HEXAGON TRANSPORTATION CONSULTANTS, INC.

Monterey Gateway

Traffic Impact Analysis (TIA)

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Monterey Gateway residential development in Morgan Hill, California. The 5.67-acre project site is located at 18110 Monterey Road. The site is mostly undeveloped with the exception of one home. The project as proposed will consist of 101 townhomes (which includes four live-work units) and 3,500 square feet (s.f.) of retail space. Access to the residential development is proposed via a new east approach leg at the existing Old Monterey Road and Monterey Road intersection.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions at nine signalized intersections and two unsignalized intersections. An analysis of freeway segments was not performed because the proposed project would not add traffic equal to at least one percent of capacity of any freeway segment.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the scenarios described below.

Scenario 1: ***Existing Conditions***. Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new manual turning-movement counts at the study intersections, where counts were either unavailable or outdated (more than 2 years old).

Scenario 2: ***Existing Plus Project Conditions***. Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: ***Year 2025 Cumulative Conditions***. Year 2025 Cumulative conditions represents traffic growth projected to occur in the Year 2025 without the proposed project on the existing transportation network. Projected 2025 traffic growth was developed by interpolating the projected Year 2035 traffic growth.

Scenario 4: ***Year 2025 Cumulative with Project Conditions***. Year 2025 with project conditions will consist of Year 2025 traffic conditions with the addition of proposed project traffic.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Trip estimates for the proposed project were developed based on trip generation rates obtained from ITE's Trip Generation, Tenth Edition, 2017, and reductions for the proposed mixed-use land uses and pass-by-trips for retail land uses.

Based on the ITE trip generation rates, reductions for mixed-use, pass-by-trips and credit for the existing use, it is estimated that the proposed project would generate a net additional 1,034 daily vehicle trips, with 77 trips (21 inbound and 56 outbound) occurring during the AM peak hour and 106 trips (65 inbound and 41 outbound) occurring during the PM peak hour.

Existing Plus Project Intersection Levels of Service Analysis

The intersection level of service is summarized in Table ES-1. The results show all study intersections are projected to operate at acceptable levels of service under existing plus project conditions.

Freeway Segment Capacity

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table ES-2.

Year 2025 Intersection Levels of Service Analysis

The intersection level of service is summarized in Table ES-1. The results show that one of the study intersections would be significantly impacted by the project under Year 2025 Cumulative conditions according to the City of Morgan Hill impact criteria. The proposed improvements to mitigate the impact are described below.

Monterey Road and Central Avenue

The results show that the intersection of Monterey Road and Central Avenue would operate at unacceptable and would have traffic volumes that meet thresholds that warrant signalization under Year 2025 Cumulative without and with project conditions during the AM peak hour when measured against the City of Morgan Hill level of service standards.

Therefore, based on the City's impact criteria and signal warrant analysis, the proposed project would result in a significant impact at the Monterey Road and Central Avenue intersection.

This intersection was also shown to operate at an unacceptable LOS and identified to be signalized in the General Plan. With signalization, the intersection would operate at acceptable LOS C or better during both peak hours under Year 2025 Cumulative with project conditions.

All other study intersections are projected to operate at acceptable levels of service under Year 2025 Cumulative without and with project conditions, during each of the peak hours analyzed.

Other Transportation Issues

Site Access

A new east approach to the intersection of Monterey Road and Old Monterey Road would serve as the project driveway. A southbound left-turn lane would also be added to this intersection to facilitate full-access to the project site.

On-Site Circulation

As shown on the site plan, an internal roadway system provides a connection between every residential unit and retail space to the project driveway. The proposed 26-foot wide internal roadway would be sufficient to serve two-way traffic throughout the project site.

The project site plan shows sidewalks along the main internal drive aisle and the project frontage on Monterey Road. The proposed pedestrian sidewalks along the project site frontage would provide a connection to other existing pedestrian facilities (sidewalks, crosswalks, bus stops, etc.) along Monterey Road. However, there would still be a short segment of missing sidewalks (approximately 150 feet) along the adjacent property's frontage south of the project site on the east side of Monterey Road between the project site and Granada Street.

The project site should be designed following City of Morgan Hill design standards and provide adequate width and turn-radii at and along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site. Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access point and layout of the surface parking areas would be adequate to accommodate circulation of both passenger and emergency vehicles.

Emergency Vehicle Access and Circulation

The 26-foot wide internal roadway would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units and retail space on-site. There are several dead-end drive aisles that would not provide sufficient space for emergency vehicles to turn around. However, the dead-ends will be located along short segments of roadways. Thus, vehicles can back out the roadways.

Intersection Operations Analysis

Monterey Road and Old Monterey Road

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn movement and westbound approach are projected to be 75 and 50 feet long, respectively. Therefore, the southbound left-turn pocket should be designed to accommodate a 75-foot long queue. The driveway throat between Monterey Road and the internal roadway is measured to be approximately 50

feet on the site plan, which would provide sufficient storage for two vehicles to accommodate the projected queues of 50 feet long.

Transit, Pedestrian, and Bicycle Analysis

The project site is not directly served by any bus route. The nearest bus stops for Route 68 to the project are located within walking distance approximately ¼ of a mile from the project near the intersection of Hale Avenue and Llagas Road. A typical mode split in Morgan Hill would be a three percent transit share. Assuming up to three percent transit mode share for the project equates to no more than three transit riders during either the AM or PM peak hours. The transit ridership demands of the proposed project would not justify the enhancement of the existing transit facilities.

Sidewalks are provided along on the east side of Monterey Road with a short discontinuity between Old Monterey Road and Granada Street and on the west side of street south of Old Monterey Road. The project is proposing to provide sidewalks along the project frontage on Monterey Road, but there would still be a missing sidewalk along the adjacent property south of the project site. The signalized intersection of Monterey Road and Old Monterey Road currently has a crosswalk across the south approach providing a connection between sidewalks on both sides of Monterey Road. These pedestrian facilities will provide a pedestrian connection between the project site and nearby land uses along Monterey Road.

Bike lanes are currently provided along the length of Monterey Road with a discontinuity between Main Avenue and Dunne Avenue. There also are bike lanes along Main Avenue, Cochrane Road, Butterfield Boulevard, and Hale Avenue. It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could potentially generate no more than one new bicycle trip during each of the peak hours. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Table ES 1
Intersection Level of Service Summary

Int. #	Intersection	Control	LOS Standard	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing Plus Project Warrant Met?	Existing Plus Project Delay[1]	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Year 2025 Cumulative Warrant Met?	Year 2025 Cumulative Delay[1]	Year 2025 Cumulative LOS	Year 2025 Cumulative with Project Warrant Met?	Year 2025 Cumulative with Project Delay[1]	Year 2025 Cumulative with Project LOS	Year 2025 Cumulative with Project Incr. In Crit. Delay	Year 2025 Cumulative with Project Incr. In Crit. V/C
1	Monterey Road and Cochrane Road	Signal	E	AM	05/08/18	--	28.1	C	--	28.1	C	0.2	0.005	--	29.1	C	--	29.2	C	0.3	0.005
				PM	05/08/18	--	24.0	C	--	24.9	C	1.1	0.013	--	25.6	C	--	26.5	C	1.1	0.013
2	Monterey Road and Old Monterey Road	Signal	D	AM	10/24/19	--	10.8	B	--	18.5	B	2.4	0.121	--	11.0	B	--	20.4	C	5.2	0.168
				PM	10/24/19	--	15.0	B	--	22.9	C	6.0	0.038	--	16.6	B	--	25.2	C	7.1	0.041
3	Monterey Road and Wright Avenue	Signal	D	AM	03/28/19	--	19.1	B	--	19.1	B	0.0	0.002	--	21.0	C	--	21.1	C	0.1	0.002
				PM	03/28/19	--	20.4	C	--	20.4	C	0.1	0.004	--	21.8	C	--	21.9	C	0.1	0.004
4	Monterey Road and Central Avenue	TWSC	D	AM	03/28/19	No	19.5	C	No	20.1	C	N/A	N/A	**Yes**	**36.9**	**E**	**Yes**	**39.4**	**E**	**N/A**	**N/A**
				PM	03/28/19	No	15.7	C	No	15.9	C	N/A	N/A	No	23.0	C	No	23.6	C	N/A	N/A
5	Monterey Road and Main Avenue	Signal	F	AM	05/08/18	--	44.2	D	--	44.4	D	0.3	0.006	--	46.4	D	--	46.6	D	0.3	0.006
				PM	05/08/18	--	45.1	D	--	45.2	D	0.1	0.003	--	47.6	D	--	47.7	D	0.1	0.003
6	Butterfield Boulevard and Cochrane Road	Signal	D	AM	05/08/18	--	12.3	B	--	12.4	B	0.0	0.007	--	12.6	B	--	12.7	B	0.1	0.007
				PM	05/08/18	--	12.0	B	--	11.9	B	0.0	0.000	--	13.5	B	--	13.4	B	0.0	0.000
7	Sutter Boulevard and Cochrane Road	Signal	D	AM	05/08/18	--	17.2	B	--	17.2	B	0.0	0.007	--	17.5	B	--	17.6	B	0.0	0.007
				PM	05/08/18	--	17.9	B	--	18.0	B	-0.1	0.005	--	17.5	B	--	17.5	B	0.1	0.013
8	Madrone Parkway/Cochrane Plaza and Cochrane Road	Signal	E	AM	05/08/18	--	19.1	B	--	19.2	B	-2.9	-0.003	--	18.9	B	--	18.9	B	0.0	0.001
				PM	05/08/18	--	31.4	C	--	31.2	C	-0.1	0.005	--	31.9	C	--	31.8	C	-0.1	0.005
9	US 101 Southbound Ramps and Cochrane Road	Signal	E	AM	05/08/18	--	12.8	B	--	12.8	B	0.2	0.011	--	13.9	B	--	14.0	B	0.2	0.011
				PM	05/08/18	--	16.5	B	--	16.7	B	0.3	0.015	--	19.5	B	--	19.8	B	0.6	0.015
10	US 101 Northbound Ramps and Cochrane Road	Signal	E	AM	05/08/18	--	8.6	A	--	8.6	A	0.0	0.000	--	7.9	A	--	7.9	A	0.0	0.000
				PM	05/08/18	--	11.3	B	--	11.3	B	0.0	0.002	--	11.5	B	--	11.5	B	0.0	0.002
11	Old Monterey Road and Llagas Road	AWSC	D	AM	10/24/19	No	8.4	A	No	8.4	A	N/A	N/A	No	8.5	A	No	8.5	A	N/A	N/A
				PM	10/24/19	No	8.4	A	No	8.4	A	N/A	N/A	No	8.9	A	No	8.9	A	N/A	N/A

[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
Bold indicates unacceptable level of service or signal warrant met.
Bold and boxed indicate significant impact.

Table ES 2
Freeway Segment Capacity

#	Freeway	Segment	Direction	Project Trips					
				Mixed-Flow Lane			HOV Lane		
				Volume (pc/hr/ln)	Capacity[1] (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	Capacity[1] (pc/hr/ln)	% of Capacity
1	US 101	from Tennant Avenue to East Dunne Avenue	NB	1	2,300	0.03	--	--	--
			NB	2	2,300	0.10	--	--	--
2	US 101	from East Dunne Avenue to Cochrane Road	NB	0	2,300	0.01	--	--	--
			NB	1	2,300	0.04	--	--	--
3	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	6	2,300	0.26	7	1,650	0.42
			NB	5	2,300	0.20	4	1,650	0.24
4	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	3	2,300	0.12	1	1,650	0.06
			SB	7	2,300	0.30	8	1,650	0.48
5	US 101	from Cochrane Road to East Dunne Avenue	SB	1	2,300	0.04	--	--	--
			SB	1	2,300	0.03	--	--	--
6	US 101	from East Dunne Avenue to Tennant Avenue	SB	2	2,300	0.09	--	--	--
			SB	1	2,300	0.06	--	--	--

Notes:
[1] Capacities for freeway mixed-flow and HOV lanes were obtained from VTA Transportation Impact Analysis Guidelines (October 2014)

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Monterey Gateway residential development in Morgan Hill, California. The 5.67-acre project site is located at 18110 Monterey Road. The site is mostly undeveloped with the exception of one home. The project as proposed will consist of 101 townhomes (which includes four live-work units) and 3,500 square feet (s.f.) of retail space. Access to the residential development is proposed via a new east approach leg at the existing Old Monterey Road and Monterey Road intersection. The site location and study intersections are showin in Figure 1, and the site plan is shown in Figure 2.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions at nine signalized intersections and two unsignalized intersections. An analysis of freeway segments was not performed because the proposed project would not add traffic equal to at least one percent of capacity of any freeway segment. The study intersections are identified below.

Study Intersections

1. Monterey Road and Cochrane Road
2. Monterey Road and Old Monterey Road
3. Monterey Road and Wright Avenue
4. Monterey Road and Central Avenue (unsignalized)
5. Monterey Road and Main Avenue
6. Butterfield Boulevard and Cochrane Road
7. Sutter Boulevard and Cochrane Road
8. Madrone Parkway/Cochrane Plaza and Cochrane Road
9. US 101 Southbound Ramps and Cochrane Road
10. US 101 Northbound Ramps and Cochrane Road
11. Old Monterey Road and Llagas Road (unsignalized)

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the

Figure 1
Site Location and Study Intersections

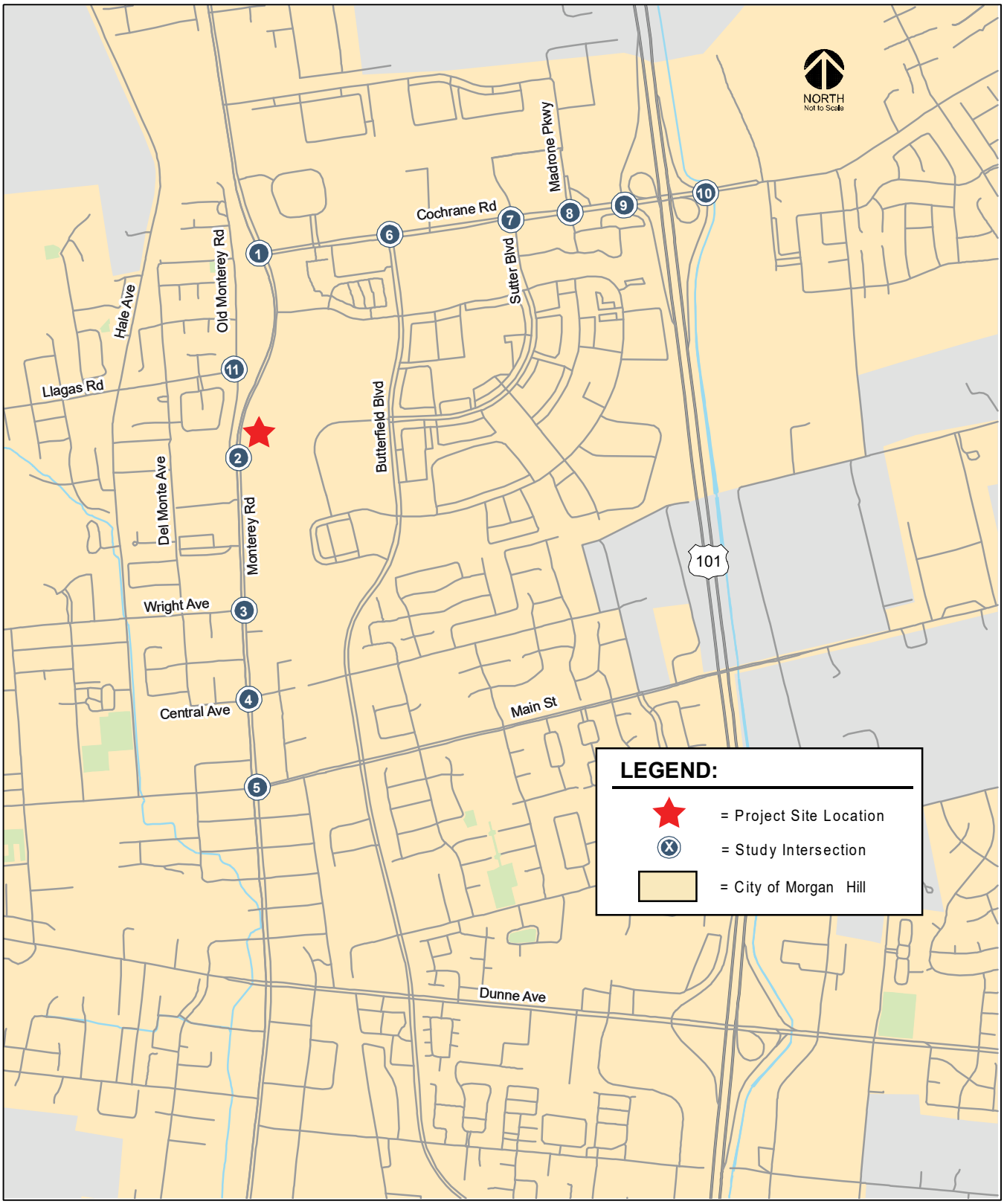
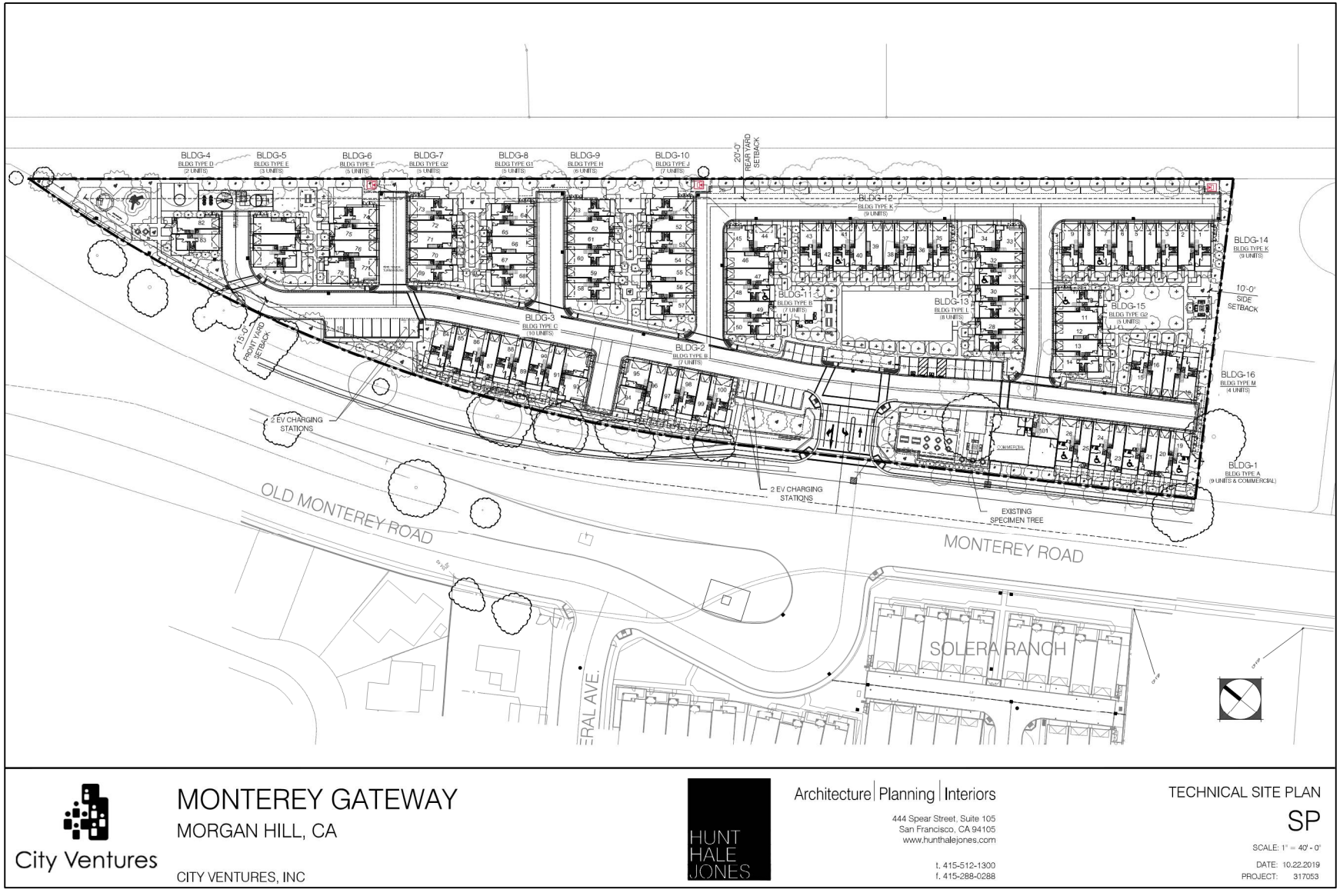


