Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #4 Russell Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #4 Russell Ave/Burke St

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	7	0	60	15	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	0	60	15	0	0	0	0	0	0	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:	0	7	0	60	15	0	0	0	0	0	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	7	0	60	15	0	0	0	0	0	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	27	xxxxx	4	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	870	xxxxx	1023	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	870	xxxxx	1017	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	xxxx	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	9.2	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	991	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	9.2			8.9			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #4 Russell Ave/Burke St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: | 0.0|

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:																
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:																
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[8.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0	15	0	0	0		0	0	0		0	0	7	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0	15	0	0	0		0	0	0		0	0	7	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	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	0	15	0	0	0		0	0	0		0	0	7	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0	15	0	0	0		0	0	0		0	0	7	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5		6.2	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0		3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	7		0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	892		1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	892		1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	0.00		0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx		xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*		*	A	*	*	*	*	*	*	*	*			
Movement:	LT -	LTR -		RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx		0	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:	xxxxxx				8.6				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Existing PM Peak Hour + Phase I

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

Intersection #5 Cameron Ave/Burke St

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	0%				0%				0%				0%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Scenario Report

Scenario:	2035 AM Peak
Command:	Default Command
Volume:	2035 AM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	2035 AM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1		223.00	AM Peak	0.22	0.78	49	174	223	100.0
	Zone 1 Subtotal					49	174	223	100.0
TOTAL						49	174	223	100.0

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Trip Distribution Report

Percent Of Trips Default

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	5.0	3.0	25.0	20.0	1.0	9.0	5.0	2.0	3.0	22.0	5.0

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Caldwell Avenue/Burke Street													
Base	0	0	0	16	0	36	15	746	0	0	1253	15	2081
Added	43	5	16	0	1	0	0	12	12	4	43	0	136
Total	43	5	16	16	1	36	15	758	12	4	1296	15	2217
#2 Caldwell Avenue/Ben Maddox Way													
Base	0	0	0	21	0	279	136	448	0	0	690	20	1594
Added	43	17	14	0	10	2	26	21	0	8	2	0	143
Total	43	17	14	21	10	281	162	469	0	8	692	20	1737
#3 Caldwell Avenue/Edison Street													
Base	0	0	0	0	0	0	0	762	0	0	969	0	1731
Added	0	0	31	0	0	0	0	16	12	0	47	0	106
Total	0	0	31	0	0	0	0	778	12	0	1016	0	1837
#4 Russel Ave/Burke St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	32	0	9	9	0	0	0	0	0	0	32	82
Total	0	32	0	9	9	0	0	0	0	0	0	32	82
#5 Cameron Ave/Burke St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	9	0	0	0	0	0	0	0	32	41
Total	0	0	0	9	0	0	0	0	0	0	0	32	41
#6 Russel Ave/Ben Maddox Way													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	21	0	0	9	9	53	0	2	0	0	0	94
Total	0	21	0	0	9	9	53	0	2	0	0	0	94
#7 Cameron Ave/Ben Maddox Way													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	2	9	21	0	2	0	0	0	34
Total	0	0	0	0	2	9	21	0	2	0	0	0	34
#8 Reese Avenue/Bradley Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	2	0	0	0	0	0	0	0	1	3
Total	0	0	0	2	0	0	0	0	0	0	0	1	3

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Caldwell Avenue/Burke Street	D	33.9	0.257	F	119.7	0.755	+85.750 D/V
# 2 Caldwell Avenue/Ben Maddox Way	C	23.3	0.574	C	27.2	0.625	+ 3.964 D/V
# 3 Caldwell Avenue/Edison Street	A	0.0	0.000	B	11.3	0.052	+11.312 D/V
# 4 Russel Ave/Burke St		0.0	0.000	A	9.3	0.037	+ 9.323 D/V
# 5 Cameron Ave/Burke St		0.0	0.000	A	8.5	0.009	+ 8.531 D/V
# 6 Russel Ave/Ben Maddox Way		0.0	0.000	A	9.9	0.032	+ 9.867 D/V
# 7 Cameron Ave/Ben Maddox Way		0.0	0.000	A	8.5	0.013	+ 8.516 D/V
# 8 Reese Avenue/Bradley Street		0.0	0.000	A	8.5	0.002	+ 8.507 D/V

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Caldwell Avenue/Burke Street	No / No	No / No
# 3 Caldwell Avenue/Edison Street	No / No	No / No
# 4 Russel Ave/Burke St	No / No	No / No
# 5 Cameron Ave/Burke St	No / No	No / No
# 6 Russel Ave/Ben Maddox Way	No / No	No / No
# 7 Cameron Ave/Ben Maddox Way	No / No	No / No
# 8 Reese Avenue/Bradley Street	No / No	No / No

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Caldwell Avenue/Burke Street

****

Base 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	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	0		0		0	16		0		36	15		746		0	0		1253		15
Approachdel:	xxxxxx					33.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=52]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2081]
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 wartanting 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.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Caldwell Avenue/Burke Street

****

Base 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	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	0		0		0	16		0		36	15		746		0	0		1253		15

Major Street Volume: 2029
Minor Approach Volume: 52
Minor Approach Volume Threshold: 70 [less than minimum of 150]

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****
Intersection #1 Caldwell Avenue/Burke Street
****
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	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Initial Vol:	43	5	16	16	1	36	15	758	12	4	1296	15
ApproachDel:	119.7			65.8			xxxxxx			xxxxxx		

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=64]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2217]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2217]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****
Intersection #1 Caldwell Avenue/Burke Street
****
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	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Initial Vol:	43	5	16	16	1	36	15	758	12	4	1296	15

Major Street Volume: 2100
Minor Approach Volume: 64
Minor Approach Volume Threshold: 55 [less than minimum of 150]

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

Base 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:	0	0	0	0	1		0	0	0	0	0		0	0	1	1	0		0	0	2	0	0	
Initial Vol:	0		0		0		0		0		0		0		762		0		0		969		0	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Caldwell Avenue/Edison Street

Base 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:	0	0	0	0	1		0	0	0	0	0		0	0	1	1	0		0	0	2	0	0	
Initial Vol:	0		0		0		0		0		0		0		762		0		0		969		0	

Major Street Volume: 1731
Minor Approach Volume: 0
Minor Approach Volume Threshold: 96 [less than minimum of 100]

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		31	0		0		0	0		778		12	0		1016		0
ApproachDel:	11.3					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound]{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=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1837]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Caldwell Avenue/Edison Street

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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		31	0		0		0	0		778		12	0		1016		0

Major Street Volume: 1806
Minor Approach Volume: 31
Minor Approach Volume Threshold: 81 [less than minimum of 100]

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #4 Russel Ave/Burke St

Base 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:	0 0 1		0 0	0 1	0 0	0	0 0	0 0	0	0 0	0 0	1
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Russel Ave/Burke St

Base 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:	0 0 1		0 0	0 1	0 0	0	0 0	0 0	0	0 0	0 0	1
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****
Intersection #4 Russel Ave/Burke St
****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Initial Vol:	0	32		0	9	9		0	0			0	0			32
ApproachDel:		9.3				8.9				xxxxxx				xxxxxx		

Approach[northbound][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=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=82]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][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=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=82]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

****
Intersection #4 Russel Ave/Burke St
****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Initial Vol:	0	32		0	9	9		0	0			0	0			32

Major Street Volume: 32
Minor Approach Volume: 32
Minor Approach Volume Threshold: 1137

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Cameron Ave/Burke St

****

Base 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:	0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	1	
Initial Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ApproachDel:	0.0						0.0						0.0						0.0					

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

****

Intersection #5 Cameron Ave/Burke St

****

Base 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:	0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	1	
Initial Vol:	0		0		0		0		0		0		0		0		0		0		0		0	

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Cameron Ave/Burke St

****

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:	0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	1	
Initial Vol:	0		0		0		9		0		0		0		0		0		0		0		32	
ApproachDel:	xxxxxx						8.5						xxxxxx						xxxxxx					

Approach[southbound][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=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=41]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Cameron Ave/Burke St

****

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:	0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	1	
Initial Vol:	0		0		0		9		0		0		0		0		0		0		0		32	

Major Street Volume: 32
Minor Approach Volume: 9
Minor Approach Volume Threshold: 1137

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

Base 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:	0 0	1	0 0	0 0	0	1 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Russel Ave/Ben Maddox Way

