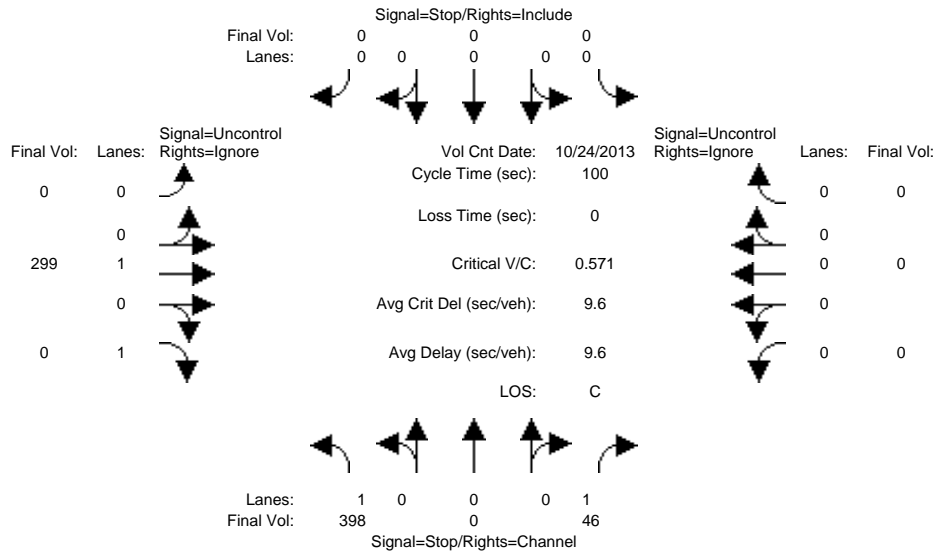


Bay 101

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

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name:	N. 4th Street						Matrix Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 24 Oct 2013 <<	398	0	46	0	0	0	0	299	159	0	0	0
Base Vol:	398	0	46	0	0	0	0	299	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	0	46	0	0	0	0	299	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	0	46	0	0	0	0	299	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	398	0	46	0	0	0	0	299	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	398	0	46	0	0	0	0	299	0	0	0	0
Critical Gap Module:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:	299	xxxx	299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Cnflct Vol:	697	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	697	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0.57	xxxx	0.06	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:	3.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
2Way95thQ:	16.8	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	C	*	B	*	*	*	*	*	*	*	*	*
LOS by Move:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Movement:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	*	*	*	*	*	*	*	*	*	*	*	*
Shared LOS:	16.1		xxxxxxx	xxxxxxx		xxxxxxx	xxxxxxx		xxxxxxx	xxxxxxx		xxxxxxx
ApproachDel:	C		*	*		*	*		*	*		*
ApproachLOS:	Note: Queue reported is the number of cars per lane.											

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 N. 4th Street & Matrix Boulevard

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	398 0 46	0 0 0 0	0 299 159	0 0 0 0
ApproachDel:	16.1	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=2.0]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=444]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=902]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	398 0 46	0 0 0 0	0 299 159	0 0 0 0

Major Street Volume: 458  
 Minor Approach Volume: 444  
 Minor Approach Volume Threshold: 710

SIGNAL WARRANT DISCLAIMER

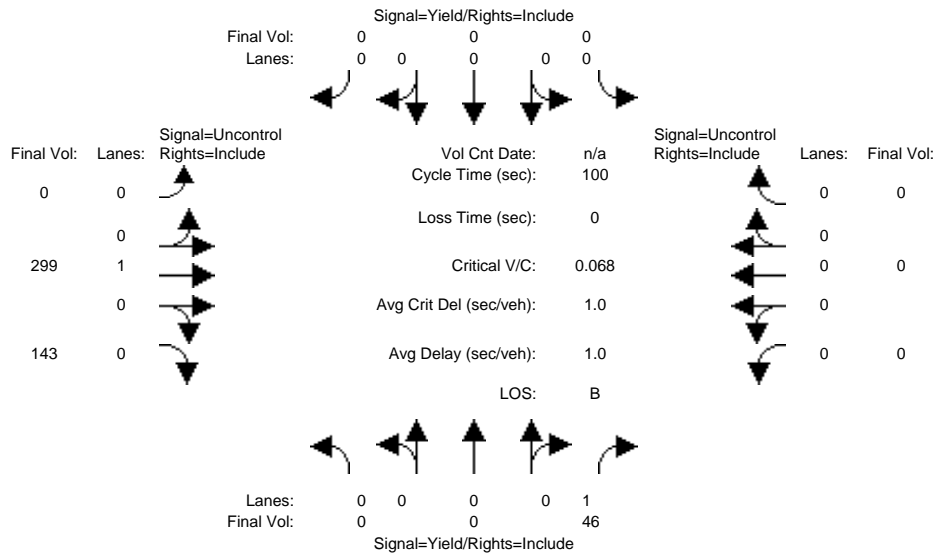
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing Revised Network AM

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	N. 4th Street			Matrix Boulevard								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	46	0	0	0	0	299	143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	46	0	0	0	0	299	143	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	46	0	0	0	0	299	143	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	46	0	0	0	0	299	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	46	0	0	0	0	299	143	0	0	0

Critical Gap Module:	N. 4th Street			Matrix Boulevard								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	N. 4th Street			Matrix Boulevard								
Cnflct Vol:	xxxx	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:	N. 4th Street			Matrix Boulevard								
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.7		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 46	0 0 0 0	0 299 143	0 0 0
ApproachDel:	10.7	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=46]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=488]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 46	0 0 0 0	0 299 143	0 0 0

Major Street Volume: 442  
 Minor Approach Volume: 46  
 Minor Approach Volume Threshold: 437

SIGNAL WARRANT DISCLAIMER

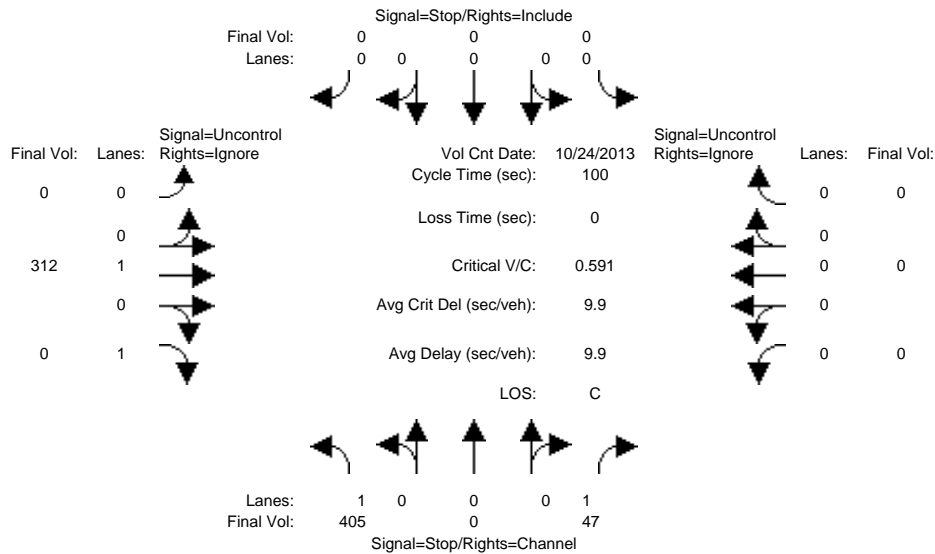
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project AM-Phase 1

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	24 Oct 2013	<<						
Base Vol:	398	0	46	0	0	0	299	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	0	46	0	0	0	299	159	0	0	0
Added Vol:	7	0	1	0	0	0	13	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	0	47	0	0	0	312	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	405	0	47	0	0	0	312	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	405	0	47	0	0	0	312	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	312	xxxx	312	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	685	xxxx	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	685	xxxx	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.59	xxxx	0.06	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	3.9	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	17.6	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT		LT - LTR - RT				LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.8		xxxxxx				xxxxxx		xxxxxx			
ApproachLOS:	C		*				*		*			*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	405 0 47	0 0 0 0	0 312 175	0 0 0 0
ApproachDel:	16.8	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=2.1]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=452]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=939]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	405 0 47	0 0 0 0	0 312 175	0 0 0 0

Major Street Volume: 487  
 Minor Approach Volume: 452  
 Minor Approach Volume Threshold: 683

SIGNAL WARRANT DISCLAIMER

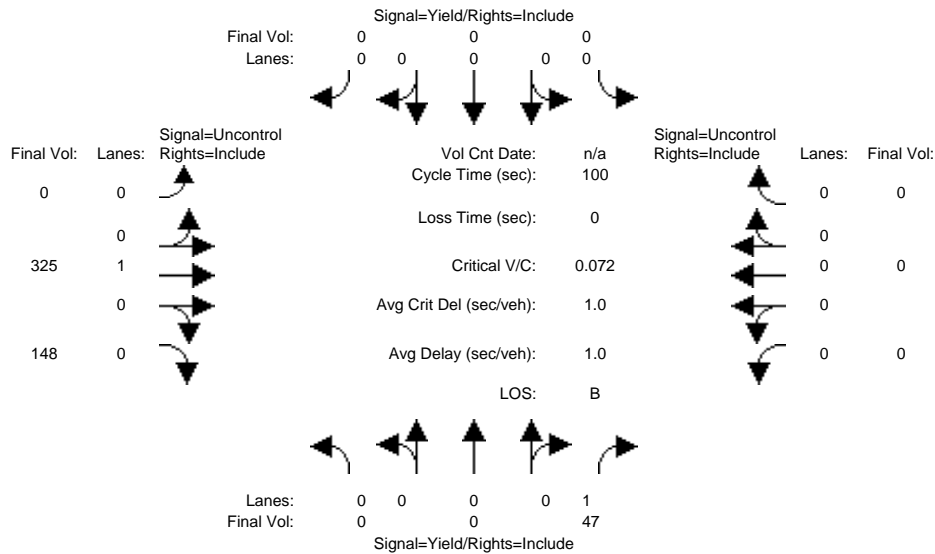
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project AM-Phase 2

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	N. 4th Street			Matrix Boulevard								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	46	0	0	0	0	299	143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	46	0	0	0	0	299	143	0	0	0
Added Vol:	0	0	1	0	0	0	0	26	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	47	0	0	0	0	325	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	47	0	0	0	0	325	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	47	0	0	0	0	325	148	0	0	0

Critical Gap Module:	N. 4th Street			Matrix Boulevard								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	N. 4th Street			Matrix Boulevard								
Cnflct Vol:	xxxx	xxxx	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:	N. 4th Street			Matrix Boulevard											
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.9			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	B			*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 N. 4th Street & Matrix Boulevard

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 47	0 0 0 0	0 325 148	0 0 0
ApproachDel:	10.9	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=47]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=520]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 47	0 0 0 0	0 325 148	0 0 0

Major Street Volume: 473  
 Minor Approach Volume: 47  
 Minor Approach Volume Threshold: 419

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

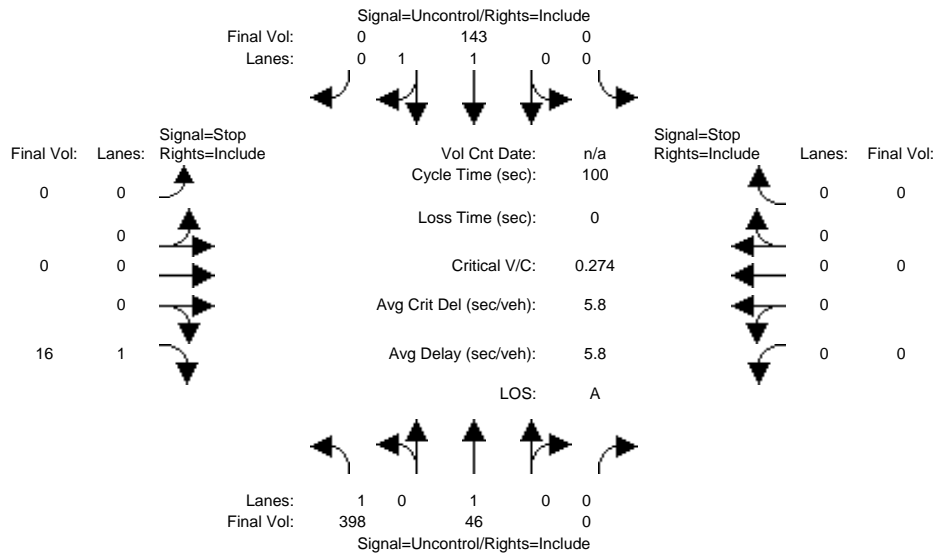
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing Revised Network AM

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	398	46	0	0	143	0	0	0	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	46	0	0	143	0	0	0	16	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	46	0	0	143	0	0	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	46	0	0	143	0	0	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	398	46	0	0	143	0	0	0	16	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	143	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	72	xxxx	xxxx	xxxxx
Potent Cap.:	1452	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	996	xxxx	xxxx	xxxxx
Move Cap.:	1452	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	996	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx					8.7	xxxxxxx		
ApproachLOS:	*			*					A	*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #4 N. 4th Street & Skyport Drive  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	398 46 0	0 143 0	0 0 16	0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	8.7	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=16]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=603]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #4 N. 4th Street & Skyport Drive  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	398 46 0	0 143 0	0 0 16	0 0 0

Major Street Volume: 587  
Minor Approach Volume: 16  
Minor Approach Volume Threshold: 468

SIGNAL WARRANT DISCLAIMER

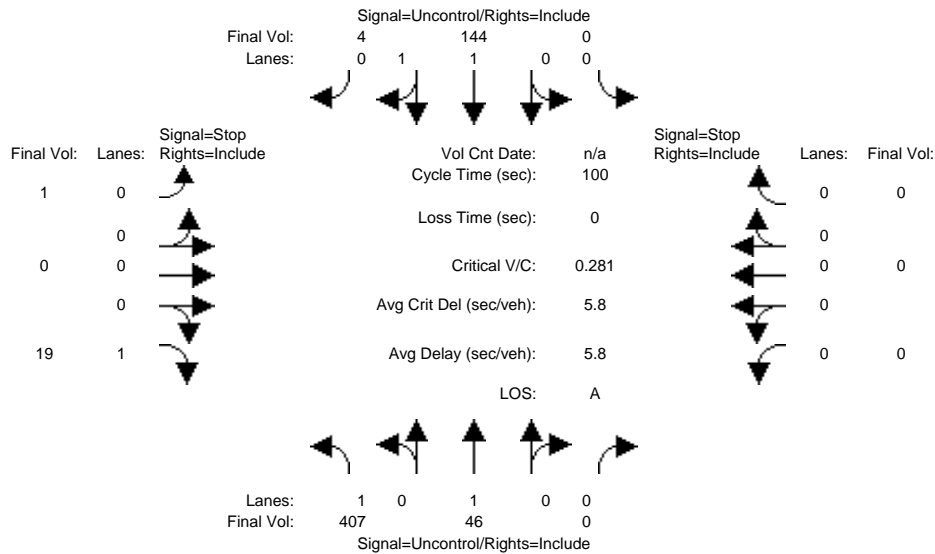
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project AM-Phase 2

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	398	46	0	0	143	0	0	0	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	46	0	0	143	0	0	0	16	0	0	0
Added Vol:	9	0	0	0	1	4	1	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	46	0	0	144	4	1	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	46	0	0	144	4	1	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	407	46	0	0	144	4	1	0	19	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	148	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1006	1006	74	xxxx	xxxx	xxxxxx
Potent Cap.:	1446	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	270	243	993	xxxx	xxxx	xxxxxx
Move Cap.:	1446	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	211	175	993	xxxx	xxxx	xxxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	838	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			9.4		xxxxxxx		
ApproachLOS:	*				*			A		*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 N. 4th Street & Skyport Drive

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	407 46 0	0 144 4	1 0 19	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	9.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=20]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=621]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	407 46 0	0 144 4	1 0 19	0 0 0 0

Major Street Volume: 601  
 Minor Approach Volume: 20  
 Minor Approach Volume Threshold: 460