Figure 2
Site Plan



most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the scenarios described below.

Scenario 1: ***Existing Conditions***. Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new manual turning-movement counts at the study intersections, where counts were either unavailable or outdated (more than 2 years old).

Scenario 2: ***Existing Plus Project Conditions***. Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: ***Year 2025 Cumulative Conditions***. Year 2025 Cumulative conditions represents traffic growth projected to occur in the Year 2025 without the proposed project on the existing transportation network. Projected 2025 traffic growth was developed by interpolating the projected Year 2035 traffic growth.

Scenario 4: ***Year 2025 Cumulative with Project Conditions***. Year 2025 with project conditions will consist of Year 2025 traffic conditions with the addition of proposed project traffic.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new peak hour intersection turn-movement counts, previous traffic studies, the City of Morgan Hill, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- model forecasts

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

Signalized study intersections are subject to the City of Morgan Hill level of service standards. The City of Morgan Hill level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of Morgan Hill methodology

employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
    - Main Avenue and Del Monte Avenue
    - Main Avenue and Depot Street
    - Dunne Avenue and Del Monte Avenue
    - Dunne Avenue and Monterey Avenue
    - Dunne Avenue and Church Street
    - Dunne Avenue and Depot Street
    - Cochrane Road and Monterey Road
    - Tennant Avenue and Monterey Road
    - Tennant Avenue and Butterfield Boulevard
    - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
    - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
    - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

The correlation between average delay and level of service for signalized intersections is shown in Table 1.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the *2000 HCM* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports. The correlation between average delay and level of service for unsignalized intersections is shown in Table 2.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delays occurring with favorable progression.	up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the project impact on the transportation system and describes the recommended mitigation measures under existing plus project conditions. Chapter 4 presents the analysis of other transportation related issues, including site access. Chapter 5 presents the traffic conditions in the study area under Year 2025 Cumulative conditions without and with the addition of project traffic. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101. Local access to the site is provided by Monterey Road, Cochrane Road, Butterfield Boulevard, Main Avenue, Hale Avenue, and Old Monterey Road. These facilities are described below.

US 101 is a north-south freeway extending northward to San Francisco and southward through Gilroy. US 101 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) north of Cochrane Road. South of Cochrane Road, it is a six-lane freeway with no HOV lanes. Existing access to and from the project area is provided via full interchanges at Cochrane Road and Dunne Avenue.

Monterey Road is a four-lane divided major arterial that runs directly through Morgan Hill. Monterey Road extends from Market Street, in downtown San Jose, to US 101 south of the City of Gilroy. Monterey Road has a posted speed limit of 35 miles-per-hour (mph) in the project vicinity. Monterey Road would provide direct access to the project site via a new east approach at its intersection with Old Monterey Road.

Cochrane Road is an east-west divided roadway that runs from Monterey Road to Malaguerra Avenue, east of US 101. Currently, Cochrane Road is a four- to five-lane road between Monterey Road and Mission View Drive. Cochrane Road has a posted speed limit of 45 mph. Access to and from the project site is provided via Monterey Road.

Butterfield Boulevard is a north-south four-lane divided arterial roadway that runs south from Cochrane Road to its intersection with Watsonville Road/Monterey Road. Butterfield Boulevard has a posted speed limit of 45 mph. Along with Monterey Road, Butterfield Boulevard serves as a primary north-south route within the City of Morgan Hill. Butterfield Boulevard provides access to and from the project site via Main Avenue, Cochrane Road, and Monterey Road.

Main Avenue is a two-lane roadway that runs eastward from its intersection with DeWitt Avenue to Coyote Road at the base of the eastern foothills. The roadway has an overcrossing of US 101, however no access to US 101 is provided. Main Avenue has a posted speed limit of 30 mph. Access to and from the project site is provided via its intersection Monterey Road.

Hale Avenue is a two-lane roadway that runs northward from its intersection with Main Avenue to south San Jose, where it transitions into Santa Teresa Boulevard. Hale Avenue has intermittent sidewalks along the residential areas and posted speed limits of 35 and 45 mph in the project vicinity. Access to and from the project site is provided via Llagas Road to Old Monterey Road.

Old Monterey Road is a two-lane residential roadway that begins at Monterey Road and runs northward into the residential area, where it transitions to Chicory Lane. Old Monterey Road only has sidewalks on the east side of the street and a posted speed limit of 30 mph. Direct access to and from the project would be provided via a new east approach at its intersection with Monterey Road.

Existing Bicycle and Pedestrian Facilities

As defined by the Valley Transportation Authority (VTA), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), and rated streets. The latter refers to streets frequently used by bicyclists, sharing the roadway with motor vehicles, and includes city designated Class III bike routes. Rated streets include extreme caution (heavy traffic volumes with high traffic speeds), alert (moderate traffic volumes and speeds), and moderate (low traffic volumes and moderate to low traffic speeds). Class III bikeways only have signs to help guide bicyclists on recommended routes to certain locations.

Class II bike lanes are currently provided along the following roadways:

- Cochrane Road, along its entire length;
- Main Avenue, from Live Oak High School to Peak Avenue;
- Butterfield Boulevard, along its entire length;
- Sutter Boulevard, from Cochrane Road to Butterfield Boulevard;
- Monterey Road, nearly its entire length within City of Morgan Hill limits, with the exception of the segment that runs through downtown between Dunne Avenue and Main Avenue;
- Burnett Avenue, from Monterey Road to Bauman Court;
- Central Avenue, from Butterfield Boulevard to its termination point west of US 101;
- Dunne Avenue, from Peak Avenue to east of Hill Road;
- Depot Street, between Main Avenue and Fifth Street;
- Peak Avenue, between Dunne Avenue and Wright Avenue;
- Murphy Avenue, Dunne Avenue and Kelly Park Circle;
- Hale Avenue, between Main Avenue and north of the City of Morgan Hill.

Other bicycle facilities in the project vicinity include the following:

- A bike route on Monterey Road, between Dunne Avenue and Main Avenue;
- A paved bike path on east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue;
- An unpaved bike path, the Madrone Channel Trail, along the east side of US 101, between Tennant Avenue and Cochrane Road.

The existing bicycle facilities in the study area are presented graphically on Figure 3.

Pedestrian facilities in the study areas consist primarily of sidewalks, pedestrian push buttons and signal heads at signalized intersections. All of the signalized intersections in the vicinity of the project site have marked crosswalks and pedestrian push buttons and signal heads. Sidewalks are found on the following roadway segments in the project vicinity.

Figure 3
Existing Bicycle Facilities

- Monterey Road has sidewalks on the east side of street with a short discontinuity between Old Monterey Road and Granada Street and on the west side of street south of Old Monterey Road.
- Old Monterey Road has sidewalks on the west side of the street.
- Main Avenue has sidewalks on both sides of the street.
- Butterfield Boulevard has sidewalks on both sides of the street with a discontinuity on the west side of the street between Jarvis Drive and approximately 700 feet south of Sutter Boulevard.
- Cochrane Road has sidewalks on both sides of the street with a discontinuity between Monterey Road and Adams Court.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Service

Existing transit service to the study area is provided by the VTA and Caltrain. The transit services are described below and shown on Figure 4.

VTA Bus Services

The study area is served directly by a community bus (Route 16), a local bus (Route 68), and two express buses (Route 121 and Route 168).

Community Bus Route 16 operates on Cochrane Road in the study area. It runs from Burnett Avenue to the Civic Center (Main and Dewitt) in Morgan Hill with approximately 60-minute headways in the AM and PM commute periods. Route 16 operates between 6:30 AM and 6:00 PM. The nearest Route 16 stops to the project site are located near the intersections of Monterey Road/Main Avenue and Monterey Road/Cochrane Road.

Local Route 68 operates on Monterey Road and Hale Avenue on its route between the Gilroy Transit Center and the Diridon Transit Center in San Jose with 15-20 minute headways on weekdays in the AM and PM peak hours. Route 68 operates between 4:00 AM and 1:30 AM. The nearest Route 68 stop is located near the Hale Avenue/Llagas Road intersection.

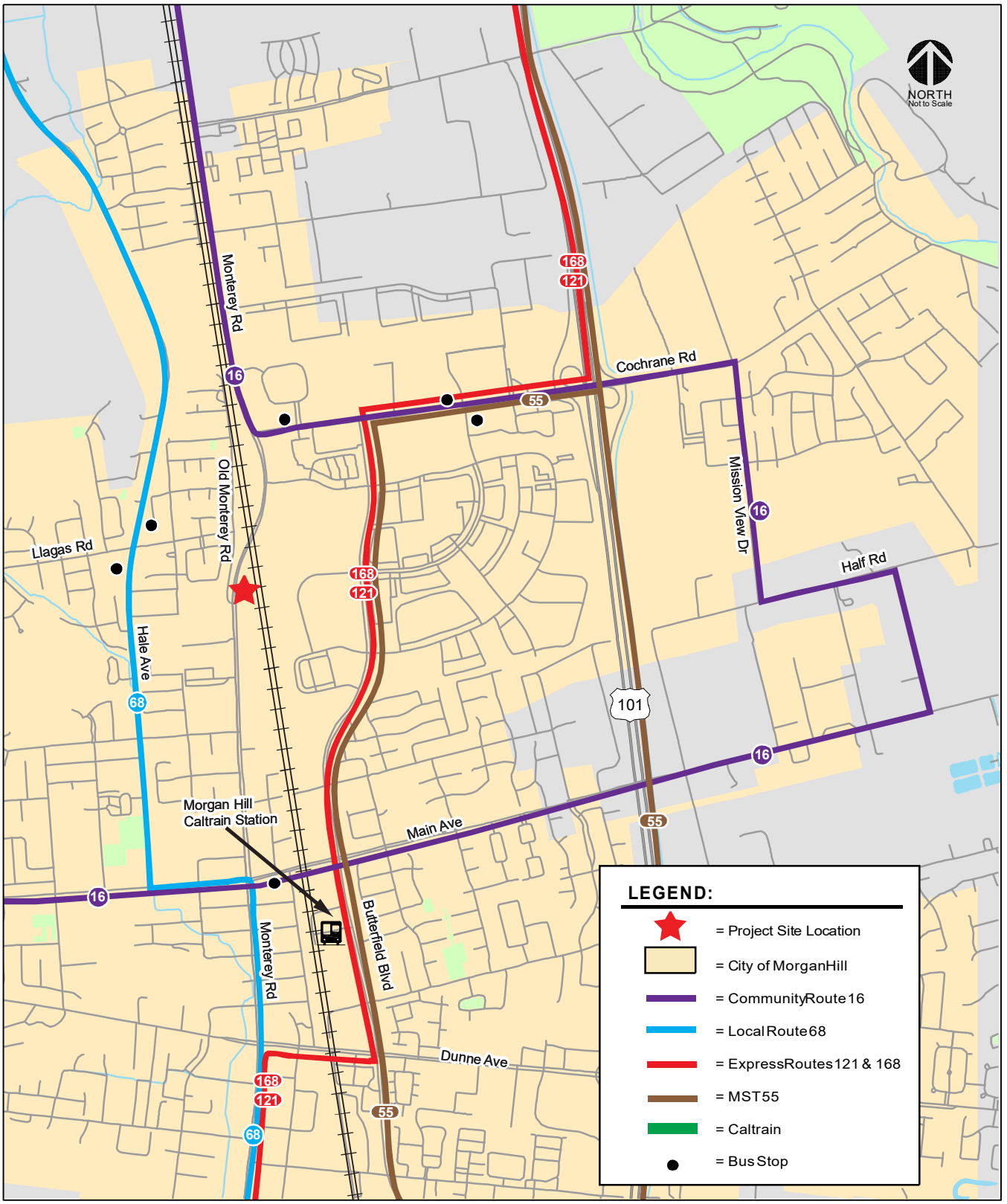
Express Route 121 operates on Butterfield Boulevard and Cochrane Road on its route between the Gilroy Transit Center and the Lockheed Martin Transit Center. It operates northbound with 15 to 30-minute headways during the AM commute period only and southbound with 15 to 30-minute headways during the PM commute period only. The nearest Route 121 stop to the project site is located at the intersection of Sutter Boulevard and Cochrane Road, approximately one mile northeast of the project site.

Express Route 168 operates on Butterfield Boulevard and Cochrane Road on its route between the Gilroy Transit Center and the San Jose Diridon Transit Center. It operates northbound with 30-minute headways during the AM commute period only and southbound with 30-minute headways during the PM commute period only. The nearest Route 168 stop to the project site is located at the intersection of Sutter Boulevard and Cochrane Road, approximately one mile northeast of the project site.

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Morgan Hill Caltrain Station is located along Depot Street, with main access and parking off of Butterfield Boulevard, approximately two miles from the project site. At the Morgan Hill Station, Caltrain only provides service in the northbound direction during the AM commute period and in the southbound

Figure 4
Existing Transit Services



direction only during the PM commute period with approximately 30- to 60-minute headways during each of the commute hours.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with manual turning-movement counts at intersections, where counts were either unavailable or outdated (more than 2 years old). The existing peak-hour intersection volumes are shown on Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 3. The results show that, measured against the City of Morgan Hill level of service standards, all the study intersections currently operate at an acceptable level of service, LOS D or better, under existing conditions during each of the peak hours analyzed.