Base 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:	0 0	1	0 0	0 0	0	1 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

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:	0	0 1	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Initial Vol:	0	21	0	0	9	9	53	0	2	0	0	0
ApproachDel:	9.9			9.1			xxxxxx			xxxxxx		

Approach[northbound][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=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=94]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][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=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=94]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Russel Ave/Ben Maddox Way

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:	0	0 1	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Initial Vol:	0	21	0	0	9	9	53	0	2	0	0	0

Major Street Volume: 55
Minor Approach Volume: 21
Minor Approach Volume Threshold: 993

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #7 Cameron Ave/Ben Maddox Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ApproachDel:	0.0				0.0				0.0				0.0			

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Cameron Ave/Ben Maddox Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	0		0	0	0		0	0	0		0	0	0		0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Cameron Ave/Ben Maddox Way

****

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:	0	1	0	0	0	0	0	1!	0	0	0	0
Initial Vol:	0	0	0	0	2	9	21	0	2	0	0	0
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		

Approach[southbound][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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=34]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

****

Intersection #7 Cameron Ave/Ben Maddox Way

****

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:	0	1	0	0	0	0	0	1!	0	0	0	0
Initial Vol:	0	0	9	0	2	9	21	0	2	0	0	0

Major Street Volume: 23
Minor Approach Volume: 11
Minor Approach Volume Threshold: 1225

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #8 Reese Avenue/Bradley Street

Base 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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ApproachDel:	0.0					0.0					0.0					0.0				

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Reese Avenue/Bradley Street

Base 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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	0		0		0	0		0		0	0		0		0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Reese Avenue/Bradley Street

****

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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	2		0		0	0		0		0	0		0		1
ApproachDel:	xxxxxx					8.5					xxxxxx					xxxxxx				

Approach[southbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=3]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Reese Avenue/Bradley Street

****

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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	2		0		0	0		0		0	0		0		1

Major Street Volume: 1
Minor Approach Volume: 2
Minor Approach Volume Threshold: 2062

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	16	0	36	15	746	0	0	1253	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	36	15	746	0	0	1253	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	17	0	39	16	811	0	0	1362	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	39	16	811	0	0	1362	16
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1524	2222	405	1808	2214	689	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	80	42	592	69	43	386	478	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	70	41	592	68	41	386	478	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.10	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	75.7	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	xxxxxx			33.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	3%			3%			5%			5%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:										#6		
Dist(miles):										0.000		
Speed (mph):										0.00		
SignalIndex:										#2		
Cycle Time:												0 secs
InitVolume:										0	0	
Saturation:										0	0	
ArrivalType:										0	0	
G/C:										0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:										0.000	0.000	
gq1:										0.00	0.00	
gq2:										0.00	0.00	
gq:										0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:											0.000	
beta:											0.000	
ta (secs):											0.000	
F:											0.000	
f:										0.000	0.000	
vcmax:										0	0	
vcg:										0	0	
vcmin:										0	0	
tp:										0.0	0.0	
p:											0.000	
*** Computation 3: Platoon Event Periods												
pdom/psubo:										0.000/0.000/Unconstrained		
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1524	2222	405	1808	2214	689	1378	xxxxx	xxxxx	0	xxxxx	xxxxx
AdjCnflVol:	1524	2222	405	1808	2214	689	1378	xxxxx	xxxxx	0	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1524	2222	405	1808	2214	689	1378	xxxxx	xxxxx	0	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	80	42	592	69	43	386	478	xxxxx	xxxxx	1600	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	80	42	592	69	43	386	478	xxxxx	xxxxx	1600	xxxxx	xxxxx

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: F[119.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	16	0	36	15	746	0	0	1253	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	36	15	746	0	0	1253	15
Added Vol:	43	5	16	0	1	0	0	12	12	4	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	5	16	16	1	36	15	758	12	4	1296	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	5	17	17	1	39	16	824	13	4	1409	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	5	17	17	1	39	16	824	13	4	1409	16
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1577	2297	418	1873	2295	713	1425	xxxx	xxxxx	837	xxxx	xxxxx
Potent Cap.:	73	38	581	44	38	372	458	xxxx	xxxxx	774	xxxx	xxxxx
Move Cap.:	62	36	581	36	36	372	458	xxxx	xxxxx	774	xxxx	xxxxx
Volume/Cap:	0.75	0.15	0.03	0.48	0.03	0.11	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.3	xxxx	xxxxx	1.6	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	158.9	xxxx	xxxxx	174.2	xxxx	xxxxx	13.1	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	127	xxxx	xxxx	298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.6	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	39.4	xxxxx	xxxx	19.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	E	*	*	C	*	*	*	*	*	*
ApproachDel:	119.7			65.8			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	3%			3%			5%			5%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:										#6		
Dist(miles):										0.000		
Speed (mph):										0.00		
SignalIndex:										#2		
Cycle Time:												0 secs
InitVolume:										0	0	
Saturation:										0	0	
ArrivalType:										0	0	
G/C:										0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:										0.000	0.000	
gq1:										0.00	0.00	
gq2:										0.00	0.00	
gq:										0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:											0.000	
beta:											0.000	
ta (secs):											0.000	
F:											0.000	
f:										0.000	0.000	
vcmax:										0	0	
vcg:										0	0	
vcmin:										0	0	
tp:										0.0	0.0	
p:											0.000	
*** Computation 3: Platoon Event Periods												
pdom/psubc:										0.000/0.000/Unconstrained		
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1577	2297	418	1873	2295	713	1425	xxxxx	xxxxx	837	xxxxx	xxxxx
AdjCnflVol:	1577	2297	418	1873	2295	713	1425	xxxxx	xxxxx	837	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1577	2297	418	1873	2295	713	1425	xxxxx	xxxxx	837	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	73	38	581	44	38	372	458	xxxxx	xxxxx	774	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	73	38	581	44	38	372	458	xxxxx	xxxxx	774	xxxxx	xxxxx

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	12	Average Delay (sec/veh):	23.3
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		21	0	279		136	448	0		0	690	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		21	0	279		136	448	0		0	690	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		23	0	303		148	487	0		0	750	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		23	0	303		148	487	0		0	750	22	
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:	0	0	0		23	0	303		148	487	0		0	750	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.92	1.00	0.83		0.90	0.90	0.95		1.00	0.90	0.90	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.94	0.06	
Final Sat.:	1900	1900	1900		1753	1900	1568		1718	3437	0		1900	3327	96	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.19		0.09	0.14	0.00		0.00	0.23	0.23	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.34	0.00	0.34		0.15	0.54	0.00		0.00	0.39	0.39	
Volume/Cap:	0.00	0.00	0.00		0.04	0.00	0.57		0.57	0.26	0.00		0.00	0.57	0.57	
Delay/Veh:	0.0	0.0	0.0		22.3	0.0	28.8		42.7	12.2	0.0		0.0	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		22.3	0.0	28.8		42.7	12.2	0.0		0.0	24.4	24.4	
LOS by Move:	A		A	A		C	A		C	D	B		A	A	C	C
HCM2kAvgQ:	0		0	0		0	0		8	5	4		0	10	10	