SIGNAL WARRANT DISCLAIMER

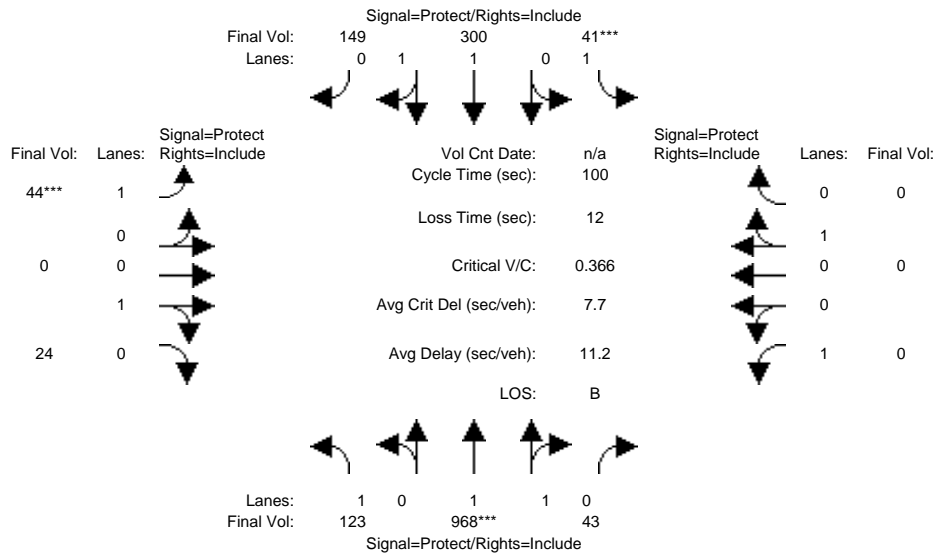
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Bay 101

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

Intersection #12: FIRST/METRO



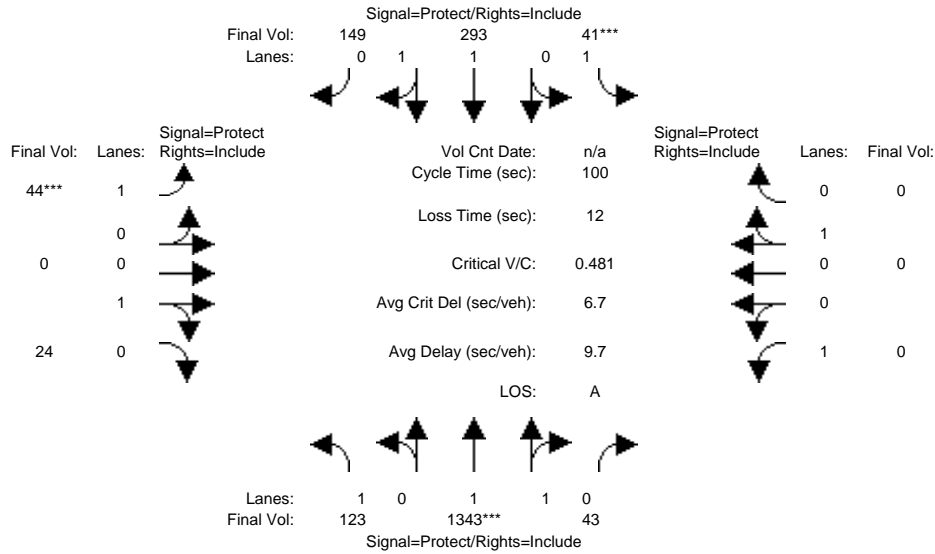
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	968	43	41	300	149	44	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	968	43	41	300	149	44	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	968	43	41	300	149	44	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	968	43	41	300	149	44	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	968	43	41	300	149	44	0	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	968	43	41	300	149	44	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.32	0.68	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	3543	157	1750	2471	1227	1750	0	1800	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.02	0.12	0.12	0.03	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.7	74.7	74.7	6.4	51.4	51.4	6.9	0.0	6.9	0.0	0.0	0.0
Volume/Cap:	0.24	0.37	0.37	0.37	0.24	0.24	0.37	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	26.8	4.5	4.5	46.9	13.5	13.5	46.4	0.0	44.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	4.5	4.5	46.9	13.5	13.5	46.4	0.0	44.7	0.0	0.0	0.0
LOS by Move:	C	A	A	D	B	B	D	A	D	A	A	A
HCM2k95thQ:	6	11	11	3	7	7	4	0	2	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network AM

Intersection #12: FIRST/METRO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	123	1343	43	41	293	149	44	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1343	43	41	293	149	44	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1343	43	41	293	149	44	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1343	43	41	293	149	44	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1343	43	41	293	149	44	0	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1343	43	41	293	149	44	0	24	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.31	0.69	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	3585	115	1750	2452	1247	1750	0	1800	1750	1900	0

Capacity Analysis Module:

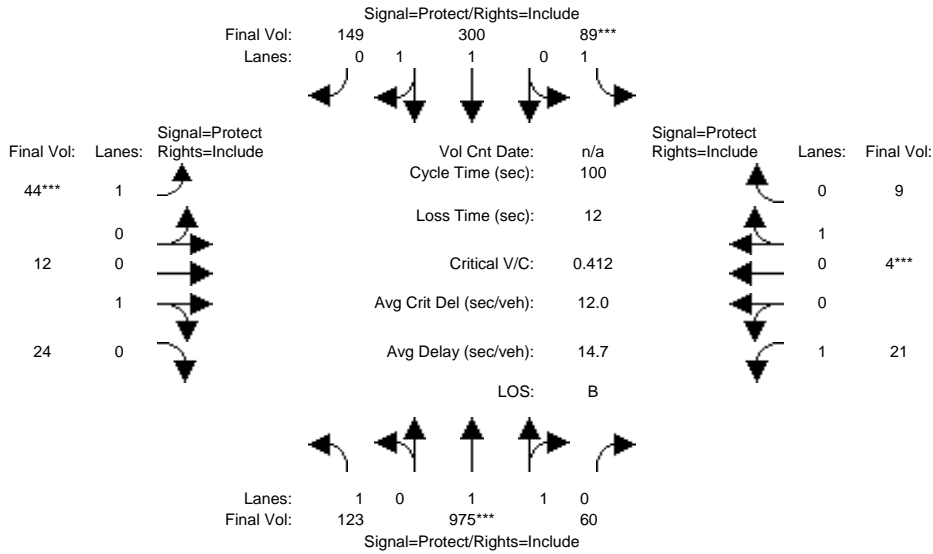
Vol/Sat:	0.07	0.37	0.37	0.02	0.12	0.12	0.03	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.7	77.9	77.9	4.9	52.1	52.1	5.2	0.0	5.2	0.0	0.0	0.0
Volume/Cap:	0.23	0.48	0.48	0.48	0.23	0.23	0.48	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	26.1	4.0	4.0	50.6	13.1	13.1	50.0	0.0	46.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	4.0	4.0	50.6	13.1	13.1	50.0	0.0	46.9	0.0	0.0	0.0
LOS by Move:	C	A	A	D	B	B	D	A	D	A	A	A
HCM2k95thQ:	6	15	15	3	7	7	4	0	2	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 1

Intersection #12: FIRST/METRO



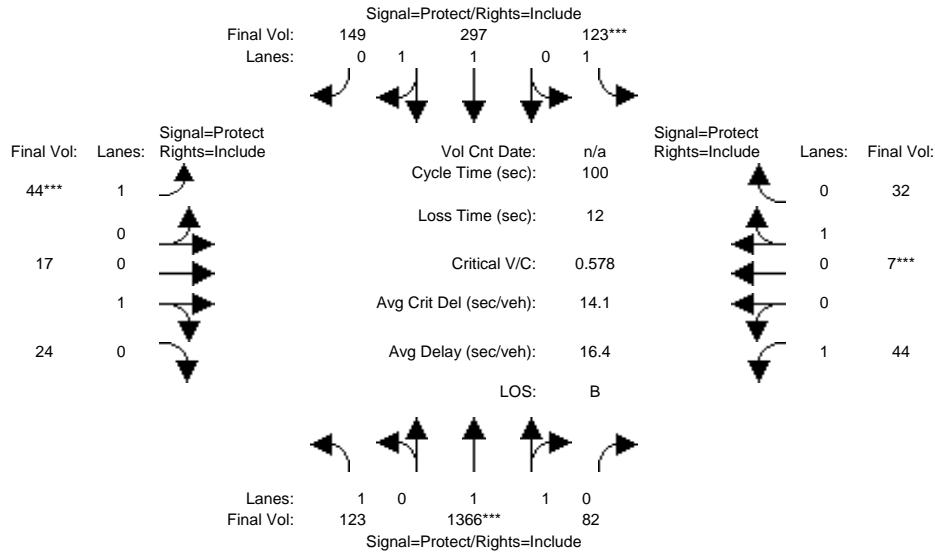
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	968	43	41	300	149	44	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	968	43	41	300	149	44	0	24	0	0	0
Added Vol:	0	7	17	48	0	0	0	12	0	21	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	975	60	89	300	149	44	12	24	21	4	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	975	60	89	300	149	44	12	24	21	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	975	60	89	300	149	44	12	24	21	4	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	975	60	89	300	149	44	12	24	21	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.32	0.68	1.00	0.33	0.67	1.00	0.31	0.69
Final Sat.:	1750	3485	214	1750	2471	1227	1750	600	1200	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.05	0.12	0.12	0.03	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.4	67.8	67.8	12.3	50.8	50.8	6.1	4.9	4.9	2.9	1.8	1.8
Volume/Cap:	0.24	0.41	0.41	0.41	0.24	0.24	0.41	0.41	0.41	0.41	0.41	0.41
Delay/Veh:	27.1	7.3	7.3	41.8	13.9	13.9	47.8	49.2	49.2	52.9	57.2	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	7.3	7.3	41.8	13.9	13.9	47.8	49.2	49.2	52.9	57.2	57.2
LOS by Move:	C	A	A	D	B	B	D	D	D	D	E	E
HCM2k95thQ:	6	14	14	5	8	8	4	3	3	3	2	2

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 2

Intersection #12: FIRST/METRO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	1343	43	41	293	149	44	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1343	43	41	293	149	44	0	24	0	0	0
Added Vol:	0	23	39	82	4	0	0	17	0	44	7	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1366	82	123	297	149	44	17	24	44	7	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1366	82	123	297	149	44	17	24	44	7	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1366	82	123	297	149	44	17	24	44	7	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1366	82	123	297	149	44	17	24	44	7	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.31	0.69	1.00	0.41	0.59	1.00	0.18	0.82
Final Sat.:	1750	3490	210	1750	2463	1236	1750	746	1054	1750	323	1477
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.07	0.12	0.12	0.03	0.02	0.02	0.03	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.4	67.7	67.7	12.2	50.5	50.5	4.4	3.9	3.9	4.3	3.7	3.7
Volume/Cap:	0.24	0.58	0.58	0.58	0.24	0.24	0.58	0.59	0.59	0.59	0.58	0.58
Delay/Veh:	27.0	8.9	8.9	45.4	14.0	14.0	57.5	60.2	60.2	59.1	59.2	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	8.9	8.9	45.4	14.0	14.0	57.5	60.2	60.2	59.1	59.2	59.2
LOS by Move:	C	A	A	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	6	22	22	8	8	8	5	5	5	5	4	4

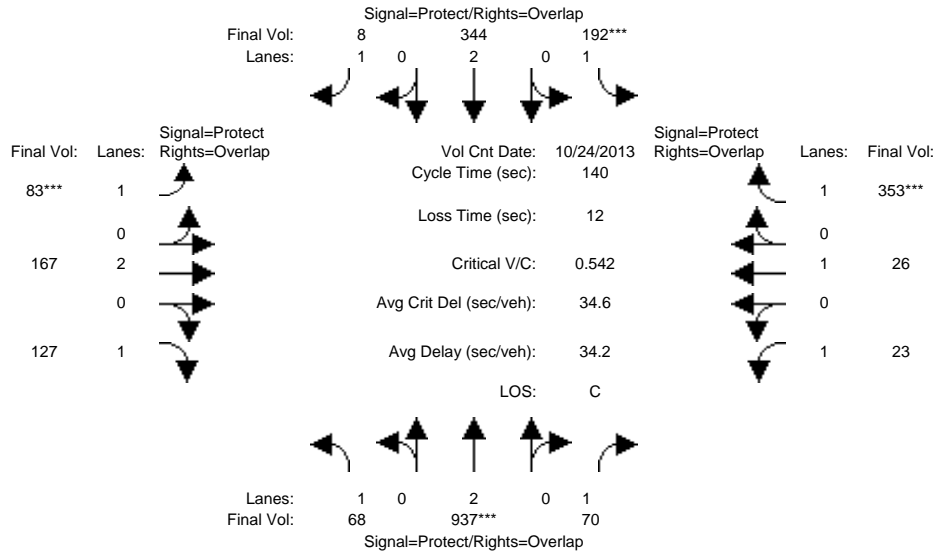
Note: Queue reported is the number of cars per lane.



Bay 101

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

Intersection #3287: MATRIX/FIRST



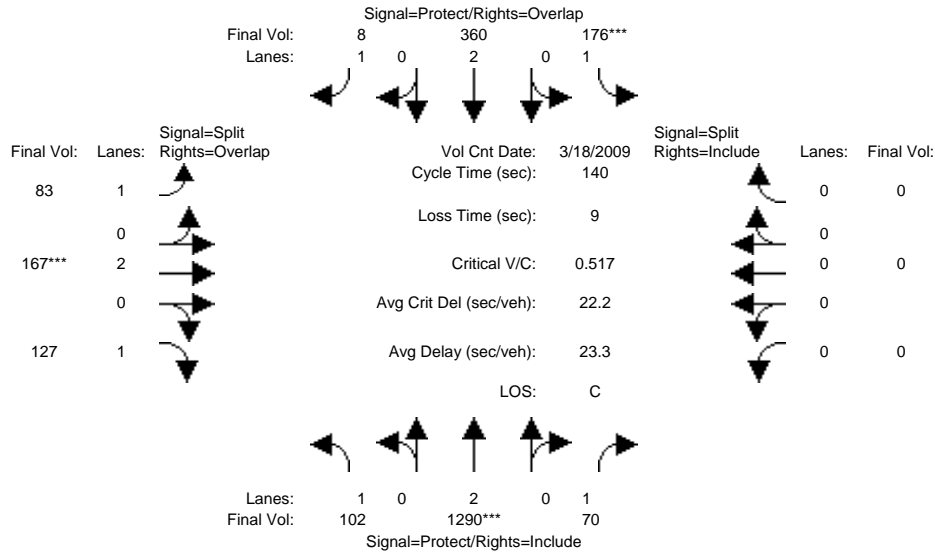
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 8:00-9:00AM												
Base Vol:	68	937	70	192	344	8	83	167	127	23	26	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	937	70	192	344	8	83	167	127	23	26	353
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	937	70	192	344	8	83	167	127	23	26	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	937	70	192	344	8	83	167	127	23	26	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	937	70	192	344	8	83	167	127	23	26	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	937	70	192	344	8	83	167	127	23	26	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.04	0.11	0.09	0.00	0.05	0.04	0.07	0.01	0.01	0.20
Crit Moves:	****			****			****			****		
Green Time:	32.7	63.7	78.5	28.3	59.3	71.5	12.2	21.2	53.9	14.8	23.8	52.1
Volume/Cap:	0.17	0.54	0.07	0.54	0.21	0.01	0.54	0.29	0.19	0.12	0.08	0.54
Delay/Veh:	42.9	28.0	14.1	51.7	25.7	16.8	65.1	53.0	28.7	57.0	49.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	28.0	14.1	51.7	25.7	16.8	65.1	53.0	28.7	57.0	49.0	35.5
LOS by Move:	D	C	B	D	C	B	E	D	C	E	D	D
HCM2k95thQ:	5	25	3	16	9	0	9	7	8	2	2	23

