	35	6	9	40	99

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	36	444	276	13	10	31	810

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	44	1	2	46	1	1	95

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	44	1	2	45	1	1	94

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	434	21	41	267	26	46	835

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	25	433	270	22	21	24	795

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus

4/23/2014

Project.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	1	40	2	148	43	65	46	77	0	1	148	114	685
		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	2	41	2	149	45	65	46	77	1	1	148	115	692

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	35	5	280	30	5	326	681
		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	2	0	1	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	36	7	280	31	9	326	689

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	7	7	15	35	7	65	40	315	15	25	345	50	926
		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	2	0	0	4	0	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	7	15	35	7	66	40	317	15	25	349	50	933

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	85	35	5	360	385	144	1014
		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	3	4	0	7
		Other	0	0	0	0	0	0	0
		Future Total	85	35	5	363	389	144	1021

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	77	242	69	369	260	48	56	351	38	109	404	245	2268
		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	2	4	0	4	2	1	2	0	6	2	0	23
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	77	244	73	369	264	50	57	353	38	115	406	245	2291

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	35	0	0	40	75
		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	3	6	0	6	9	0	24
		Other	0	0	0	0	0	0	0
		Future Total	3	6	35	6	9	40	99

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	35	443	275	5	5	30	793
		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	8	5	1	17
		Other	0	0	0	0	0	0	0
		Future Total	36	444	276	13	10	31	810

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	43	0	0	44	0	0	87
		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	44	1	2	46	1	1	95

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	43	0	0	44	0	0	87
		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	44	1	2	45	1	1	94

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	433	20	40	265	25	45	828
		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	434	21	41	267	26	46	835

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	24	433	270	20	20	23	790
		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	25	433	270	22	21	24	795

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

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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	2	45	2	162	49	71	50	84	1	1	161	125	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	1	3	0	1	4	0	9
Total Volume	1	3	0	1	4	0	
Total Analysis Volume	39	8	304	34	10	354	

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	3	0	0	4	0	7
Total Volume	0	0	0	0	0	0	0	3	0	0	4	0	
Total Analysis Volume	8	8	15	35	8	72	43	345	16	27	379	54	

Intersection 4: Nash Rd / Monterey St							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	0	0	3	4	0	7
Total Volume	0	0	0	3	4	0	
Total Analysis Volume	92	38	5	395	423	157	

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	2	3	0	3	2	1	2	0	5	2	0	20
Total Volume	0	2	3	0	3	2	1	2	0	5	2	0	
Total Analysis Volume	84	265	79	401	287	54	62	384	41	125	441	266	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	4	6	0	5	9	0	24
Total Volume	4	6	0	5	9	0	
Total Analysis Volume	3	7	38	7	10	43	

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	8	5	1	15
Total Volume	1	0	0	8	5	1	
Total Analysis Volume	39	483	300	14	11	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	48	1	2	50	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	48	1	2	49	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	472	23	45	290	28	50	

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	27	471	293	24	23	26	

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus

4/23/2014

Project.pdf

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%	104.17%	0%	73.53%	104.76%	50%	100.00%
Total	98.04%	104.17%	0.00%	73.53%	104.76%	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%	0%	104.17%	0	0	112.82%	0%	100.00%
Total	0.00%	0.00%	0.00%	100.00%	0.00%	28.57%	0.00%	104.17%	0.00%	0.00%	112.82%	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	92.59%	112.82%	0	100.00%
Total	0.00%	0.00%	0.00%	92.59%	112.82%	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%	102.38%	92.86%	0	92.86%	100%	100%	100%	100%	96.43%	100%	0	100.00%
Total	0.00%	102.38%	92.86%	0.00%	92.86%	100.00%	100.00%	100.00%	100.00%	96.43%	100.00%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	102.34%	106.57%	0	97.12%	104.03%	0	100.00%
Total	102.34%	106.57%	0.00%	97.12%	104.03%	0.00%	

Intersection 7: Baler Alleyt / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	159.52%	31.25%	30.77%	102.47%	104.17%	160.24%	100.00%
Total	159.52%	31.25%	30.77%	102.47%	104.17%	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

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus

4/23/2014

Project.pdf

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	12.41%	3.58%	0%	0.63%	3.9%	0	0	0.4%	19.88%	14.29%	0.21%	0.54%	7.42%
Total	12.41%	3.58%	0.00%	0.63%	3.90%	0.00%	0.00%	0.40%	19.88%	14.29%	0.21%	0.54%	

Intersection 2: Nash Rd / Nash Rd Bypass							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	2.5%	24.04%	0%	2.83%	30.99%	0.06%	8.07%
Total	2.50%	24.04%	0.00%	2.83%	30.99%	0.06%	

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	0.28%	0%	0.72%	0	0	1.15%	0%	0.30%
Total	0.00%	0.00%	0.00%	0.85%	0.00%	0.28%	0.00%	0.72%	0.00%	0.00%	1.15%	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	0.63%	1.03%	0	0.15%
Total	0.00%	0.00%	0.00%	0.63%	1.03%	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%	0.8%	3.94%	0	1.12%	2.7%	1.43%	0.39%	0.73%	4.13%	0.54%	0	0.63%
Total	0.00%	0.80%	3.94%	0.00%	1.12%	2.70%	1.43%	0.39%	0.73%	4.13%	0.54%	0.00%	

Intersection 6: Baler Alley / Project Drwy							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Zone	54.52%	47.51%	0	42.99%	49.1%	0	179.74%
Total	54.52%	47.51%	0.00%	42.99%	49.10%	0.00%	

Intersection 7: Baler Alley / San Benito St							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	3.36%	0.05%	0.13%	37.56%	31.65%	3.82%	8.69%
Total	3.36%	0.05%	0.13%	37.56%	31.65%	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	2.04%	17.94%	34.09%	2.33%	12.63%	50.25%	115.81%
Total	2.04%	17.94%	34.09%	2.33%	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	0.81%	17.94%	34.09%	0.5%	12.56%	50.25%	113.87%
Total	0.81%	17.94%	34.09%	0.50%	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	0.05%	1.06%	1.1%	0.14%	0.88%	0.99%	0.46%
Total	0.05%	1.06%	1.10%	0.14%	0.88%	0.99%	

Intersection 11: Westside Blvd Ext. / Nash Rd							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	1.19%	0.07%	0.11%	1.55%	1.03%	1.24%	0.60%
Total	1.19%	0.07%	0.11%	1.55%	1.03%	1.24%	

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	5	2	1	5
2	5	2	1	5
3	8	4	1	8
4	8	4	1	8
5	11	5	2	10
6	26	12	5	26
7	29	14	5	28
8	53	25	9	52
9	92	43	16	91
10	95	45	16	93
11	95	45	16	93
12	103	48	18	101
13	114	53	19	111
14	119	56	20	117
15	119	56	20	117
16	127	60	22	124
17	158	74	27	155
18	166	78	28	163
19	180	84	31	176
20	201	94	34	197
21	211	99	36	207
22	248	117	42	243
23	253	119	43	249
24	264	124	45	259