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
HCM Ops Adjusted Lane Utilization Module:																								
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Lane Group:	L		T		R		L		T		R		L		RT		RT		L		RT		RT	
#LnsInGrps:	1		1		1		1		1		1		1		2		2		1		2		2	
HCM Ops Input Saturation Adj Module:																								
Lane Width:	12		12		12		12		12		12		12		12		12		12		12		12	
CrsswalkWid:			8						8						8						8			
% Hev Veh:			3						3						5						5			
Grade:			0%						0%						0%						0%			
Parking/Hr:			No						No						No						No			
Bus Stp/Hr:			0						0						0						0			
Area Type:	< < < < < < < < < < < < < < < < < < < < < Other >																							
Cnft Ped/Hr:			0						0						0						0			
ExclusiveRT:		Include						Include						Include						Include				
% RT Prtct:		0						0						0						0				
HCM Ops f(lt) Adj Case Module:																								
f(lt) Case:	xxxx	xxxx	xxxx				1	xxxx	xxxx				1	xxxx	xxxx	xxxx	xxxx	xxxx						
HCM Ops Saturation Adj Module:																								
Ln Wid Adj:	xxxx	xxxx	xxxxx				1.00	xxxx	1.00				1.00	1.00	xxxxx				xxxx	1.00	1.00			
Hev Veh Adj:	xxxx	xxxx	xxxxx				0.97	xxxx	0.97				0.95	0.95	xxxxx				xxxx	0.95	0.95			
Grade Adj:	xxxx	xxxx	xxxxx				1.00	xxxx	1.00				1.00	1.00	xxxxx				xxxx	1.00	1.00			
Parking Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	1.00				xxxx	1.00	xxxxx				xxxx	1.00	1.00			
Bus Stp Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	1.00				xxxx	1.00	xxxxx				xxxx	1.00	1.00			
Area Adj:	xxxx	xxxx	xxxxx				1.00	xxxx	1.00				1.00	1.00	xxxxx				xxxx	1.00	1.00			
RT Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	0.85				xxxx	xxxx	xxxxx				xxxx	1.00	1.00			
LT Adj:	xxxx	xxxx	xxxxx				0.95	xxxx	xxxxx				0.95	xxxx	xxxxx				xxxx	xxxx	xxxxx			
PedBike Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
HCM Sat Adj:	1.00	1.00	1.00				0.92	1.00	0.83				0.90	0.95	1.00				1.00	0.95	0.95			
Usr Sat Adj:	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 Sat Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	0.95	0.95				1.00	0.95	0.95			
Fnl Sat Adj:	1.00	1.00	1.00				1.00	1.00	0.83				0.92	1.00	0.83				0.90	0.90	0.95			
Delay Adjustment Factor Module:																								
Coordinated:	< < < < < < < < < < < < < < < < < < < < < No >																							
Signal Type:	< < < < < < < < < < < < < < < < < < < < < Actuated >																							
DelAdjFctr:	0.00	0.00	0.00				1.00	1.00	0.00				1.00	1.00	1.00				0.00	0.00	1.00			

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.15	0.54	0.00	0.00	0.39	0.39
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.4	0.0	6.9	3.8	3.8	0.0	0.0	8.8	8.8
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	1.3	1.2	0.4	0.0	0.0	1.3	1.3
HCM2KQueue:	0.0	0.0	0.0	0.5	0.0	8.2	5.1	4.1	0.0	0.0	10.1	10.1
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.18	1.19	1.19	1.20	1.20	1.18	1.18
HCM2k70thQ:	0.0	0.0	0.0	0.6	0.0	9.7	6.0	4.9	0.0	0.0	11.9	11.9
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.53	1.55	1.56	1.60	1.60	1.51	1.51
HCM2k85thQ:	0.0	0.0	0.0	0.7	0.0	12.5	7.9	6.5	0.0	0.0	15.4	15.4
90th%Factor:	1.80	1.80	1.80	1.79	1.80	1.67	1.71	1.73	1.80	1.80	1.64	1.64
HCM2k90thQ:	0.0	0.0	0.0	0.8	0.0	13.7	8.6	7.1	0.0	0.0	16.6	16.6
95th%Factor:	2.10	2.10	2.10	2.08	2.10	1.88	1.95	1.98	2.10	2.10	1.84	1.84
HCM2k95thQ:	0.0	0.0	0.0	1.0	0.0	15.4	9.9	8.2	0.0	0.0	18.7	18.7
98th%Factor:	2.70	2.70	2.70	2.66	2.70	2.23	2.38	2.43	2.70	2.70	2.16	2.16
HCM2k98thQ:	0.0	0.0	0.0	1.2	0.0	18.3	12.0	10.1	0.0	0.0	21.9	21.9

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	3.8	0.0	62.3	34.4	64.8	0.0	0.0	147	4.3

Name: year 1995 composite fleet
Fuel Consumption: 49.257 pounds
7.980 gallons
Carbon Dioxide: 153.683 pounds
Carbon Monoxide: 11.903 pounds
Hydrocarbons: 2.106 pounds
Nitrogen Oxides: 0.565 pounds

Name: year 2000 composite fleet
Fuel Consumption: 49.257 pounds
7.980 gallons
Carbon Dioxide: 153.683 pounds
Carbon Monoxide: 11.903 pounds
Hydrocarbons: 2.106 pounds
Nitrogen Oxides: 0.565 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625				
Loss Time (sec):	12	Average Delay (sec/veh):	27.2				
Optimal Cycle:	51	Level Of Service:	C				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	21	0	279	136	448	0	0	690	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	279	136	448	0	0	690	20
Added Vol:	43	17	14	0	10	2	26	21	0	8	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	17	14	21	10	281	162	469	0	8	692	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	18	15	23	11	305	176	510	0	9	752	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	18	15	23	11	305	176	510	0	9	752	22
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	18	15	23	11	305	176	510	0	9	752	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.83	0.92	0.97	0.83	0.90	0.90	0.95	0.90	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.94	0.06
Final Sat.:	1753	1845	1568	1753	1845	1568	1718	3437	0	1718	3327	96
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.01	0.01	0.19	0.10	0.15	0.00	0.01	0.23	0.23
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.15	0.15	0.20	0.31	0.31	0.16	0.51	0.00	0.02	0.36	0.36
Volume/Cap:	0.63	0.07	0.06	0.07	0.02	0.63	0.63	0.29	0.00	0.29	0.63	0.63
Delay/Veh:	62.5	36.2	36.2	32.5	23.8	32.0	43.3	14.3	0.0	53.9	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	36.2	36.2	32.5	23.8	32.0	43.3	14.3	0.0	53.9	27.3	27.3
LOS by Move:	E	D	D	C	C	C	D	B	A	D	C	C
HCM2kAvgQ:	3	1	0	1	0	9	6	5	0	1	11	11

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Lane Group:	L	T	R	L	T	R	L	RT	RT	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	2	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		3			3			5			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx	1.00	1.00	1.00
Hev Veh Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	xxxxx	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx	1.00	1.00	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	1.00	xxxxx	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxx	1.00	1.00	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	xxxxx	xxxx	1.00	1.00
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.92	0.97	0.83	0.92	0.97	0.83	0.90	0.95	1.00	0.90	0.95	0.95
Usr Sat Adj:	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 Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fnl Sat Adj:	0.92	0.97	0.83	0.92	0.97	0.83	0.90	0.90	0.95	0.90	0.90	0.90
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.04	0.15	0.15	0.20	0.31	0.31	0.16	0.51	0.00	0.02	0.36	0.36
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.3	0.4	0.4	0.5	0.2	7.3	4.6	4.3	0.0	0.2	9.3	9.3
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Q2:	1.2	0.1	0.1	0.1	0.0	1.6	1.5	0.4	0.0	0.4	1.6	1.6
HCM2KQueue:	2.5	0.5	0.4	0.6	0.2	8.8	6.1	4.7	0.0	0.6	10.9	10.9
70th%Factor:	1.19	1.20	1.20	1.20	1.20	1.18	1.19	1.19	1.20	1.20	1.18	1.18
HCM2k70thQ:	3.0	0.6	0.5	0.7	0.3	10.4	7.2	5.6	0.0	0.7	12.8	12.8
85th%Factor:	1.58	1.59	1.60	1.59	1.60	1.52	1.55	1.56	1.60	1.59	1.51	1.51
HCM2k85thQ:	4.0	0.8	0.7	0.9	0.4	13.4	9.4	7.3	0.0	1.0	16.5	16.5
90th%Factor:	1.75	1.79	1.79	1.79	1.80	1.66	1.70	1.72	1.80	1.79	1.63	1.63
HCM2k90thQ:	4.4	0.9	0.8	1.0	0.4	14.6	10.3	8.1	0.0	1.1	17.8	17.8
95th%Factor:	2.02	2.08	2.09	2.08	2.09	1.87	1.93	1.96	2.10	2.08	1.83	1.83
HCM2k95thQ:	5.1	1.1	0.9	1.2	0.5	16.5	11.7	9.2	0.0	1.2	19.9	19.9
98th%Factor:	2.52	2.66	2.67	2.66	2.68	2.21	2.33	2.40	2.70	2.65	2.13	2.13
HCM2k98thQ:	6.3	1.4	1.1	1.5	0.6	19.5	14.1	11.3	0.0	1.6	23.3	23.3

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	11.5	3.9	3.2	4.6	1.9	65.3	41.0	73.6	0.0	2.1	155	4.5

Name: year 1995 composite fleet

Fuel Consumption:	59.103 pounds
	9.575 gallons
Carbon Dioxide:	184.400 pounds
Carbon Monoxide:	14.487 pounds
Hydrocarbons:	2.627 pounds
Nitrogen Oxides:	0.672 pounds