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network AM

Intersection #3287: MATRIX/FIRST



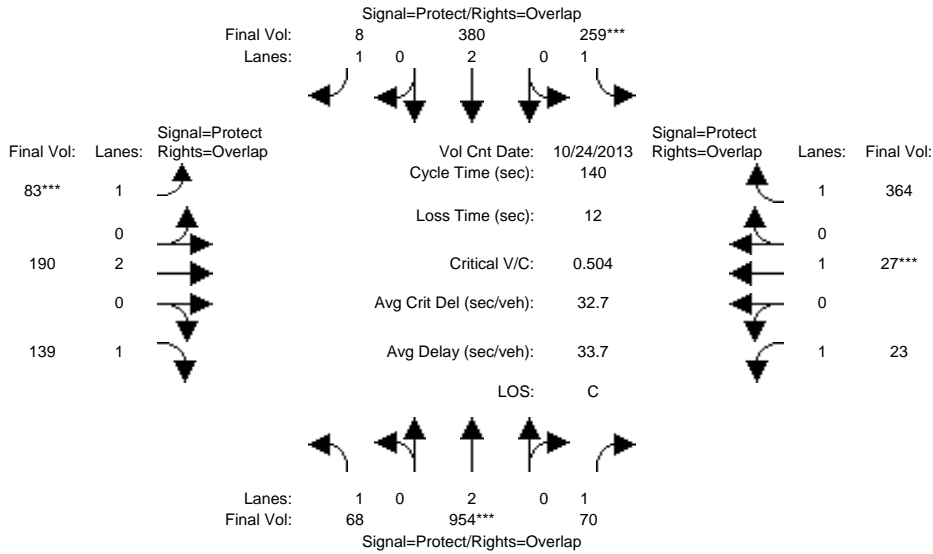
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 8:00-9:00AM												
Base Vol:	94	1290	70	176	360	8	83	167	127	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1290	70	176	360	8	83	167	127	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1290	70	176	360	8	83	167	127	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1290	70	176	360	8	83	167	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1290	70	176	360	8	83	167	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	1290	70	176	360	8	83	167	127	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.04	0.10	0.09	0.00	0.05	0.04	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	45.0	91.2	91.2	27.0	73.2	86.0	12.7	12.7	57.8	0.0	0.0	0.0
Volume/Cap:	0.18	0.52	0.06	0.52	0.18	0.01	0.52	0.48	0.18	0.00	0.00	0.00
Delay/Veh:	34.4	13.1	8.9	52.1	17.6	10.5	63.8	61.6	26.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	13.1	8.9	52.1	17.6	10.5	63.8	61.6	26.1	0.0	0.0	0.0
LOS by Move:	C	B	A	D	B	B	E	E	C	A	A	A
HCM2k95thQ:	6	25	2	15	8	0	9	8	7	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 1

Intersection #3287: MATRIX/FIRST



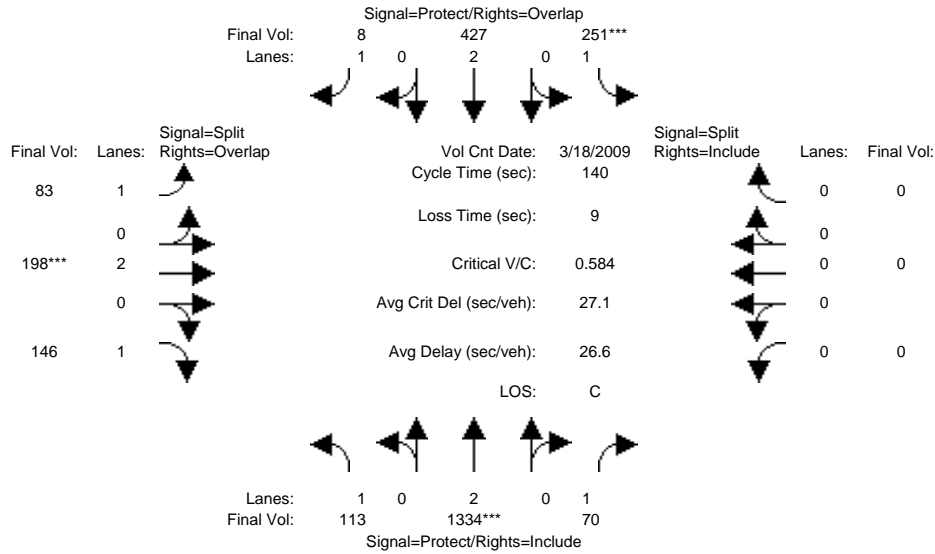
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 8:00-9:00AM												
Base Vol:	68	937	70	192	344	8	83	167	127	23	26	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	937	70	192	344	8	83	167	127	23	26	353
Added Vol:	0	17	0	67	36	0	0	23	12	0	1	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	954	70	259	380	8	83	190	139	23	27	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	954	70	259	380	8	83	190	139	23	27	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	954	70	259	380	8	83	190	139	23	27	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	954	70	259	380	8	83	190	139	23	27	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.04	0.15	0.10	0.00	0.05	0.05	0.08	0.01	0.01	0.21
Crit Moves:	****			****			****			****		
Green Time:	35.2	66.4	75.6	39.1	70.3	82.8	12.5	13.3	48.4	9.3	10.0	49.1
Volume/Cap:	0.15	0.53	0.07	0.53	0.20	0.01	0.53	0.53	0.23	0.20	0.20	0.59
Delay/Veh:	41.0	26.2	15.4	43.8	19.3	11.7	64.3	61.9	32.7	62.7	62.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	26.2	15.4	43.8	19.3	11.7	64.3	61.9	32.7	62.7	62.0	38.8
LOS by Move:	D	C	B	D	B	B	E	E	C	E	E	D
HCM2k95thQ:	5	25	3	19	9	0	9	9	9	2	3	25

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 2

Intersection #3287: MATRIX/FIRST



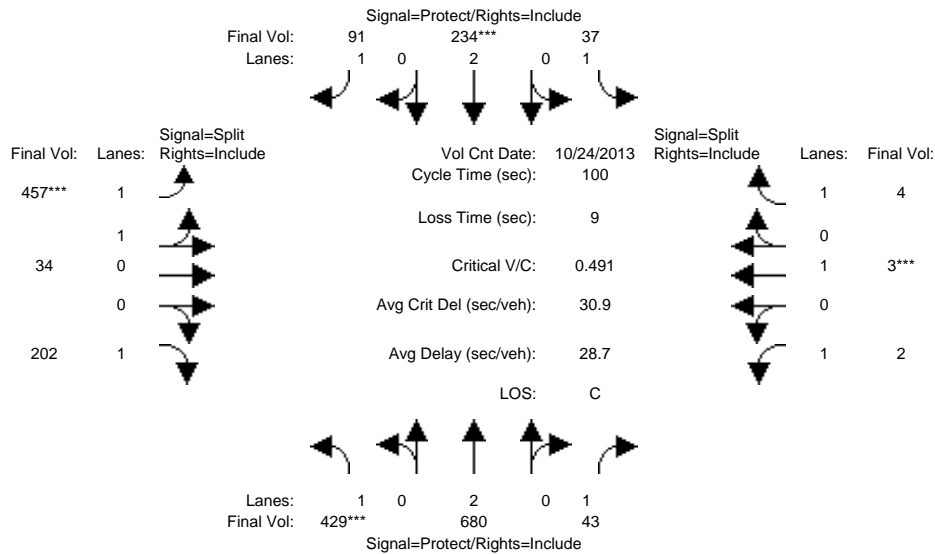
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 8:00-9:00AM												
Base Vol:	94	1290	70	176	360	8	83	167	127	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1290	70	176	360	8	83	167	127	0	0	0
Added Vol:	11	44	0	75	67	0	0	31	19	0	0	0
PasserByVol:	8	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1334	70	251	427	8	83	198	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1334	70	251	427	8	83	198	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1334	70	251	427	8	83	198	146	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1334	70	251	427	8	83	198	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.04	0.14	0.11	0.00	0.05	0.05	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	43.2	84.1	84.1	34.4	75.3	87.8	12.5	12.5	55.7	0.0	0.0	0.0
Volume/Cap:	0.21	0.58	0.07	0.58	0.21	0.01	0.53	0.58	0.21	0.00	0.00	0.00
Delay/Veh:	35.9	17.6	11.6	48.6	16.9	9.8	64.4	63.9	27.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	17.6	11.6	48.6	16.9	9.8	64.4	63.9	27.8	0.0	0.0	0.0
LOS by Move:	D	B	B	D	B	A	E	E	C	A	A	A
HCM2k95thQ:	7	29	3	20	9	0	9	10	9	0	0	0

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

Bay 101

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

Intersection #3515: FIRST/SKYPOR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	24 Oct 2013			<< 7:45-8:45AM				
Base Vol:	429	680	43	37	234	91	457	34	202	2	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	680	43	37	234	91	457	34	202	2	3	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	680	43	37	234	91	457	34	202	2	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	680	43	37	234	91	457	34	202	2	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	680	43	37	234	91	457	34	202	2	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	680	43	37	234	91	457	34	202	2	3	4

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3304	246	1750	1750	1900	1750

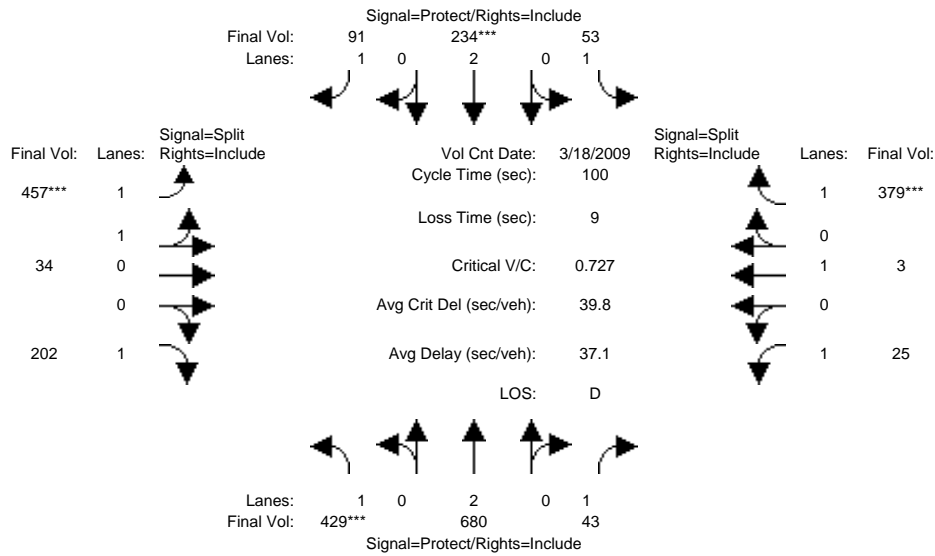
Capacity Analysis Module:												
Vol/Sat:	0.25	0.18	0.02	0.02	0.06	0.05	0.14	0.14	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green Time:	44.6	40.1	40.1	15.7	11.2	11.2	25.2	25.2	25.2	10.0	10.0	10.0
Volume/Cap:	0.55	0.45	0.06	0.13	0.55	0.46	0.55	0.55	0.46	0.01	0.02	0.02
Delay/Veh:	21.2	22.0	18.4	36.5	43.5	43.3	33.2	33.2	32.4	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	22.0	18.4	36.5	43.5	43.3	33.2	33.2	32.4	40.6	40.6	40.6
LOS by Move:	C	C	B	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	20	15	2	2	8	7	14	14	12	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network AM

Intersection #3515: FIRST/SKYPOR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	18 Mar 2009			<< 7:45-8:45AM				
Base Vol:	429	680	43	53	234	91	457	34	202	25	3	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	680	43	53	234	91	457	34	202	25	3	379
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	680	43	53	234	91	457	34	202	25	3	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	680	43	53	234	91	457	34	202	25	3	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	680	43	53	234	91	457	34	202	25	3	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	680	43	53	234	91	457	34	202	25	3	379

Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3304	246	1750	1750	1900	1750

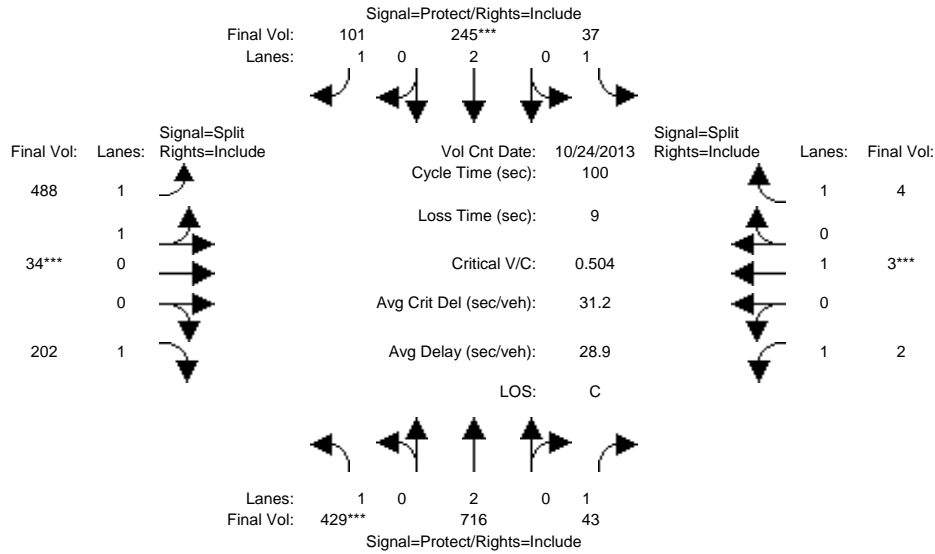
Capacity Analysis Module:	0.25 0.18 0.02			0.03 0.06 0.05			0.14 0.14 0.12			0.01 0.00 0.22		
Vol/Sat:	0.25	0.18	0.02	0.03	0.06	0.05	0.14	0.14	0.12	0.01	0.00	0.22
Crit Moves:	****			****			****					****
Green Time:	33.1	31.0	31.0	12.1	10.0	10.0	18.7	18.7	18.7	29.2	29.2	29.2
Volume/Cap:	0.74	0.58	0.08	0.25	0.62	0.52	0.74	0.74	0.62	0.05	0.01	0.74
Delay/Veh:	34.7	29.7	24.5	40.4	46.2	45.5	42.8	42.8	41.0	25.4	25.1	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	29.7	24.5	40.4	46.2	45.5	42.8	42.8	41.0	25.4	25.1	37.7
LOS by Move:	C	C	C	D	D	D	D	D	D	C	C	D
HCM2k95thQ:	25	17	2	4	9	7	17	17	14	1	0	23

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 1

Intersection #3515: FIRST/SKYPOR



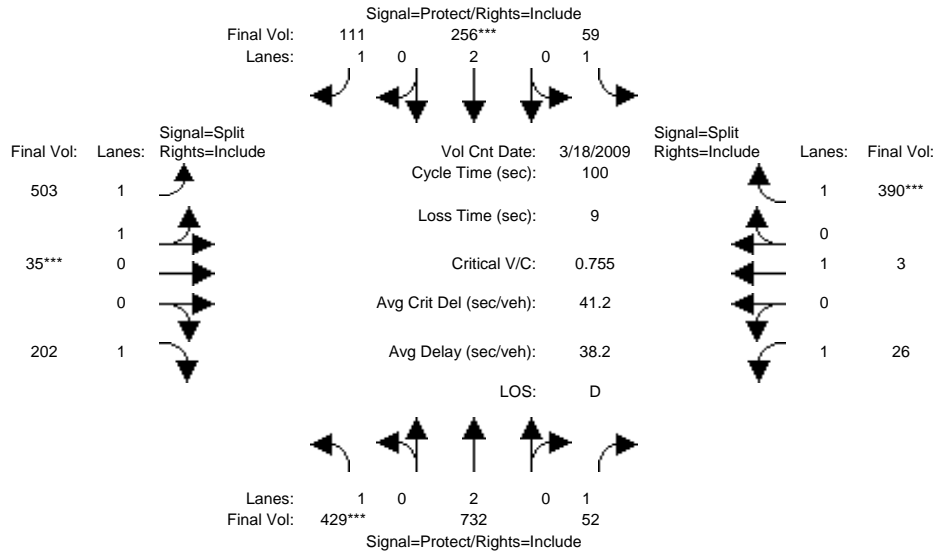
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 7:45-8:45AM												
Base Vol:	429	680	43	37	234	91	457	34	202	2	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	680	43	37	234	91	457	34	202	2	3	4
Added Vol:	0	36	0	0	11	10	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	716	43	37	245	101	488	34	202	2	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	716	43	37	245	101	488	34	202	2	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	716	43	37	245	101	488	34	202	2	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	716	43	37	245	101	488	34	202	2	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3319	231	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.02	0.02	0.06	0.06	0.15	0.15	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	43.5	40.0	40.0	14.9	11.4	11.4	26.1	26.1	26.1	10.0	10.0	10.0
Volume/Cap:	0.56	0.47	0.06	0.14	0.56	0.50	0.56	0.56	0.44	0.01	0.02	0.02
Delay/Veh:	22.1	22.4	18.5	37.3	43.6	43.7	32.8	32.8	31.6	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.4	18.5	37.3	43.6	43.7	32.8	32.8	31.6	40.6	40.6	40.6
LOS by Move:	C	C	B	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	20	15	2	2	9	8	15	15	11	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project AM-Phase 2