All of the unsignalized study intersections currently have traffic conditions that fall below the thresholds that warrant signalization. The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Figure 5
Existing Lane Configurations

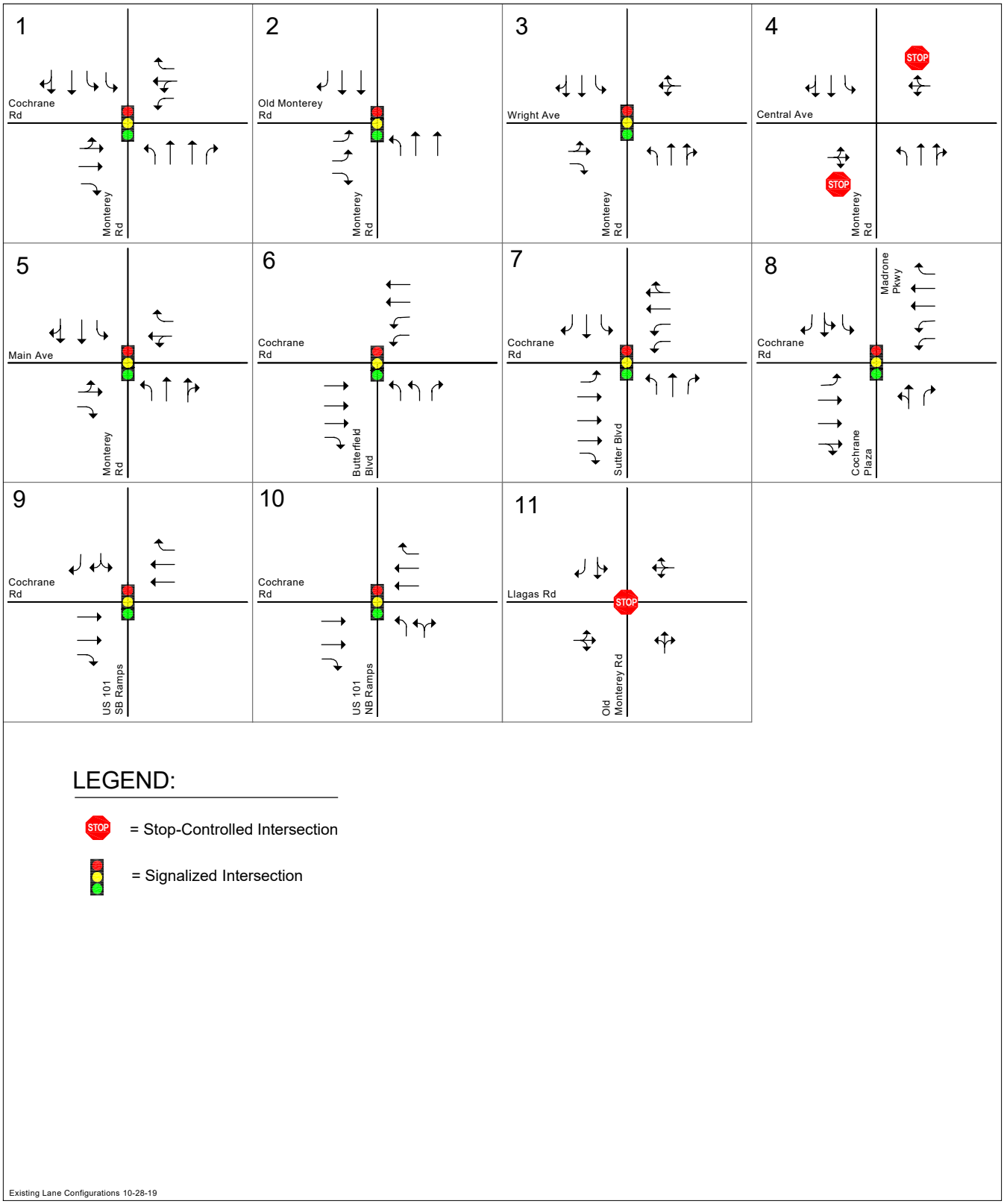


Figure 6
Existing Traffic Volumes

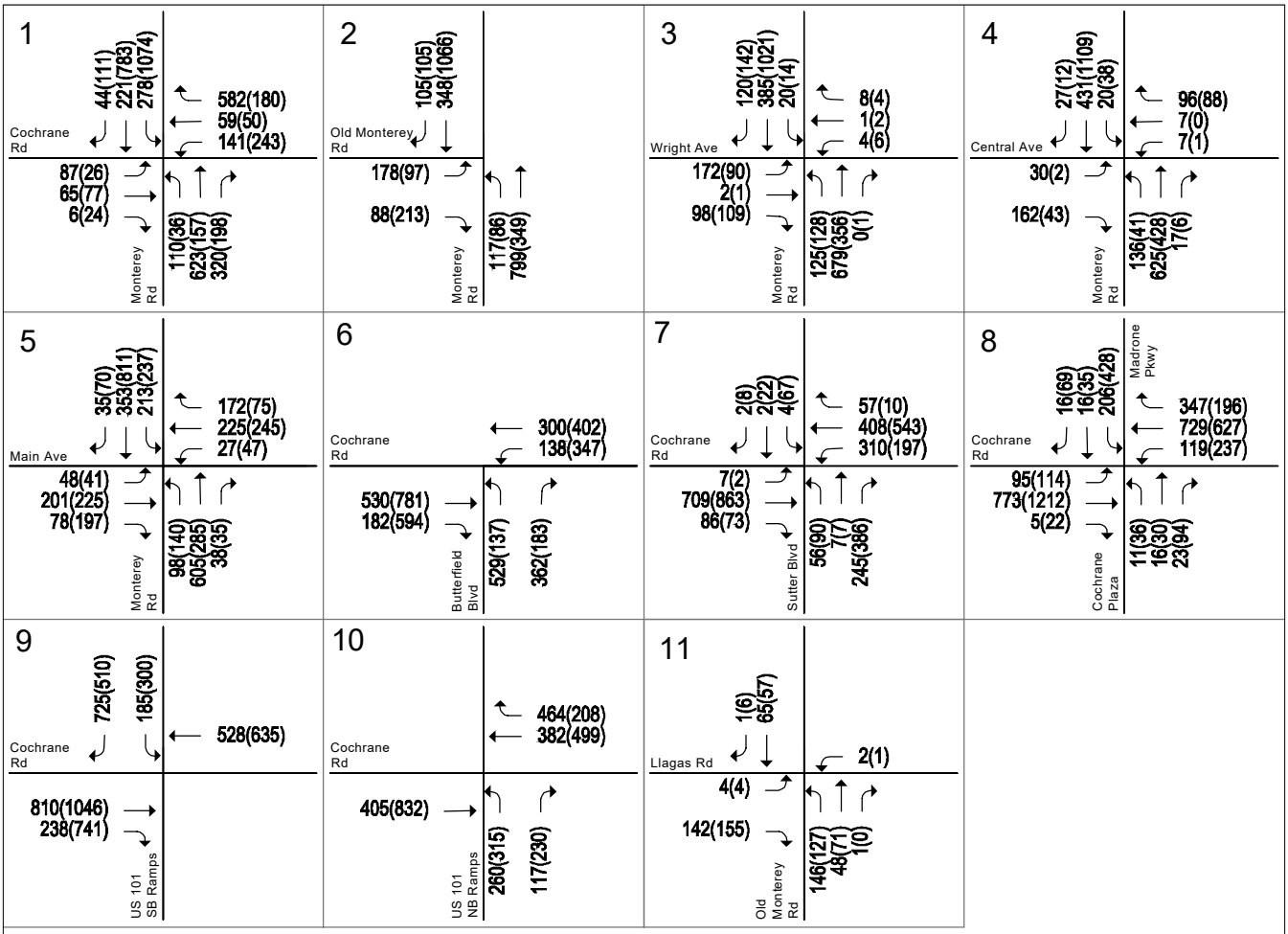


Table 3
Existing Intersection Levels of Service

Int. #	Intersection	Control	LOS Standard	Peak Hour	Count Date	Warrant Met?	Delay[1]	LOS
1	Monterey Road and Cochrane Road	Signal	E	AM	05/08/18	--	28.1	C
				PM	05/08/18	--	24.0	C
2	Monterey Road and Old Monterey Road	Signal	D	AM	10/24/19	--	10.8	B
				PM	10/24/19	--	15.0	B
3	Monterey Road and Wright Avenue	Signal	D	AM	03/28/19	--	19.1	B
				PM	03/28/19	--	20.4	C
4	Monterey Road and Central Avenue	TWSC	D	AM	03/28/19	No	19.5	C
				PM	03/28/19	No	15.7	C
5	Monterey Road and Main Avenue	Signal	F	AM	05/08/18	--	44.2	D
				PM	05/08/18	--	45.1	D
6	Butterfield Boulevard and Cochrane Road	Signal	D	AM	05/08/18	--	12.3	B
				PM	05/08/18	--	12.0	B
7	Sutter Boulevard and Cochrane Road	Signal	D	AM	05/08/18	--	17.2	B
				PM	05/08/18	--	17.9	B
8	Madrone Parkway/Cochrane Plaza and Cochrane I	Signal	E	AM	05/08/18	--	19.1	B
				PM	05/08/18	--	31.4	C
9	US 101 Southbound Ramps and Cochrane Road	Signal	E	AM	05/08/18	--	12.8	B
				PM	05/08/18	--	16.5	B
10	US 101 Northbound Ramps and Cochrane Road	Signal	E	AM	05/08/18	--	8.6	A
				PM	05/08/18	--	11.3	B
11	Old Monterey Road and Llagas Road	AWSC	D	AM	10/24/19	No	8.4	A
				PM	10/24/19	No	8.4	A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the proposed project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections for this analysis are based on the City of Morgan Hill Level of Service standards.

Definition of Significant Signalized Intersection Impacts

All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
    - Main Avenue and Del Monte Avenue
    - Main Avenue and Depot Street
    - Dunne Avenue and Del Monte Avenue
    - Dunne Avenue and Monterey Avenue
    - Dunne Avenue and Church Street;
    - Dunne Avenue and Depot Street
    - Cochrane Road and Monterey Road
    - Tennant Avenue and Monterey Road
    - Tennant Avenue and Butterfield Boulevard
    - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
    - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
    - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under existing conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under existing conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Definition of Significant Unsignalized Intersection Impacts

Unsignalized intersections within the City of Morgan Hill have a minimum operating level of LOS D. According to the City of Morgan Hill level of service guidelines, a development is said to have a significant adverse impact on traffic conditions at an unsignalized intersection if for either peak hour the addition of project traffic causes the worst approach delay to degrade to LOS E or F ***and*** the traffic volumes at the intersection are sufficiently high to satisfy the peak hour volume warrant.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the roadway network and intersection configurations under existing plus project conditions would be the same as described under existing conditions with the exception of the following improvement:

Monterey Road and Old Monterey Road – As part of the project, a new east approach at the intersection of Monterey Road and Old Monterey would be constructed to serve as the main access to the project site. The site plan shows that the east approach would include a separate left-turn lane and a shared through and right-turn lane. To facilitate access to the project site, the addition of a separate southbound left-turn lane and restriping of the middle exclusive eastbound left-turn lane to a shared through and left-turn lane were also assumed in the analysis.

The addition of the east approach to serve the project will require signal modification at the intersection. A crosswalk on the north approach of the intersection is currently not provided. However, there are no sidewalks provided along the west side of Monterey Road or the east side of Old Monterey Road, and there are no destinations that would be served by a crosswalk on the north approach. Therefore, a new crosswalk on the north approach would not be required with the signal modification.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The trip generation rates for Single-Family Detached Housing (Land Use 210) and Shopping Center (Land Use 820) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the townhomes and retail space, respectively. Single-family detached housing trip generation rates were used to estimate the amount of trips that would be generated by the proposed townhomes because the trip-making characteristics of varying types of residential units would be similar due the limited transit services and employment opportunities within Morgan Hill. Based on ITE trip rates, single-family homes generate the greatest number of per unit trips for residential uses. Therefore, the use of single-family trip rates provides a conservative estimate of trips for the proposed townhome units.

Trip Reductions

The trip estimates for each of the proposed land use components of the project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internalization of trips. As prescribed by the VTA *Transportation Impact Analysis Guidelines* (October 2014), a trip reduction of 15 percent (%) to account for the internalization between residential and retail land uses was applied to the estimated trips for the project.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 20% for retail development within the City of Morgan Hill was applied to the retail component of the proposed project.

Based on the ITE rates with trip adjustments and reductions, the proposed development would generate a total of 1,043 daily vehicle trips, with 78 trips (21 inbound and 57 outbound) occurring during the AM peak hour and 107 trips (66 inbound and 41 outbound) occurring during the PM peak hour.

Existing Site Trips

Trips associated with the single-family house on the project site were estimated using ITE rates and subtracted from the estimated trips to be generated by the proposed project. Based on ITE rates, the single-family house currently generates 9 daily vehicle trips, with 1 trips (0 inbound and 1 outbound) occurring during the AM peak hour and 1 trips (1 inbound and 0 outbound) occurring during the PM peak hour.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, the project would generate a net additional 1,034 daily vehicle trips, with 77 trips (21 inbound and 56 outbound) occurring during the AM peak hour and 106 trips (65 inbound and 41 outbound) occurring during the PM peak hour (see Table 4).

Table 4
Project Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
Single-Family Detached Housing (ITE LU 210)	101 Dwelling Units	9.440	953	0.740	25%	75%	19	56	75	0.990	63%	37%	63	37	100
Housing and Retail Mixed-Use Reduction (15%) [1]			*-20*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Shopping Center (ITE LU 820)	3,500 Square Feet	37.750	132	0.940	62%	38%	2	1	3	3.810	48%	52%	6	7	13
Housing and Retail Mixed-Use Reduction (15%) [1]			*-20*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Retail Passby (20%) [2]			*-2*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Total Project Trips			**1,043**				**21**	**57**	**78**				**66**	**41**	**107**
Existing Land Use															
Single-Family Detached Housing	1 Dwelling Unit	9.440	9	0.740	25%	75%	0	1	1	0.990	63%	37%	1	0	1
Net Project Trips (Proposed - Existing Land Uses)			**1,034**				**21**	**56**	**77**				**65**	**41**	**106**

Source: ITE Trip Generation Manual, 10th Edition 2017

[1] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator.

[2] 20% pass-by reduction is typically applied for retail development within the City of Morgan Hill.

Trip Distribution

The trip distribution patterns for project-generated traffic was estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the City of Morgan Hill Traffic Demand Forecasting (TDF) Model. The project trip distribution patterns are shown graphically on Figure 7.

Trip Assignment

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. Figure 8 shows the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Proposed project trips, as represented in the above project trip assignment, were added to the existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figures 9.

Existing Plus Project Intersection Analysis

The results of the level of service analysis under existing plus project conditions are summarized in Table 5. The results show that all of the study intersections are projected to operate at acceptable levels of service under existing plus project conditions, during each of the peak hours analyzed. The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 6.