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	7	2	6	No	No	No	No	No	No	No	No	No	No
2	2	7	2	6	No	No	No	No	No	No	No	No	No	No
3	2	12	2	9	No	No	No	No	No	No	No	No	No	No
4	2	12	2	9	No	No	No	No	No	No	No	No	No	No
5	2	16	2	12	No	No	No	No	No	No	No	No	No	No
6	2	38	2	31	No	No	No	No	No	No	No	No	No	No
7	2	43	2	33	No	No	No	No	No	No	No	No	No	No
8	2	78	2	61	No	No	No	No	No	No	No	No	No	No
9	2	135	2	107	No	No	No	No	No	No	No	No	No	No
10	2	140	2	109	No	No	No	No	No	No	No	No	No	No
11	2	140	2	109	No	No	No	No	No	No	No	No	No	No
12	2	151	2	119	No	No	No	No	No	No	No	No	No	No
13	2	167	2	130	No	No	No	No	No	No	No	No	No	No
14	2	175	2	137	No	No	No	No	No	No	No	No	No	No
15	2	175	2	137	No	No	No	No	No	No	No	No	No	No
16	2	187	2	146	No	No	No	No	No	No	No	No	No	No
17	2	232	2	182	No	No	No	No	No	No	No	No	No	No
18	2	244	2	191	No	No	No	No	No	No	No	No	No	No
19	2	264	2	207	No	No	No	No	No	No	No	No	No	No
20	2	295	2	231	No	No	No	No	No	No	No	No	No	No
21	2	310	2	243	No	No	No	No	No	No	No	No	No	No
22	2	365	2	285	No	No	No	Yes	No	No	No	No	No	No
23	2	372	2	292	No	No	No	Yes	No	No	No	No	No	No
24	2	388	2	304	No	No	No	Yes	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.4	18.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	1:20
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	45	259
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	692	692
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	335	311	43
2	322	299	41
3	315	292	40
4	268	249	34
5	255	236	33
6	228	211	29
7	211	196	27
8	201	187	26
9	161	149	21
10	151	140	19
11	151	140	19
12	144	134	18
13	131	121	17
14	121	112	15
15	121	112	15
16	117	109	15
17	67	62	9
18	37	34	5
19	34	31	4
20	13	12	2
21	10	9	1
22	10	9	1
23	7	6	1
24	7	6	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	646	1	43	No	No	No	No	No	No	No	Yes	No	No
2	2	621	1	41	No	No	No	No	No	No	No	No	No	No
3	2	607	1	40	No	No	No	No	No	No	No	No	No	No
4	2	517	1	34	No	No	No	No	No	No	No	No	No	No
5	2	491	1	33	No	No	No	No	No	No	No	No	No	No
6	2	439	1	29	No	No	No	No	No	No	No	No	No	No
7	2	407	1	27	No	No	No	No	No	No	No	No	No	No
8	2	388	1	26	No	No	No	No	No	No	No	No	No	No
9	2	310	1	21	No	No	No	No	No	No	No	No	No	No
10	2	291	1	19	No	No	No	No	No	No	No	No	No	No
11	2	291	1	19	No	No	No	No	No	No	No	No	No	No
12	2	278	1	18	No	No	No	No	No	No	No	No	No	No
13	2	252	1	17	No	No	No	No	No	No	No	No	No	No
14	2	233	1	15	No	No	No	No	No	No	No	No	No	No
15	2	233	1	15	No	No	No	No	No	No	No	No	No	No
16	2	226	1	15	No	No	No	No	No	No	No	No	No	No
17	2	129	1	9	No	No	No	No	No	No	No	No	No	No
18	2	71	1	5	No	No	No	No	No	No	No	No	No	No
19	2	65	1	4	No	No	No	No	No	No	No	No	No	No
20	2	25	1	2	No	No	No	No	No	No	No	No	No	No
21	2	19	1	1	No	No	No	No	No	No	No	No	No	No
22	2	19	1	1	No	No	No	No	No	No	No	No	No	No
23	2	13	1	1	No	No	No	No	No	No	No	No	No	No
24	2	13	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	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.2
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	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	689
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	424	372	108	29
2	407	357	104	28
3	399	350	102	27
4	339	298	86	23
5	322	283	82	22
6	288	253	73	20
7	267	234	68	18
8	254	223	65	17
9	204	179	52	14
10	191	167	49	13
11	191	167	49	13
12	182	160	46	12
13	165	145	42	11
14	153	134	39	10
15	153	134	39	10
16	148	130	38	10
17	85	74	22	6
18	47	41	12	3
19	42	37	11	3
20	17	15	4	1
21	13	11	3	1
22	13	11	3	1
23	8	7	2	1
24	8	7	2	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	796	2	137	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	764	2	132	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	2	749	2	129	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	2	637	2	109	No	No	No	Yes	No	No	Yes	Yes	No	No
5	2	605	2	104	No	No	No	No	No	No	No	Yes	No	No
6	2	541	2	93	No	No	No	No	No	No	No	Yes	No	No
7	2	501	2	86	No	No	No	No	No	No	No	No	No	No
8	2	477	2	82	No	No	No	No	No	No	No	No	No	No
9	2	383	2	66	No	No	No	No	No	No	No	No	No	No
10	2	358	2	62	No	No	No	No	No	No	No	No	No	No
11	2	358	2	62	No	No	No	No	No	No	No	No	No	No
12	2	342	2	58	No	No	No	No	No	No	No	No	No	No
13	2	310	2	53	No	No	No	No	No	No	No	No	No	No
14	2	287	2	49	No	No	No	No	No	No	No	No	No	No
15	2	287	2	49	No	No	No	No	No	No	No	No	No	No
16	2	278	2	48	No	No	No	No	No	No	No	No	No	No
17	2	159	2	28	No	No	No	No	No	No	No	No	No	No
18	2	88	2	15	No	No	No	No	No	No	No	No	No	No
19	2	79	2	14	No	No	No	No	No	No	No	No	No	No
20	2	32	2	5	No	No	No	No	No	No	No	No	No	No
21	2	24	2	4	No	No	No	No	No	No	No	No	No	No
22	2	24	2	4	No	No	No	No	No	No	No	No	No	No
23	2	15	2	3	No	No	No	No	No	No	No	No	No	No
24	2	15	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	4	0	3	4	6	3	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	20.6	19.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:37	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	108	29
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	933	933
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
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	533	368	120
2	512	353	115
3	501	346	113
4	426	294	96
5	405	280	91
6	362	250	82
7	336	232	76
8	320	221	72
9	256	177	58
10	240	166	54
11	240	166	54
12	229	158	52
13	208	144	47
14	192	132	43
15	192	132	43
16	187	129	42
17	107	74	24
18	59	40	13
19	53	37	12
20	21	15	5
21	16	11	4
22	16	11	4
23	11	7	2
24	11	7	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	901	1	120	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	3	865	1	115	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	3	847	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	3	720	1	96	No	No	No	Yes	No	Yes	Yes	Yes	No	No
5	3	685	1	91	No	No	No	Yes	No	No	Yes	Yes	No	No
6	3	612	1	82	No	No	No	No	No	No	No	Yes	No	No
7	3	568	1	76	No	No	No	No	No	No	No	Yes	No	No
8	3	541	1	72	No	No	No	No	No	No	No	Yes	No	No
9	3	433	1	58	No	No	No	No	No	No	No	No	No	No
10	3	406	1	54	No	No	No	No	No	No	No	No	No	No
11	3	406	1	54	No	No	No	No	No	No	No	No	No	No
12	3	387	1	52	No	No	No	No	No	No	No	No	No	No
13	3	352	1	47	No	No	No	No	No	No	No	No	No	No
14	3	324	1	43	No	No	No	No	No	No	No	No	No	No
15	3	324	1	43	No	No	No	No	No	No	No	No	No	No
16	3	316	1	42	No	No	No	No	No	No	No	No	No	No
17	3	181	1	24	No	No	No	No	No	No	No	No	No	No
18	3	99	1	13	No	No	No	No	No	No	No	No	No	No
19	3	90	1	12	No	No	No	No	No	No	No	No	No	No
20	3	36	1	5	No	No	No	No	No	No	No	No	No	No
21	3	27	1	4	No	No	No	No	No	No	No	No	No	No
22	3	27	1	4	No	No	No	No	No	No	No	No	No	No
23	3	18	1	2	No	No	No	No	No	No	No	No	No	No
24	3	18	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	3	5	1	4	5	8	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	101.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:22
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1021
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 #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	49	41	9
2	47	39	9
3	46	39	8
4	39	33	7
5	37	31	7
6	33	28	6
7	31	26	6
8	29	25	5
9	24	20	4
10	22	18	4
11	22	18	4
12	21	18	4
13	19	16	4
14	18	15	3
15	18	15	3
16	17	14	3
17	10	8	2
18	5	5	1
19	5	4	1
20	2	2	0
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	90	1	9	No	No	No	No	No	No	No	No	No	No
2	2	86	1	9	No	No	No	No	No	No	No	No	No	No
3	2	85	1	8	No	No	No	No	No	No	No	No	No	No
4	2	72	1	7	No	No	No	No	No	No	No	No	No	No
5	2	68	1	7	No	No	No	No	No	No	No	No	No	No
6	2	61	1	6	No	No	No	No	No	No	No	No	No	No
7	2	57	1	6	No	No	No	No	No	No	No	No	No	No
8	2	54	1	5	No	No	No	No	No	No	No	No	No	No
9	2	44	1	4	No	No	No	No	No	No	No	No	No	No
10	2	40	1	4	No	No	No	No	No	No	No	No	No	No
11	2	40	1	4	No	No	No	No	No	No	No	No	No	No
12	2	39	1	4	No	No	No	No	No	No	No	No	No	No
13	2	35	1	4	No	No	No	No	No	No	No	No	No	No
14	2	33	1	3	No	No	No	No	No	No	No	No	No	No
15	2	33	1	3	No	No	No	No	No	No	No	No	No	No
16	2	31	1	3	No	No	No	No	No	No	No	No	No	No
17	2	18	1	2	No	No	No	No	No	No	No	No	No	No
18	2	10	1	1	No	No	No	No	No	No	No	No	No	No
19	2	9	1	1	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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)	8.7
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	99
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	289	480	41
2	277	461	39
3	272	451	39
4	231	384	33
5	220	365	31
6	197	326	28
7	182	302	26
8	173	288	25
9	139	230	20
10	130	216	18
11	130	216	18
12	124	206	18
13	113	187	16
14	104	173	15
15	104	173	15
16	101	168	14
17	58	96	8
18	32	53	5
19	29	48	4
20	12	19	2
21	9	14	1
22	9	14	1
23	6	10	1
24	6	10	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	769	1	41	No	No	No	No	No	No	No	No	No	No
2	2	738	1	39	No	No	No	No	No	No	No	No	No	No
3	2	723	1	39	No	No	No	No	No	No	No	No	No	No
4	2	615	1	33	No	No	No	No	No	No	No	No	No	No
5	2	585	1	31	No	No	No	No	No	No	No	No	No	No
6	2	523	1	28	No	No	No	No	No	No	No	No	No	No
7	2	484	1	26	No	No	No	No	No	No	No	No	No	No
8	2	461	1	25	No	No	No	No	No	No	No	No	No	No
9	2	369	1	20	No	No	No	No	No	No	No	No	No	No
10	2	346	1	18	No	No	No	No	No	No	No	No	No	No
11	2	346	1	18	No	No	No	No	No	No	No	No	No	No
12	2	330	1	18	No	No	No	No	No	No	No	No	No	No
13	2	300	1	16	No	No	No	No	No	No	No	No	No	No
14	2	277	1	15	No	No	No	No	No	No	No	No	No	No
15	2	277	1	15	No	No	No	No	No	No	No	No	No	No
16	2	269	1	14	No	No	No	No	No	No	No	No	No	No
17	2	154	1	8	No	No	No	No	No	No	No	No	No	No
18	2	85	1	5	No	No	No	No	No	No	No	No	No	No
19	2	77	1	4	No	No	No	No	No	No	No	No	No	No
20	2	31	1	2	No	No	No	No	No	No	No	No	No	No
21	2	23	1	1	No	No	No	No	No	No	No	No	No	No
22	2	23	1	1	No	No	No	No	No	No	No	No	No	No
23	2	16	1	1	No	No	No	No	No	No	No	No	No	No
24	2	16	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)	12.1
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	41
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	810
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	45	48	2
2	43	46	2
3	42	45	2
4	36	38	2
5	34	36	2
6	31	33	1
7	28	30	1
8	27	29	1
9	22	23	1
10	20	22	1
11	20	22	1
12	19	21	1
13	18	19	1
14	16	17	1
15	16	17	1
16	16	17	1
17	9	10	0
18	5	5	0
19	5	5	0
20	2	2	0
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	93	1	2	No	No	No	No	No	No	No	No	No	No
2	2	89	1	2	No	No	No	No	No	No	No	No	No	No
3	2	87	1	2	No	No	No	No	No	No	No	No	No	No
4	2	74	1	2	No	No	No	No	No	No	No	No	No	No
5	2	70	1	2	No	No	No	No	No	No	No	No	No	No
6	2	64	1	1	No	No	No	No	No	No	No	No	No	No
7	2	58	1	1	No	No	No	No	No	No	No	No	No	No
8	2	56	1	1	No	No	No	No	No	No	No	No	No	No
9	2	45	1	1	No	No	No	No	No	No	No	No	No	No
10	2	42	1	1	No	No	No	No	No	No	No	No	No	No
11	2	42	1	1	No	No	No	No	No	No	No	No	No	No
12	2	40	1	1	No	No	No	No	No	No	No	No	No	No
13	2	37	1	1	No	No	No	No	No	No	No	No	No	No
14	2	33	1	1	No	No	No	No	No	No	No	No	No	No
15	2	33	1	1	No	No	No	No	No	No	No	No	No	No
16	2	33	1	1	No	No	No	No	No	No	No	No	No	No
17	2	19	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	10	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	95
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	45	47	2
2	43	45	2
3	42	44	2
4	36	38	2
5	34	36	2
6	31	32	1
7	28	30	1
8	27	28	1
9	22	23	1
10	20	21	1
11	20	21	1
12	19	20	1
13	18	18	1
14	16	17	1
15	16	17	1
16	16	16	1
17	9	9	0
18	5	5	0
19	5	5	0
20	2	2	0
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	92	1	2	No	No	No	No	No	No	No	No	No	No
2	2	88	1	2	No	No	No	No	No	No	No	No	No	No
3	2	86	1	2	No	No	No	No	No	No	No	No	No	No
4	2	74	1	2	No	No	No	No	No	No	No	No	No	No
5	2	70	1	2	No	No	No	No	No	No	No	No	No	No
6	2	63	1	1	No	No	No	No	No	No	No	No	No	No
7	2	58	1	1	No	No	No	No	No	No	No	No	No	No
8	2	55	1	1	No	No	No	No	No	No	No	No	No	No
9	2	45	1	1	No	No	No	No	No	No	No	No	No	No
10	2	41	1	1	No	No	No	No	No	No	No	No	No	No
11	2	41	1	1	No	No	No	No	No	No	No	No	No	No
12	2	39	1	1	No	No	No	No	No	No	No	No	No	No
13	2	36	1	1	No	No	No	No	No	No	No	No	No	No
14	2	33	1	1	No	No	No	No	No	No	No	No	No	No
15	2	33	1	1	No	No	No	No	No	No	No	No	No	No
16	2	32	1	1	No	No	No	No	No	No	No	No	No	No
17	2	18	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	10	1	0	No	No	No	No	No	No	No	No	No	No
20	2	4	1	0	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	E
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	2
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 #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	455	308	72
2	437	296	69
3	428	290	68
4	364	246	58
5	346	234	55
6	309	209	49
7	287	194	45
8	273	185	43
9	218	148	35
10	205	139	32
11	205	139	32
12	196	132	31
13	177	120	28
14	164	111	26
15	164	111	26
16	159	108	25
17	91	62	14
18	50	34	8
19	46	31	7
20	18	12	3
21	14	9	2
22	14	9	2
23	9	6	1
24	9	6	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	763	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	733	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	718	1	68	No	No	No	No	No	No	Yes	Yes	No	No
4	2	610	1	58	No	No	No	No	No	No	No	Yes	No	No
5	2	580	1	55	No	No	No	No	No	No	No	Yes	No	No
6	2	518	1	49	No	No	No	No	No	No	No	Yes	No	No
7	2	481	1	45	No	No	No	No	No	No	No	No	No	No
8	2	458	1	43	No	No	No	No	No	No	No	No	No	No
9	2	366	1	35	No	No	No	No	No	No	No	No	No	No
10	2	344	1	32	No	No	No	No	No	No	No	No	No	No
11	2	344	1	32	No	No	No	No	No	No	No	No	No	No
12	2	328	1	31	No	No	No	No	No	No	No	No	No	No
13	2	297	1	28	No	No	No	No	No	No	No	No	No	No
14	2	275	1	26	No	No	No	No	No	No	No	No	No	No
15	2	275	1	26	No	No	No	No	No	No	No	No	No	No
16	2	267	1	25	No	No	No	No	No	No	No	No	No	No
17	2	153	1	14	No	No	No	No	No	No	No	No	No	No
18	2	84	1	8	No	No	No	No	No	No	No	No	No	No
19	2	77	1	7	No	No	No	No	No	No	No	No	No	No
20	2	30	1	3	No	No	No	No	No	No	No	No	No	No
21	2	23	1	2	No	No	No	No	No	No	No	No	No	No
22	2	23	1	2	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	2	3	6	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	72
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	835
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 #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	458	292	45
2	440	280	43
3	431	274	42
4	366	234	36
5	348	222	34
6	311	199	31
7	289	184	28
8	275	175	27
9	220	140	22
10	206	131	20
11	206	131	20
12	197	126	19
13	179	114	18
14	165	105	16
15	165	105	16
16	160	102	16
17	92	58	9
18	50	32	5
19	46	29	5
20	18	12	2
21	14	9	1
22	14	9	1
23	9	6	1
24	9	6	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	750	1	45	No	No	No	No	No	No	No	Yes	No	No
2	2	720	1	43	No	No	No	No	No	No	No	Yes	No	No
3	2	705	1	42	No	No	No	No	No	No	No	Yes	No	No
4	2	600	1	36	No	No	No	No	No	No	No	No	No	No
5	2	570	1	34	No	No	No	No	No	No	No	No	No	No
6	2	510	1	31	No	No	No	No	No	No	No	No	No	No
7	2	473	1	28	No	No	No	No	No	No	No	No	No	No
8	2	450	1	27	No	No	No	No	No	No	No	No	No	No
9	2	360	1	22	No	No	No	No	No	No	No	No	No	No
10	2	337	1	20	No	No	No	No	No	No	No	No	No	No
11	2	337	1	20	No	No	No	No	No	No	No	No	No	No
12	2	323	1	19	No	No	No	No	No	No	No	No	No	No
13	2	293	1	18	No	No	No	No	No	No	No	No	No	No
14	2	270	1	16	No	No	No	No	No	No	No	No	No	No
15	2	270	1	16	No	No	No	No	No	No	No	No	No	No
16	2	262	1	16	No	No	No	No	No	No	No	No	No	No
17	2	150	1	9	No	No	No	No	No	No	No	No	No	No
18	2	82	1	5	No	No	No	No	No	No	No	No	No	No
19	2	75	1	5	No	No	No	No	No	No	No	No	No	No
20	2	30	1	2	No	No	No	No	No	No	No	No	No	No
21	2	23	1	1	No	No	No	No	No	No	No	No	No	No
22	2	23	1	1	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	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	W
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)	0:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	45
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	795
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