Name: year 2000 composite fleet

Fuel Consumption:	59.103 pounds
	9.575 gallons
Carbon Dioxide:	184.400 pounds
Carbon Monoxide:	14.487 pounds
Hydrocarbons:	2.627 pounds
Nitrogen Oxides:	0.672 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	1	0		0	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	762	0	0	969	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	0	0	0	0	762	0	0	969	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	0	0	0	0	0	762	0	0	969	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	0	0	0	0	0	762	0	0	969	0												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	7.0	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	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	zxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	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:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
HevVeh:	3%						3%						5%						5%					
Grade:	0%						0%						0%						0%					
Peds/Hour:	0						0						0						0					
Pedestrian Walk Speed: 4.00 feet/sec																								
LaneWidth:	12 feet						12 feet						12 feet						12 feet					
Time Period: 0.25 hour																								
Upstream Signals:																								
Link Index:																			#6					
Dist(miles):																			0.000					
Speed (mph):																			0.00					
SignalIndex:																			#2					
Cycle Time:																							0	secs
InitVolume:																		0	0					
Saturation:																		0	0					
ArrivalType:																		0	0					
G/C:																		0.00	0.00					
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																								
P:																		0.000	0.000					
gq1:																		0.00	0.00					
gq2:																		0.00	0.00					
gq:																		0.00	0.00					
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																								
alpha:																			0.000					
beta:																			0.000					
ta (secs):																			0.000					
F:																			0.000					
f:																		0.000	0.000					
vcmax:																		0	0					
vcg:																		0	0					
vcmin:																		0	0					
tp:																		0.0	0.0					
p:																			0.000					
*** Computation 3: Platoon Event Periods																								
pdem/psubo:																		0.000/0.000/Unconstrained						
*** Computation 4: Conflicting Flows During Each Unblocked Period																								
InitCnflVol:	1247	1731		381	1350	1731		485		0	xxxxx	xxxxx		0	xxxxx	xxxxx								
AdjCnflVol:	1247	1731		381	1350	1731		485		0	xxxxx	xxxxx		0	xxxxx	xxxxx								
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx												
ConflictVol:	1247	1731		381	1350	1731		485		0	xxxxx	xxxxx		0	xxxxx	xxxxx								
*** Computation 5: Capacity for Subject Movement During Unblocked Period																								
InitPotCap:	164		86	614	140		86		526	1600	xxxxx	xxxxx		1600	xxxxx	xxxxx								
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx												
Potent Cap.:	164		86	614	140		86		526	1600	xxxxx	xxxxx		1600	xxxxx	xxxxx								

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	762	0	0	969	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	762	0	0	969	0
Added Vol:	0	0	31	0	0	0	0	16	12	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	31	0	0	0	0	778	12	0	1016	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	31	0	0	0	0	778	12	0	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	31	0	0	0	0	778	12	0	1016	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	7.0	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	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	601	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	601	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.3	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
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:	11.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	3%			3%			5%			5%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:										#6		
Dist(miles):										0.000		
Speed (mph):										0.00		
SignalIndex:										#2		
Cycle Time:												0 secs
InitVolume:										0	0	
Saturation:										0	0	
ArrivalType:										0	0	
G/C:										0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:										0.000	0.000	
gq1:										0.00	0.00	
gq2:										0.00	0.00	
gq:										0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:										0.000		
beta:										0.000		
ta (secs):										0.000		
F:										0.000		
f:										0.000	0.000	
vcmax:										0	0	
vcg:										0	0	
vcmin:										0	0	
tp:										0.0	0.0	
p:										0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:										0.000/0.000/Unconstrained		
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1292	1800	395	1405	1806	508	0	xxxxx	xxxxx	0	xxxxx	xxxxx
AdjCnflVol:	1292	1800	395	1405	1806	508	0	xxxxx	xxxxx	0	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1292	1800	395	1405	1806	508	0	xxxxx	xxxxx	0	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	153	78	601	98	77	507	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	153	78	601	98	77	507	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx

Diamond Oaks TIAR
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Year 2035 Base plus Project AM Peak

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

Intersection #4 Russel Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #4 Russel Ave/Burke St

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	32	0	9	9	0	0	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	0	9	9	0	0	0	0	0	0	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:	0	32	0	9	9	0	0	0	0	0	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	32	0	9	9	0	0	0	0	0	0	32
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	32	xxxxx	16	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	865	xxxxx	1004	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	865	xxxxx	976	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.04	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	9.3	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	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:		9.3			8.9			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #4 Russel Ave/Burke St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												

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Year 2035 Base plus Project AM Peak

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

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:																
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:																
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	0		0	0	0		0	0	0		0	0	0		0	0
SharedQueue:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Shrd ConDel:	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Shared LOS:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	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	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	32
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	6.2	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	32	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	865	1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	865	1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	0		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:	xxxxxx				8.5				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

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

Diamond Oaks TIAR
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Year 2035 Base plus Project AM Peak

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

Intersection #5 Cameron Ave/Burke St

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	0%				0%				0%				0%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #6 Russel Ave/Ben Maddox Way

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #6 Russel Ave/Ben Maddox Way

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	21	0	0	9	9	53	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	0	0	9	9	53	0	2	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	21	0	0	9	9	53	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	21	0	0	9	9	53	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	107	xxxxx	xxxx	108	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	787	xxxxx	xxxx	786	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	761	xxxxx	xxxx	760	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.03	xxxx	xxxx	0.01	0.01	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.1	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	A	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	896	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	9.9			9.1			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

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

Intersection #6 Russel Ave/Ben Maddox Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												

Diamond Oaks TIAR
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Year 2035 Base plus Project AM Peak

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

Intersection #7 Cameron Ave/Ben Maddox Way

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
FollowUpTim:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Capacity Module:																
Cnflict Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Potent Cap.:	0	0	0		0	0	0		0	0	0		0	0	0	
Move Cap.:	1	1	1		1	1	1		1	1	1		1	1	1	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Control Del:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	0	0		0	0	0		0	0	0		0	0	0	
SharedQueue:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Shrd ConDel:	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	
Shared LOS:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Diamond Oaks TIAR
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Year 2035 Base plus Project AM Peak

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

Intersection #7 Cameron Ave/Ben Maddox Way

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A[8.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	2	9	21	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	2	9	21	0	2	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	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	0	0	2	9	21	0	2	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	2	9	21	0	2	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	44	43	xxxxx	xxxx	44	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	963	853	xxxxx	xxxx	852	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	944	842	xxxxx	xxxx	841	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	xxxx	xxxx	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	0	xxxx	xxxxx	xxxx	xxxx	1035	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

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

Diamond Oaks TIAR
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Year 2035 Base plus Project AM Peak

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

Intersection #7 Cameron Ave/Ben Maddox Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
HevVeh:	0%				0%				0%				0%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #8 Reese Avenue/Bradley Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 0	0	1	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:																
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:																
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:																
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	0		0	0	0		0	0	0		0	0	0		0	0
SharedQueue:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Shrd ConDel:	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Shared LOS:																
ApproachDel:		0.0				0.0				0.0				0.0		
ApproachLOS:																

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

Intersection #8 Reese Avenue/Bradley Street

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[8.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 0	0	1	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project AM Peak

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

****
Intersection #8 Reese Avenue/Bradley Street
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HeavVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
LaneWidth:	12 feet			12 feet			12 feet			12 feet		

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Scenario Report

Scenario:	2035 PM Peak
Command:	Default Command
Volume:	2035 PM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	2035 PM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1		287.00	PM Peak	0.64	0.36	184	103	287	100.0
	Zone 1 Subtotal					184	103	287	100.0
TOTAL						184	103	287	100.0

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Trip Distribution Report

Percent Of Trips Default

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	5.0	3.0	25.0	20.0	1.0	9.0	5.0	2.0	3.0	22.0	5.0