Figure 7
Project Trip Distribution

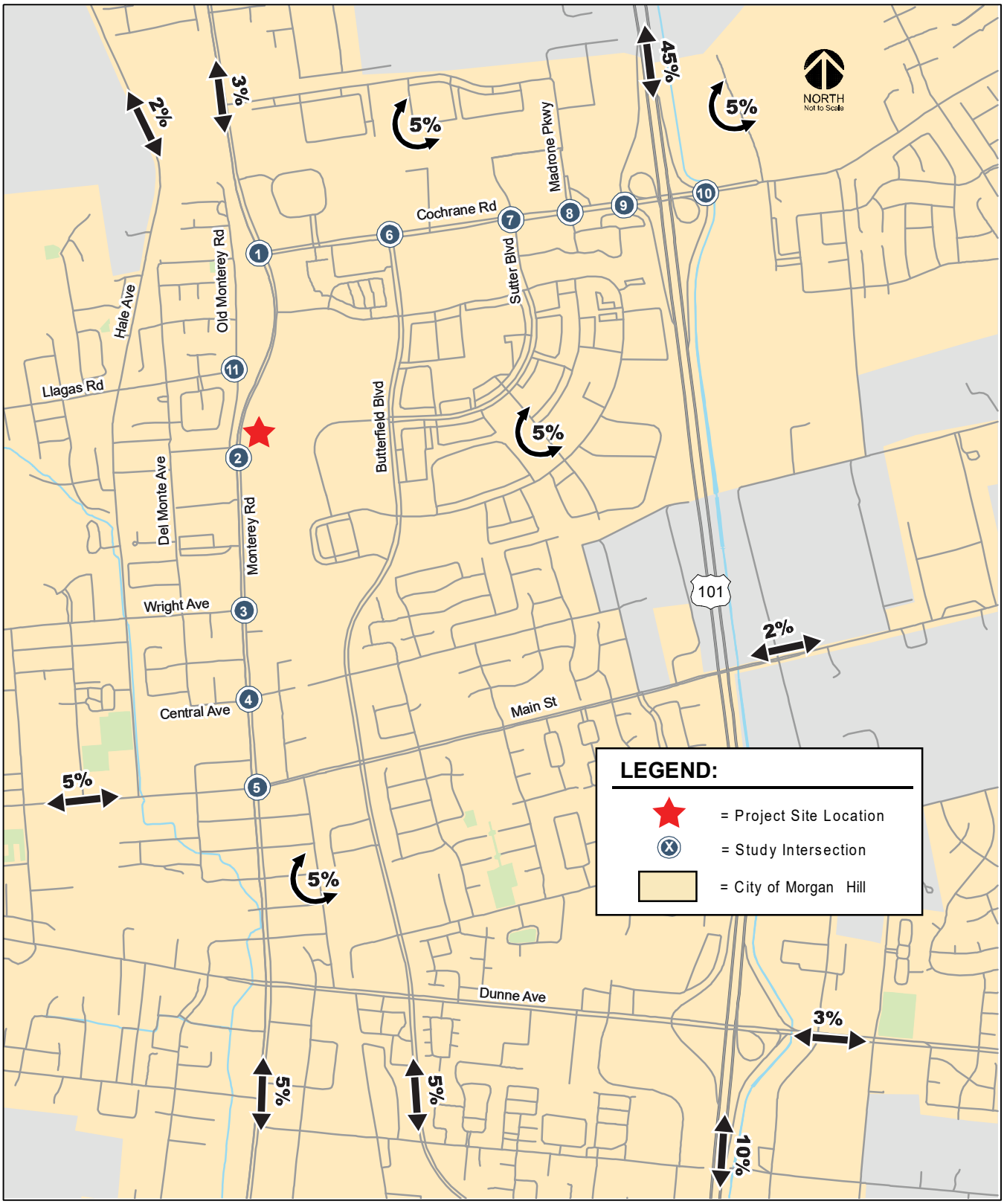


Figure 8
Project Trip Assignment

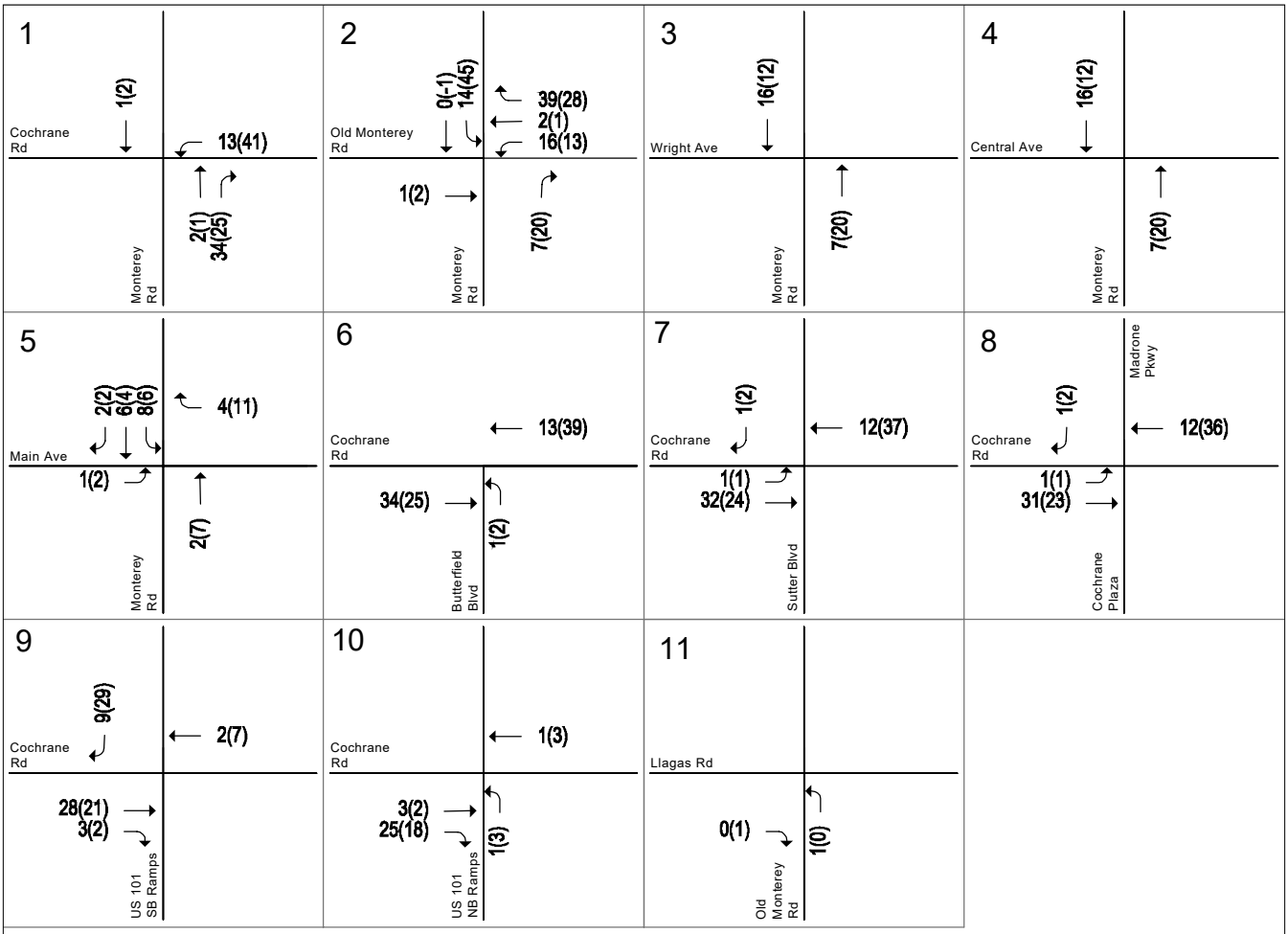


Figure 9
Existing Plus Project Traffic Volumes

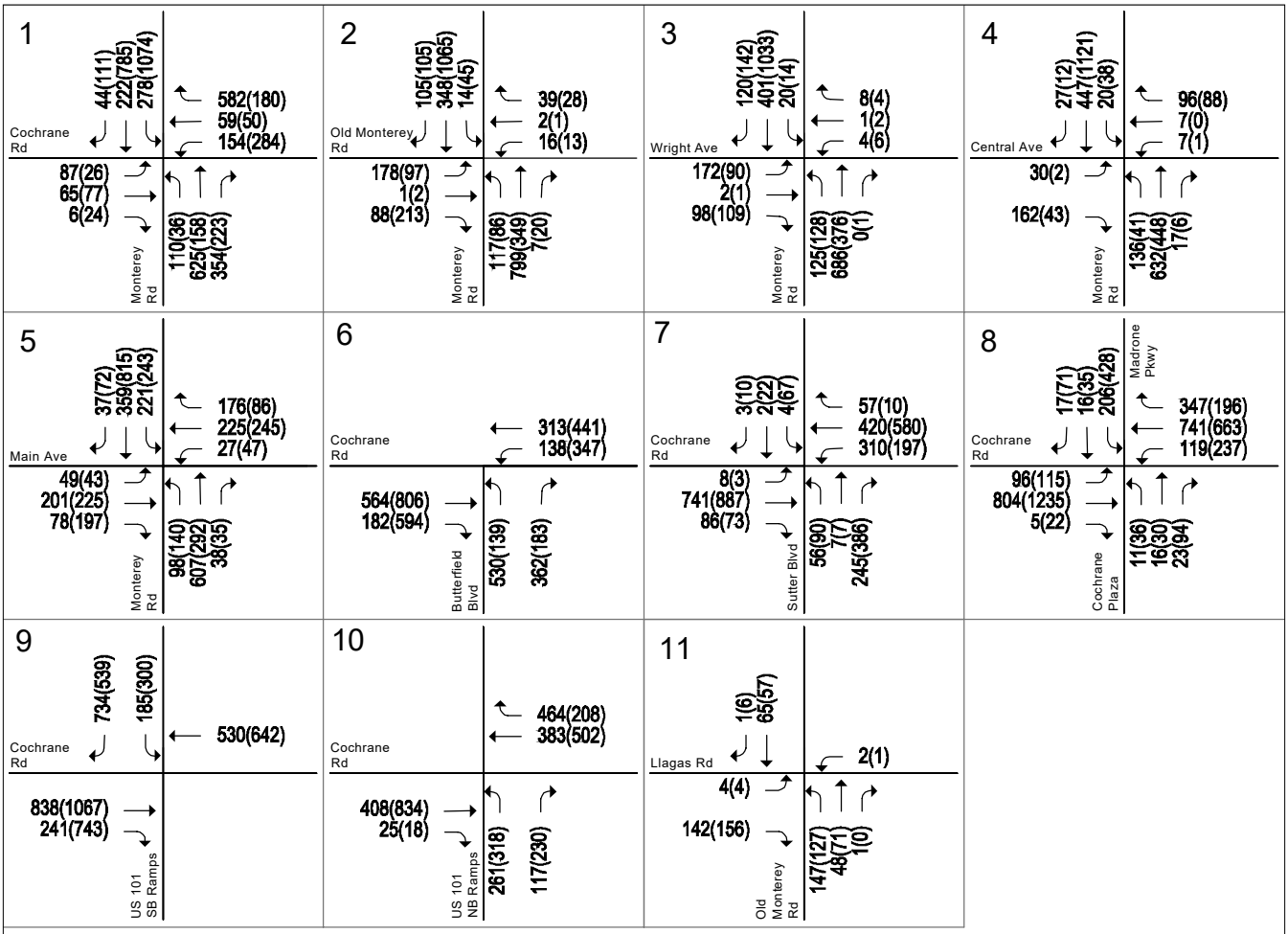


Table 5
Existing Plus Project Intersection Levels of Service

Int. #	Intersection	Control	LOS Standard	Peak Hour	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing Plus Project Warrant Met?	Existing Plus Project Delay[1]	Existing Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Monterey Road and Cochrane Road	Signal	E	AM	--	28.1	C	--	28.1	C	0.2	0.005
				PM	--	24.0	C	--	24.9	C	1.1	0.013
2	Monterey Road and Old Monterey Road	Signal	D	AM	--	10.8	B	--	18.5	B	2.4	0.121
				PM	--	15.0	B	--	22.9	C	6.0	0.038
3	Monterey Road and Wright Avenue	Signal	D	AM	--	19.1	B	--	19.1	B	0.0	0.002
				PM	--	20.4	C	--	20.4	C	0.1	0.004
4	Monterey Road and Central Avenue	TWSC	D	AM	No	19.5	C	No	20.1	C	N/A	N/A
				PM	No	15.7	C	No	15.9	C	N/A	N/A
5	Monterey Road and Main Avenue	Signal	F	AM	--	44.2	D	--	44.4	D	0.3	0.006
				PM	--	45.1	D	--	45.2	D	0.1	0.003
6	Butterfield Boulevard and Cochrane Road	Signal	D	AM	--	12.3	B	--	12.4	B	0.0	0.007
				PM	--	12.0	B	--	11.9	B	0.0	0.000
7	Sutter Boulevard and Cochrane Road	Signal	D	AM	--	17.2	B	--	17.2	B	0.0	0.007
				PM	--	17.9	B	--	18.0	B	-0.1	0.005
8	Madrone Parkway/Cochrane Plaza and Cochrane Road	Signal	E	AM	--	19.1	B	--	19.2	B	-2.9	-0.003
				PM	--	31.4	C	--	31.2	C	-0.1	0.005
9	US 101 Southbound Ramps and Cochrane Road	Signal	E	AM	--	12.8	B	--	12.8	B	0.2	0.011
				PM	--	16.5	B	--	16.7	B	0.3	0.015
10	US 101 Northbound Ramps and Cochrane Road	Signal	E	AM	--	8.6	A	--	8.6	A	0.0	0.000
				PM	--	11.3	B	--	11.3	B	0.0	0.002
11	Old Monterey Road and Llagas Road	AWSC	D	AM	No	8.4	A	No	8.4	A	N/A	N/A
				PM	No	8.4	A	No	8.4	A	N/A	N/A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Table 6
Freeway Segment Capacity

#	Freeway	Segment	Direction	Project Trips					
				Mixed-Flow Lane			HOV Lane		
				Volume (pc/hr/ln)	Capacity[1] (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	Capacity[1] (pc/hr/ln)	% of Capacity
1	US 101	from Tennant Avenue to East Dunne Avenue	NB	1	2,300	0.03	--	--	--
			NB	2	2,300	0.10	--	--	--
2	US 101	from East Dunne Avenue to Cochrane Road	NB	0	2,300	0.01	--	--	--
			NB	1	2,300	0.04	--	--	--
3	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	6	2,300	0.26	7	1,650	0.42
			NB	5	2,300	0.20	4	1,650	0.24
4	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	3	2,300	0.12	1	1,650	0.06
			SB	7	2,300	0.30	8	1,650	0.48
5	US 101	from Cochrane Road to East Dunne Avenue	SB	1	2,300	0.04	--	--	--
			SB	1	2,300	0.03	--	--	--
6	US 101	from East Dunne Avenue to Tennant Avenue	SB	2	2,300	0.09	--	--	--
			SB	1	2,300	0.06	--	--	--

Notes:
[1] Capacities for freeway mixed-flow and HOV lanes were obtained from VTA Transportation Impact Analysis Guidelines (October 2014)

4. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Vehicular site access
- On-site circulation
- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Potential impacts to bike, pedestrian and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access and Circulation

A review of the site plan for the project was performed to determine if adequate site access is provided and to identify any access and circulation issues that should be improved. This review is based on a conceptual site plan dated October 22, 2019 and in accordance with generally accepted traffic engineering standards.

Site Access

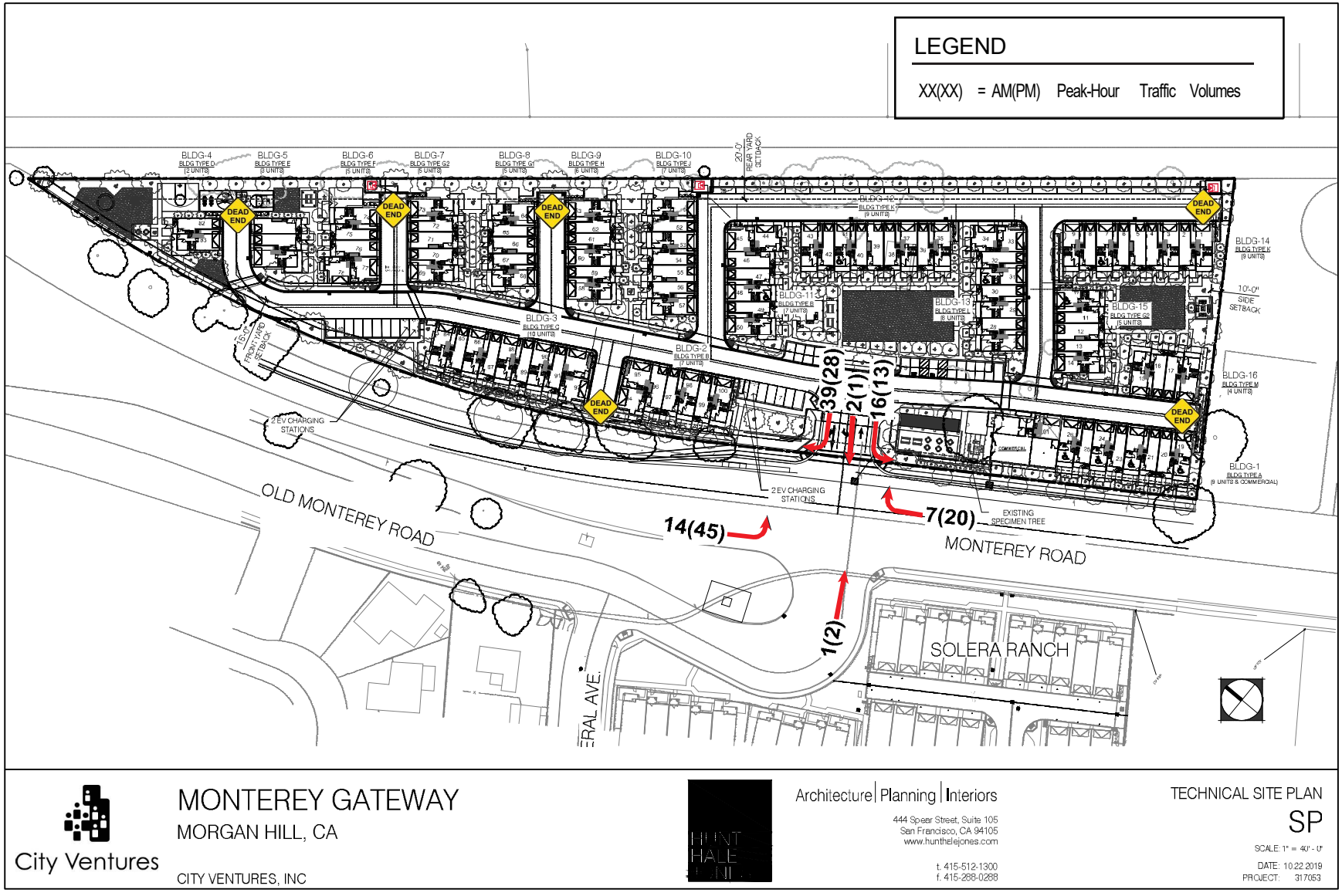
The proposed project site plan and project trips at the site access point is presented in Figure 10. A new east approach to the intersection of Monterey Road and Old Monterey Road would serve as the project driveway. A southbound left-turn lane would also be added to this intersection to facilitate full-access to the project site.