San Benito County Regional Park

Vistro File:

Scenario 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM 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	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 17: Cumulative AM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative AM Pk Hr plus
Project.pdf

4/23/2014

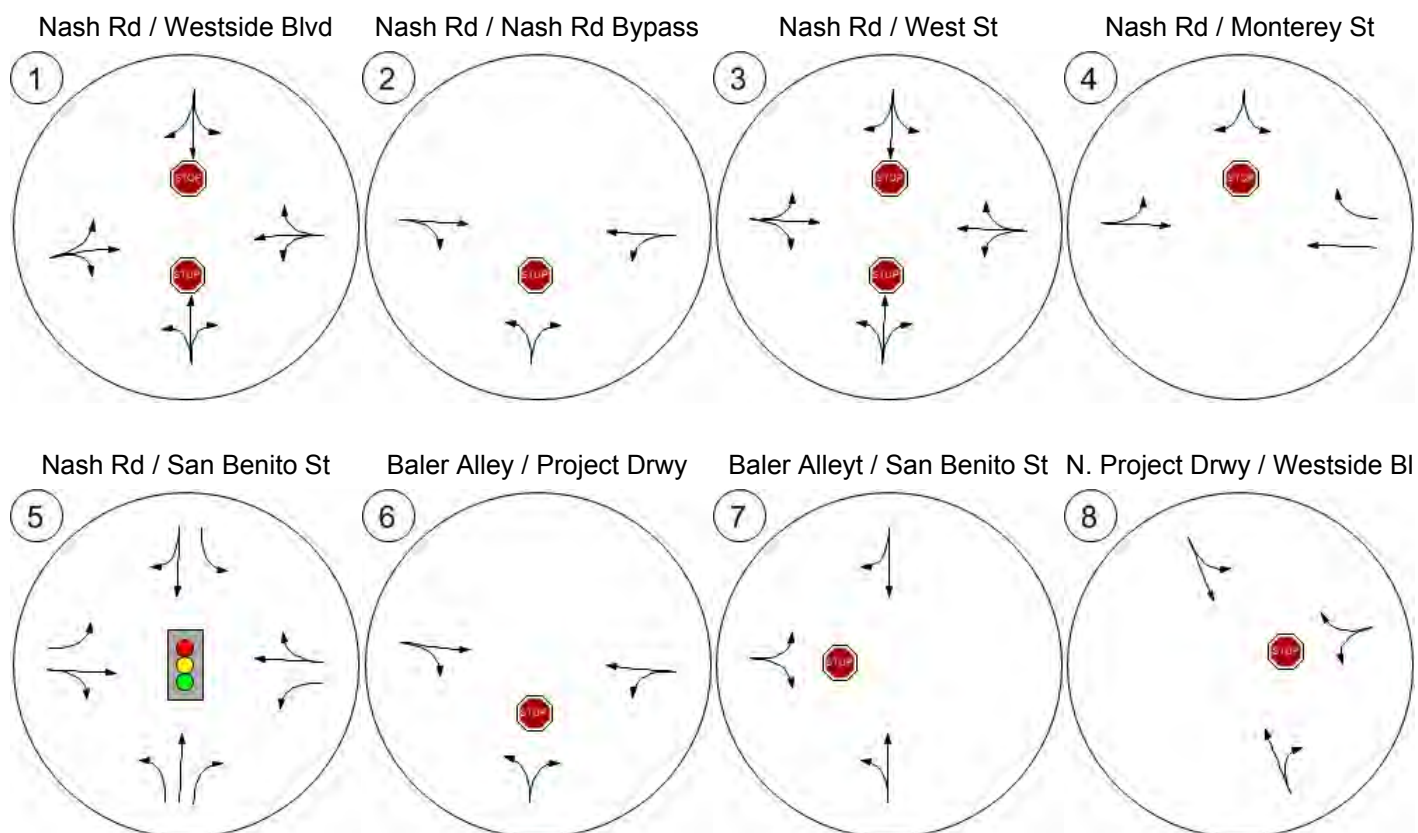
Trip distribution summary

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



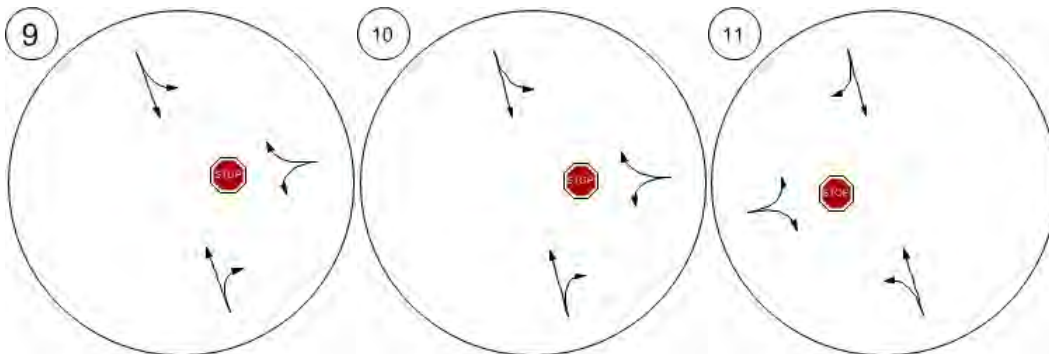
Report Figure 2: Lane Configuration and Traffic Control