Intersection #3515: FIRST/SKYPOR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:45-8:45AM												
Base Vol:	429	680	43	53	234	91	457	34	202	25	3	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	680	43	53	234	91	457	34	202	25	3	379
Added Vol:	0	52	9	6	22	20	46	1	0	1	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	732	52	59	256	111	503	35	202	26	3	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	732	52	59	256	111	503	35	202	26	3	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	732	52	59	256	111	503	35	202	26	3	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	732	52	59	256	111	503	35	202	26	3	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3319	231	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.03	0.03	0.07	0.06	0.15	0.15	0.12	0.01	0.00	0.22
Crit Moves:	****				****			****				****
Green Time:	32.0	30.8	30.8	11.2	10.0	10.0	19.8	19.8	19.8	29.1	29.1	29.1
Volume/Cap:	0.76	0.62	0.10	0.30	0.67	0.63	0.76	0.76	0.58	0.05	0.01	0.76
Delay/Veh:	36.8	30.7	24.7	41.7	48.1	50.7	42.9	42.9	38.9	25.5	25.2	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	30.7	24.7	41.7	48.1	50.7	42.9	42.9	38.9	25.5	25.2	39.1
LOS by Move:	D	C	C	D	D	D	D	D	D	C	C	D
HCM2k95thQ:	26	19	3	4	10	9	19	19	13	1	0	24

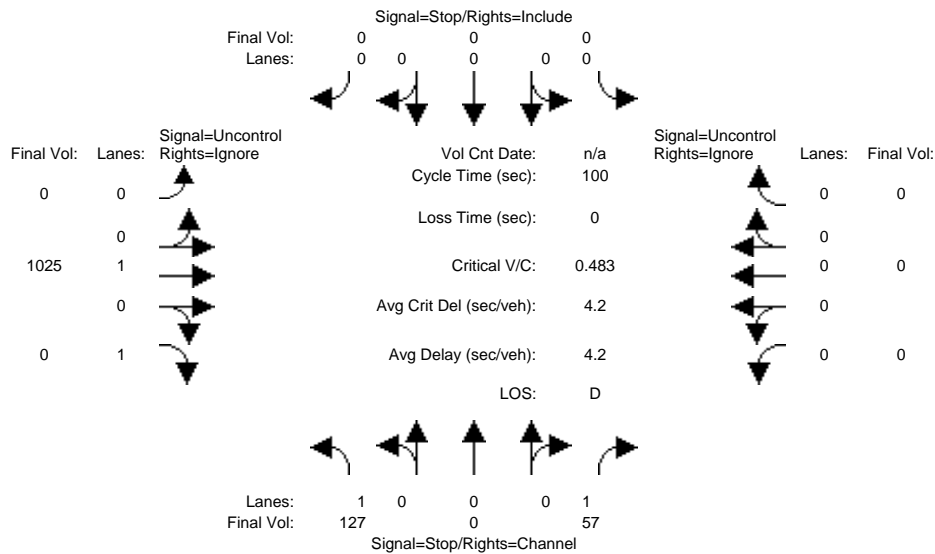
Note: Queue reported is the number of cars per lane.



Bay 101

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

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	127	0	57	0	0	0	0	1025	447	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	0	57	0	0	0	0	1025	447	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	0	57	0	0	0	0	1025	447	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	127	0	57	0	0	0	0	1025	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	0	57	0	0	0	0	1025	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1025	xxxx	1025	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	263	xxxx	288	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	263	xxxx	288	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.48	xxxx	0.20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	2.5	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	30.9	xxxx	20.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT		LT - LTR - RT				LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.7			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	D			*			*		*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 N. 4th Street & Matrix Boulevard

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	127 0 57	0 0 0 0	0 1025 447	0 0 0 0
ApproachDel:	27.7	xxxxxxx	xxxxxxx	xxxxxxx

```

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
    FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=184]
    SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1656]
    SUCCEED - Total volume greater than or equal to 650 for intersection
    with less than four approaches.
    
```

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	127 0 57	0 0 0 0	0 1025 447	0 0 0 0

```

Major Street Volume:      1472
Minor Approach Volume:    184
Minor Approach Volume Threshold: 208
    
```

SIGNAL WARRANT DISCLAIMER

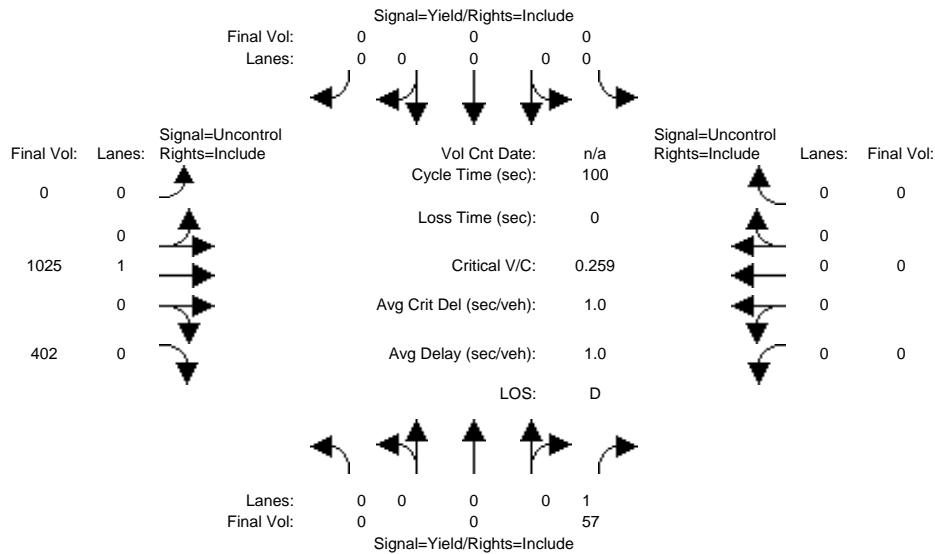
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing Revised Network PM

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	N. 4th Street			Matrix Boulevard								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	57	0	0	0	0	1025	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	57	0	0	0	0	1025	402	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	57	0	0	0	0	1025	402	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	57	0	0	0	0	1025	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	57	0	0	0	0	1025	402	0	0	0

Critical Gap Module:	N. 4th Street			Matrix Boulevard								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	N. 4th Street			Matrix Boulevard								
Cnflct Vol:	xxxx	xxxx	1226	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:	N. 4th Street			Matrix Boulevard											
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	27.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	D	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.0			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	D			*			*			*					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 57	0 0 0	0 1025 402	0 0 0
ApproachDel:	27.0	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=57]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=1484]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 57	0 0 0	0 1025 402	0 0 0

Major Street Volume: 1427  
 Minor Approach Volume: 57  
 Minor Approach Volume Threshold: 125

SIGNAL WARRANT DISCLAIMER

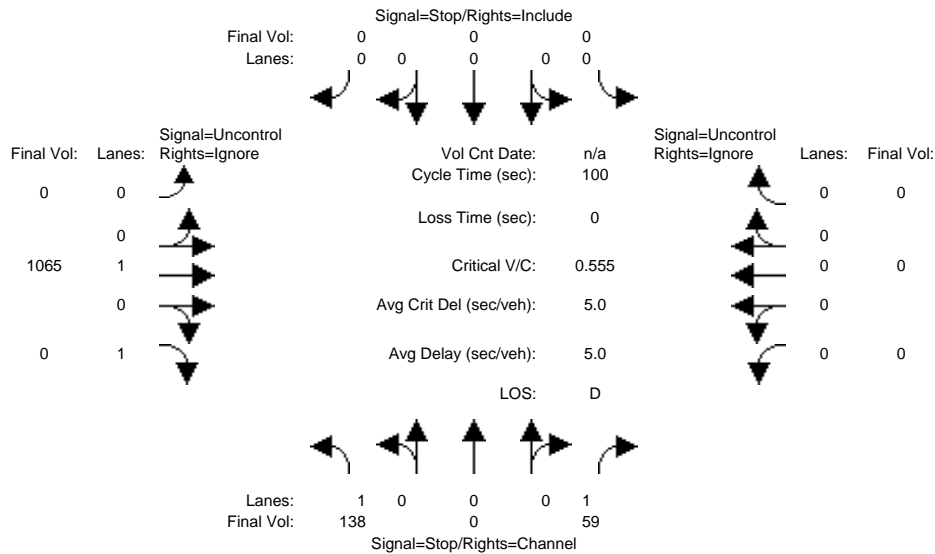
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project PM-Phase 1

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	127	0	57	0	0	0	0	1025	447	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	0	57	0	0	0	0	1025	447	0	0	0
Added Vol:	11	0	2	0	0	0	0	40	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	0	59	0	0	0	0	1065	457	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	138	0	59	0	0	0	0	1065	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	138	0	59	0	0	0	0	1065	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1065	xxxx	1065	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	249	xxxx	273	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	249	xxxx	273	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.56	xxxx	0.22	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	3.1	xxxx	0.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	36.1	xxxx	21.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT		LT - LTR - RT				LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.8		xxxxxx				xxxxxx		xxxxxx			xxxxxx
ApproachLOS:	D		*				*		*			*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 N. 4th Street & Matrix Boulevard

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	138 0 59	0 0 0 0	0 1065 457	0 0 0 0
ApproachDel:	31.8	xxxxxxx	xxxxxxx	xxxxxxx

```

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
  FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=197]
  SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1719]
  SUCCEED - Total volume greater than or equal to 650 for intersection
  with less than four approaches.

```

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 N. 4th Street & Matrix Boulevard  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 0 0 0
Initial Vol:	138 0 59	0 0 0 0	0 1065 457	0 0 0 0

Major Street Volume: 1522  
Minor Approach Volume: 197  
Minor Approach Volume Threshold: 193

SIGNAL WARRANT DISCLAIMER

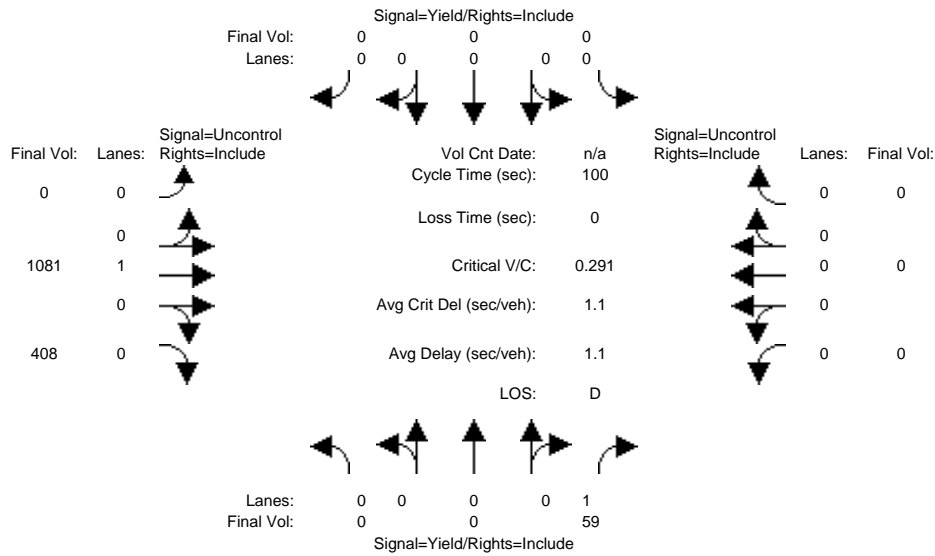
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project PM-Phase 2

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	N. 4th Street			Matrix Boulevard								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	57	0	0	0	0	1025	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	57	0	0	0	0	1025	402	0	0	0
Added Vol:	0	0	2	0	0	0	0	56	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	59	0	0	0	0	1081	408	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	0	0	0	0	1081	408	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	59	0	0	0	0	1081	408	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	1285	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.29	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	29.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	D	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	29.8			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	D			*			*			*					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 59	0 0 0 0	0 1081 408	0 0 0
ApproachDel:	29.8	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=59]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=1548]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 59	0 0 0 0	0 1081 408	0 0 0

Major Street Volume: 1489  
 Minor Approach Volume: 59  
 Minor Approach Volume Threshold: 113

SIGNAL WARRANT DISCLAIMER

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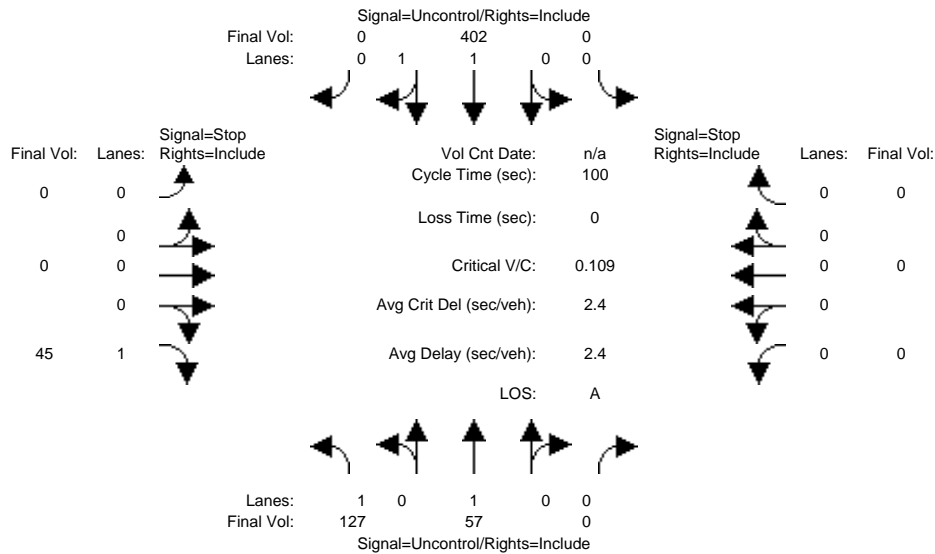
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing Revised Network PM

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	127	57	0	0	402	0	0	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	57	0	0	402	0	0	0	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	57	0	0	402	0	0	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	57	0	0	402	0	0	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	57	0	0	402	0	0	0	45	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflict Vol:	402	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	201	xxxx	xxxx	xxxxx
Potent Cap.:	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	845	xxxx	xxxx	xxxxx
Move Cap.:	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	845	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx								9.5	xxxxxxx		
ApproachLOS:	*								A	*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #4 N. 4th Street & Skyport Drive  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	127 57 0	0 402 0	0 0 0 45	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	9.5	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=45]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=631]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #4 N. 4th Street & Skyport Drive  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	127 57 0	0 402 0	0 0 0 45	0 0 0 0

Major Street Volume: 586  
Minor Approach Volume: 45  
Minor Approach Volume Threshold: 469