On-Site Circulation

As shown on the site plan, an internal roadway system provides a connection between every residential unit and retail space to the project driveway. The proposed 26-foot wide internal roadway would be sufficient to serve two-way traffic throughout the project site.

The project site plan shows sidewalks along the main internal drive aisle and the project frontage on Monterey Road. The proposed pedestrian sidewalks along the project site frontage would provide a connection to other existing pedestrian facilities (sidewalks, crosswalks, bus stops, etc.) along Monterey Road. However, there would still be a short segment of missing sidewalks (approximately 150

Figure 10
Project Trips at Site Access Driveway



feet) along the adjacent property's frontage south of the project site on the east side of Monterey Road between the project site and Granada Street.

The project site should be designed following City of Morgan Hill design standards and provide adequate width and turn-radii at and along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site. Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access point and layout of the surface parking areas would be adequate to accommodate circulation of both passenger and emergency vehicles.

Emergency Vehicle Access and Circulation

The 26-foot wide internal roadway would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units and retail space on-site. There are several dead-end drive aisles that would not provide sufficient space for emergency vehicles to turn around. However, the dead-ends will be located along short segments of roadways. Thus, vehicles can back out the roadways.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length".

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 7. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

Table 7
Site Access Queuing Analysis

Measurement	Monterey Road and Old Monterey Road					
	Southbound Left		Westbound Left		Westbound Through/Right	
	AM	PM	AM	PM	AM	PM
Project Conditions						
Cycle Length (sec)	60	90	60	90	60	90
Lanes	1	1	1	1	1	1
Volume (vph)	14	45	16	13	41	29
Volume (vphpl)	14	45	16	13	41	29
95th %. Queue (veh/ln.)	1	3	1	1	2	2
95th %. Queue (ft./ln)[1]	25	75	25	25	50	50

Monterey Road and Old Monterey Road

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn movement and westbound approach are projected to be 75 and 50 feet long, respectively. Therefore, the southbound left-turn pocket should be designed to accommodate a 75-foot long queue. The driveway throat between Monterey Road and the internal roadway is measured to be approximately 50 feet on the site plan, which would provide sufficient storage for two vehicles to accommodate the projected queues of 50 feet long.

Project generated traffic at other locations would be too low to have a measurable effect on queue lengths.

Transit, Pedestrian and Bicycle Analysis

The project site is not directly served by any bus route. The nearest bus stops for Route 68 to the project are located within walking distance approximately ¼ of a mile from the project near the intersection of Hale Avenue and Llagas Road. A typical mode split in Morgan Hill would be a three percent transit share. Assuming up to three percent transit mode share for the project equates to no more than three transit riders during either the AM or PM peak hours. The transit ridership demands of the proposed project would not justify the enhancement of the existing transit facilities.

Sidewalks are provided along on the east side of Monterey Road with a short discontinuity between Old Monterey Road and Granada Street and on the west side of street south of Old Monterey Road. The project is proposing to provide sidewalks along the project frontage on Monterey Road, but there would still be a missing sidewalk along the adjacent property south of the project site. The signalized intersection of Monterey Road and Old Monterey Road currently has a crosswalk across the south approach providing a connection between sidewalks on both sides of Monterey Road. These pedestrian facilities will provide a pedestrian connection between the project site and nearby land uses along Monterey Road.

Bike lanes are currently provided along the length of Monterey Road with a discontinuity between Main Avenue and Dunne Avenue. There also are bike lanes along Main Avenue, Cochrane Road, Butterfield Boulevard, and Hale Avenue. It is expected that bicycle trips would comprise no more than one percent

of the total project-generated trips. Thus, the project could potentially generate no more than one new bicycle trip during each of the peak hours. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

5. Year 2025 Cumulative Conditions

This chapter describes Year 2025 Cumulative traffic conditions with and without the proposed project. Year 2025 Cumulative conditions are comprised of forecasted traffic volumes and reflect estimated traffic growth in the City of Morgan Hill for the Year 2025. This chapter describes the procedure used to determine Year 2025 Cumulative traffic volumes and the resulting traffic conditions.

Year 2025 Cumulative Land Use and Traffic Forecasts

Year 2025 Cumulative traffic volumes were developed based on traffic forecasts produced for the City of Morgan Hill 2035 General Plan using the City's Traffic Demand Forecasting (TDF) model. The Year 2035 General Plan traffic forecasts include land use growth and transportation improvements associated with buildout of the City's General Plan.

The 2035 General Plan forecasts also include trips associated with the adopted General Plan land uses for the project site. Therefore, the trips associated with the adopted General Plan land uses for the project site were removed to develop Year 2025 Cumulative no project traffic volumes. Hexagon prepared trip estimates for the project site GP land uses which were estimated to consist of 52 residential units, 3,000 s.f. of retail space and 3,000 s.f. of office space. When compared with the land uses included in the City's General Plan, the proposed project would result in an additional 34 AM peak hour trips and 48 PM peak hour trips at the project site. The estimated trip generation for the proposed land uses and adopted General Plan land uses for the site are presented in Table 8.

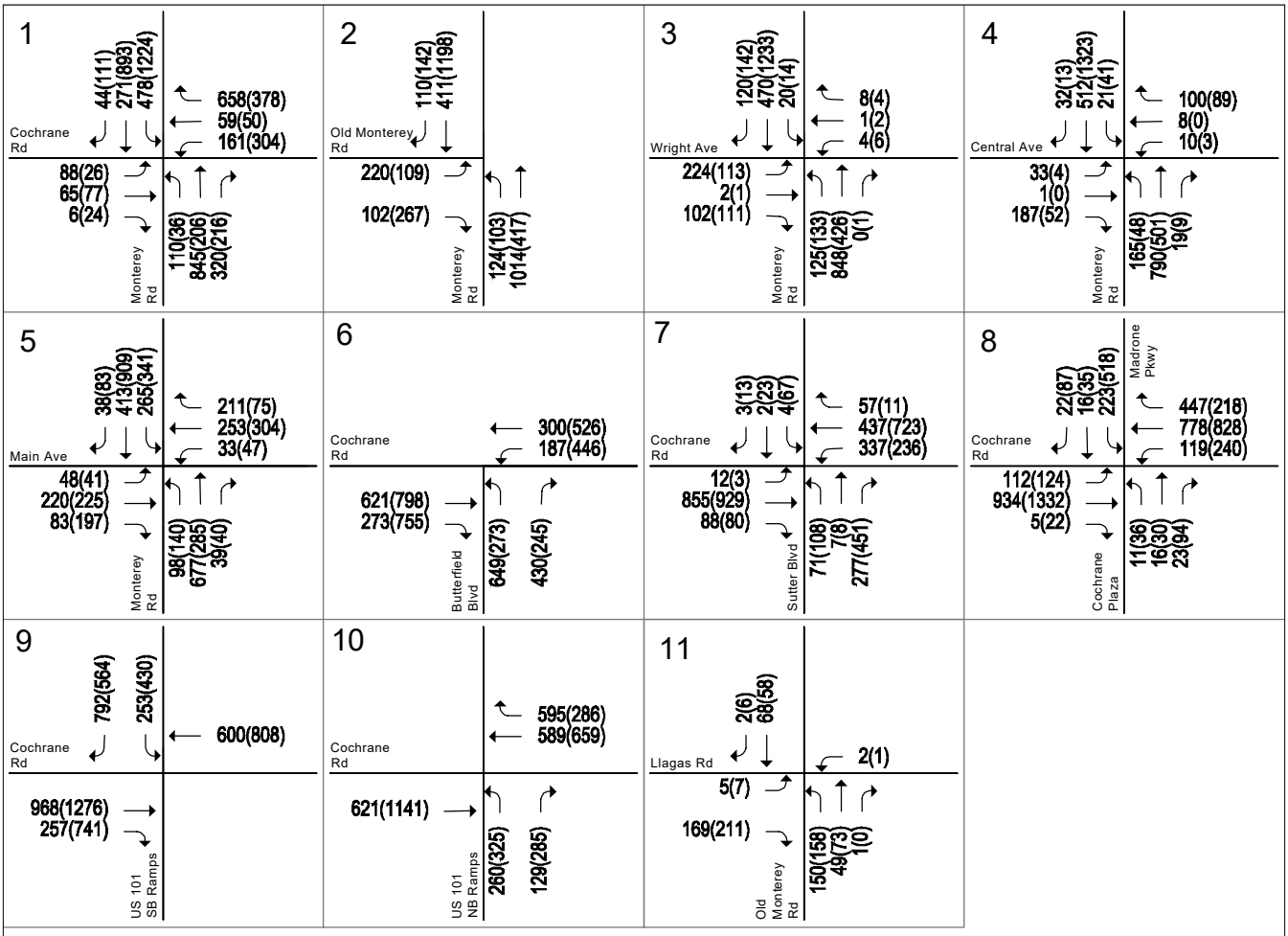
The Year 2025 Cumulative no project traffic volumes were then estimated using a growth method that involved adding a proportion (10 Years or 50%) of the 2035 projected growth, with removal of the trips associated with the adopted General Plan land uses for the project, to existing traffic counts at each of the study intersections.

Figure 11 shows the Year 2025 Cumulative No Project traffic volumes. Appendix B lists each of the components used to tabulate cumulative traffic volumes at each study intersection.

Year 2025 Cumulative Transportation Network

It is assumed in this analysis that the roadway network and intersection configurations under Year 2025 Cumulative without and with project conditions would be the same as described under existing and existing plus project conditions, respectively.

Figure 11
Year 2025 Cumulative No Project Traffic Volumes



Year 2025 Project Trip Generation Estimates

The estimated project trips for the proposed development plan were added to Year 2025 Cumulative no project traffic volumes to represent Year 2025 Cumulative with project conditions. Figure 12 shows the Year 2025 Cumulative with project traffic volumes. Appendix B lists each of the components used to tabulate cumulative traffic volumes at each study intersection.

Intersection Levels of Service under Year 2025 Cumulative Conditions

The level of service results under Year 2025 Cumulative without and with project conditions are summarized in Table 9.

Monterey Road and Central Avenue

The results show that the intersection of Monterey Road and Central Avenue would operate at unacceptable and would have traffic volumes that meet thresholds that warrant signalization under Year 2025 Cumulative without and with project conditions during the AM peak hour when measured against the City of Morgan Hill level of service standards.

Therefore, based on the City's impact criteria and signal warrant analysis, the proposed project would result in a significant impact at the Monterey Road and Central Avenue intersection.

This intersection was also shown to operate at an unacceptable LOS and identified to be signalized in the General Plan. With signalization, the intersection would operate at acceptable LOS C or better during both peak hours under Year 2025 Cumulative with project conditions.

All other study intersections are projected to operate at acceptable levels of service under Year 2025 Cumulative without and with project conditions, during each of the peak hours analyzed. The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Table 8
General Plan 2035 Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
Single-Family Detached Housing (ITE LU 210)	101 Dwelling Units	9.440	953	0.740	25%	75%	19	56	75	0.990	63%	37%	63	37	100
Housing and Retail Mixed-Use Reduction (15%) [1]			*-20*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Shopping Center (ITE LU 820)	3,500 Square Feet	37.750	132	0.940	62%	38%	2	1	3	3.810	48%	52%	6	7	13
Housing and Retail Mixed-Use Reduction (15%) [1]			*-20*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Retail Passby (20%) [5]			*-2*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Total Project Trips			**1,043**				**21**	**57**	**78**				**66**	**41**	**107**
Approved Land Uses															
Single-Family Detached Housing (ITE LU 210)	52 Dwelling Units	9.440	491	0.740	25%	75%	10	28	38	0.990	63%	37%	32	19	51
Housing and Retail Mixed-Use Reduction (15%) [1]			*-17*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Housing and Employment Mixed-Use Reduction (3%) [2]			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Shopping Center (ITE LU 820)	3,000 Square Feet	37.750	113	0.940	62%	38%	2	1	3	3.810	48%	52%	5	6	11
Housing and Retail Mixed-Use Reduction (15%) [1]			*-17*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Employment and Retail Mixed-Use Reduction (3%) [3]			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Retail Passby (20%) [4]			*-2*				*0*	*0*	*0*				*-1*	*-1*	*-2*
General Office Building (ITE LU 710)	3,000 Square Feet	9.740	29	1.160	86%	14%	3	0	3	1.150	16%	84%	0	3	3
Housing and Employment Mixed-Use Reduction (3%) [2]			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Employment and Retail Mixed-Use Reduction (3%) [3]			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Total Project Trips			**593**				**15**	**29**	**44**				**34**	**25**	**59**
Difference between Proposed and Approved Uses			**450**				**6**	**28**	**34**				**32**	**16**	**48**

Source: ITE Trip Generation Manual, 10th Edition 2017

[1] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator.

[2] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and employment components is equal to 3% off the smaller trip generator.

[3] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with employment and employee-serving retail components is equal to 3% off the employment component.

[4] 20% pass-by reduction is typically applied for retail development within the City of Morgan Hill.

Figure 12
Year 2025 Cumulative with Project Traffic Volumes

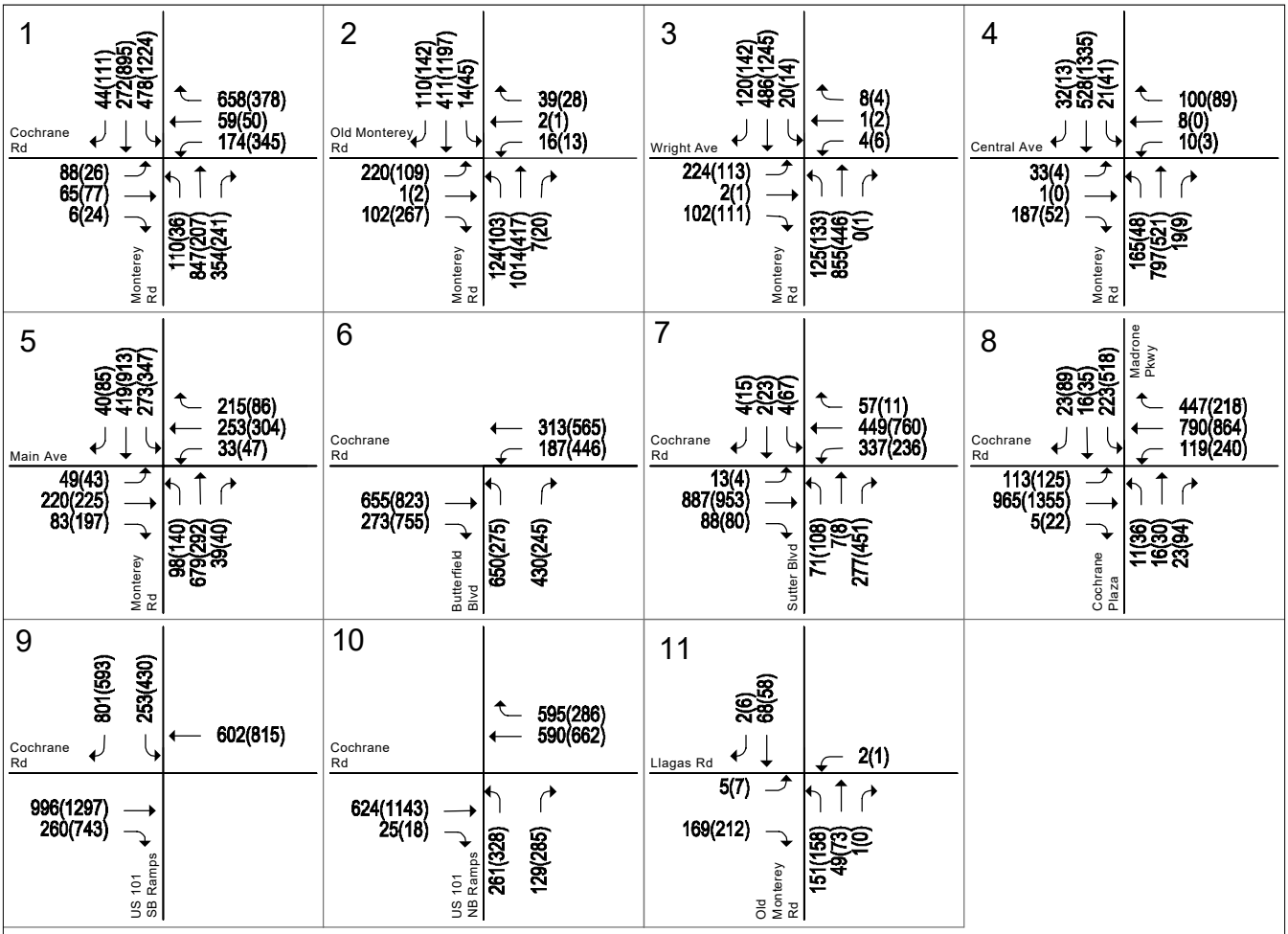


Table 9
Year 2025 Cumulative Intersection Levels of Service

Int. #	Intersection	Control	LOS Standard	Peak Hour	Year 2025 Cumulative Warrant Met?	Year 2025 Cumulative Delay[1]	Year 2025 Cumulative LOS	Year 2025 Cumulative with Project Warrant Met?	Year 2025 Cumulative with Project Delay[1]	Year 2025 Cumulative with Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Monterey Road and Cochrane Road	Signal	E	AM	--	29.1	C	--	29.2	C	0.3	0.005
				PM	--	25.6	C	--	26.5	C	1.1	0.013
2	Monterey Road and Old Monterey Road	Signal	D	AM	--	11.0	B	--	20.4	C	5.2	0.168
				PM	--	16.6	B	--	25.2	C	7.1	0.041
3	Monterey Road and Wright Avenue	Signal	D	AM	--	21.0	C	--	21.1	C	0.1	0.002
				PM	--	21.8	C	--	21.9	C	0.1	0.004
4	Monterey Road and Central Avenue	TWSC	D	AM	**Yes**	**36.9**	**E**	**Yes**	**39.4**	**E**	**N/A**	**N/A**
				PM	No	23.0	C	No	23.6	C	N/A	N/A
5	Monterey Road and Main Avenue	Signal	F	AM	--	46.4	D	--	46.6	D	0.3	0.006
				PM	--	47.6	D	--	47.7	D	0.1	0.003
6	Butterfield Boulevard and Cochrane Road	Signal	D	AM	--	12.6	B	--	12.7	B	0.1	0.007
				PM	--	13.5	B	--	13.4	B	0.0	0.000
7	Sutter Boulevard and Cochrane Road	Signal	D	AM	--	17.5	B	--	17.6	B	0.0	0.007
				PM	--	17.5	B	--	17.5	B	0.1	0.013
8	Madrone Parkway/Cochrane Plaza and Cochrane Road	Signal	E	AM	--	18.9	B	--	18.9	B	0.0	0.001
				PM	--	31.9	C	--	31.8	C	-0.1	0.005
9	US 101 Southbound Ramps and Cochrane Road	Signal	E	AM	--	13.9	B	--	14.0	B	0.2	0.011
				PM	--	19.5	B	--	19.8	B	0.6	0.015
10	US 101 Northbound Ramps and Cochrane Road	Signal	E	AM	--	7.9	A	--	7.9	A	0.0	0.000
				PM	--	11.5	B	--	11.5	B	0.0	0.002
11	Old Monterey Road and Llagas Road	AWSC	D	AM	No	8.5	A	No	8.5	A	N/A	N/A
				PM	No	8.9	A	No	8.9	A	N/A	N/A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
Bold indicates unacceptable level of service or signal warrant met.
Bold and boxed indicate significant impact.