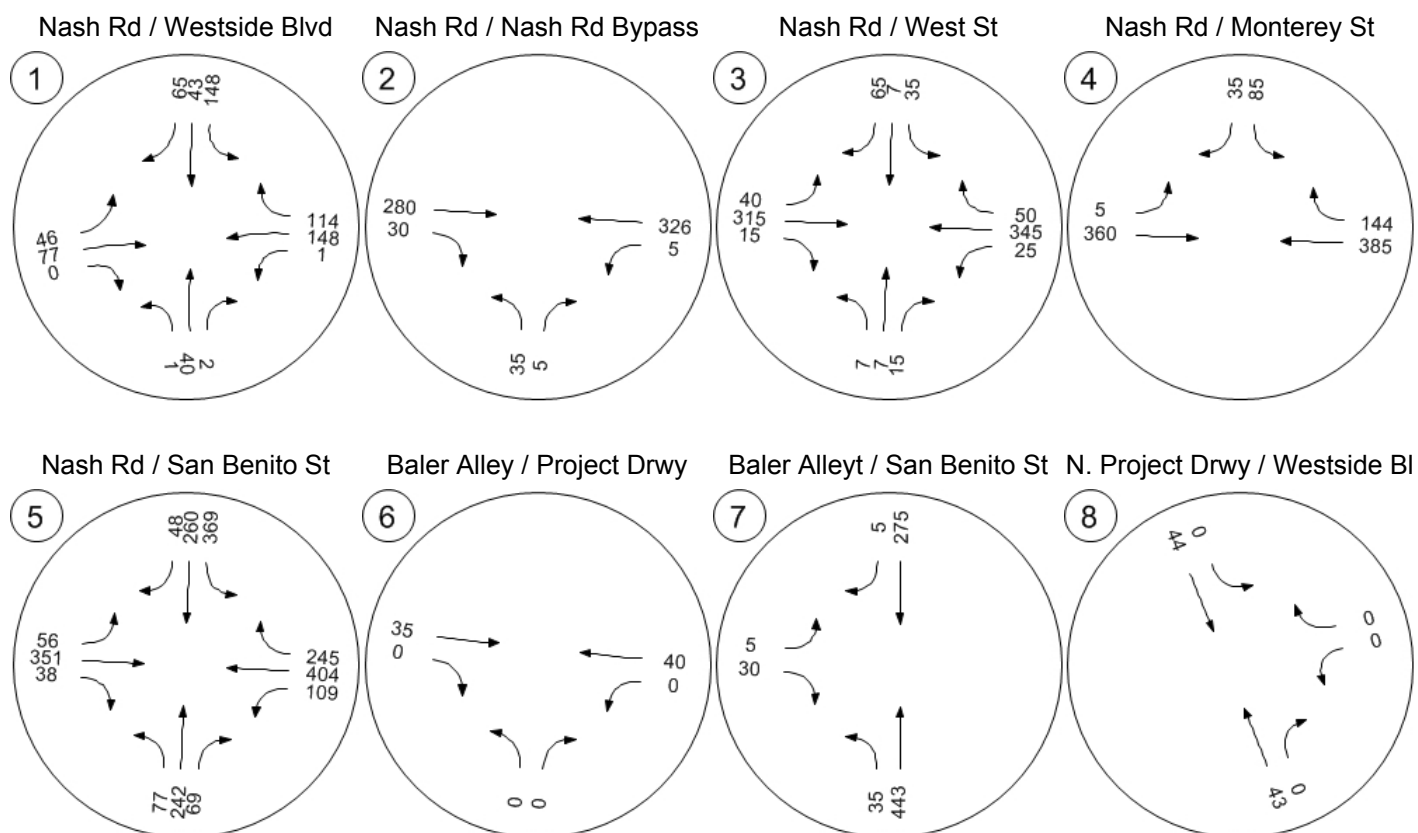
Report Figure 2: Lane Configuration and Traffic Control



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



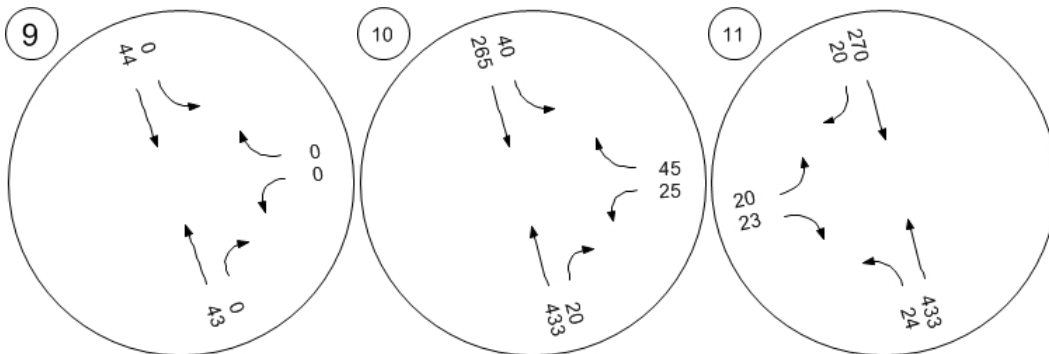
Report Figure 3a: Traffic Volume - Base Volume



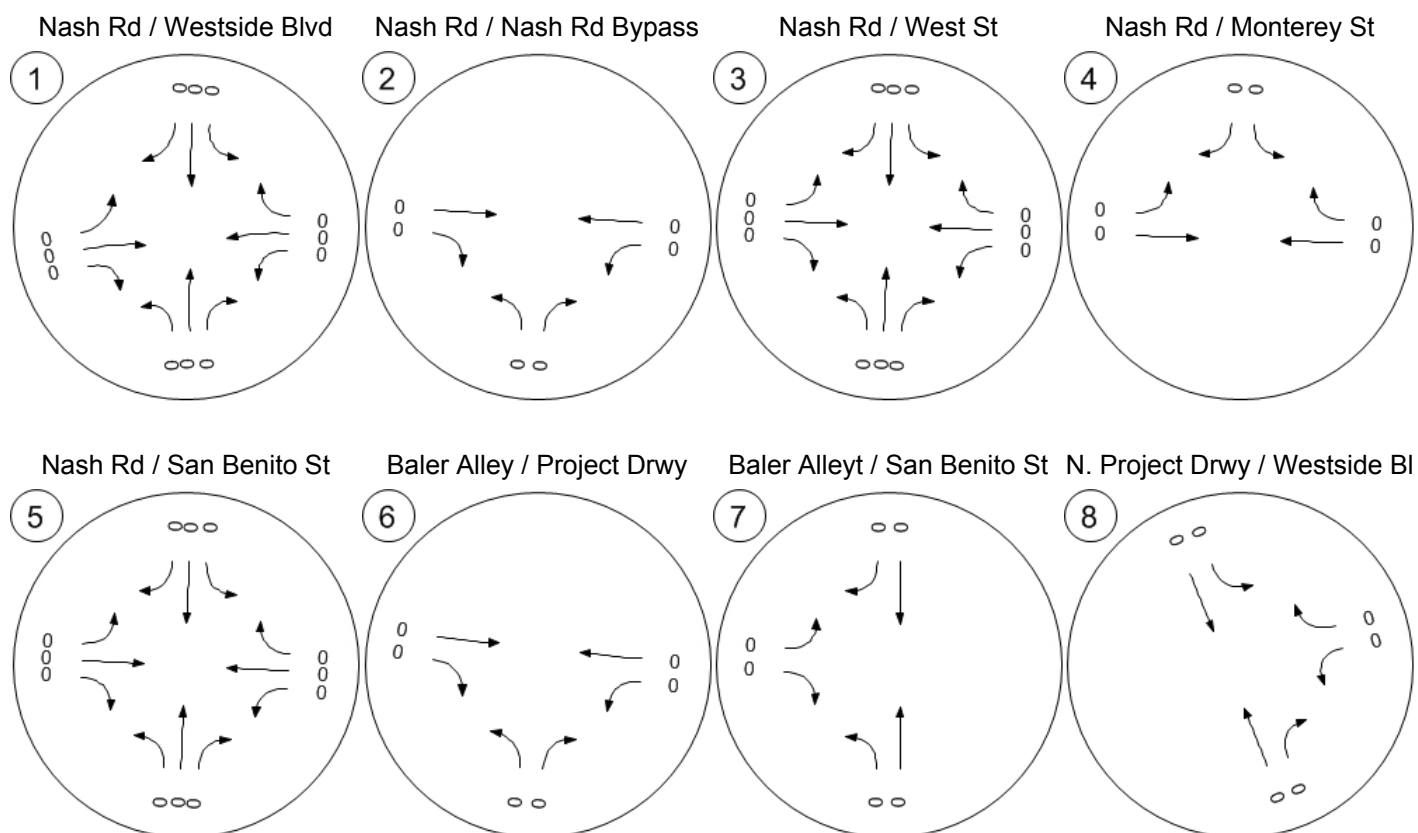
Report Figure 3a: Traffic Volume - Base Volume