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Caldwell Avenue/Burke Street													
Base	0	0	0	8	0	36	43	1494	0	0	1483	9	3073
Added	25	3	9	0	6	0	0	45	45	17	25	0	175
Total	25	3	9	8	6	36	43	1539	45	17	1508	9	3248
#2 Caldwell Avenue/Ben Maddox Way													
Base	0	0	0	17	0	354	361	967	0	0	1093	12	2804
Added	25	10	8	0	37	9	15	12	0	29	7	0	152
Total	25	10	8	17	37	363	376	979	0	29	1100	12	2956
#3 Caldwell Avenue/Edison Street													
Base	0	0	0	0	0	0	0	1328	0	0	1447	0	2775
Added	0	0	19	0	0	0	0	9	45	0	42	0	115
Total	0	0	19	0	0	0	0	1337	45	0	1489	0	2890
#4 Russel Ave/Burke St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	19	0	34	34	0	0	0	0	0	0	19	106
Total	0	19	0	34	34	0	0	0	0	0	0	19	106
#5 Cameron Ave/Burke St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	34	0	0	0	0	0	0	0	19	53
Total	0	0	0	34	0	0	0	0	0	0	0	19	53
#6 Russel Ave/Ben Maddox Way													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	13	0	0	33	33	31	0	1	0	0	0	113
Total	2	13	0	0	33	33	31	0	1	0	0	0	113
#7 Cameron Ave/Ben Maddox Way													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	2	0	0	1	33	13	0	1	0	0	0	52
Total	2	2	0	0	1	33	13	0	1	0	0	0	52
#8 Reese Avenue/Bradley Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	0	0	0	0	0	0	2	3
Total	0	0	0	1	0	0	0	0	0	0	0	2	3

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Caldwell Avenue/Burke Street	F	64.9	0.426	F	OVRFL	1.732	+ +Inf D/V
# 2 Caldwell Avenue/Ben Maddox Way	D	37.4	0.936	D	45.5	0.974	+ 8.057 D/V
# 3 Caldwell Avenue/Edison Street	A	0.0	0.000	C	15.9	0.059	+15.895 D/V
# 4 Russel Ave/Burke St		0.0	0.000	A	9.2	0.038	+ 9.187 D/V
# 5 Cameron Ave/Burke St		0.0	0.000	A	8.6	0.033	+ 8.620 D/V
# 6 Russel Ave/Ben Maddox Way		0.0	0.000	A	9.5	0.040	+ 9.471 D/V
# 7 Cameron Ave/Ben Maddox Way		0.0	0.000	A	9.0	0.030	+ 8.993 D/V
# 8 Reese Avenue/Bradley Street		0.0	0.000	A	8.5	0.001	+ 8.503 D/V

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Caldwell Avenue/Burke Street	No / No	No / No
# 3 Caldwell Avenue/Edison Street	No / No	No / No
# 4 Russel Ave/Burke St	No / No	No / No
# 5 Cameron Ave/Burke St	No / No	No / No
# 6 Russel Ave/Ben Maddox Way	No / No	No / No
# 7 Cameron Ave/Ben Maddox Way	No / No	No / No
# 8 Reese Avenue/Bradley Street	No / No	No / No

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #1 Caldwell Avenue/Burke Street

Base 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
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	0		0		0	8		0		36	43	1494		0		0	1483			9
ApproachDel:	xxxxxx					64.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3073]
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.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Caldwell Avenue/Burke Street

Base 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
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	0		0		0	8		0		36	43	1494		0		0	1483			9

Major Street Volume: 3029
Minor Approach Volume: 44
Minor Approach Volume Threshold: -102 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #1 Caldwell Avenue/Burke Street

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	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Initial Vol:	25	3	9	8	6	36	43	1539	45	17	1508	9
ApproachDel:		+Inf			677.4			xxxxxx			xxxxxx	

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Caldwell Avenue/Burke Street

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	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Initial Vol:	25	3	9	8	6	36	43	1539	45	17	1508	9

Major Street Volume: 3161
Minor Approach Volume: 50
Minor Approach Volume Threshold: -121 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

Base 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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		0	0		0		0	0		1328		0	0		1447		0
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Caldwell Avenue/Edison Street

Base 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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		0	0		0		0	0		1328		0	0		1447		0

Major Street Volume: 2775
Minor Approach Volume: 0
Minor Approach Volume Threshold: -67 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		19	0		0		0	0		1337		45	0		1489		0
ApproachDel:	15.9					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound][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=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2890]
SUCCESS - 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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Caldwell Avenue/Edison Street

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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0
Initial Vol:	0		0		19	0		0		0	0		1337		45	0		1489		0

Major Street Volume: 2871
Minor Approach Volume: 19
Minor Approach Volume Threshold: -79 [less than minimum of 100]

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #4 Russel Ave/Burke St

Base 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:	0 0 1	0	0	0 1	0	0	0 0	0	0	0 0	0	1
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Russel Ave/Burke St

Base 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:	0 0 1	0	0	0 1	0	0	0 0	0	0	0 0	0	1
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #4 Russel Ave/Burke St

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:	0	0	1	0	1	0	0	0	0	0	0	1
Initial Vol:	0	19	0	34	34	0	0	0	0	0	0	19
ApproachDel:		9.2			9.1			xxxxxx			xxxxxx	

Approach[northbound][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=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=106]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=106]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Russel Ave/Burke St

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:	0	0	1	0	0	0	0	1	0	0	0	1
Initial Vol:	0	19	0	34	34	0	0	0	0	0	0	19

Major Street Volume: 19
Minor Approach Volume: 68
Minor Approach Volume Threshold: 1276

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #5 Cameron Ave/Burke St

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0		0		0		0		0		0	
ApproachDel:	0.0				0.0				0.0				0.0			

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Cameron Ave/Burke St

Base Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Cameron Ave/Burke St

****

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:	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	34		0		0	0		0		0	0		0		19
ApproachDel:	xxxxxx					8.6					xxxxxx					xxxxxx				

Approach[southbound][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=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=53]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Cameron Ave/Burke St

****

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:	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	34		0		0	0		0		0	0		0		19

Major Street Volume: 19
Minor Approach Volume: 34
Minor Approach Volume Threshold: 1276

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Russel Ave/Ben Maddox Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ApproachDel:	0.0				0.0				0.0				0.0			

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Russel Ave/Ben Maddox Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	0	0	0		0	0	0		0	0	0		0	0	0	

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	2	13		0	0	33		33	31	0		1	0	0		0
ApproachDel:	9.5				9.2				xxxxxx				xxxxxx			

Approach[northbound][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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=113]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=113]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Russel Ave/Ben Maddox Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0
Initial Vol:	2	13		0	0	33		33	31	0		1	0	0		0

Major Street Volume: 32
Minor Approach Volume: 66
Minor Approach Volume Threshold: 1137

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Cameron Ave/Ben Maddox Way

****

Base 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:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ApproachDel:	0.0					0.0					0.0					0.0				

SIGNAL WARRANT DISCLAIMER
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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Cameron Ave/Ben Maddox Way

****

Base 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:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0		0		0	0		0		0	0		0		0	0		0		0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #7 Cameron Ave/Ben Maddox Way

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:	0	1	0	0	0	0	0	1	0	0	1!	0
Initial Vol:	2	2	0	0	1	33	13	0	1	0	0	0
ApproachDel:	9.0			8.4			xxxxxx			xxxxxx		

Approach[northbound][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=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=52]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][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=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=52]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Cameron Ave/Ben Maddox Way

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:	0	1	0	0	0	0	0	1	0	0	1!	0
Initial Vol:	2	2	0	0	1	33	13	0	1	0	0	0

Major Street Volume: 14
Minor Approach Volume: 34
Minor Approach Volume Threshold: 1358

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #8 Reese Avenue/Bradley Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Initial Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ApproachDel:	0.0				0.0				0.0				0.0			

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #8 Reese Avenue/Bradley Street

Base Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Reese Avenue/Bradley Street

****

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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	1		0		0	0		0		0	0		0		2
ApproachDel:	xxxxxx					8.5					xxxxxx					xxxxxx				

Approach[southbound][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=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=3]
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).