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The study included an analysis of AM and PM peak-hour traffic conditions for nine signalized intersections and two unsignalized intersections during the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

The impacts of the project on intersections were identified on the basis of the City of Morgan Hill Level of Service standards. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Levels of Service Analysis

The results show all study intersections are projected to operate at acceptable levels of service under existing plus project conditions.

Freeway Segment Capacity

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Year 2025 Intersection Levels of Service Analysis

The results show that one of the study intersections would be significantly impacted by the project under Year 2025 Cumulative conditions according to the City of Morgan Hill impact criteria. The proposed improvements to mitigate the impact are described below.

Monterey Road and Central Avenue

The results show that the intersection of Monterey Road and Central Avenue would operate at unacceptable and would have traffic volumes that meet thresholds that warrant signalization under

Year 2025 Cumulative without and with project conditions during the AM peak hour when measured against the City of Morgan Hill level of service standards.

Therefore, based on the City's impact criteria and signal warrant analysis, the proposed project would result in a significant impact at the Monterey Road and Central Avenue intersection.

This intersection was also shown to operate at an unacceptable LOS and identified to be signalized in the General Plan. With signalization, the intersection would operate at acceptable LOS C or better during both peak hours under Year 2025 Cumulative with project conditions.

All other study intersections are projected to operate at acceptable levels of service under Year 2025 Cumulative without and with project conditions, during each of the peak hours analyzed.

Other Transportation Issues

Site Access

A new east approach to the intersection of Monterey Road and Old Monterey Road would serve as the project driveway. A southbound left-turn lane would also be added to this intersection to facilitate full-access to the project site.

On-Site Circulation

As shown on the site plan, an internal roadway system provides a connection between every residential unit and retail space to the project driveway. The proposed 26-foot wide internal roadway would be sufficient to serve two-way traffic throughout the project site.

The project site plan shows sidewalks along the main internal drive aisle and the project frontage on Monterey Road. The proposed pedestrian sidewalks along the project site frontage would provide a connection to other existing pedestrian facilities (sidewalks, crosswalks, bus stops, etc.) along Monterey Road. However, there would still be a short segment of missing sidewalks (approximately 150 feet) along the adjacent property's frontage south of the project site on the east side of Monterey Road between the project site and Granada Street.

The project site should be designed following City of Morgan Hill design standards and provide adequate width and turn-radii at and along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site. Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access point and layout of the surface parking areas would be adequate to accommodate circulation of both passenger and emergency vehicles.

Emergency Vehicle Access and Circulation

The 26-foot wide internal roadway would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units and retail space on-site. There are several dead-end drive aisles that would not provide sufficient space for emergency vehicles to turn around. However, the dead-ends will be located along short segments of roadways. Thus, vehicles can back out the roadways.

Intersection Operations Analysis

Monterey Road and Old Monterey Road

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn movement and westbound approach are projected to be 75 and 50 feet long, respectively. Therefore, the southbound left-turn pocket should be designed to accommodate a 75-foot long queue. The driveway throat between Monterey Road and the internal roadway is measured to be approximately 50 feet on the site plan, which would provide sufficient storage for two vehicles to accommodate the projected queues of 50 feet long.

Transit, Pedestrian, and Bicycle Analysis

The project site is not directly served by any bus route. The nearest bus stops for Route 68 to the project are located within walking distance approximately ¼ of a mile from the project near the intersection of Hale Avenue and Llagas Road. A typical mode split in Morgan Hill would be a three percent transit share. Assuming up to three percent transit mode share for the project equates to no more than three transit riders during either the AM or PM peak hours. The transit ridership demands of the proposed project would not justify the enhancement of the existing transit facilities.

Sidewalks are provided along on the east side of Monterey Road with a short discontinuity between Old Monterey Road and Granada Street and on the west side of street south of Old Monterey Road. The project is proposing to provide sidewalks along the project frontage on Monterey Road, but there would still be a missing sidewalk along the adjacent property south of the project site. The signalized intersection of Monterey Road and Old Monterey Road currently has a crosswalk across the south approach providing a connection between sidewalks on both sides of Monterey Road. These pedestrian facilities will provide a pedestrian connection between the project site and nearby land uses along Monterey Road.

Bike lanes are currently provided along the length of Monterey Road with a discontinuity between Main Avenue and Dunne Avenue. There also are bike lanes along Main Avenue, Cochrane Road, Butterfield Boulevard, and Hale Avenue. It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could potentially generate no more than one new bicycle trip during each of the peak hours. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Monterey Gateway TIA
Technical Appendices

November 27, 2019

Appendix A

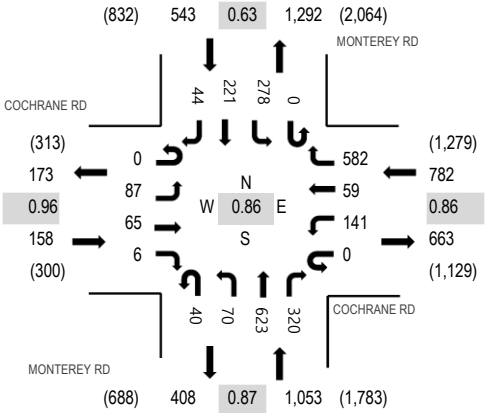
Traffic Counts

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

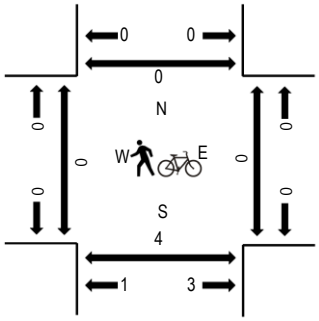
Location: 1 MONTEREY RD & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	20	1	0	17	12	107	5	14	134	60	0	29	16	5	441	2,272	0	0	0	0
7:15 AM	0	18	19	0	0	32	8	74	11	18	150	74	0	43	20	11	478	2,536	0	0	2	0
7:30 AM	0	24	17	0	0	28	14	190	10	22	151	77	0	52	24	7	616	2,511	0	0	0	0
7:45 AM	0	20	19	2	0	33	15	179	8	18	180	97	0	79	80	7	737	2,315	0	0	0	0
8:00 AM	0	25	10	4	0	48	22	139	11	12	142	72	0	104	97	19	705	1,922	0	0	1	0
8:15 AM	0	17	21	1	0	37	10	80	8	21	97	76	0	44	30	11	453		0	0	0	0
8:30 AM	0	20	13	3	0	35	12	84	12	16	92	64	0	29	31	9	420		0	0	0	0
8:45 AM	0	10	13	2	0	41	4	58	4	16	52	59	0	38	37	10	344		0	0	0	0

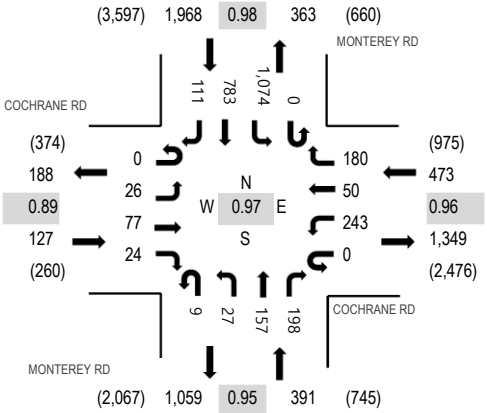
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	1	1	0	2	0	0	7
Lights	0	87	63	6	0	139	56	571	40	70	616	315	0	263	219	43	2,488
Mediums	0	0	2	0	0	2	3	8	0	0	6	4	0	13	2	1	41
Total	0	87	65	6	0	141	59	582	40	70	623	320	0	278	221	44	2,536

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

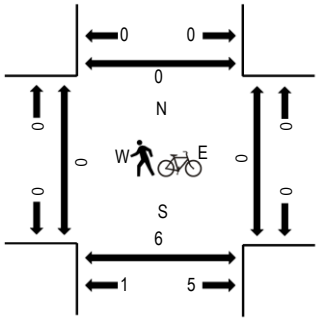
Location: 1 MONTEREY RD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	18	5	0	67	18	49	2	4	34	54	0	250	189	29	723	2,959	0	0	1	0
4:15 PM	0	9	19	5	0	59	17	45	4	6	43	50	0	269	207	21	754	2,924	0	0	1	0
4:30 PM	0	5	20	6	0	71	11	48	1	12	36	45	0	288	186	30	759	2,868	0	0	0	0
4:45 PM	0	8	20	8	0	46	4	38	2	5	44	49	0	267	201	31	723	2,766	0	0	2	0
5:00 PM	0	9	26	5	0	63	17	49	5	10	23	42	0	232	174	33	688	2,618	0	0	1	0
5:15 PM	0	6	22	5	0	67	12	52	4	10	16	46	0	213	218	27	698		0	0	0	0
5:30 PM	0	5	25	4	0	78	8	40	4	8	35	56	0	213	163	18	657		0	0	0	0
5:45 PM	0	7	16	3	0	71	18	27	3	6	28	58	0	178	141	19	575		0	0	0	0

Peak Rolling Hour Flow Rates

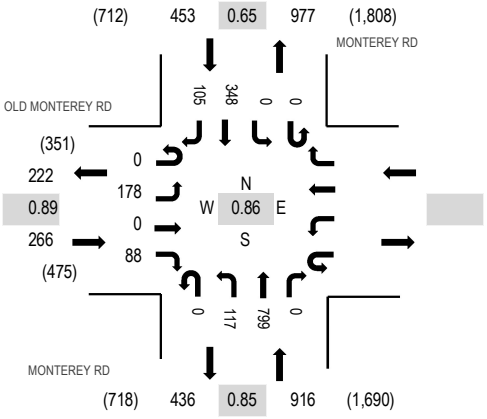
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	0	1	0	5	0	0	9
Lights	0	26	76	24	0	243	50	173	9	27	153	195	0	1,062	771	111	2,920
Mediums	0	0	1	0	0	0	0	4	0	0	4	2	0	7	12	0	30
Total	0	26	77	24	0	243	50	180	9	27	157	198	0	1,074	783	111	2,959

All Traffic Data Services Inc.

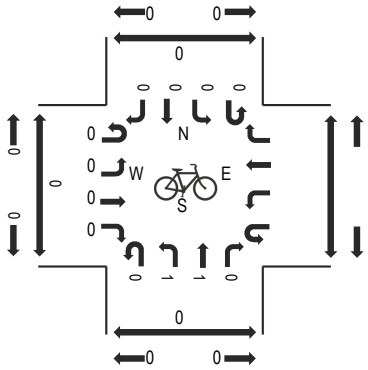
(303) 216-2439
www.alltrafficdata.net

Location: 1 MONTEREY RD & OLD MONTEREY RD AM
Date: Thursday, October 24, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

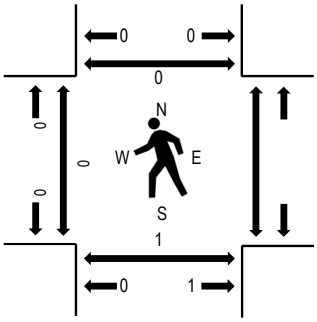
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MONTEREY RD Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	30	0	14					0	15	226	0	0	0	29	13	327	1,514	0		1	0
7:15 AM	0	34	0	32					0	11	204	0	0	0	28	17	326	1,611	0		1	0
7:30 AM	0	51	0	26					0	26	221	0	0	0	53	11	388	1,635	0		1	0
7:45 AM	0	55	0	25					0	30	261	0	0	0	78	24	473	1,523	0		0	0
8:00 AM	0	40	0	21					0	36	148	0	0	0	135	44	424	1,363	0		0	0
8:15 AM	0	32	0	16					0	25	169	0	0	0	82	26	350		0		0	0
8:30 AM	0	37	0	15					0	21	127	0	0	0	62	14	276		0		1	0
8:45 AM	0	23	0	24					0	20	150	0	0	0	78	18	313		0		1	0

Peak Rolling Hour Flow Rates

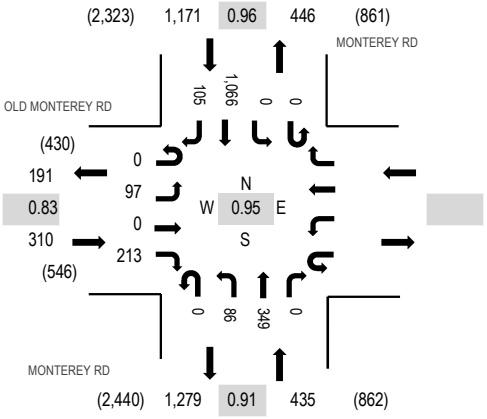
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	1	0	0					0	0	2	0	0	0	2	0	5
Lights	0	176	0	85					0	116	789	0	0	0	338	105	1,609
Mediums	0	1	0	3					0	1	8	0	0	0	8	0	21
Total	0	178	0	88					0	117	799	0	0	0	348	105	1,635

All Traffic Data Services Inc.