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



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



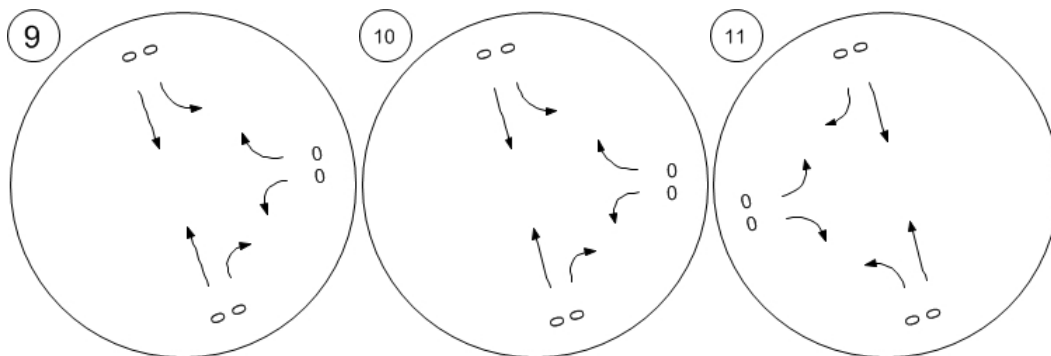
Report Figure 3b: Traffic Volume - In-Process Volume



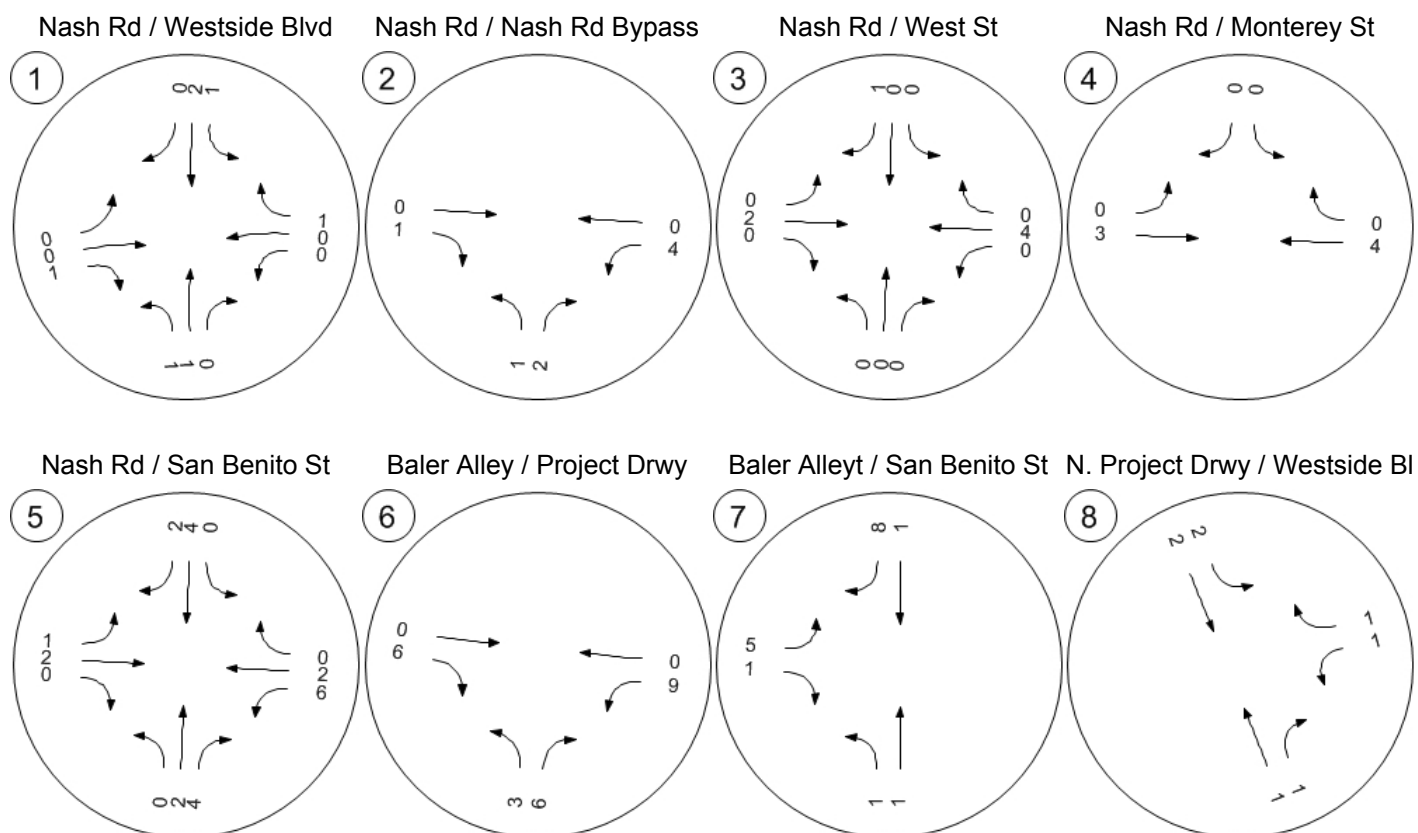
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



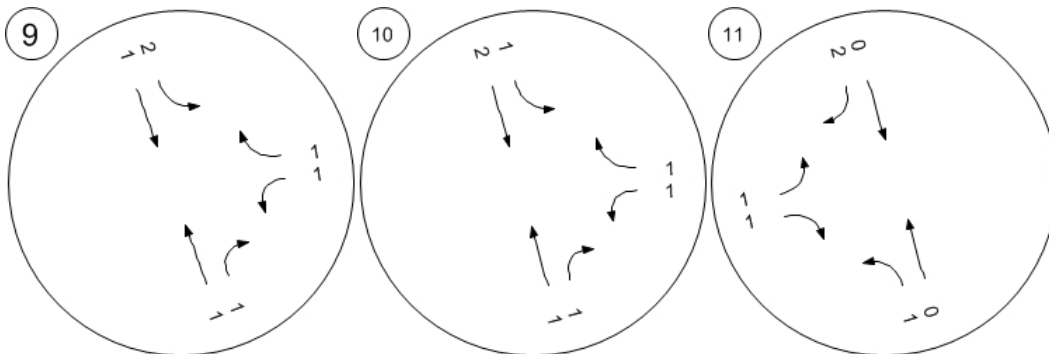
Report Figure 3c: Traffic Volume - Net New Site Trips



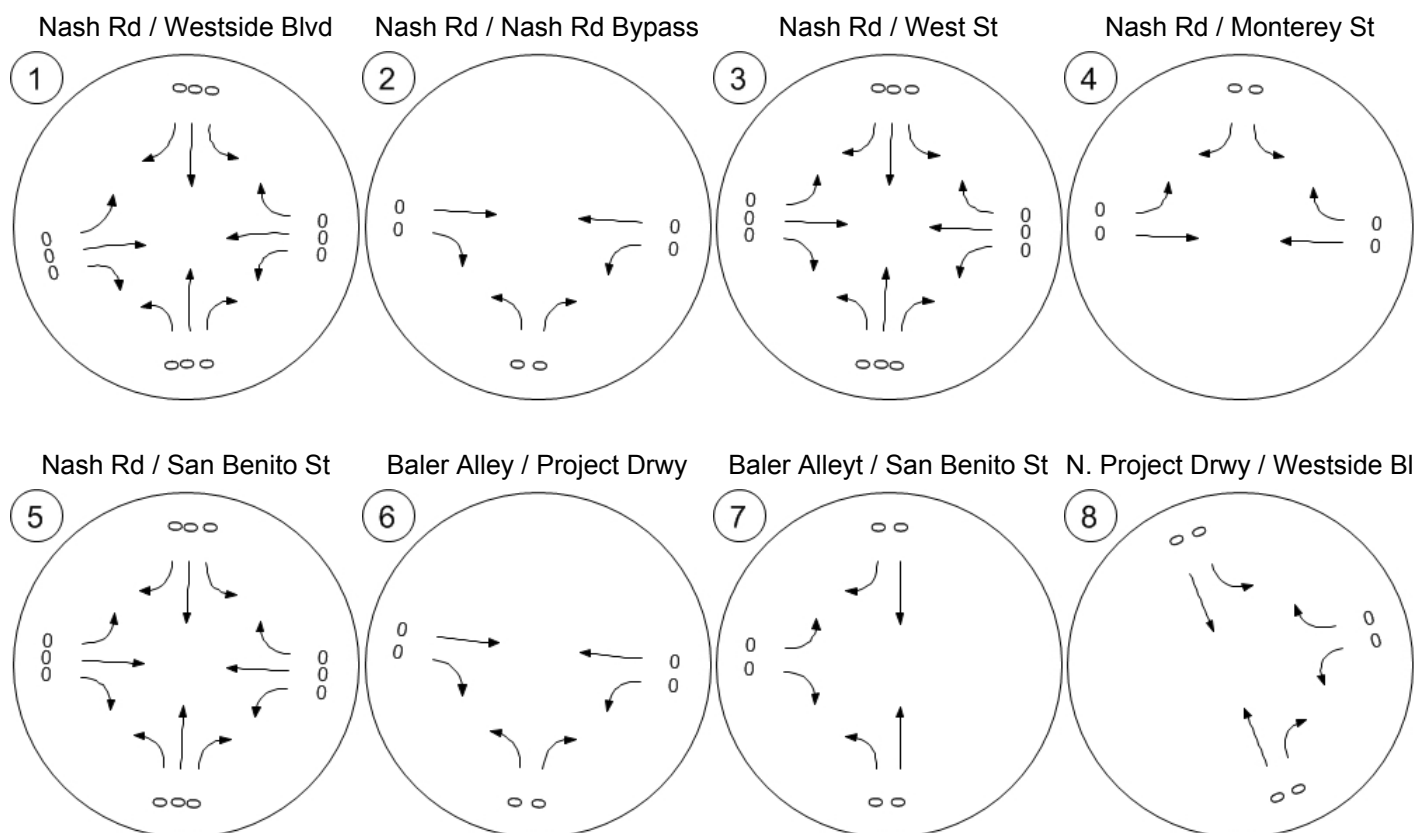
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3d: Traffic Volume - Other Volume