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Reese Avenue/Bradley Street

****

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:	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Initial Vol:	0		0		0	1		0		0	0		0		0	0		0		2

Major Street Volume: 2
Minor Approach Volume: 1
Minor Approach Volume Threshold: 1877

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.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[64.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	8	0	36	43	1494	0	0	1483	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	8	0	36	43	1494	0	0	1483	9				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	0	0	9	0	39	47	1624	0	0	1612	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	9	0	39	47	1624	0	0	1612	10				
Critical Gap Module:																
Critical Gp:	7.6	6.6	7.0	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	2523	3339	812	2522	3334	811	1622	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	14	8	320	23	8	320	384	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	11	7	320	20	7	320	384	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.12	0.12	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	276.7	xxxx	xxxxx	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	F	*	*	C	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	320	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*				
ApproachDel:	xxxxxx			64.9			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	3%				3%				5%				5%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			
Time Period: 0.25 hour																
Upstream Signals:																
Link Index:													#6			
Dist(miles):													0.000			
Speed (mph):													0.00			
SignalIndex:													#2			
Cycle Time:																0 secs
InitVolume:													0		0	
Saturation:													0		0	
ArrivalType:													0		0	
G/C:													0.00		0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:													0.000		0.000	
gq1:													0.00		0.00	
gq2:													0.00		0.00	
gq:													0.00		0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:															0.000	
beta:															0.000	
ta (secs):															0.000	
F:															0.000	
f:													0.000		0.000	
vcmax:													0		0	
vcg:													0		0	
vcmin:													0		0	
tp:													0.0		0.0	
p:															0.000	
*** Computation 3: Platoon Event Periods																
pdom/psubc:													0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	2523	3339	812	2522	3334	811	1622	xxxxx	xxxxx				0	xxxxx	xxxxx	
AdjCnflVol:	2523	3339	812	2522	3334	811	1622	xxxxx	xxxxx				0	xxxxx	xxxxx	
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
ConflictVol:	2523	3339	812	2522	3334	811	1622	xxxxx	xxxxx				0	xxxxx	xxxxx	
*** Computation 5: Capacity for Subject Movement During Unblocked Period																
InitPotCap:	14	8	320	23	8	320	384	xxxxx	xxxxx	1600	xxxxx	xxxxx				
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
Potent Cap.:	14	8	320	23	8	320	384	xxxxx	xxxxx	1600	xxxxx	xxxxx				

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		8	0	36		43	1494	0		0	1483	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		8	0	36		43	1494	0		0	1483	9	
Added Vol:	25	3	9		0	6	0		0	45	45		17	25	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	3	9		8	6	36		43	1539	45		17	1508	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	27	3	10		9	7	39		47	1673	49		18	1639	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	27	3	10		9	7	39		47	1673	49		18	1639	10	
Critical Gap Module:																
Critical Gp:	7.6	6.6	7.0		7.6	6.6	7.0		4.2	xxxx	xxxxx		4.2	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.3	xxxx	xxxxx		2.3	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2651	3477	861		2613	3496	824		1649	xxxx	xxxxx		1722	xxxx	xxxxx	
Potent Cap.:	11	6	297		12	6	314		374	xxxx	xxxxx		350	xxxx	xxxxx	
Move Cap.:	0	5	297		5	5	314		374	xxxx	xxxxx		350	xxxx	xxxxx	
Volume/Cap:	xxxx	0.63	0.03		1.73	1.29	0.12		0.12	xxxx	xxxx		0.05	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		0.4	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		1652	xxxx	xxxxx		16.0	xxxx	xxxxx		15.8	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	*		C	*	*		C	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	20		xxxx	xxxx	32		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	1.8		xxxxx	xxxx	5.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	354.1		xxxxx	xxxx	491.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	F		*	*	F		*	*	*		*	*	*	
ApproachDel:		+Inf				677.4				xxxxxx				xxxxxx		
ApproachLOS:		F				F				*				*		

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #1 Caldwell Avenue/Burke Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	3%				3%				5%				5%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			
Time Period: 0.25 hour																
Upstream Signals:																
Link Index:													#6			
Dist(miles):													0.000			
Speed (mph):													0.00			
SignalIndex:													#2			
Cycle Time:																0 secs
initVolume:													0	0		
Saturation:													0	0		
ArrivalType:													0	0		
G/C:													0.00	0.00		
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:													0.000	0.000		
gq1:													0.00	0.00		
gq2:													0.00	0.00		
gq:													0.00	0.00		
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:														0.000		
beta:														0.000		
ta (secs):														0.000		
F:														0.000		
f:													0.000	0.000		
vcmax:													0	0		
vcg:													0	0		
vcmin:													0	0		
tp:													0.0	0.0		
p:														0.000		
*** Computation 3: Platoon Event Periods																
pdom/psubo:													0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	2651	3477	861		2613	3496	824		1649	xxxxx	xxxxx		1722	xxxxx	xxxxx	
AdjCnflVol:	2651	3477	861		2613	3496	824		1649	xxxxx	xxxxx		1722	xxxxx	xxxxx	
UpstreamAdj:	1.00	1.000	1.000		1.00	1.000	1.000		1.00	x.xxx	x.xxx		1.00	x.xxx	x.xxx	
ConflictVol:	2651	3477	861		2613	3496	824		1649	xxxxx	xxxxx		1722	xxxxx	xxxxx	
*** Computation 5: Capacity for Subject Movement During Unblocked Period																
InitPotCap:	11	6	297		12	6	314		374	xxxxx	xxxxx		350	xxxxx	xxxxx	
UpstreamAdj:	1.00	1.000	1.000		1.00	1.000	1.000		1.00	x.xxx	x.xxx		1.00	x.xxx	x.xxx	
Potent Cap.:	11	6	297		12	6	314		374	xxxxx	xxxxx		350	xxxxx	xxxxx	

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: 129 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0		0	0	17		0	354	361		967	0	0		1093	12
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	17		0	354	361		967	0	0		1093	12
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92
PHF Volume:	0		0	0	18		0	385	392		1051	0	0		1188	13
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	18		0	385	392		1051	0	0		1188	13
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	18		0	385	392		1051	0	0		1188	13
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00		1.00	1.00	0.92		1.00	0.83	0.90		0.90	0.95	1.00		0.90	0.90
Lanes:	1.00		1.00	1.00	1.00		1.00	1.00	2.00		0.00	1.00	1.98		0.02	
Final Sat.:	1900		1900	1900	1753		1900	1568	3437		0	1900	3393		37	
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.01		0.00	0.25	0.23		0.31	0.00	0.00		0.35	0.35
Crit Moves:								****	****						****	
Green/Cycle:	0.00		0.00	0.00	0.26		0.00	0.26	0.24		0.62	0.00	0.00		0.37	0.37
Volume/Cap:	0.00		0.00	0.00	0.04		0.00	0.94	0.94		0.49	0.00	0.00		0.94	0.94
Delay/Veh:	0.0		0.0	0.0	27.6		0.0	64.9	65.5		10.7	0.0	0.0		42.9	42.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	27.6		0.0	64.9	65.5		10.7	0.0	0.0		42.9	42.9
LOS by Move:	A		A	A	C		A	E	E		B	A	A		D	D
HCM2kAvgQ:	0		0	0	0		0	16	16		9	0	0		24	24

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Lane Group:	L		T	R	L		T	R	L		RT	RT	L		RT	RT
#LnsInGrps:	1		1	1	1		1	1	1		2	2	1		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12		12	12	12		12	12	12		12	12
CrsswalkWid:			8				8				8				8	
% Hev Veh:			3				3				5				5	
Grade:			0%				0%				0%				0%	
Parking/Hr:			No				No				No				No	
Bus Stp/Hr:			0				0				0				0	
Area Type:	< < < < < < < < < < < < < < < < < < < < < Other >															
Cnft Ped/Hr:			0				0				0				0	
ExclusiveRT:			Include				Include				Include				Include	
% RT Prtct:			0				0				0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	xxxx		xxxx	xxxx			1	xxxx	xxxx		1	xxxx	xxxx		xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	xxxx		xxxx	xxxxx	1.00		xxxx	1.00	1.00		1.00	xxxxx	xxxx		1.00	1.00
Hev Veh Adj:	xxxx		xxxx	xxxxx	0.97		xxxx	0.97	0.95		0.95	xxxxx	xxxx		0.95	0.95
Grade Adj:	xxxx		xxxx	xxxxx	1.00		xxxx	1.00	1.00		1.00	xxxxx	xxxx		1.00	1.00
Parking Adj:	xxxx		xxxx	xxxxx	xxxx		xxxx	1.00	xxxx		1.00	xxxxx	xxxx		1.00	1.00
Bus Stp Adj:	xxxx		xxxx	xxxxx	xxxx		xxxx	1.00	xxxx		1.00	xxxxx	xxxx		1.00	1.00
Area Adj:	xxxx		xxxx	xxxxx	1.00		xxxx	1.00	1.00		1.00	xxxxx	xxxx		1.00	1.00
RT Adj:	xxxx		xxxx	xxxxx	xxxx		xxxx	0.85	xxxx		xxxx	xxxxx	xxxx		1.00	1.00
LT Adj:	xxxx		xxxx	xxxxx	0.95		xxxx	xxxxx	0.95		xxxx	xxxxx	xxxx		xxxx	xxxxx
PedBike Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
HCM Sat Adj:	1.00		1.00	1.00	0.92		1.00	0.83	0.90		0.95	1.00	1.00		0.95	0.95
Usr Sat Adj:	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 Sat Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.95	0.95	1.00		0.95	0.95
Fnl Sat Adj:	1.00		1.00	1.00	0.92		1.00	0.83	0.90		0.90	0.95	1.00		0.90	0.90
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < < < < < < No >															
Signal Type:	< < < < < < < < < < < < < < < < < < < < < Actuated >															
DelAdjFctr:	0.00		0.00	0.00	1.00		0.00	1.00	1.00		1.00	0.00	0.00		1.00	1.00