SIGNAL WARRANT DISCLAIMER

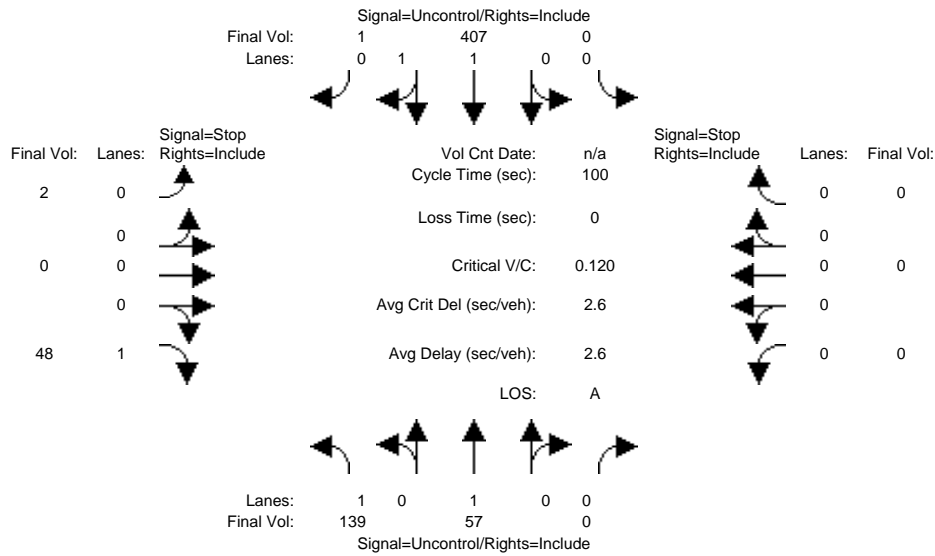
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project PM-Phase 2

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	127	57	0	0	402	0	0	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	57	0	0	402	0	0	0	45	0	0	0
Added Vol:	12	0	0	0	5	1	2	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	57	0	0	407	1	2	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	57	0	0	407	1	2	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	139	57	0	0	407	1	2	0	48	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	408	xxxx	xxxxx	xxxxx	xxxx	xxxxx	743	743	204	xxxx	xxxx	xxxxx
Potent Cap.:	1162	xxxx	xxxxx	xxxxx	xxxx	xxxxx	386	346	842	xxxx	xxxx	xxxxx
Move Cap.:	1162	xxxx	xxxxx	xxxxx	xxxx	xxxxx	350	304	842	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	797	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx			9.8			xxxxxxx				
ApproachLOS:	*	*			A			*				

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #4 N. 4th Street & Skyport Drive

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	139 57 0	0 407 1	2 0 48	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	9.8	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=50]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=654]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	139 57 0	0 407 1	2 0 48	0 0 0 0

Major Street Volume: 604  
 Minor Approach Volume: 50  
 Minor Approach Volume Threshold: 459

SIGNAL WARRANT DISCLAIMER

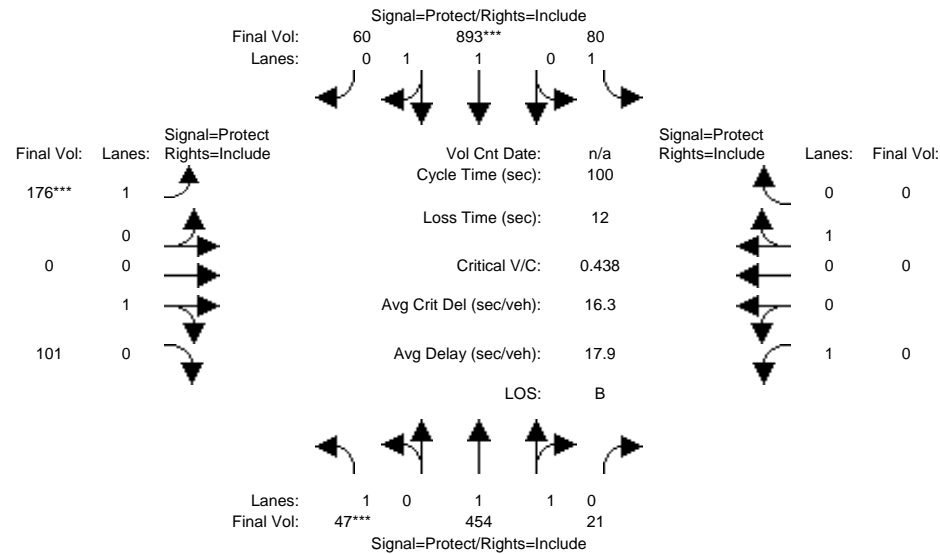
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Bay 101

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

Intersection #12: FIRST/METRO



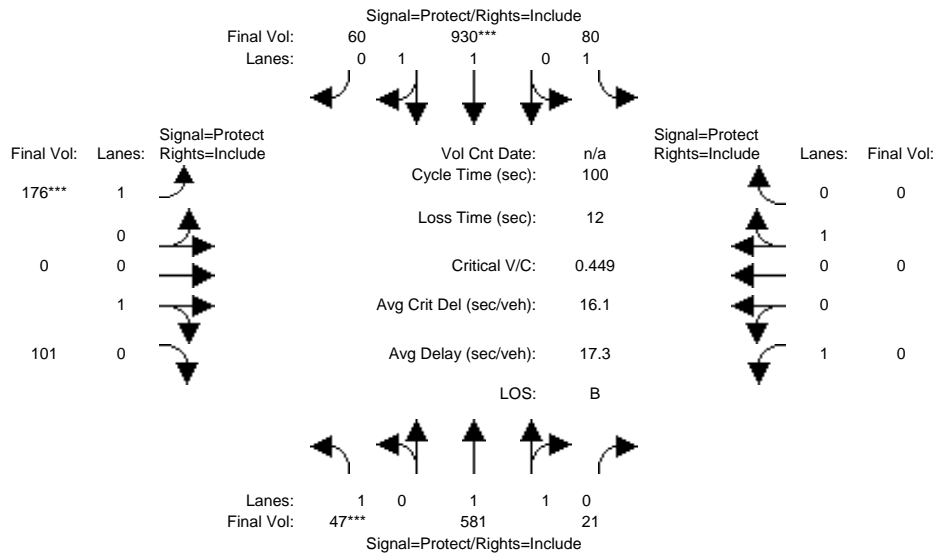
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	454	21	80	893	60	176	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	454	21	80	893	60	176	0	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	454	21	80	893	60	176	0	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	454	21	80	893	60	176	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	454	21	80	893	60	176	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	454	21	80	893	60	176	0	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.87	0.13	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	3536	164	1750	3467	233	1750	0	1800	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.05	0.26	0.26	0.10	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	6.1	47.9	47.9	17.1	58.9	58.9	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.44	0.27	0.27	0.27	0.44	0.44	0.44	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	48.1	15.6	15.6	36.5	11.5	11.5	33.7	0.0	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	15.6	15.6	36.5	11.5	11.5	33.7	0.0	31.7	0.0	0.0	0.0
LOS by Move:	D	B	B	D	B	B	C	A	C	A	A	A
HCM2k95thQ:	4	9	9	5	15	15	10	0	6	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network PM

Intersection #12: FIRST/METRO



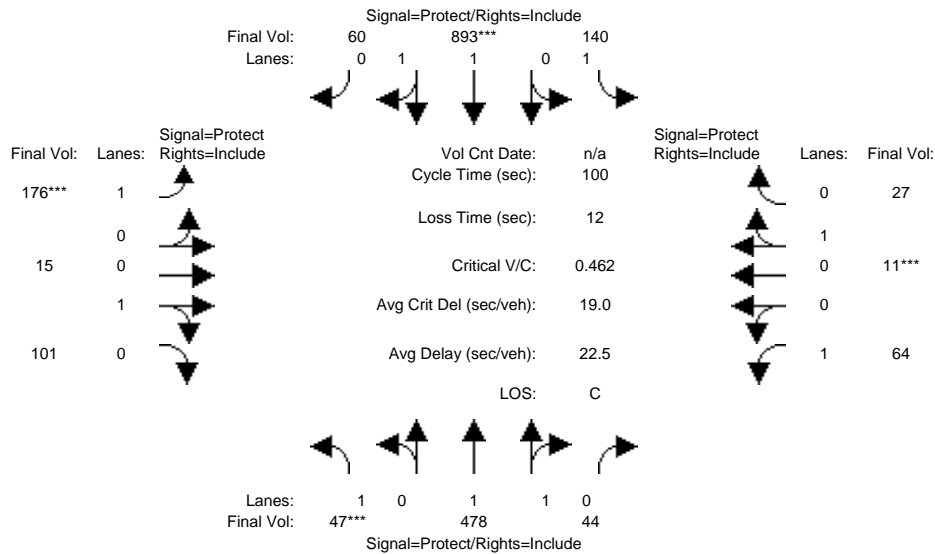
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	581	21	80	930	60	176	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	581	21	80	930	60	176	0	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	581	21	80	930	60	176	0	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	581	21	80	930	60	176	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	581	21	80	930	60	176	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	581	21	80	930	60	176	0	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.88	0.12	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	3571	129	1750	3476	224	1750	0	1800	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.05	0.27	0.27	0.10	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	6.0	51.2	51.2	14.4	59.6	59.6	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.45	0.32	0.32	0.32	0.45	0.45	0.45	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	48.5	14.3	14.3	39.1	11.3	11.3	34.3	0.0	32.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	14.3	14.3	39.1	11.3	11.3	34.3	0.0	32.2	0.0	0.0	0.0
LOS by Move:	D	B	B	D	B	B	C	A	C	A	A	A
HCM2k95thQ:	4	11	11	5	16	16	10	0	6	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 1

Intersection #12: FIRST/METRO



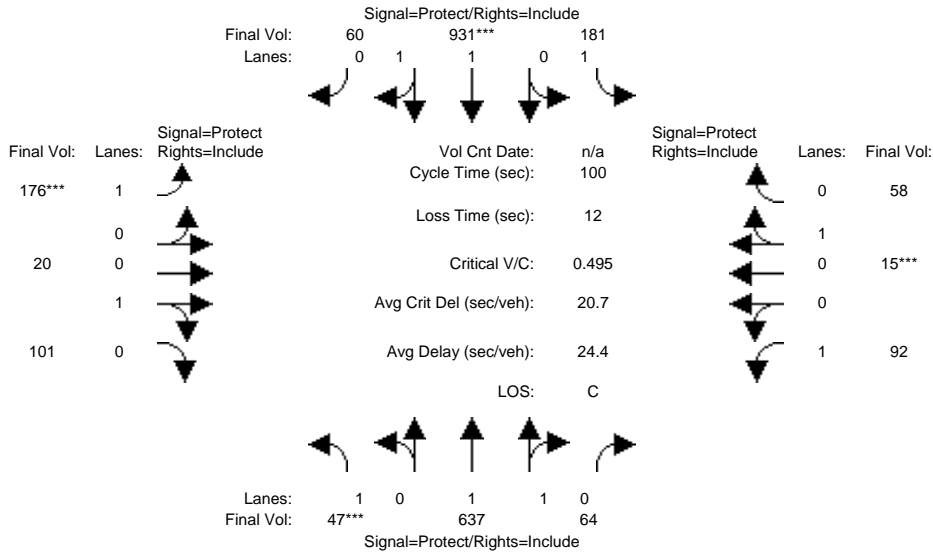
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	454	21	80	893	60	176	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	454	21	80	893	60	176	0	101	0	0	0
Added Vol:	0	24	23	60	0	0	0	15	0	64	11	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	478	44	140	893	60	176	15	101	64	11	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	478	44	140	893	60	176	15	101	64	11	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	478	44	140	893	60	176	15	101	64	11	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	478	44	140	893	60	176	15	101	64	11	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.83	0.17	1.00	1.87	0.13	1.00	0.13	0.87	1.00	0.29	0.71
Final Sat.:	1750	3388	312	1750	3467	233	1750	233	1567	1750	521	1279
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.08	0.26	0.26	0.10	0.06	0.06	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	5.8	39.3	39.3	22.3	55.8	55.8	21.8	16.8	16.8	9.5	4.6	4.6
Volume/Cap:	0.46	0.36	0.36	0.36	0.46	0.46	0.46	0.38	0.38	0.38	0.46	0.46
Delay/Veh:	48.9	21.6	21.6	33.4	13.3	13.3	34.9	37.8	37.8	43.9	50.6	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	21.6	21.6	33.4	13.3	13.3	34.9	37.8	37.8	43.9	50.6	50.6
LOS by Move:	D	C	C	C	B	B	C	D	D	D	D	D
HCM2k95thQ:	4	11	11	8	16	16	11	7	7	5	4	4

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 2

Intersection #12: FIRST/METRO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	581	21	80	930	60	176	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	581	21	80	930	60	176	0	101	0	0	0
Added Vol:	0	56	43	101	1	0	0	20	0	92	15	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	637	64	181	931	60	176	20	101	92	15	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	637	64	181	931	60	176	20	101	92	15	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	637	64	181	931	60	176	20	101	92	15	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	637	64	181	931	60	176	20	101	92	15	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.81	0.19	1.00	1.88	0.12	1.00	0.17	0.83	1.00	0.21	0.79
Final Sat.:	1750	3362	338	1750	3476	224	1750	298	1502	1750	370	1430
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.10	0.27	0.27	0.10	0.07	0.07	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	5.4	38.5	38.5	21.0	54.1	54.1	20.3	16.0	16.0	12.5	8.2	8.2
Volume/Cap:	0.50	0.49	0.49	0.49	0.50	0.50	0.50	0.42	0.42	0.42	0.50	0.50
Delay/Veh:	50.0	23.6	23.6	35.8	14.6	14.6	36.4	38.8	38.8	41.7	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	23.6	23.6	35.8	14.6	14.6	36.4	38.8	38.8	41.7	46.5	46.5
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	16	16	10	18	18	11	8	8	7	6	6

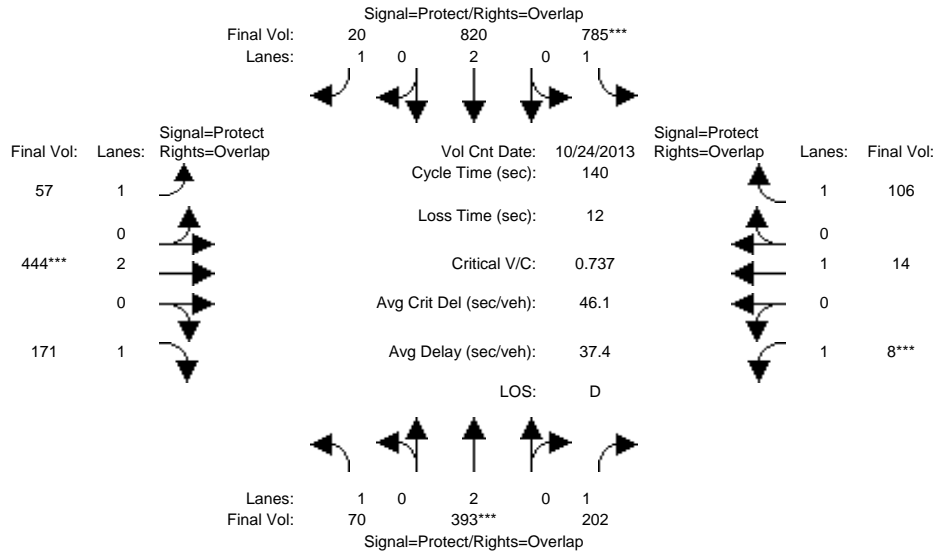
Note: Queue reported is the number of cars per lane.