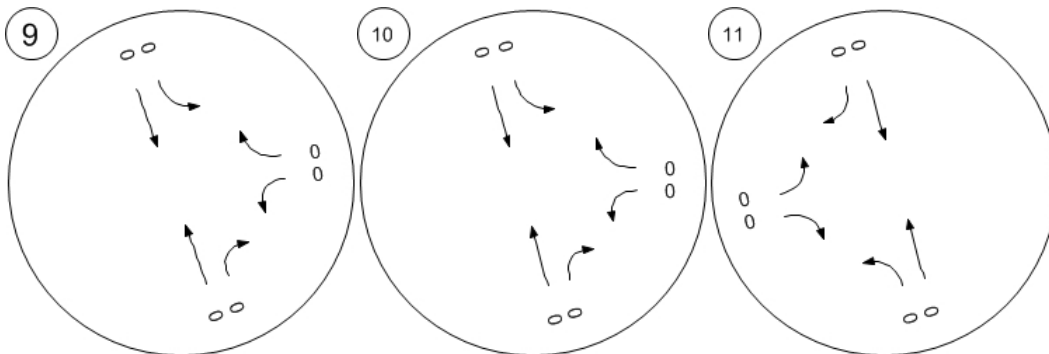
Report Figure 3d: Traffic Volume - Other Volume



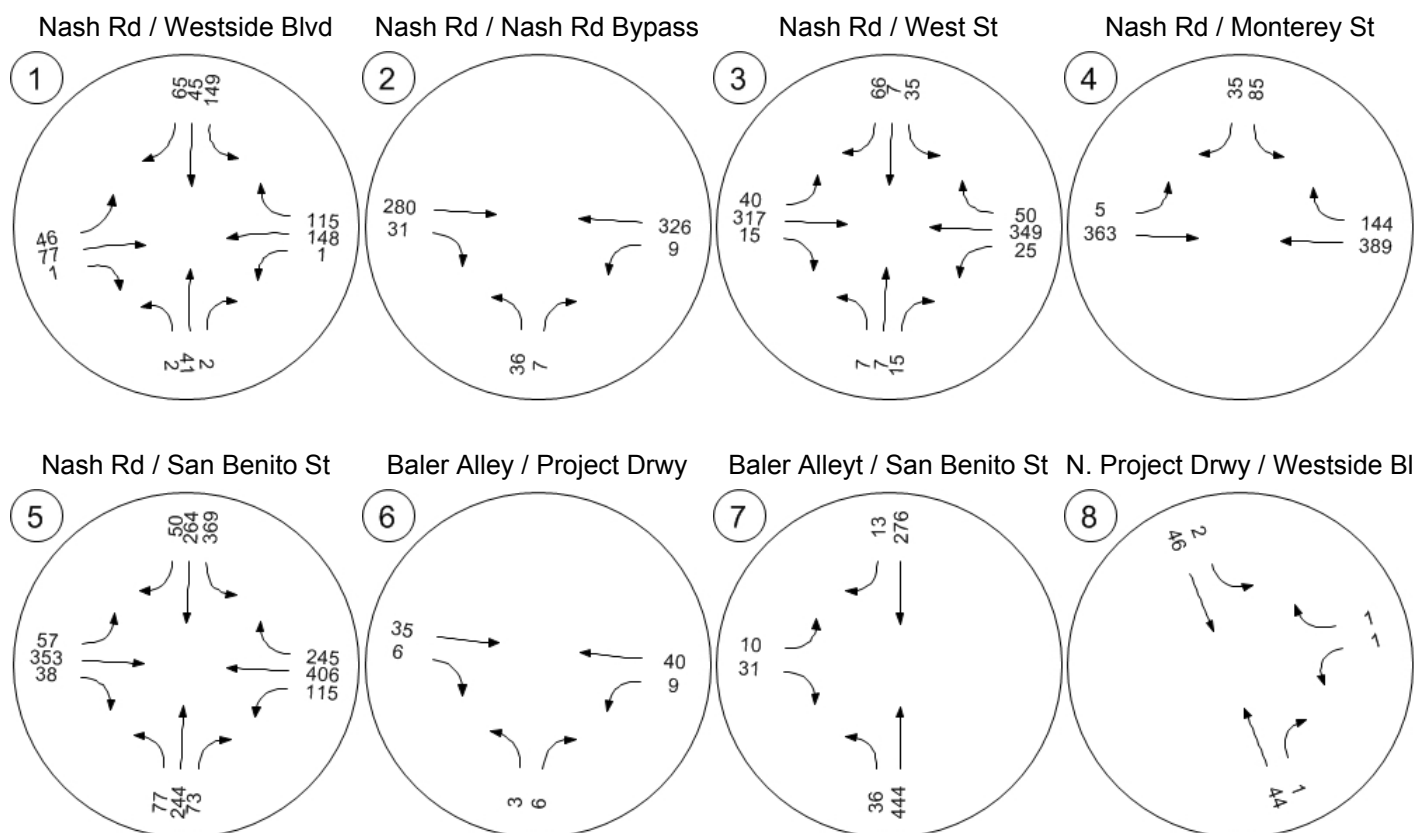
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3e: Traffic Volume - Future Total Volume



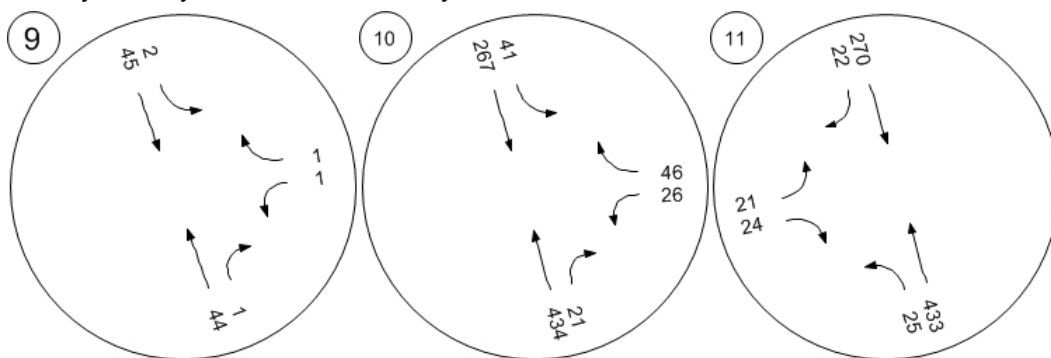
Report Figure 3e: Traffic Volume - Future Total Volume



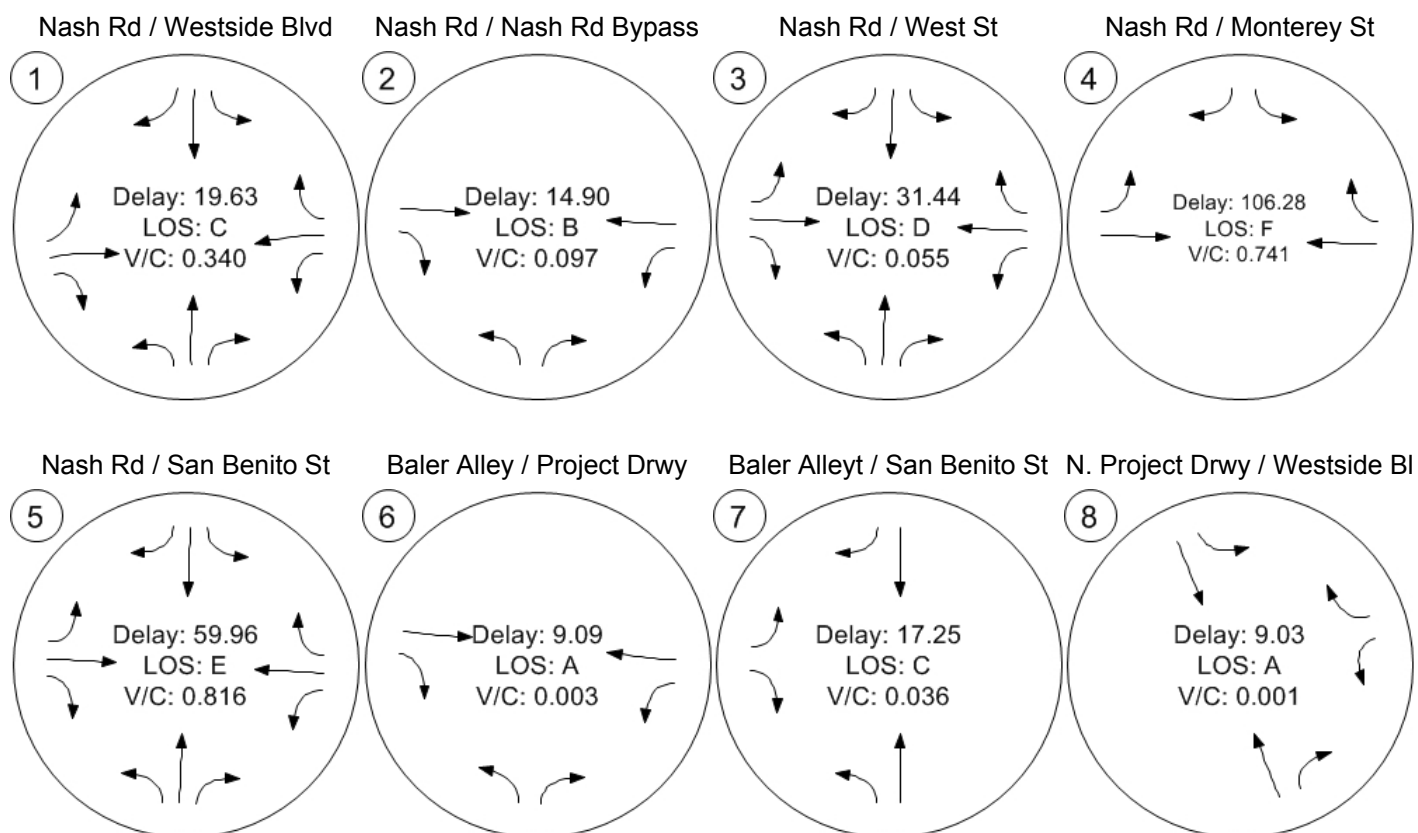
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 4: Traffic Conditions