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #2 Caldwell Avenue/Ben Maddox Way

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.24	0.62	0.00	0.00	0.37	0.37
ArrivalType:		3			3			3			3	
FrogFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	0.4	0.0	10.5	10.7	8.5	0.0	0.0	16.9	16.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Q2:	0.0	0.0	0.0	0.0	0.0	5.5	5.5	1.0	0.0	0.0	6.6	6.6
HCM2kQueue:	0.0	0.0	0.0	0.4	0.0	15.9	16.2	9.4	0.0	0.0	23.5	23.5
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.17	1.17	1.18	1.20	1.20	1.16	1.16
HCM2k70thQ:	0.0	0.0	0.0	0.5	0.0	18.6	18.9	11.1	0.0	0.0	27.2	27.2
85th%Factor:	1.60	1.60	1.60	1.60	1.60	1.48	1.47	1.52	1.60	1.60	1.44	1.44
HCM2k85thQ:	0.0	0.0	0.0	0.7	0.0	23.5	23.9	14.3	0.0	0.0	33.8	33.8
90th%Factor:	1.80	1.80	1.80	1.79	1.80	1.58	1.58	1.65	1.80	1.80	1.52	1.52
HCM2k90thQ:	0.0	0.0	0.0	0.8	0.0	25.2	25.6	15.5	0.0	0.0	35.8	35.8
95th%Factor:	2.10	2.10	2.10	2.09	2.10	1.75	1.74	1.86	2.10	2.10	1.66	1.66
HCM2k95thQ:	0.0	0.0	0.0	0.9	0.0	27.9	28.3	17.5	0.0	0.0	39.1	39.1
98th%Factor:	2.70	2.70	2.70	2.67	2.70	1.99	1.99	2.18	2.70	2.70	1.86	1.86
HCM2k98thQ:	0.0	0.0	0.0	1.1	0.0	31.8	32.2	20.6	0.0	0.0	43.8	43.8

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #2 Caldwell Avenue/Ben Maddox Way

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.0	0.0	0.0	3.4	0.0	94.1	96.1	145	0.0	0.0	286	3.1

Name: year 1995 composite fleet

Fuel Consumption:	117.163 pounds
	18.980 gallons
Carbon Dioxide:	365.549 pounds
Carbon Monoxide:	29.496 pounds
Hydrocarbons:	5.602 pounds
Nitrogen Oxides:	1.294 pounds

Name: year 2000 composite fleet

Fuel Consumption:	117.163 pounds
	18.980 gallons
Carbon Dioxide:	365.549 pounds
Carbon Monoxide:	29.496 pounds
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Nitrogen Oxides:	1.294 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 12 Average Delay (sec/veh): 45.5
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		17	0	354		361	967	0		0	1093	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		17	0	354		361	967	0		0	1093	12	
Added Vol:	25	10	8		0	37	9		15	12	0		29	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	10	8		17	37	363		376	979	0		29	1100	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	27	11	9		18	40	395		409	1064	0		32	1196	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	11	9		18	40	395		409	1064	0		32	1196	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	27	11	9		18	40	395		409	1064	0		32	1196	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.83		0.92	0.97	0.83		0.90	0.90	0.95		0.90	0.90	0.90	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.98	0.02	
Final Sat.:	1753	1845	1568		1753	1845	1568		1718	3437	0		1718	3393	37	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.01		0.01	0.02	0.25		0.24	0.31	0.00		0.02	0.35	0.35	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.02	0.10	0.10		0.10	0.26	0.26		0.24	0.57	0.00		0.03	0.36	0.36	
Volume/Cap:	0.97	0.06	0.06		0.06	0.08	0.97		0.97	0.54	0.00		0.54	0.97	0.97	
Delay/Veh:	208.2	41.0	41.0		34.4	28.2	74.6		74.6	13.6	0.0		57.5	51.0	51.0	
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:	208.2	41.0	41.0		34.4	28.2	74.6		74.6	13.6	0.0		57.5	51.0	51.0	
LOS by Move:	F	D	D		C	C	E		E	B	A		E	D	D	
HCM2kAvgQ:	3	0	0		0	1	17		18	11	0		2	25	25	

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #2 Caldwell Avenue/Ben Maddox Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Lane Group:	L		T	R	L		T	R	L		RT	RT	L		RT	RT
#LnsInGrps:	1		1	1	1		1	1	1		2	2	1		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12		12	12	12		12	12	12		12	12
CrsswalkWid:			8				8				8				8	
% Hev Veh:			3				3				5				5	
Grade:			0%				0%				0%				0%	
Parking/Hr:			No				No				No				No	
Bus Stp/Hr:			0				0				0				0	
Area Type:	< < < < < < < < < < < < < < < < < < < < < Other >															
Cnft Ped/Hr:			0				0				0				0	
ExclusiveRT:			Include				Include				Include				Include	
% RT Prtct:			0				0				0				0	
HCM Ops f(lt) Adj Case Module:																
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx		1.00	1.00	1.00	
Hev Veh Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.95	0.95	xxxxx		0.95	0.95	0.95	
Grade Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx		1.00	1.00	1.00	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	1.00	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	1.00	xxxxx		xxxx	1.00	1.00	
Area Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	xxxxx		1.00	1.00	1.00	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.85		xxxx	xxxx	xxxxx		xxxx	1.00	1.00	
LT Adj:	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
HCM Sat Adj:	0.92	0.97	0.83		0.92	0.97	0.83		0.90	0.95	1.00		0.90	0.95	0.95	
Usr Sat Adj:	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 Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.95	0.95	
Fnl Sat Adj:	0.92	0.97	0.83		0.92	0.97	0.83		0.90	0.90	0.95		0.90	0.90	0.90	
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < No >															
Signal Type:	< < < < < < < < < < < < Actuated >															
DelAdjFctr:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

****

Intersection #2 Caldwell Avenue/Ben Maddox Way

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.02	0.10	0.10	0.18	0.26	0.26	0.24	0.57	0.00	0.03	0.36	0.36
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.8	0.2	0.2	0.4	0.8	10.9	11.3	9.6	0.0	0.9	17.4	17.4
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Q2:	1.8	0.1	0.1	0.1	0.1	6.4	6.5	1.2	0.0	0.9	7.9	7.9
HCM2kQueue:	2.6	0.3	0.3	0.5	0.9	17.3	17.8	10.9	0.0	1.8	25.3	25.3
70th%Factor:	1.19	1.20	1.20	1.20	1.20	1.16	1.16	1.18	1.20	1.20	1.15	1.15
HCM2k70thQ:	3.0	0.4	0.3	0.6	1.1	20.1	20.7	12.7	0.0	2.1	29.2	29.2
85th%Factor:	1.58	1.60	1.60	1.60	1.59	1.47	1.47	1.51	1.60	1.58	1.43	1.43
HCM2k85thQ:	4.0	0.5	0.4	0.8	1.5	25.4	26.0	16.3	0.0	2.8	36.2	36.2
90th%Factor:	1.75	1.79	1.79	1.79	1.78	1.57	1.56	1.63	1.80	1.77	1.51	1.51
HCM2k90thQ:	4.5	0.6	0.5	0.9	1.7	27.1	27.8	17.6	0.0	3.2	38.3	38.3
95th%Factor:	2.02	2.09	2.09	2.08	2.07	1.73	1.72	1.83	2.10	2.04	1.65	1.65
HCM2k95thQ:	5.2	0.7	0.6	1.0	1.9	29.9	30.6	19.8	0.0	3.6	41.7	41.7
98th%Factor:	2.52	2.67	2.68	2.66	2.63	1.96	1.96	2.14	2.70	2.57	1.84	1.84
HCM2k98thQ:	6.4	0.9	0.7	1.3	2.5	33.9	34.7	23.1	0.0	4.6	46.7	46.7