Bay 101

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

Intersection #3287: MATRIX/FIRST



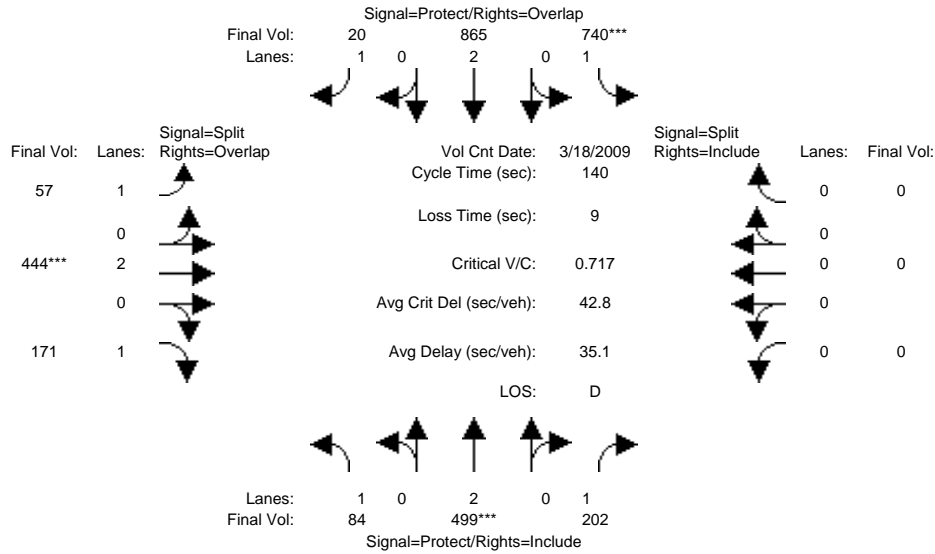
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 4:45-5:45PM												
Base Vol:	70	393	202	785	820	20	57	444	171	8	14	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	393	202	785	820	20	57	444	171	8	14	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	393	202	785	820	20	57	444	171	8	14	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	393	202	785	820	20	57	444	171	8	14	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	393	202	785	820	20	57	444	171	8	14	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	393	202	785	820	20	57	444	171	8	14	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.12	0.45	0.22	0.01	0.03	0.12	0.10	0.00	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.8	18.7	25.7	81.2	81.1	92.7	11.6	21.1	39.9	7.0	16.6	97.7
Volume/Cap:	0.30	0.77	0.63	0.77	0.37	0.02	0.39	0.77	0.34	0.09	0.06	0.09
Delay/Veh:	55.4	65.9	56.7	26.2	15.9	8.1	62.6	63.6	40.1	63.9	54.9	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	65.9	56.7	26.2	15.9	8.1	62.6	63.6	40.1	63.9	54.9	6.8
LOS by Move:	E	E	E	C	B	A	E	E	D	E	D	A
HCM2k95thQ:	6	16	16	46	17	1	6	20	12	1	1	3

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network PM

Intersection #3287: MATRIX/FIRST



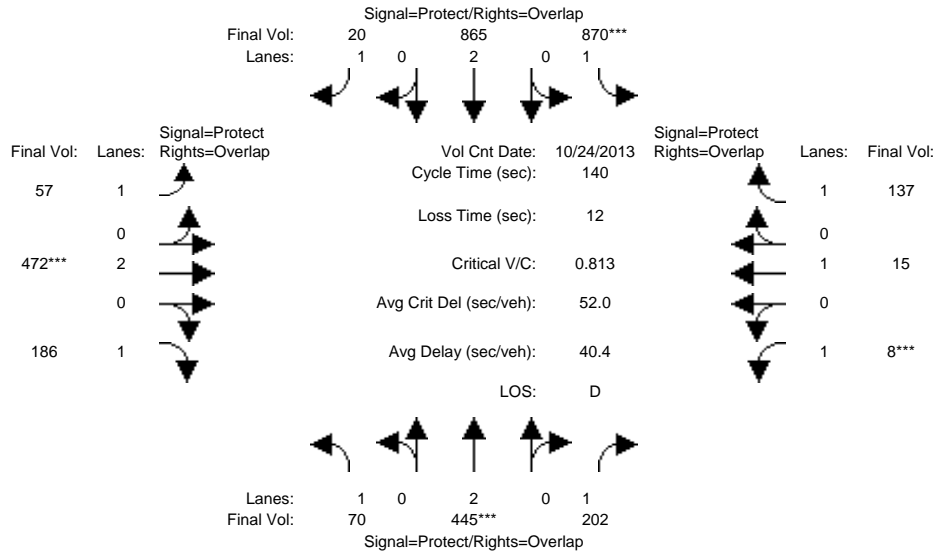
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 4:45-5:45PM												
Base Vol:	84	499	202	740	865	20	57	444	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	499	202	740	865	20	57	444	171	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	499	202	740	865	20	57	444	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	499	202	740	865	20	57	444	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	499	202	740	865	20	57	444	171	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	499	202	740	865	20	57	444	171	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.12	0.42	0.23	0.01	0.03	0.12	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	19.5	25.6	25.6	82.6	88.7	111.5	22.8	22.8	42.3	0.0	0.0	0.0
Volume/Cap:	0.34	0.72	0.63	0.72	0.36	0.01	0.20	0.72	0.32	0.00	0.00	0.00
Delay/Veh:	55.3	57.4	56.8	22.9	12.3	2.9	51.0	59.6	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	57.4	56.8	22.9	12.3	2.9	51.0	59.6	38.1	0.0	0.0	0.0
LOS by Move:	E	E	E	C	B	A	D	E	D	A	A	A
HCM2k95thQ:	7	19	16	41	16	0	5	19	12	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 1

Intersection #3287: MATRIX/FIRST



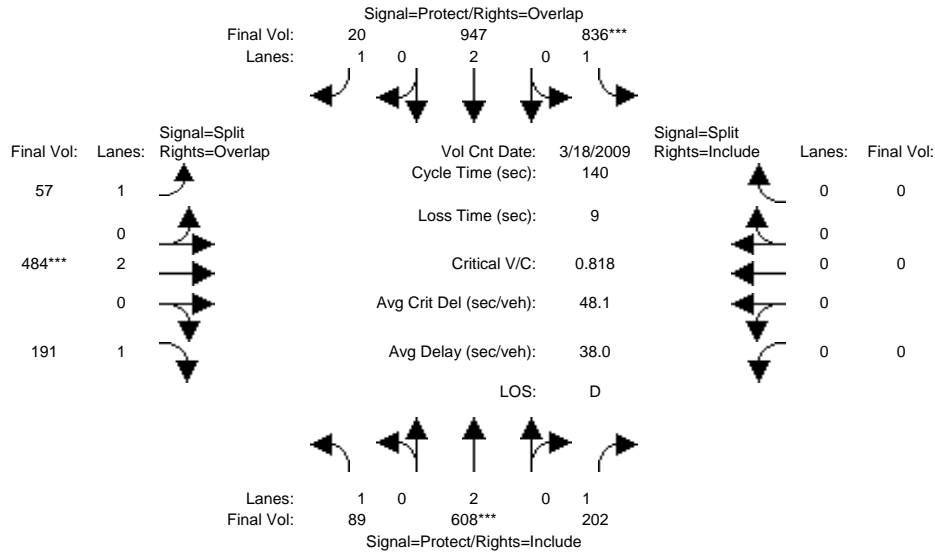
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 4:45-5:45PM												
Base Vol:	70	393	202	785	820	20	57	444	171	8	14	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	393	202	785	820	20	57	444	171	8	14	106
Added Vol:	0	52	0	85	45	0	0	28	15	0	1	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	445	202	870	865	20	57	472	186	8	15	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	445	202	870	865	20	57	472	186	8	15	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	445	202	870	865	20	57	472	186	8	15	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	445	202	870	865	20	57	472	186	8	15	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.50	0.23	0.01	0.03	0.12	0.11	0.00	0.01	0.08
Crit Moves:	****			****			****			****		
Green Time:	18.1	19.2	26.2	81.5	82.5	93.8	11.3	20.4	38.5	7.0	16.1	97.5
Volume/Cap:	0.31	0.85	0.62	0.85	0.39	0.02	0.40	0.85	0.39	0.09	0.07	0.11
Delay/Veh:	56.0	72.0	55.8	31.5	15.4	7.7	63.1	70.7	41.7	63.9	55.4	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	72.0	55.8	31.5	15.4	7.7	63.1	70.7	41.7	63.9	55.4	7.0
LOS by Move:	E	E	E	C	B	A	E	E	D	E	E	A
HCM2k95thQ:	6	19	16	56	18	1	6	22	13	1	1	4

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 2

Intersection #3287: MATRIX/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Mar 2009 << 4:45-5:45PM											
Base Vol:	84	499	202	740	865	20	57	444	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	499	202	740	865	20	57	444	171	0	0	0
Added Vol:	5	109	0	96	82	0	0	40	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	608	202	836	947	20	57	484	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	608	202	836	947	20	57	484	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	608	202	836	947	20	57	484	191	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	608	202	836	947	20	57	484	191	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0

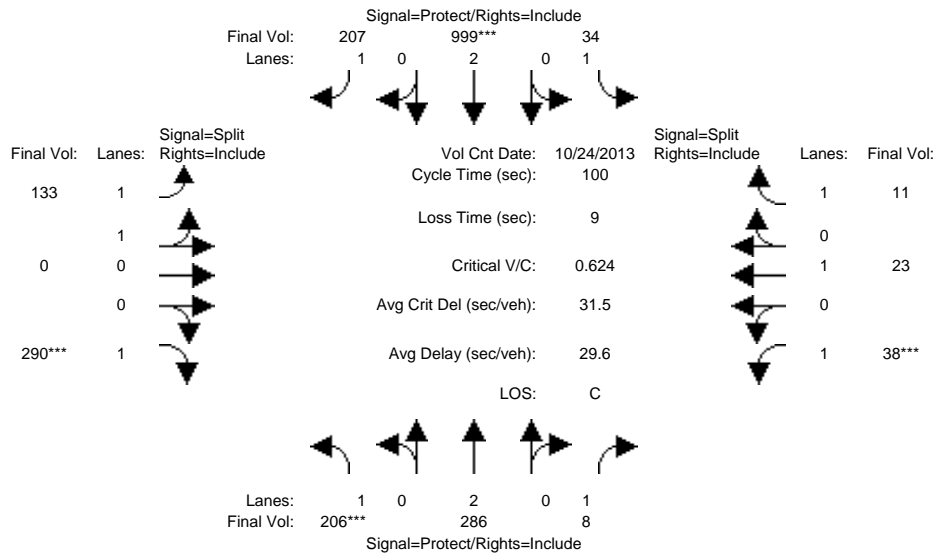
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.12	0.48	0.25	0.01	0.03	0.13	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	27.4	27.4	81.8	90.7	112.5	21.8	21.8	40.3	0.0	0.0	0.0
Volume/Cap:	0.38	0.82	0.59	0.82	0.38	0.01	0.21	0.82	0.38	0.00	0.00	0.00
Delay/Veh:	56.6	61.0	53.9	28.4	11.7	2.7	52.0	65.9	40.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	61.0	53.9	28.4	11.7	2.7	52.0	65.9	40.3	0.0	0.0	0.0
LOS by Move:	E	E	D	C	B	A	D	E	D	A	A	A
HCM2k95thQ:	7	23	16	51	17	0	5	22	13	0	0	0

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

Bay 101

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

Intersection #3515: FIRST/SKYPORT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Oct 2013	<<	4:45-5:45PM						
Base Vol:	206	286	8	34	999	207	133	0	290	38	23	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	286	8	34	999	207	133	0	290	38	23	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	286	8	34	999	207	133	0	290	38	23	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	286	8	34	999	207	133	0	290	38	23	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	286	8	34	999	207	133	0	290	38	23	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	286	8	34	999	207	133	0	290	38	23	11

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1750	1900	1750

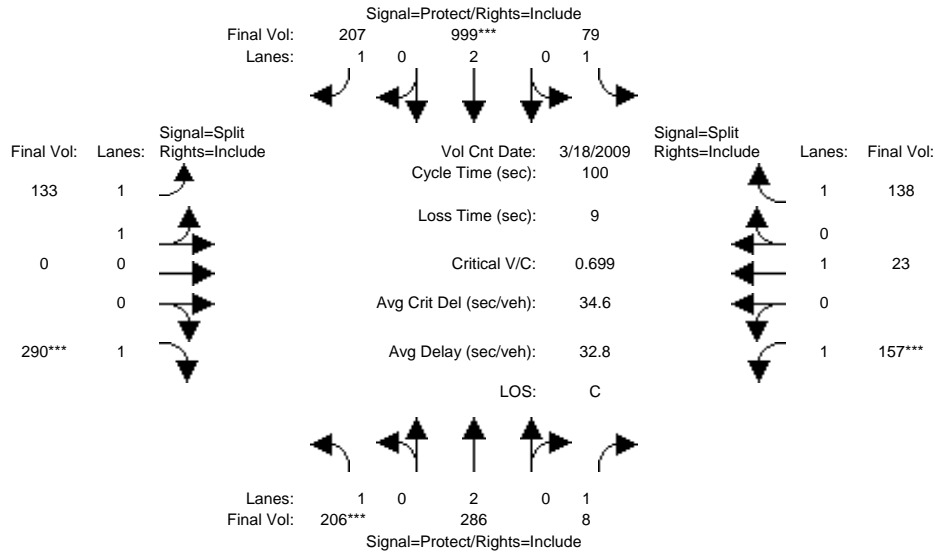
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.00	0.02	0.26	0.12	0.04	0.00	0.17	0.02	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	17.5	33.2	33.2	23.2	39.0	39.0	24.6	0.0	24.6	10.0	10.0	10.0
Volume/Cap:	0.67	0.23	0.01	0.08	0.67	0.30	0.15	0.00	0.67	0.22	0.12	0.06
Delay/Veh:	44.5	24.2	22.4	30.1	26.5	21.4	29.6	0.0	38.3	42.0	41.3	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	24.2	22.4	30.1	26.5	21.4	29.6	0.0	38.3	42.0	41.3	40.9
LOS by Move:	D	C	C	C	C	C	C	A	D	D	D	D
HCM2k95thQ:	14	6	0	2	24	9	4	0	18	3	1	1

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Revised Network PM

Intersection #3515: FIRST/SKYPORT



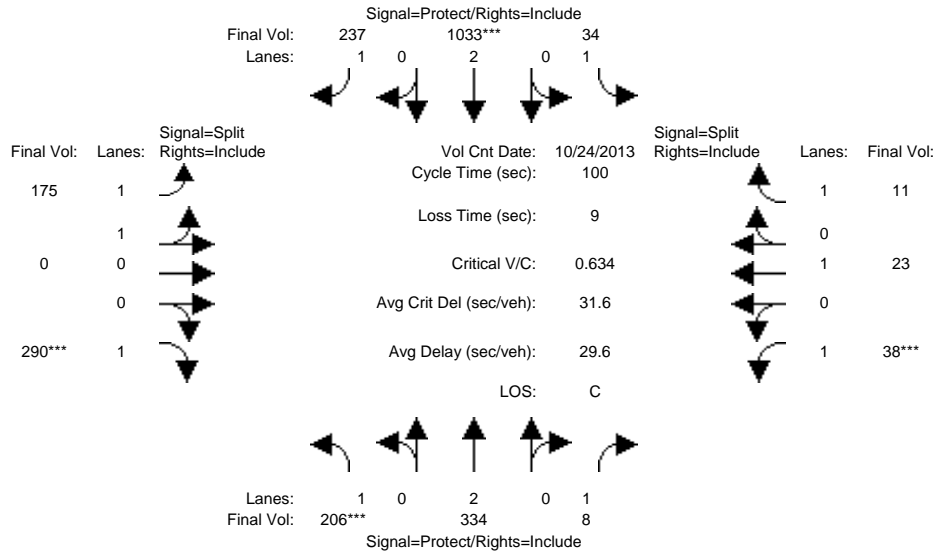
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 4:45-5:45PM												
Base Vol:	206	286	8	79	999	207	133	0	290	157	23	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	286	8	79	999	207	133	0	290	157	23	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	286	8	79	999	207	133	0	290	157	23	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	286	8	79	999	207	133	0	290	157	23	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	286	8	79	999	207	133	0	290	157	23	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	286	8	79	999	207	133	0	290	157	23	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.00	0.05	0.26	0.12	0.04	0.00	0.17	0.09	0.01	0.08
Crit Moves:	****				****				****	****		
Green Time:	16.8	32.0	32.0	22.4	37.6	37.6	23.7	0.0	23.7	12.8	12.8	12.8
Volume/Cap:	0.70	0.23	0.01	0.20	0.70	0.31	0.16	0.00	0.70	0.70	0.09	0.61
Delay/Veh:	46.4	25.1	23.2	31.8	28.0	22.3	30.3	0.0	40.1	51.1	38.6	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	25.1	23.2	31.8	28.0	22.3	30.3	0.0	40.1	51.1	38.6	46.2
LOS by Move:	D	C	C	C	C	C	C	A	D	D	D	D
HCM2k95thQ:	15	6	0	4	25	10	4	0	19	12	1	10