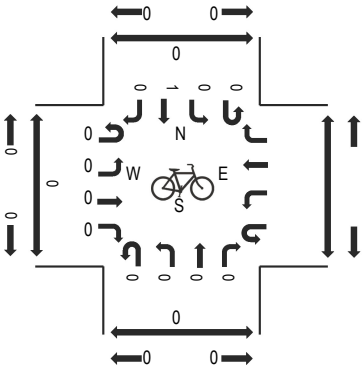
(303) 216-2439
www.alltrafficdata.net

Location: 1 MONTEREY RD & OLD MONTEREY RD PM
Date: Thursday, October 24, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

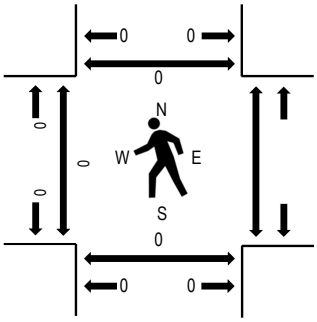
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MONTEREY RD Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM	0	26	0	46					0	22	93	0	0	0	247	28	462	1,916	0		0	0
4:15 PM	0	22	0	49					0	21	98	0	0	0	284	29	503	1,910	0		0	0
4:30 PM	0	32	0	61					0	25	79	0	0	0	267	22	486	1,842	0		0	0
4:45 PM	0	17	0	57					0	18	79	0	0	0	268	26	465	1,812	0		0	0
5:00 PM	0	15	0	24					0	24	85	0	0	0	271	37	456	1,815	0		0	0
5:15 PM	0	23	0	39					0	22	76	0	0	0	248	27	435		0		0	0
5:30 PM	0	33	0	43					0	31	90	0	0	0	234	25	456		0		1	0
5:45 PM	0	24	0	35					0	30	69	0	0	0	267	43	468		0		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	97	0	211					0	86	343	0	0	0	1,058	105	1,900
Mediums	0	0	0	2					0	0	5	0	0	0	8	0	15
Total	0	97	0	213					0	86	349	0	0	0	1,066	105	1,916

Traffic Data Service

San Jose, CA
(408) 622-4787
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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 3/28/2019
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Groups Printed- Vehicles

	MONTEREY RD Southbound					DRIVEWAY Westbound					MONTEREY RD Northbound					WRIGHT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	40	3	0	49	1	0	0	3	4	1	169	15	0	185	11	0	23	1	35	273
07:15 AM	10	63	0	1	74	0	0	2	5	7	0	179	7	0	186	19	0	35	0	54	321
07:30 AM	17	80	5	0	102	3	0	1	3	7	0	187	25	1	213	24	0	35	1	60	382
07:45 AM	33	113	8	0	154	3	0	2	0	5	0	183	22	0	205	19	1	61	0	81	445
Total	66	296	16	1	379	7	0	5	11	23	1	718	69	1	789	73	1	154	2	230	1421
08:00 AM	34	100	4	1	139	0	1	0	4	5	0	169	31	1	201	22	1	30	2	55	400
08:15 AM	36	92	3	3	134	2	0	1	4	7	0	140	47	1	188	33	0	46	1	80	409
08:30 AM	24	84	2	3	113	1	0	1	4	6	0	127	24	3	154	38	0	43	2	83	356
08:45 AM	17	82	0	1	100	1	0	1	1	3	0	159	33	1	193	22	0	48	0	70	366
Total	111	358	9	8	486	4	1	3	13	21	0	595	135	6	736	115	1	167	5	288	1531
Grand Total	177	654	25	9	865	11	1	8	24	44	1	1313	204	7	1525	188	2	321	7	518	2952
Apprch %	20.5	75.6	2.9	1		25	2.3	18.2	54.5		0.1	86.1	13.4	0.5		36.3	0.4	62	1.4		
Total %	6	22.2	0.8	0.3	29.3	0.4	0	0.3	0.8	1.5	0	44.5	6.9	0.2	51.7	6.4	0.1	10.9	0.2	17.5	

	MONTEREY RD Southbound				DRIVEWAY Westbound				MONTEREY RD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	80	5	102	**3**	0	1	4	0	**187**	25	**212**	24	0	35	59	377
07:45 AM	33	**113**	**8**	**154**	3	0	**2**	**5**	0	183	22	205	19	**1**	**61**	**81**	**445**
08:00 AM	34	100	4	138	0	**1**	0	1	0	169	31	200	22	1	30	53	392
08:15 AM	**36**	92	3	131	2	0	1	3	0	140	**47**	187	**33**	0	46	79	400
Total Volume	120	385	20	525	8	1	4	13	0	679	125	804	98	2	172	272	1614
% App. Total	22.9	73.3	3.8		61.5	7.7	30.8		0	84.5	15.5		36	0.7	63.2		
PHF	.833	.852	.625	.852	.667	.250	.500	.650	.000	.908	.665	.948	.742	.500	.705	.840	.907

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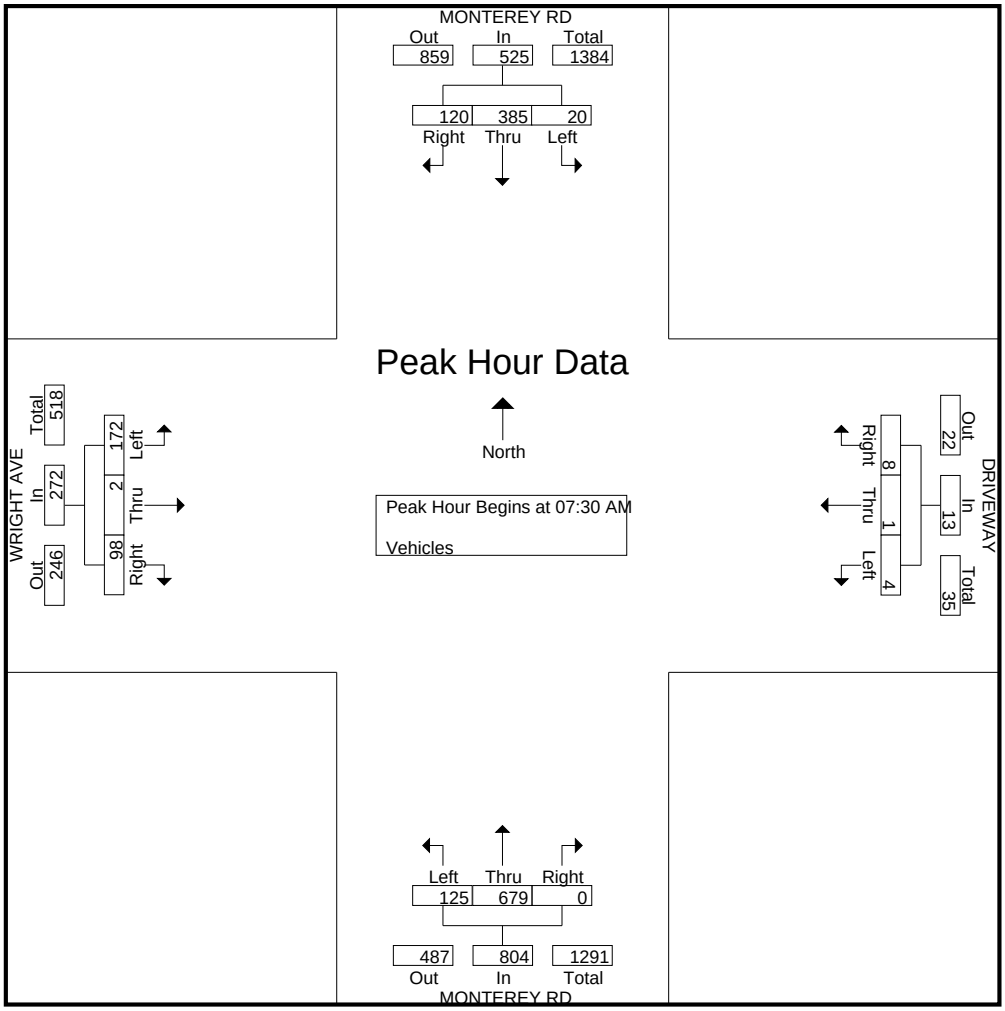

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 3/28/2019
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Groups Printed- Vehicles

	MONTEREY RD Southbound					DRIVEWAY Westbound					MONTEREY RD Northbound					WRIGHT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	40	225	2	0	267	2	1	1	3	7	1	97	23	2	123	22	0	17	1	40	437
04:15 PM	28	249	2	0	279	1	2	0	0	3	0	83	19	5	107	18	1	28	3	50	439
04:30 PM	23	254	0	0	277	2	0	0	2	4	1	103	21	0	125	23	1	40	0	64	470
04:45 PM	26	276	3	0	305	1	0	1	2	4	1	89	26	6	122	28	2	19	0	49	480
Total	117	1004	7	0	1128	6	3	2	7	18	3	372	89	13	477	91	4	104	4	203	1826
05:00 PM	40	242	3	1	286	1	0	1	2	4	0	81	33	5	119	35	1	28	1	65	474
05:15 PM	34	267	4	1	306	1	0	0	10	11	1	89	31	4	125	19	0	17	1	37	479
05:30 PM	31	254	3	3	291	1	1	3	5	10	0	82	20	3	105	28	0	20	0	48	454
05:45 PM	37	258	4	4	303	1	1	2	1	5	0	104	44	2	150	27	0	25	0	52	510
Total	142	1021	14	9	1186	4	2	6	18	30	1	356	128	14	499	109	1	90	2	202	1917
Grand Total	259	2025	21	9	2314	10	5	8	25	48	4	728	217	27	976	200	5	194	6	405	3743
Apprch %	11.2	87.5	0.9	0.4		20.8	10.4	16.7	52.1		0.4	74.6	22.2	2.8		49.4	1.2	47.9	1.5		
Total %	6.9	54.1	0.6	0.2	61.8	0.3	0.1	0.2	0.7	1.3	0.1	19.4	5.8	0.7	26.1	5.3	0.1	5.2	0.2	10.8	

	MONTEREY RD Southbound				DRIVEWAY Westbound				MONTEREY RD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**40**	242	3	285	**1**	0	1	2	0	81	33	114	**35**	**1**	**28**	**64**	465
05:15 PM	34	**267**	**4**	**305**	1	0	0	1	**1**	89	31	121	19	0	17	36	463
05:30 PM	31	254	3	288	1	**1**	**3**	**5**	0	82	20	102	28	0	20	48	443
05:45 PM	37	258	4	299	1	1	2	4	0	**104**	**44**	**148**	27	0	25	52	**503**
Total Volume	142	1021	14	1177	4	2	6	12	1	356	128	485	109	1	90	200	1874
% App. Total	12.1	86.7	1.2		33.3	16.7	50		0.2	73.4	26.4		54.5	0.5	45		
PHF	.888	.956	.875	.965	1.00	.500	.500	.600	.250	.856	.727	.819	.779	.250	.804	.781	.931

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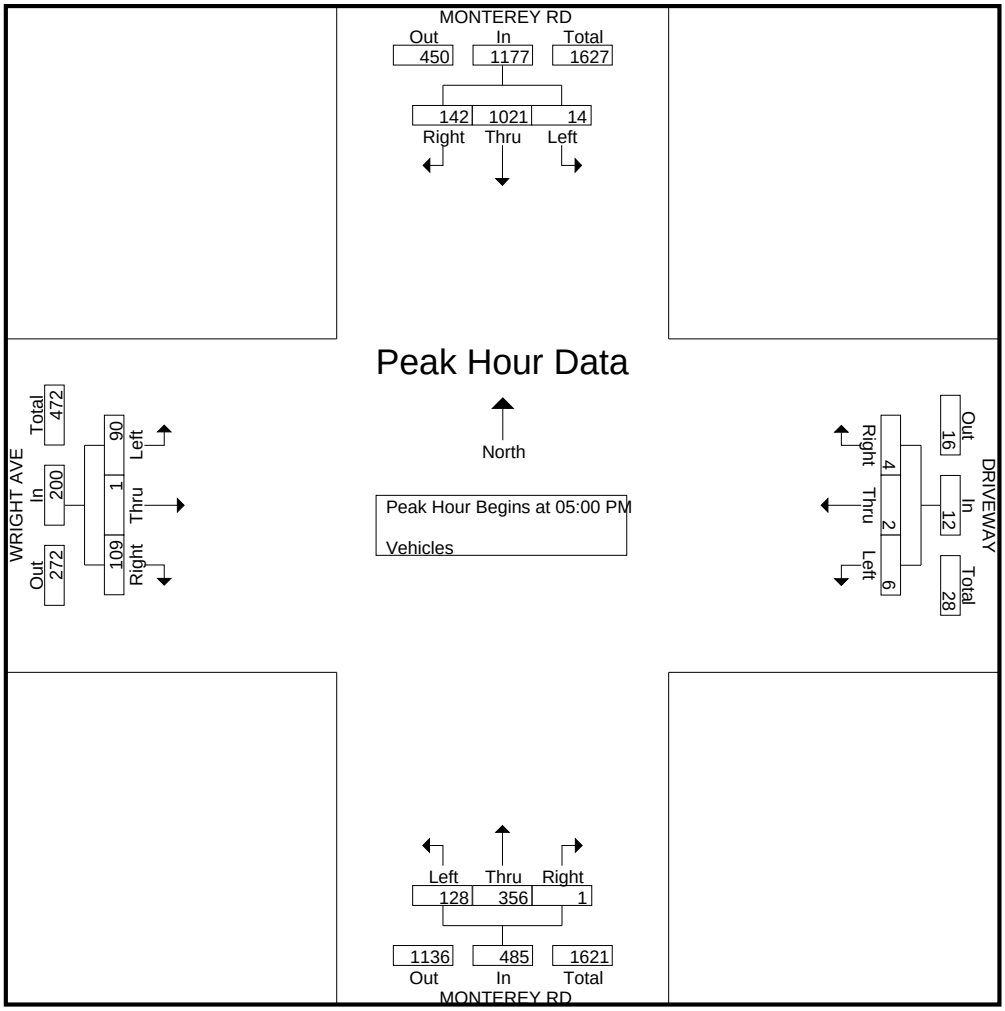

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 3/28/2019
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Groups Printed- Vehicles

	MONTEREY RD Southbound					E CENTRAL AVE Westbound					MONTEREY RD Northbound					W CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	51	4	0	56	9	0	0	5	14	4	183	4	3	194	6	0	2	3	11	275
07:15 AM	3	73	8	0	84	5	0	1	3	9	4	193	5	6	208	6	0	1	2	9	310
07:30 AM	1	98	10	0	109	16	2	2	8	28	7	207	7	3	224	4	1	1	2	8	369
07:45 AM	4	114	15	0	133	27	1	2	0	30	3	180	21	3	207	12	1	5	2	20	390
Total	9	336	37	0	382	57	3	5	16	81	18	763	37	15	833	28	2	9	9	48	1344
08:00 AM	5	112	4	0	121	28	1	2	4	35	3	174	14	3	194	16	0	2	4	22	372
08:15 AM	9	93	12	0	114	31	2	2	3	38	6	162	22	21	211	20	0	10	1	31	394
08:30 AM	6	114	1	0	121	25	1	2	17	45	4	135	57	35	231	48	0	4	1	53	450
08:45 AM	7	112	3	1	123	12	3	1	12	28	4	154	43	2	203	78	0	14	2	94	448
Total	27	431	20	1	479	96	7	7	36	146	17	625	136	61	839	162	0	30	8	200	1664
Grand Total	36	767	57	1	861	153	10	12	52	227	35	1388	173	76	1672	190	2	39	17	248	3008
Apprch %	4.2	89.1	6.6	0.1		67.4	4.4	5.3	22.9		2.1	83	10.3	4.5		76.6	0.8	15.7	6.9		
Total %	1.2	25.5	1.9	0	28.6	5.1	0.3	0.4	1.7	7.5	1.2	46.1	5.8	2.5	55.6	6.3	0.1	1.3	0.6	8.2	

	MONTEREY RD Southbound				E CENTRAL AVE Westbound				MONTEREY RD Northbound				W CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	112	4	121	28	1	**2**	31	3	**174**	14	191	16	0	2	18	361
08:15 AM	**9**	93	**12**	114	**31**	2	2	**35**	**6**	162	22	190	20	0	10	30	369
08:30 AM	6	**114**	1	121	25	1	2	28	4	135	**57**	196	48	0	4	52	397
08:45 AM	7	112	3	**122**	12	**3**	1	16	4	154	43	**201**	**78**	0	**14**	**92**	**431**
Total Volume	27	431	20	478	96	7	7	110	17	625	136	778	162	0	30	192	1558
% App. Total	5.6	90.2	4.2		87.3	6.4	6.4		2.2	80.3	17.5		84.4	0	15.6		
PHF	.750	.945	.417	.980	.774	.583	.875	.786	.708	.898	.596	.968	.519	.000	.536	.522	.904

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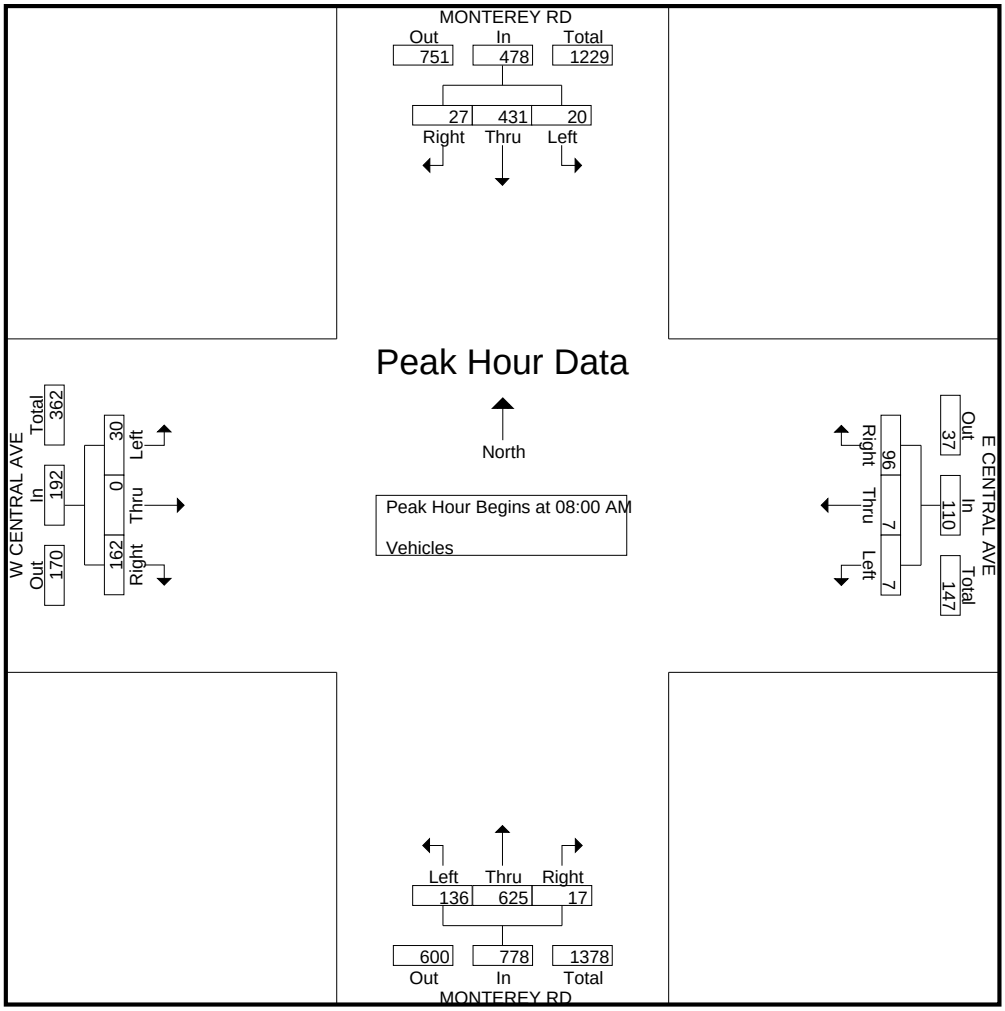