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

****

Intersection #2 Caldwell Avenue/Ben Maddox Way

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	6.8	2.5	2.0	3.8	7.6	97.8	101.3	165	0.0	7.8	295	3.2

Name: year 1995 composite fleet

Fuel Consumption:	141.709 pounds
	22.957 gallons
Carbon Dioxide:	442.131 pounds
Carbon Monoxide:	36.204 pounds
Hydrocarbons:	7.044 pounds
Nitrogen Oxides:	1.540 pounds

Name: year 2000 composite fleet

Fuel Consumption:	141.709 pounds
	22.957 gallons
Carbon Dioxide:	442.131 pounds
Carbon Monoxide:	36.204 pounds
Hydrocarbons:	7.044 pounds
Nitrogen Oxides:	1.540 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	1	1 0	0	0	2	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1328	0		0	1447	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1328	0		0	1447	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		0	0	0		0	1443	0		0	1573	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	1443	0		0	1573	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	7.0		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	722		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	367		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	367		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*		*		*		*		*		*		*		*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	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:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	3%				3%				5%				5%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			
Time Period: 0.25 hour																
Upstream Signals:																
Link Index:													#6			
Dist(miles):													0.000			
Speed (mph):													0.00			
SignalIndex:													#2			
Cycle Time:																0 secs
InitVolume:													0		0	
Saturation:													0		0	
ArrivalType:													6		6	
G/C:													0.00		0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:													0.000		0.000	
gq1:													0.00		0.00	
gq2:													0.00		0.00	
gq:													0.00		0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:															0.000	
beta:															0.000	
ta (secs):															0.000	
F:															0.000	
f:													0.000		0.000	
vcmax:													0		0	
vcg:													0		0	
vcmin:													0		0	
tp:													0.0		0.0	
p:															0.000	
*** Computation 3: Platoon Event Periods																
pdom/psubo:													0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	2230	3016	722	2295	3016	786	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
AdjCnflVol:	2230	3016	722	2295	3016	786	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
ConflictVol:	2230	3016	722	2295	3016	786	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
*** Computation 5: Capacity for Subject Movement During Unblocked Period																
InitPotCap:	36	13	367	32	13	333	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx				
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
Potent Cap.:	36	13	367	32	13	333	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx				

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #3 Caldwell Avenue/Edison Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[15.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	1	1 0	0	0	2	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1328	0		0	1447	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1328	0		0	1447	0	
Added Vol:	0	0	19		0	0	0		0	9	45		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	19		0	0	0		0	1337	45		0	1489	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	21		0	0	0		0	1453	49		0	1618	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	21		0	0	0		0	1453	49		0	1618	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	7.0		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	751		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	351		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	351		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.2		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	15.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	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:	15.9				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

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Level Of Service Detailed Computation Report
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Future Volume Alternative

Intersection #3 Caldwell Avenue/Edison Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	3%				3%				5%				5%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			
Time Period: 0.25 hour																
Upstream Signals:																
Link Index:													#6			
Dist(miles):													0.000			
Speed (mph):													0.00			
SignalIndex:													#2			
Cycle Time:																0 secs
InitVolume:													0	0		
Saturation:													0	0		
ArrivalType:													0	0		
G/C:													0.00	0.00		
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
p:													0.000	0.000		
qq1:													0.00	0.00		
qq2:													0.00	0.00		
qq:													0.00	0.00		
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:													0.000			
beta:													0.000			
ta (secs):													0.000			
F:													0.000			
f:													0.000	0.000		
vcmax:													0	0		
vcg:													0	0		
vcmin:													0	0		
tp:													0.0	0.0		
p:													0.000			
*** Computation 3: Platoon Event Periods																
pdom/psubo:													0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	2287	3096	751	2345	3121	809	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
AdjCnflVol:	2287	3096	751	2345	3121	809	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
ConflictVol:	2287	3096	751	2345	3121	809	0	xxxxx	xxxxx	0	xxxxx	xxxxx				
*** Computation 5: Capacity for Subject Movement During Unblocked Period																
InitPotCap:	33	11	351	19	11	321	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx				
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx				
Potent Cap.:	33	11	351	19	11	321	1600	xxxxx	xxxxx	1600	xxxxx	xxxxx				

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

Intersection #4 Russel Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	0 1	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

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

Intersection #4 Russel Ave/Burke St

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	0 1	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	19	0	34	34	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	19	0	34	34	0	0	0	0	0	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	19	0	34	34	0	0	0	0	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	19	0	34	34	0	0	0	0	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	19	xxxxx	10	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	879	xxxxx	1014	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	879	xxxxx	997	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.02	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	9.2	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	946	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:		9.2			9.1			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

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

Intersection #4 Russel Ave/Burke St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												

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

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	- T	- R				L	- T	- R				L	- T	- R				L	- T	- R			
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																								
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:																								
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:																								
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:																								
Movement:	LT	- LTR	- RT				LT	- LTR	- RT				LT	- LTR	- RT				LT	- LTR	- RT			
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:																								
ApproachDel:		0.0						0.0						0.0						0.0				
ApproachLOS:																								

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

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Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: A[8.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0	34	0	0	0		0	0	0		0	0	19	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0	34	0	0	0		0	0	0		0	0	19	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	0	0		0	0	0		0	0	19	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0	34	0	0	0		0	0	0		0	0	19	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	6.2	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	19	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	879	1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	879	1091	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	0.00	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	0	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:	xxxxxx			8.6			xxxxxx				xxxxxx					
ApproachLOS:	*			A			*				*					

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

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Intersection #5 Cameron Ave/Burke St

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
HevVeh:	0%				0%				0%				0%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #6 Russel Ave/Ben Maddox Way

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #6 Russel Ave/Ben Maddox Way

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	13	0	0	33	33	31	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	13	0	0	33	33	31	0	1	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:	2	13	0	0	33	33	31	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	13	0	0	33	33	31	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	79	63	xxxxx	xxxx	63	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	914	832	xxxxx	xxxx	832	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	847	816	xxxxx	xxxx	816	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.02	xxxx	xxxx	0.04	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	820	xxxx	xxxxx	xxxx	xxxx	933	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:		9.5			9.2			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

****

Intersection #6 Russel Ave/Ben Maddox Way

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

****

Intersection #7 Cameron Ave/Ben Maddox Way

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0	0 0	0	1	0 0	1!	0	0 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

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Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #7 Cameron Ave/Ben Maddox Way

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A(9.0)

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	2	0	0	1	33	13	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	0	0	1	33	13	0	1	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	2	0	0	1	33	13	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	2	0	0	1	33	13	0	1	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	27	27	xxxxx	xxxx	27	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	988	871	xxxxx	xxxx	870	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	952	864	xxxxx	xxxx	863	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	xxxx	xxxx	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	905	xxxx	xxxxx	xxxx	xxxx	1083	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	9.0			8.4			xxxxxx			xxxxxx						
ApproachLOS:	A			A			*			*						

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #7 Cameron Ave/Ben Maddox Way

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HevVeh:	0%				0%				0%				0%			
Grade:	0%				0%				0%				0%			
Peds/Hour:	0				0				0				0			
Pedestrian Walk Speed: 4.00 feet/sec																
LaneWidth:	12 feet				12 feet				12 feet				12 feet			

Time Period: 0.25 hour

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #8 Reese Avenue/Bradley Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

Intersection #8 Reese Avenue/Bradley Street

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	0	0	0	0	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	0	0	0	0	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	0	0	0	0	0	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:		xxxxxx			8.5			xxxxxx			xxxxxx	
ApproachLOS:		*			A			*			*	

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

Diamond Oaks TIAR
55-2454-01/CN 1639
Year 2035 Base plus Project PM Peak

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

****

Intersection #8 Reese Avenue/Bradley Street

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
LaneWidth:	12 feet			12 feet			12 feet			12 feet		

Pedestrian Walk Speed: 4.00 feet/sec
Time Period: 0.25 hour