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 1

Intersection #3515: FIRST/SKYPORT



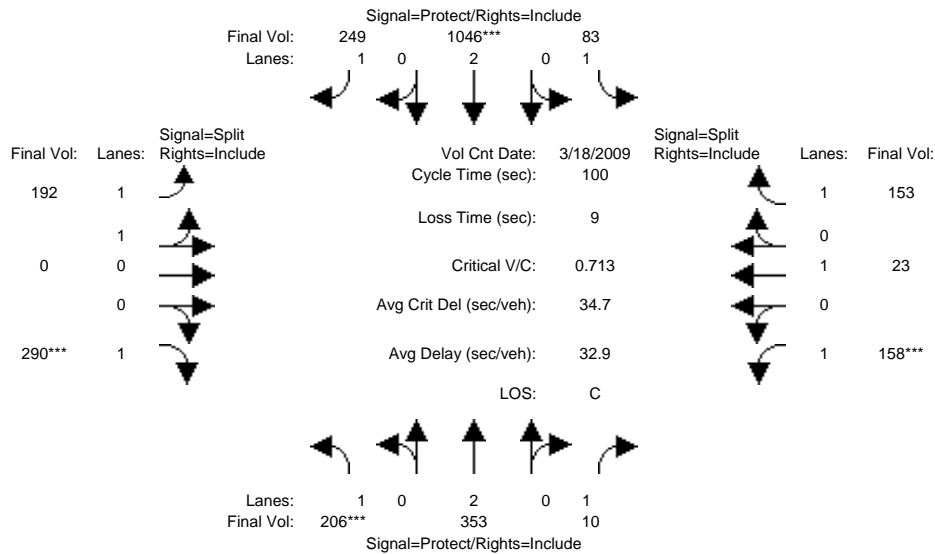
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2013 << 4:45-5:45PM												
Base Vol:	206	286	8	34	999	207	133	0	290	38	23	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	286	8	34	999	207	133	0	290	38	23	11
Added Vol:	0	48	0	0	34	30	42	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	334	8	34	1033	237	175	0	290	38	23	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	334	8	34	1033	237	175	0	290	38	23	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	334	8	34	1033	237	175	0	290	38	23	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	334	8	34	1033	237	175	0	290	38	23	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.00	0.02	0.27	0.14	0.05	0.00	0.17	0.02	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	17.2	33.4	33.4	23.4	39.7	39.7	24.2	0.0	24.2	10.0	10.0	10.0
Volume/Cap:	0.69	0.26	0.01	0.08	0.69	0.34	0.20	0.00	0.69	0.22	0.12	0.06
Delay/Veh:	45.3	24.4	22.3	30.0	26.3	21.4	30.4	0.0	39.1	42.0	41.3	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	24.4	22.3	30.0	26.3	21.4	30.4	0.0	39.1	42.0	41.3	40.9
LOS by Move:	D	C	C	C	C	C	C	A	D	D	D	D
HCM2k95thQ:	15	7	0	2	25	11	5	0	18	3	1	1

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project PM-Phase 2

Intersection #3515: FIRST/SKYPORT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 4:45-5:45PM												
Base Vol:	206	286	8	79	999	207	133	0	290	157	23	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	286	8	79	999	207	133	0	290	157	23	138
Added Vol:	0	67	2	4	47	42	59	0	0	1	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	353	10	83	1046	249	192	0	290	158	23	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	353	10	83	1046	249	192	0	290	158	23	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	353	10	83	1046	249	192	0	290	158	23	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	353	10	83	1046	249	192	0	290	158	23	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.01	0.05	0.28	0.14	0.05	0.00	0.17	0.09	0.01	0.09
Crit Moves:	****				****				****	****		
Green Time:	16.5	32.4	32.4	22.7	38.6	38.6	23.2	0.0	23.2	12.7	12.7	12.7
Volume/Cap:	0.71	0.29	0.02	0.21	0.71	0.37	0.23	0.00	0.71	0.71	0.10	0.69
Delay/Veh:	47.6	25.3	23.0	31.6	27.7	22.3	31.3	0.0	41.2	52.4	38.8	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	25.3	23.0	31.6	27.7	22.3	31.3	0.0	41.2	52.4	38.8	50.7
LOS by Move:	D	C	C	C	C	C	C	A	D	D	D	D
HCM2k95thQ:	15	8	0	5	26	11	5	0	19	13	1	12

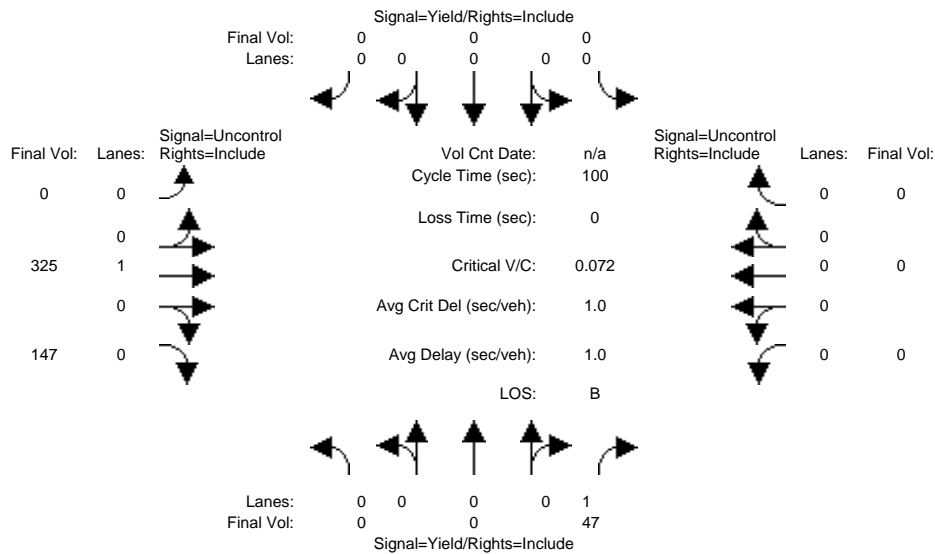
Note: Queue reported is the number of cars per lane.



Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project Alternative AM-Phase 2

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	46	0	0	0	0	299	143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	46	0	0	0	0	299	143	0	0	0
Added Vol:	0	0	1	0	0	0	0	26	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	47	0	0	0	0	325	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	47	0	0	0	0	325	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	47	0	0	0	0	325	147	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	656	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	656	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 N. 4th Street & Matrix Boulevard

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 47	0 0 0 0	0 325 147	0 0 0
ApproachDel:	10.9	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=47]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=519]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 47	0 0 0 0	0 325 147	0 0 0

Major Street Volume: 472  
 Minor Approach Volume: 47  
 Minor Approach Volume Threshold: 420

SIGNAL WARRANT DISCLAIMER

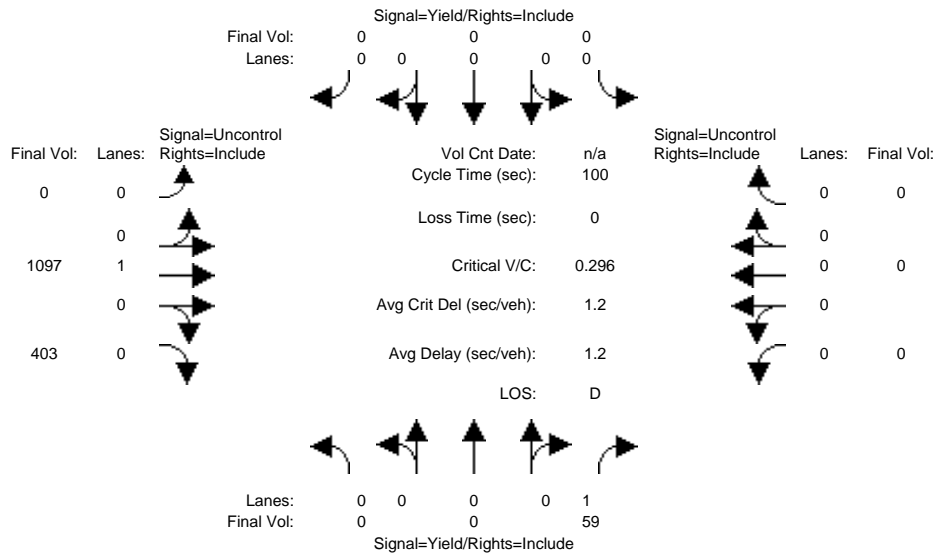
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project Alternative PM-Phase 2

Intersection #3: N. 4th Street & Matrix Boulevard



Street Name: N. 4th Street Matrix Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	N. 4th Street			Matrix Boulevard								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	57	0	0	0	0	1025	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	57	0	0	0	0	1025	402	0	0	0
Added Vol:	0	0	2	0	0	0	0	72	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	59	0	0	0	0	1097	403	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	0	0	0	0	1097	403	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	59	0	0	0	0	1097	403	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	1299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	199	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	199	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	30.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	D	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	30.5			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	D			*			*			*					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #3 N. 4th Street & Matrix Boulevard  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 59	0 0 0	0 1097 403	0 0 0
ApproachDel:	30.5	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound][lanes=1][control=Yield Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Controller not stop sign.  
 Signal Warrant Rule #2: [approach volume=59]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=2][total volume=1559]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 N. 4th Street & Matrix Boulevard  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 0 59	0 0 0	0 1097 403	0 0 0

Major Street Volume: 1500  
 Minor Approach Volume: 59  
 Minor Approach Volume Threshold: 111

SIGNAL WARRANT DISCLAIMER

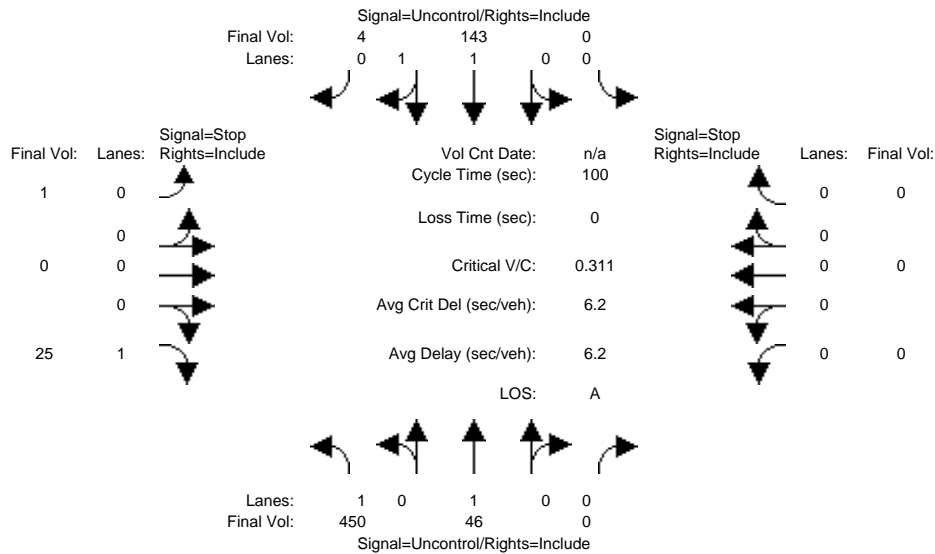
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project Alternative AM-Phase 2

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	398	46	0	0	143	0	0	0	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	46	0	0	143	0	0	0	16	0	0	0
Added Vol:	52	0	0	0	0	4	1	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	46	0	0	143	4	1	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	46	0	0	143	4	1	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	450	46	0	0	143	4	1	0	25	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	147	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1091	1091	74	xxxx	xxxx	xxxxxx
Potent Cap.:	1447	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	240	217	994	xxxx	xxxx	xxxxxx
Move Cap.:	1447	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	182	149	994	xxxx	xxxx	xxxxxx
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	848	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			9.4		xxxxxxx		
ApproachLOS:	*				*			A		*		*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	450 46 0	0 143 4	1 0 25	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	9.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=26]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=669]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	450 46 0	0 143 4	1 0 25	0 0 0 0

Major Street Volume: 643  
 Minor Approach Volume: 26  
 Minor Approach Volume Threshold: 437

SIGNAL WARRANT DISCLAIMER

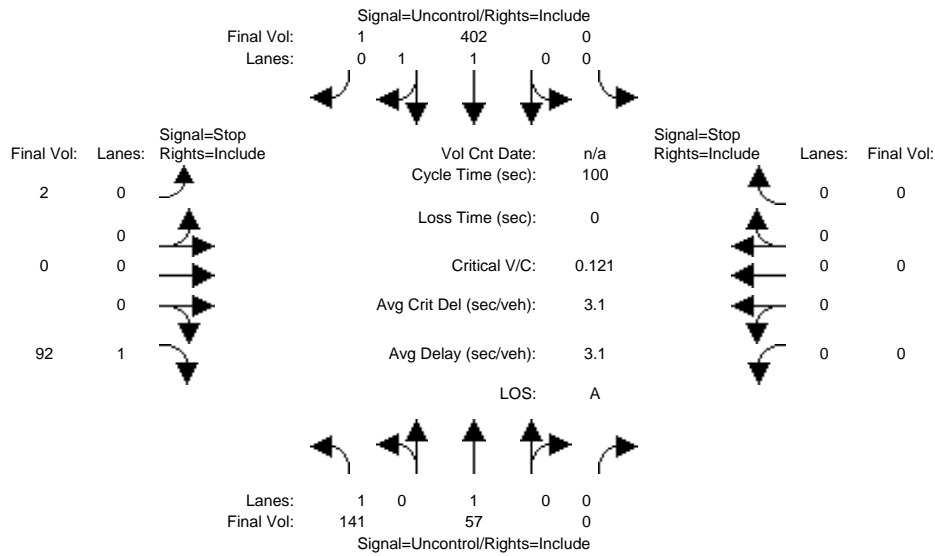
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Bay 101

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Project Alternative PM-Phase 2

Intersection #4: N. 4th Street & Skyport Drive



Street Name: N. 4th Street Skyport Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	127	57	0	0	402	0	0	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	57	0	0	402	0	0	0	45	0	0	0
Added Vol:	14	0	0	0	0	1	2	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	57	0	0	402	1	2	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	57	0	0	402	1	2	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	141	57	0	0	402	1	2	0	92	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	403	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	742	742	202	xxxx	xxxx	xxxxxx
Potent Cap.:	1167	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	386	346	844	xxxx	xxxx	xxxxxx
Move Cap.:	1167	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	351	304	844	xxxx	xxxx	xxxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.11	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	820	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx			10.0			xxxxxxx				
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	141 57 0	0 402 1	2 0 92	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	10.0	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=94]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=695]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #4 N. 4th Street & Skyport Drive  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	141 57 0	0 402 1	2 0 92	0 0 0 0

Major Street Volume: 601  
 Minor Approach Volume: 94  
 Minor Approach Volume Threshold: 460

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

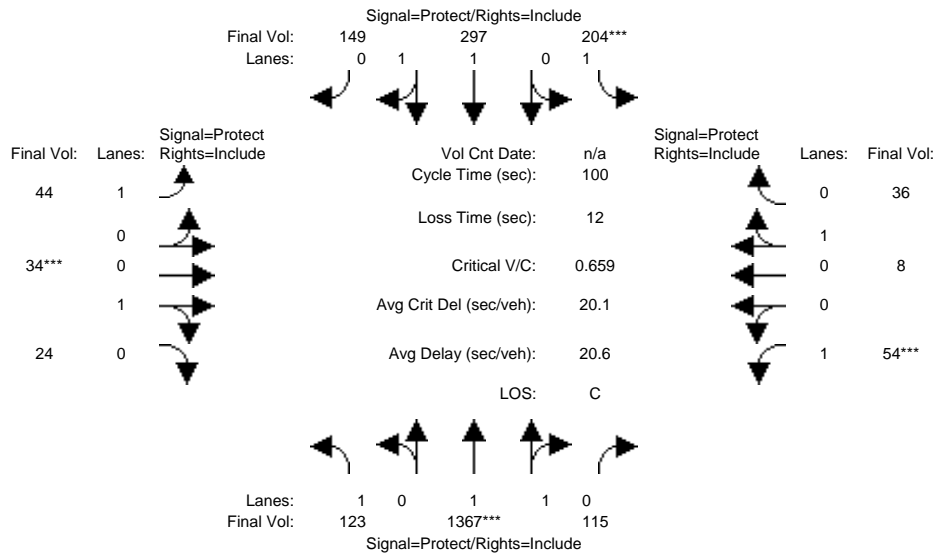
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative AM-Phase 2