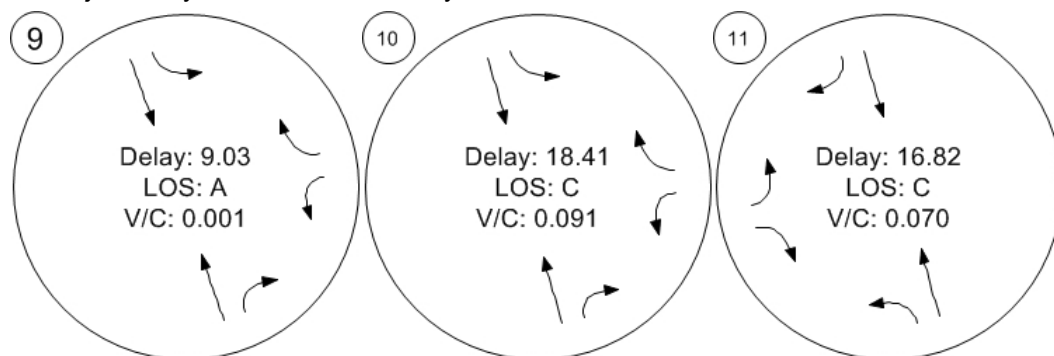
Report Figure 4: Traffic Conditions



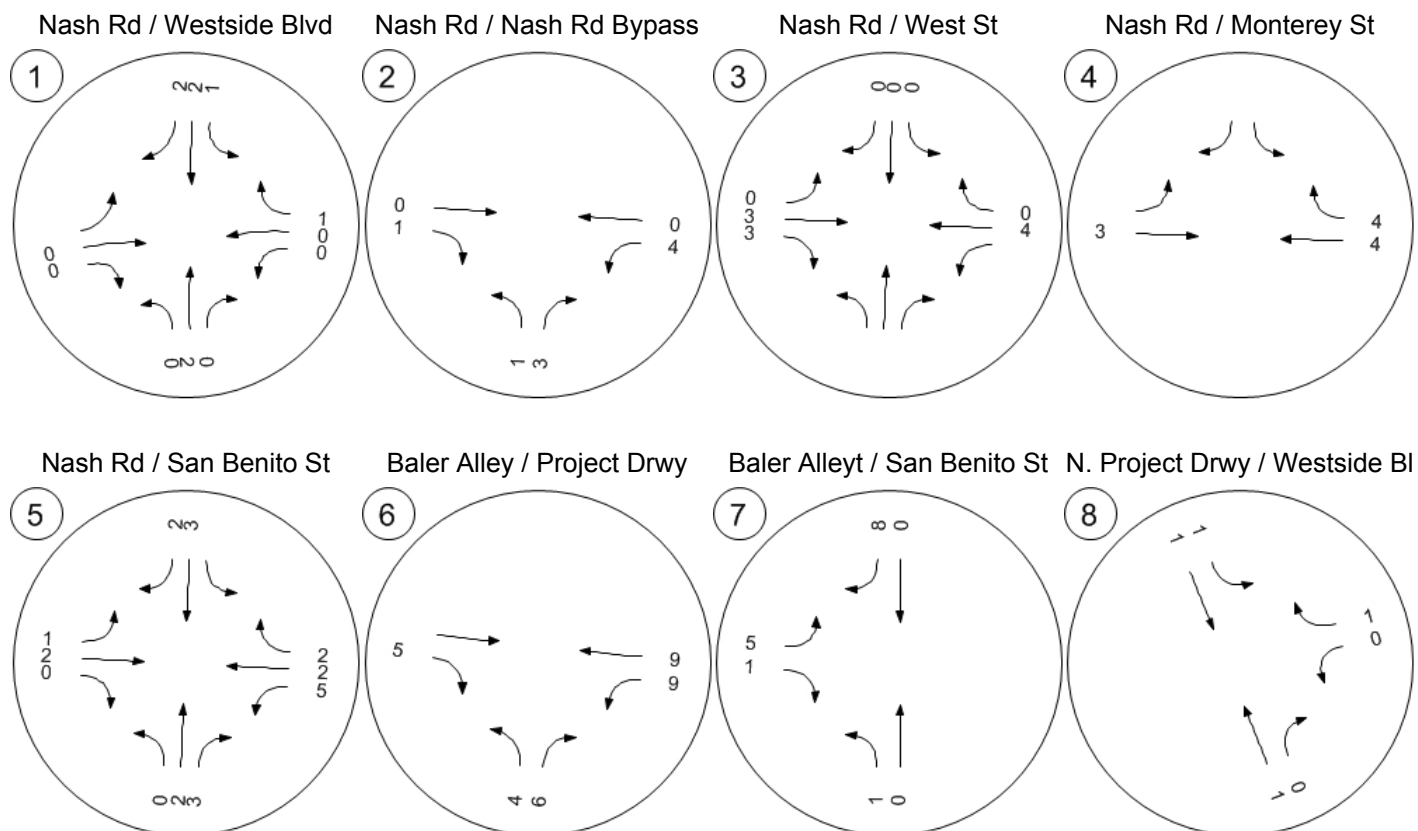
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



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



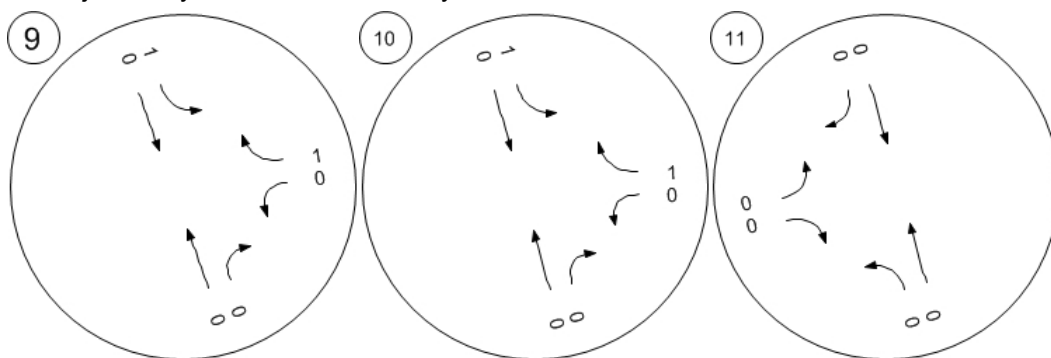
Report Figure 5: Fair Share - Fair Share Volumes - Zone 1



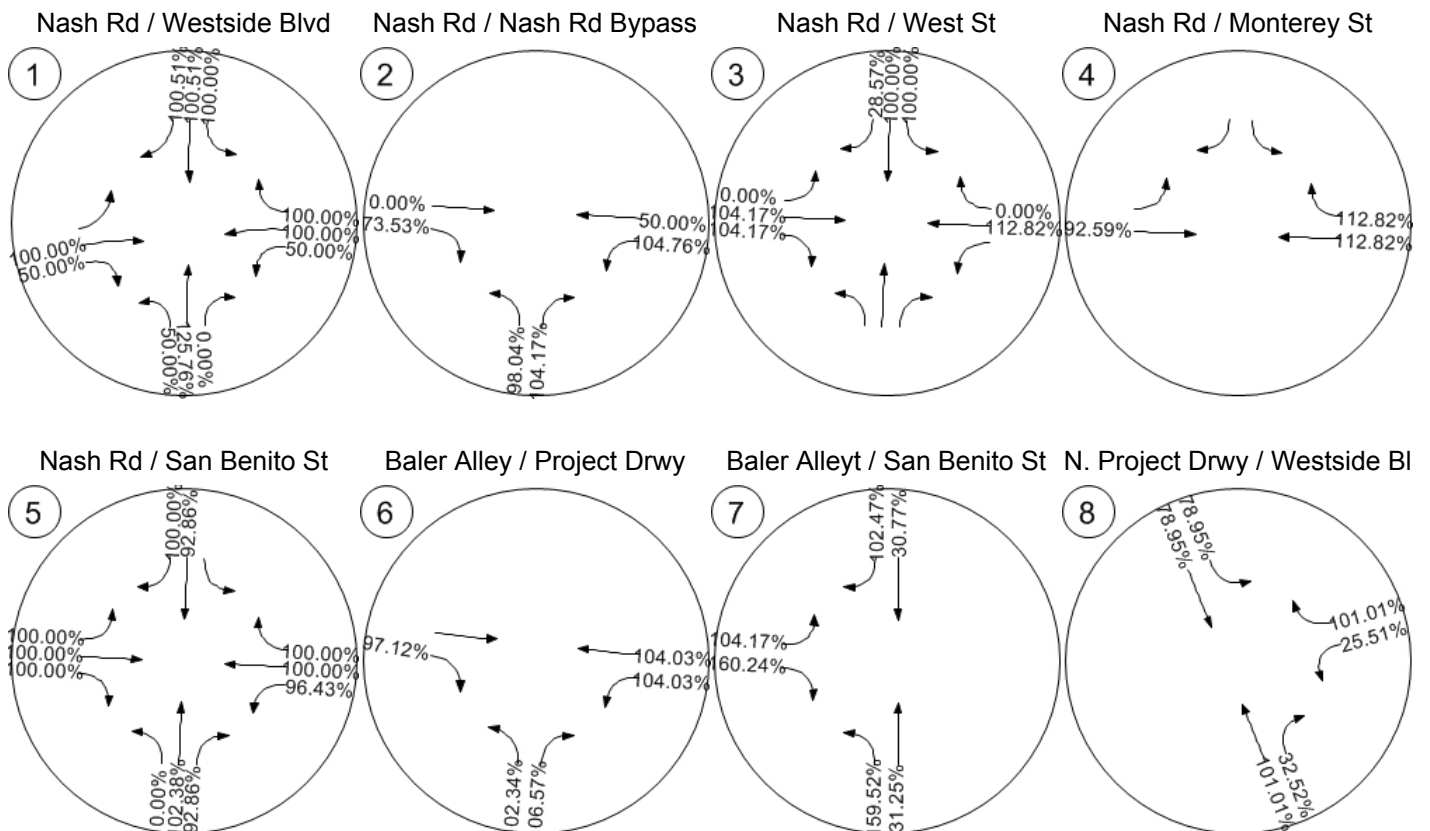
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