Intersection #12: FIRST/METRO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	1343	43	41	293	149	44	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1343	43	41	293	149	44	0	24	0	0	0
Added Vol:	0	24	72	163	4	0	0	34	0	54	8	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1367	115	204	297	149	44	34	24	54	8	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1367	115	204	297	149	44	34	24	54	8	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1367	115	204	297	149	44	34	24	54	8	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1367	115	204	297	149	44	34	24	54	8	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.31	0.69	1.00	0.59	0.41	1.00	0.18	0.82
Final Sat.:	1750	3413	287	1750	2463	1236	1750	1055	745	1750	327	1473

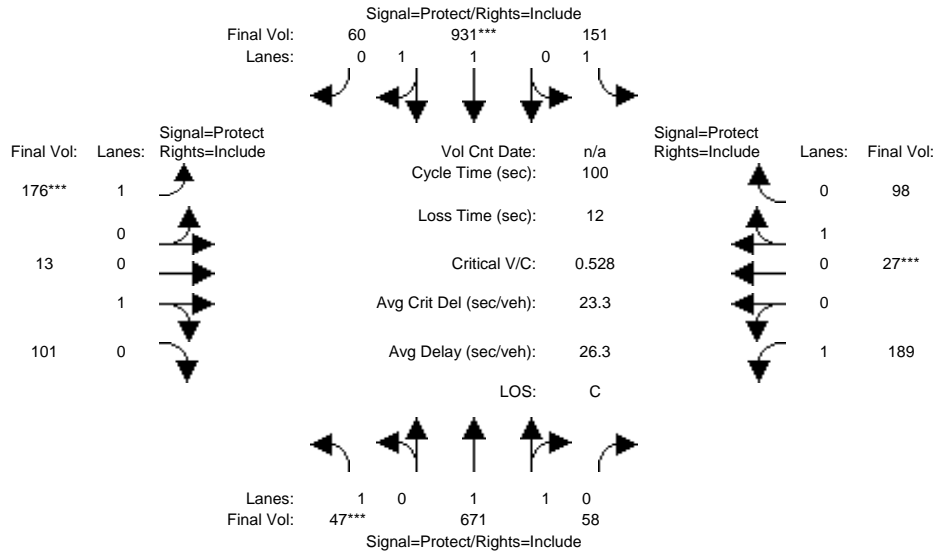
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.12	0.12	0.12	0.03	0.03	0.03	0.03	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.9	60.8	60.8	17.7	49.6	49.6	4.9	4.9	4.9	4.7	4.7	4.7
Volume/Cap:	0.24	0.66	0.66	0.66	0.24	0.24	0.52	0.66	0.66	0.66	0.52	0.52
Delay/Veh:	27.5	13.6	13.6	43.5	14.5	14.5	52.0	63.7	63.7	64.9	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	13.6	13.6	43.5	14.5	14.5	52.0	63.7	63.7	64.9	52.1	52.1
LOS by Move:	C	B	B	D	B	B	D	E	E	E	D	D
HCM2k95thQ:	6	27	27	12	8	8	5	6	6	6	4	4

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative PM-Phase 2

Intersection #12: FIRST/METRO



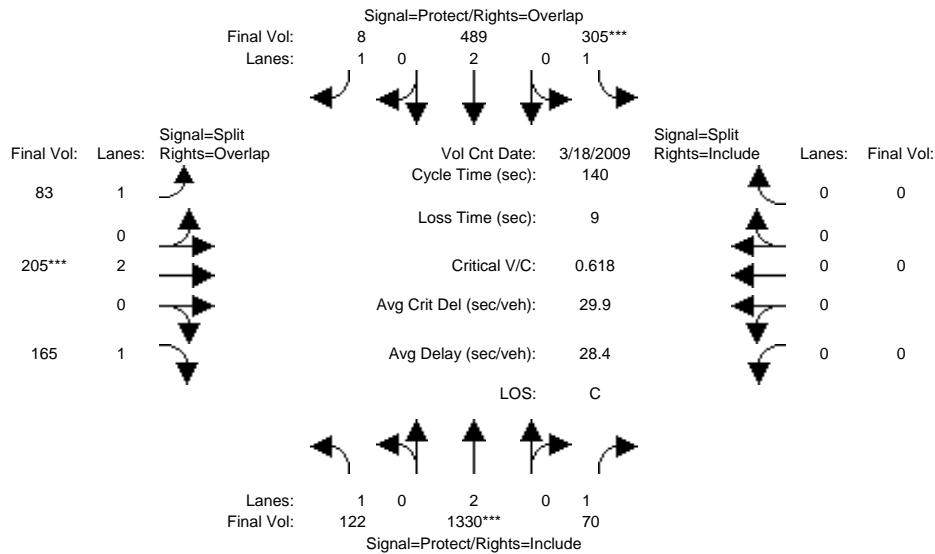
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	581	21	80	930	60	176	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	581	21	80	930	60	176	0	101	0	0	0
Added Vol:	0	90	37	71	1	0	0	13	0	189	27	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	671	58	151	931	60	176	13	101	189	27	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	671	58	151	931	60	176	13	101	189	27	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	671	58	151	931	60	176	13	101	189	27	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	671	58	151	931	60	176	13	101	189	27	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.88	0.12	1.00	0.11	0.89	1.00	0.22	0.78
Final Sat.:	1750	3405	294	1750	3476	224	1750	205	1595	1750	389	1411
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.09	0.27	0.27	0.10	0.06	0.06	0.11	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	5.1	38.8	38.8	17.0	50.7	50.7	19.0	11.9	11.9	20.3	13.1	13.1
Volume/Cap:	0.53	0.51	0.51	0.51	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	52.1	23.6	23.6	39.1	16.9	16.9	38.0	44.0	44.0	37.2	42.8	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	23.6	23.6	39.1	16.9	16.9	38.0	44.0	44.0	37.2	42.8	42.8
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	17	17	9	19	19	11	8	8	12	9	9

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative AM-Phase 2

Intersection #3287: MATRIX/FIRST



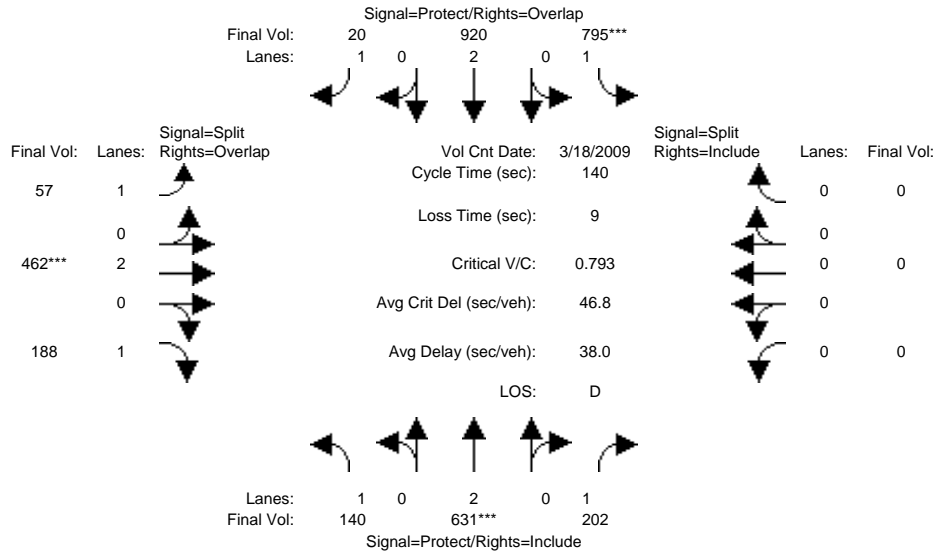
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 8:00-9:00AM												
Base Vol:	94	1290	70	176	360	8	83	167	127	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1290	70	176	360	8	83	167	127	0	0	0
Added Vol:	20	40	0	129	129	0	0	38	38	0	0	0
PasserByVol:	8	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1330	70	305	489	8	83	205	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1330	70	305	489	8	83	205	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1330	70	305	489	8	83	205	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1330	70	305	489	8	83	205	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.04	0.17	0.13	0.00	0.05	0.05	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	41.7	79.3	79.3	39.5	77.0	89.3	12.2	12.2	54.0	0.0	0.0	0.0
Volume/Cap:	0.23	0.62	0.07	0.62	0.23	0.01	0.54	0.62	0.24	0.00	0.00	0.00
Delay/Veh:	37.3	20.8	13.7	46.1	16.3	9.2	65.2	65.2	29.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	20.8	13.7	46.1	16.3	9.2	65.2	65.2	29.4	0.0	0.0	0.0
LOS by Move:	D	C	B	D	B	A	E	E	C	A	A	A
HCM2k95thQ:	8	31	3	23	10	0	9	10	10	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative PM-Phase 2

Intersection #3287: MATRIX/FIRST



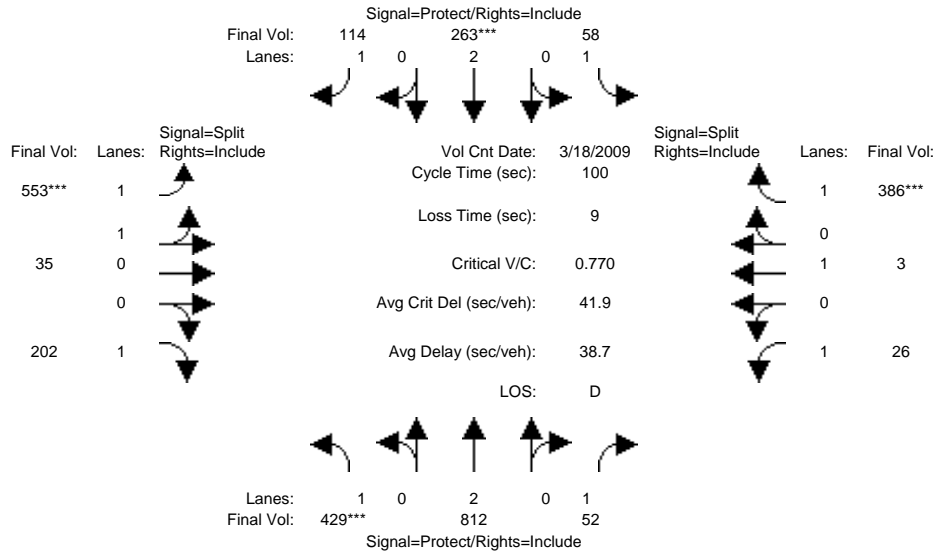
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 4:45-5:45PM												
Base Vol:	84	499	202	740	865	20	57	444	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	499	202	740	865	20	57	444	171	0	0	0
Added Vol:	56	132	0	55	55	0	0	18	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	631	202	795	920	20	57	462	188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	631	202	795	920	20	57	462	188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	631	202	795	920	20	57	462	188	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	631	202	795	920	20	57	462	188	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.12	0.45	0.24	0.01	0.03	0.12	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	27.2	29.3	29.3	80.2	82.3	103.8	21.5	21.5	48.7	0.0	0.0	0.0
Volume/Cap:	0.41	0.79	0.55	0.79	0.41	0.02	0.21	0.79	0.31	0.00	0.00	0.00
Delay/Veh:	50.2	57.9	51.3	27.8	15.8	4.7	52.3	64.5	33.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	57.9	51.3	27.8	15.8	4.7	52.3	64.5	33.7	0.0	0.0	0.0
LOS by Move:	D	E	D	C	B	A	D	E	C	A	A	A
HCM2k95thQ:	11	23	15	48	19	0	5	21	12	0	0	0

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative AM-Phase 2

Intersection #3515: FIRST/SKYPOR



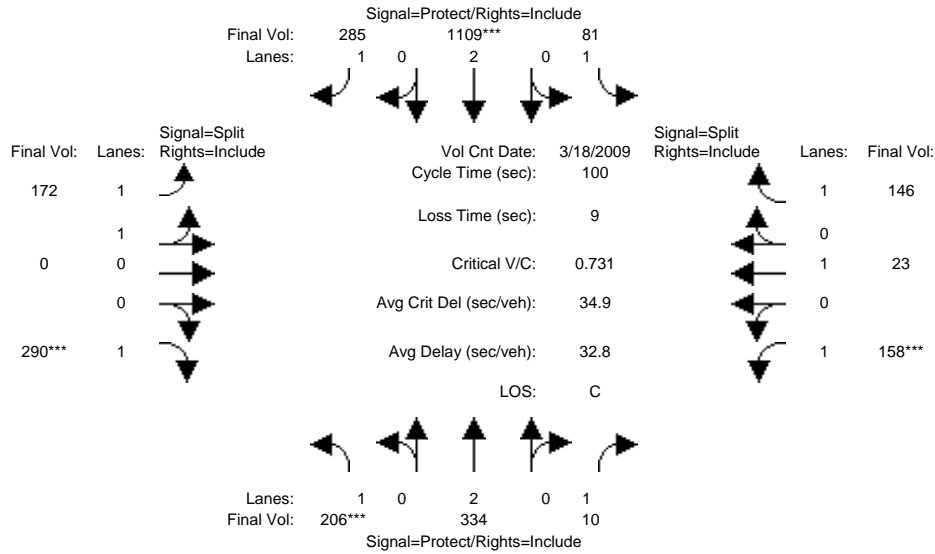
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:45-8:45AM												
Base Vol:	429	680	43	53	234	91	457	34	202	25	3	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	680	43	53	234	91	457	34	202	25	3	379
Added Vol:	0	132	9	5	29	23	96	1	0	1	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	812	52	58	263	114	553	35	202	26	3	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	812	52	58	263	114	553	35	202	26	3	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	812	52	58	263	114	553	35	202	26	3	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	812	52	58	263	114	553	35	202	26	3	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3339	211	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.03	0.03	0.07	0.07	0.17	0.17	0.12	0.01	0.00	0.22
Crit Moves:	****				****		****					****
Green Time:	31.5	31.2	31.2	10.2	10.0	10.0	21.3	21.3	21.3	28.3	28.3	28.3
Volume/Cap:	0.78	0.68	0.10	0.32	0.69	0.65	0.78	0.78	0.54	0.05	0.01	0.78
Delay/Veh:	38.2	31.8	24.5	42.7	48.9	51.8	42.4	42.4	36.7	26.1	25.8	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	31.8	24.5	42.7	48.9	51.8	42.4	42.4	36.7	26.1	25.8	40.7
LOS by Move:	D	C	C	D	D	D	D	D	D	C	C	D
HCM2k95thQ:	26	21	3	4	10	10	20	20	13	1	0	24

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

Bay 101

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project Alternative PM-Phase 2

Intersection #3515: FIRST/SKYPORT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 4:45-5:45PM												
Base Vol:	206	286	8	79	999	207	133	0	290	157	23	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	286	8	79	999	207	133	0	290	157	23	138
Added Vol:	0	48	2	2	110	78	39	0	0	1	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	334	10	81	1109	285	172	0	290	158	23	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	334	10	81	1109	285	172	0	290	158	23	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	334	10	81	1109	285	172	0	290	158	23	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	334	10	81	1109	285	172	0	290	158	23	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.01	0.05	0.29	0.16	0.05	0.00	0.17	0.09	0.01	0.08
Crit Moves:	****				****				****	****		
Green Time:	16.1	32.9	32.9	23.1	39.9	39.9	22.7	0.0	22.7	12.3	12.3	12.3
Volume/Cap:	0.73	0.27	0.02	0.20	0.73	0.41	0.21	0.00	0.73	0.73	0.10	0.68
Delay/Veh:	49.3	24.8	22.6	31.3	27.4	22.0	31.6	0.0	42.7	54.3	39.1	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	24.8	22.6	31.3	27.4	22.0	31.6	0.0	42.7	54.3	39.1	50.2
LOS by Move:	D	C	C	C	C	C	C	A	D	D	D	D
HCM2k95thQ:	15	7	0	5	27	13	5	0	19	13	1	12

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