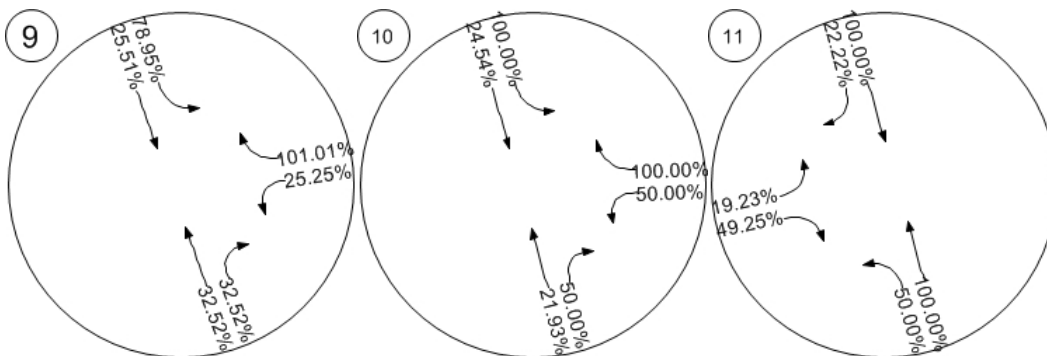
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



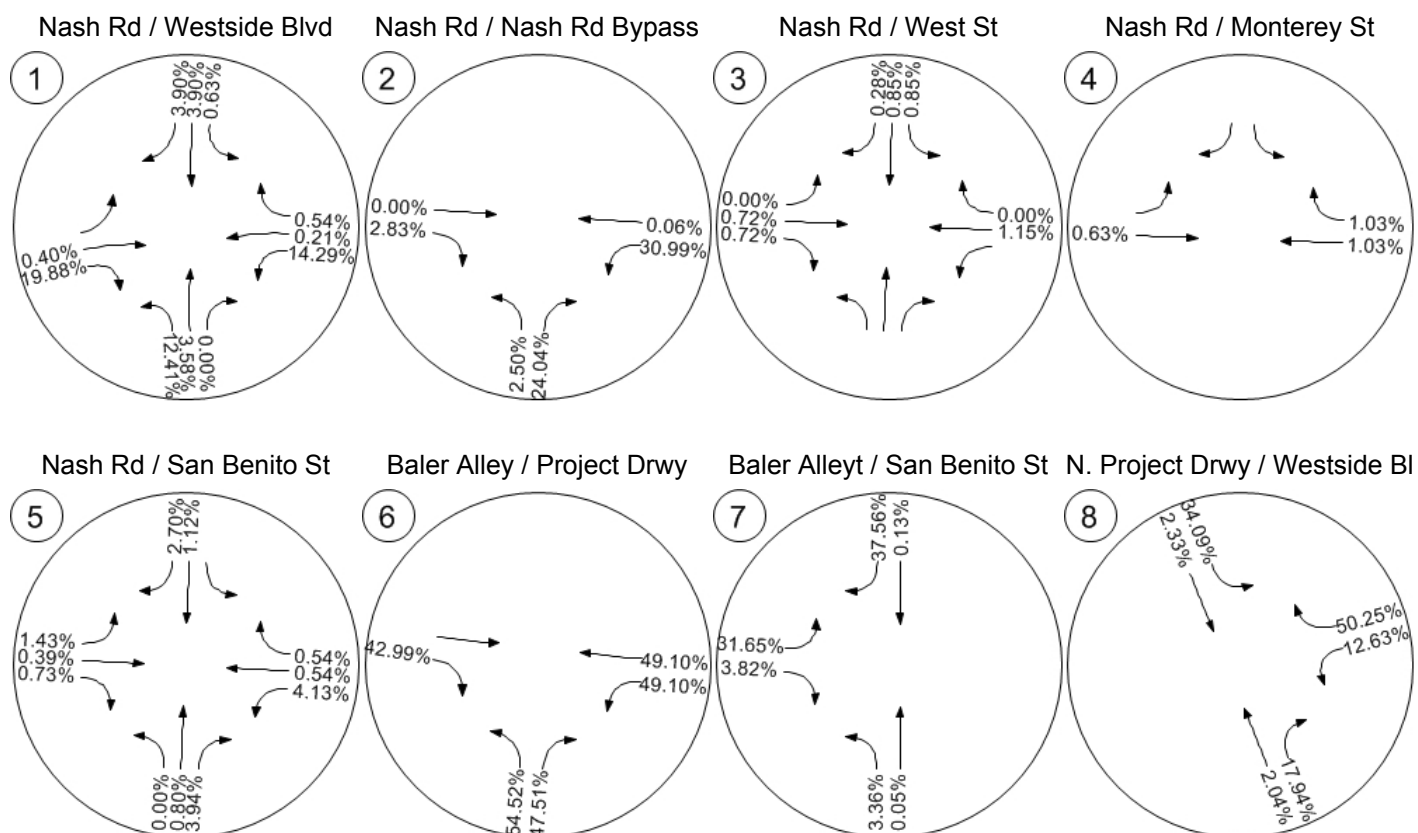
Report Figure 5: Fair Share - Fair Share % of Net New Site - Zone 1



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



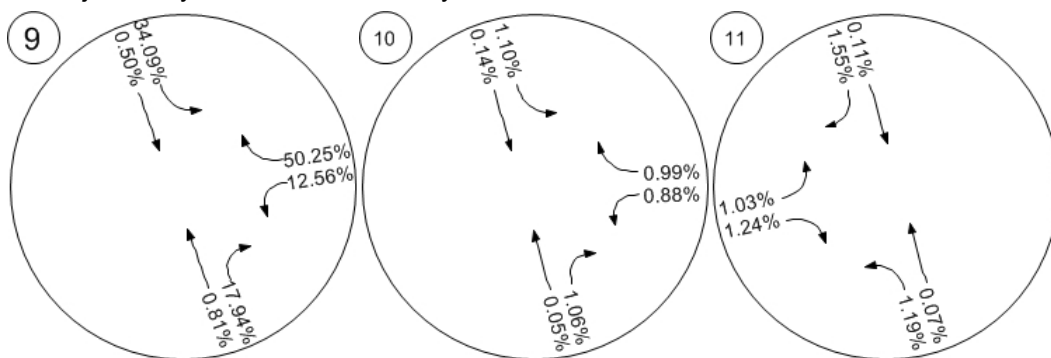
Report Figure 5: Fair Share - Fair Share % of Total Analysis - Zone 1



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 18: Cumulative PM Pk Hr - Nash Bypass

Report File: J:\...\Nash Bypass Cumulative PM 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	SBL	0.629	85.0	F
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.156	19.2	C
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.309	51.7	F
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.662	67.5	F
5	Nash Rd / San Benito St	Signalized	HCM2010	WBT	0.912	100.8	F
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.008	9.1	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.055	20.0	C
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.2	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.001	9.2	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.095	22.0	C
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.137	19.4	C

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): 85.0
Level Of Service: F
Volume to Capacity (v/c): 0.629

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]	1	67	0	127	52	110	149	169	2	3	139	130
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]	2	69	0	128	53	110	149	169	3	3	139	131
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]	1	19	0	35	14	30	40	46	1	1	38	36
Total Analysis Volume [veh/h]	2	75	0	139	58	120	162	184	3	3	151	142
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	0.01	0.28	0.00	0.63	0.20	0.15	0.13	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	29.60	23.83	14.64	85.04	80.95	73.14	8.25	0.00	0.00	7.60	0.00	0.00
Movement LOS	D	C	B	F	F	F	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.51	0.51	0.51	7.03	7.03	7.03	0.80	0.80	0.80	0.62	0.62	0.62
50th-Percentile Queue Length [ft]	12.82	12.82	12.82	175.64	175.64	175.64	20.00	20.00	20.00	15.62	15.62	15.62
95th-Percentile Queue Length [veh]	1.17	1.17	1.17	10.37	10.37	10.37	1.13	1.13	1.13	0.81	0.81	0.81
95th-Percentile Queue Length [ft]	29.16	29.16	29.16	259.16	259.16	259.16	28.19	28.19	28.19	20.22	20.22	20.22
d_A, Approach Delay [s/veh]	23.98			79.79			3.83			0.08		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	27.43											
Intersection LOS	F											

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): 19.2
Level Of Service: C
Volume to Capacity (v/c): 0.156

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]	42	5	412	35	5	393
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	4	0	1	2	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]	43	9	412	36	7	393
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	112	10	2	107
Total Analysis Volume [veh/h]	47	10	448	39	8	427
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	0.16	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.20	13.31	0.00	0.00	8.37	0.00
Movement LOS	C	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.29	0.29	0.00	0.00	1.01	1.01
50th-Percentile Queue Length [ft]	7.19	7.19	0.00	0.00	25.29	25.29
95th-Percentile Queue Length [veh]	0.61	0.61	0.00	0.00	1.99	1.99
95th-Percentile Queue Length [ft]	15.37	15.37	0.00	0.00	49.67	49.67
d_A, Approach Delay [s/veh]	18.16		0.00		0.15	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.13					
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): 51.7
 Level Of Service: F
 Volume to Capacity (v/c): 0.309

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]	15	10	20	35	7	20	12	558	7	17	533	30
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	4	0	0	2	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]	15	10	20	35	7	20	13	562	7	17	535	30
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]	4	3	5	9	2	5	4	153	2	5	145	8
Total Analysis Volume [veh/h]	16	11	20	35	8	22	14	611	8	18	582	33
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	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	0.15	0.08	0.05	0.31	0.05	0.05	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	46.22	37.57	20.86	51.70	44.48	27.52	8.79	0.00	0.00	9.02	0.00	0.00
Movement LOS	E	E	C	F	E	D	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.44	0.44	0.44	0.77	0.77	0.77	1.55	1.55	1.55	1.59	1.59	1.59
50th-Percentile Queue Length [ft]	10.90	10.90	10.90	19.24	19.24	19.24	38.63	38.63	38.63	39.65	39.65	39.65
95th-Percentile Queue Length [veh]	1.05	1.05	1.05	1.81	1.81	1.81	5.10	5.10	5.10	5.81	5.81	5.81
95th-Percentile Queue Length [ft]	26.23	26.23	26.23	45.13	45.13	45.13	127.48	127.48	127.48	145.19	145.19	145.19
d_A, Approach Delay [s/veh]	33.40			42.63			0.19			0.26		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	F											