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tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 3/28/2019
Page No : 1

Groups Printed- Vehicles

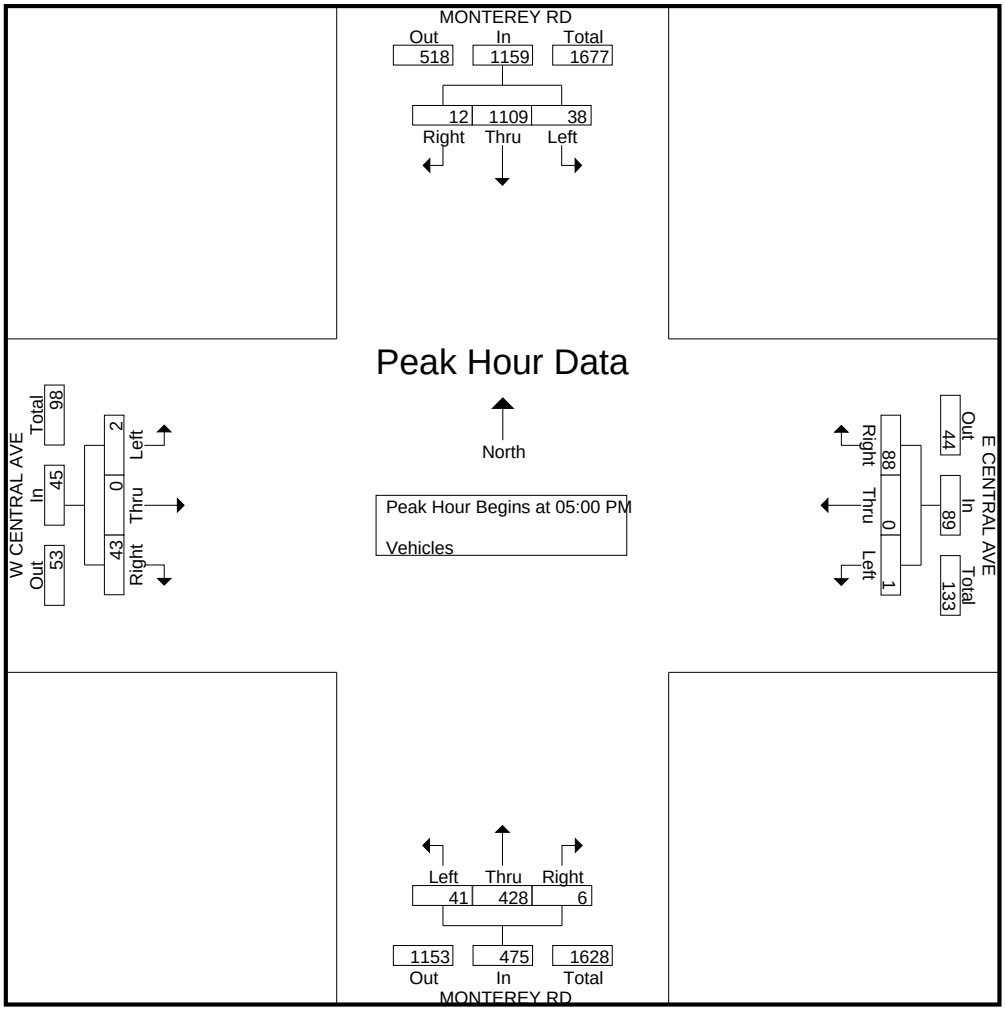
	MONTEREY RD Southbound					E CENTRAL AVE Westbound					MONTEREY RD Northbound					W CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	254	6	0	267	13	0	0	3	16	2	109	17	1	129	29	0	4	0	33	445
04:15 PM	1	247	6	0	254	15	0	0	1	16	2	90	7	2	101	16	1	0	1	18	389
04:30 PM	0	265	8	0	273	18	1	2	3	24	2	124	5	3	134	6	1	1	0	8	439
04:45 PM	0	287	15	0	302	13	0	1	3	17	5	94	7	1	107	10	0	2	0	12	438
Total	8	1053	35	0	1096	59	1	3	10	73	11	417	36	7	471	61	2	7	1	71	1711
05:00 PM	2	270	14	0	286	24	0	1	2	27	0	106	6	1	113	13	0	1	1	15	441
05:15 PM	5	279	8	0	292	18	0	0	5	23	1	100	11	3	115	6	0	1	1	8	438
05:30 PM	4	277	10	0	291	18	0	0	8	26	4	100	14	2	120	16	0	0	0	16	453
05:45 PM	1	283	6	0	290	28	0	0	2	30	1	122	10	0	133	8	0	0	1	9	462
Total	12	1109	38	0	1159	88	0	1	17	106	6	428	41	6	481	43	0	2	3	48	1794
Grand Total	20	2162	73	0	2255	147	1	4	27	179	17	845	77	13	952	104	2	9	4	119	3505
Apprch %	0.9	95.9	3.2	0		82.1	0.6	2.2	15.1		1.8	88.8	8.1	1.4		87.4	1.7	7.6	3.4		
Total %	0.6	61.7	2.1	0	64.3	4.2	0	0.1	0.8	5.1	0.5	24.1	2.2	0.4	27.2	3	0.1	0.3	0.1	3.4	

	MONTEREY RD Southbound				E CENTRAL AVE Westbound				MONTEREY RD Northbound				W CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	270	**14**	286	24	0	**1**	25	0	106	6	112	13	0	**1**	14	437
05:15 PM	**5**	279	8	**292**	18	0	0	18	1	100	11	112	6	0	1	7	429
05:30 PM	4	277	10	291	18	0	0	18	**4**	100	**14**	118	**16**	0	0	**16**	443
05:45 PM	1	**283**	6	290	**28**	0	0	**28**	1	**122**	10	**133**	8	0	0	8	**459**
Total Volume	12	1109	38	1159	88	0	1	89	6	428	41	475	43	0	2	45	1768
% App. Total	1	95.7	3.3		98.9	0	1.1		1.3	90.1	8.6		95.6	0	4.4		
PHF	.600	.980	.679	.992	.786	.000	.250	.795	.375	.877	.732	.893	.672	.000	.500	.703	.963

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

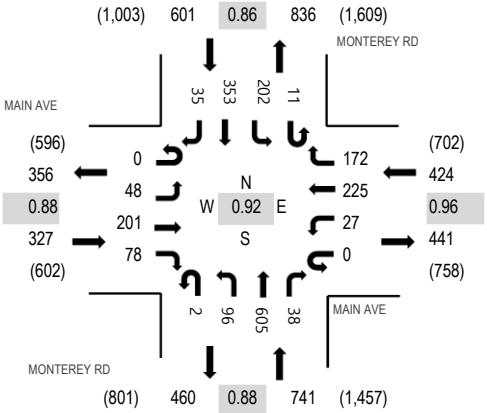
File Name : 3PM FINAL
Site Code : 00000003
Start Date : 3/28/2019
Page No : 2



All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

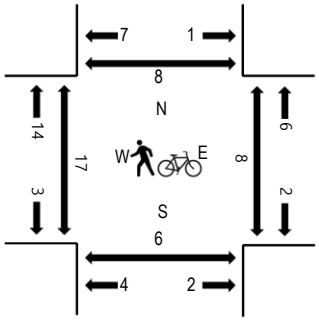
Location: 18 MONTEREY RD & MAIN AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	22	18	0	4	28	25	1	19	153	7	1	15	34	3	338	1,760	1	0	1	0
7:15 AM	0	17	26	24	0	4	24	25	2	24	148	9	1	31	37	2	374	1,989	2	0	3	1
7:30 AM	0	13	42	22	0	6	49	33	2	20	207	14	0	44	44	5	501	2,067	0	1	0	1
7:45 AM	0	14	60	19	0	9	63	32	0	19	175	9	3	60	78	6	547	2,093	0	0	2	0
8:00 AM	0	12	59	19	0	7	57	38	1	28	181	13	2	51	90	9	567	2,004	2	3	0	1
8:15 AM	0	7	45	17	0	7	53	48	1	26	119	9	3	38	70	9	452		5	2	3	3
8:30 AM	0	15	37	23	0	4	52	54	0	23	130	7	3	53	115	11	527		8	3	1	2
8:45 AM	0	12	49	22	0	9	28	43	4	16	81	9	6	49	108	22	458		8	1	1	1

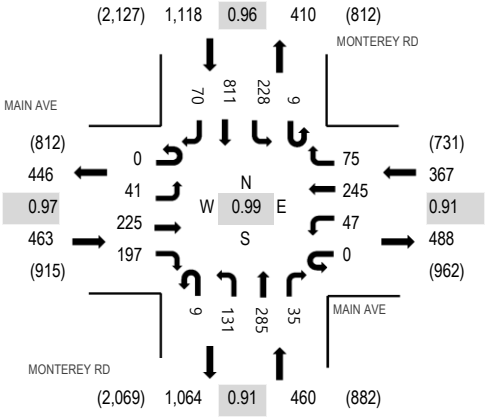
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	5
Lights	0	48	198	74	0	27	222	168	2	91	595	38	11	200	346	35	2,055
Mediums	0	0	3	4	0	0	3	4	0	4	8	0	0	1	6	0	33
Total	0	48	201	78	0	27	225	172	2	96	605	38	11	202	353	35	2,093

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

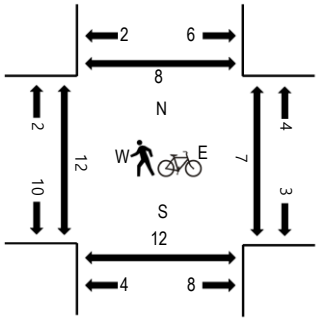
Location: 18 MONTEREY RD & MAIN AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	54	42	0	12	57	24	6	27	76	8	2	54	204	23	599	2,408	3	0	3	0
4:15 PM	0	11	56	49	0	10	63	15	0	40	78	7	4	59	200	17	609	2,369	5	1	2	1
4:30 PM	0	9	59	51	0	10	59	16	2	45	70	9	2	61	185	16	594	2,336	4	3	4	2
4:45 PM	0	11	56	55	0	15	66	20	1	19	61	11	1	54	222	14	606	2,303	0	3	2	2
5:00 PM	0	7	63	45	0	12	59	24	1	13	71	13	2	49	185	16	560	2,247	2	3	1	2
5:15 PM	0	10	50	39	0	14	49	21	1	26	63	8	1	58	221	15	576		4	1	0	3
5:30 PM	0	11	65	45	0	12	54	19	4	27	82	12	0	44	176	10	561		3	0	2	0
5:45 PM	0	4	56	57	0	15	65	20	5	20	66	10	1	46	173	12	550		1	2	0	0

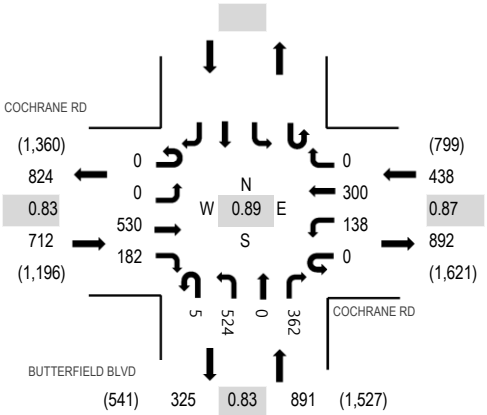
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	41	222	191	0	46	243	75	9	127	283	35	9	223	801	70	2,375
Mediums	0	0	3	6	0	1	2	0	0	4	2	0	0	4	10	0	32
Total	0	41	225	197	0	47	245	75	9	131	285	35	9	228	811	70	2,408

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

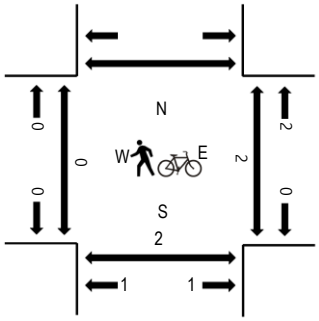
Location: 3 BUTTERFIELD BLVD & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	114	16	0	23	42	0	0	100	0	122					417	1,912	0	0	0	
7:15 AM	0	0	111	17	0	27	61	0	0	82	0	107					405	2,010	0	0	1	
7:30 AM	0	0	107	34	0	26	68	0	0	176	0	107					518	2,041	0	2	0	
7:45 AM	0	0	171	44	0	39	72	0	0	159	0	87					572	1,872	0	0	1	
8:00 AM	0	0	131	52	0	30	76	0	0	126	0	100					515	1,610	0	0	0	
8:15 AM	0	0	121	52	0	43	84	0	5	63	0	68					436		0	0	1	
8:30 AM	0	0	90	23	0	39	60	0	1	78	0	58					349		0	0	0	
8:45 AM	0	0	85	28	0	42	67	0	0	46	0	42					310		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	3	4	0	0	2	0	0					13
Lights	0	0	514	173	0	133	282	0	5	515	0	343					1,965
Mediums	0	0	12	9	0	2	14	0	0	7	0	19					63
Total	0	0	530	182	0	138	300	0	5	524	0	362					2,041

All Traffic Data Services Inc.
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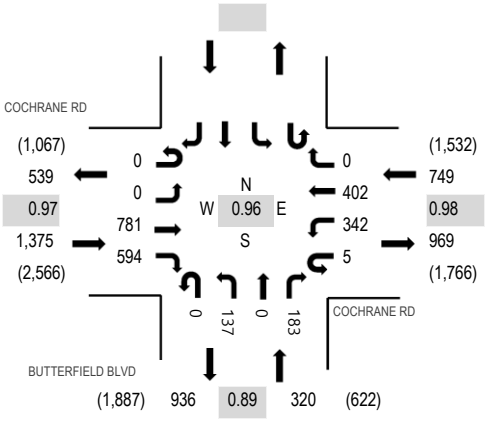
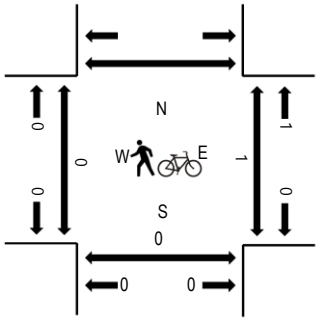
Location: 3 BUTTERFIELD BLVD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	188	149	1	100	129	0	0	29	0	43					639	2,444	0	0	0	
4:15 PM	0	0	184	149	1	79	82	0	0	47	0	42					584	2,422	0	0	0	
4:30 PM	0	0	223	130	1	87	112	0	0	39	0	47					639	2,436	0	0	0	
4:45 PM	0	0	186	166	2	76	79	0	0	22	0	51					582	2,337	0	0	0	
5:00 PM	0	0	171	156	0	93	100	0	0	44	0	53					617	2,276	0	1	3	
5:15 PM	0	0	159	157	0	101	98	0	0	33	0	50					598		0	0	0	
5:30 PM	0	0	148	128	0	90	107	0	0	28	0	39					540		0	0	0	
5:45 PM	0	0	142	130	1	95	98	0	1	20	0	34					521		0	0	2	

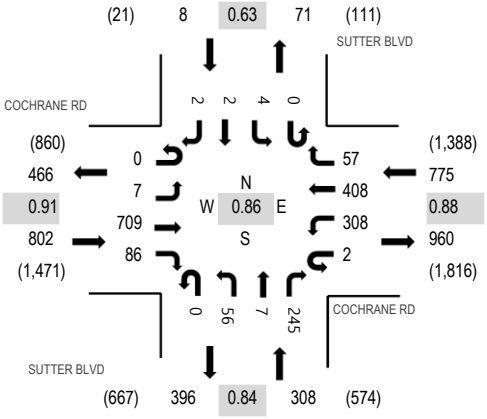
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	2	0	1	4	0	0	1	0	0					11
Lights	0	0	768	587	5	332	392	0	0	133	0	176					2,393
Mediums	0	0	10	5	0	9	6	0	0	3	0	7					40
Total	0	0	781	594	5	342	402	0	0	137	0	183					2,444

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

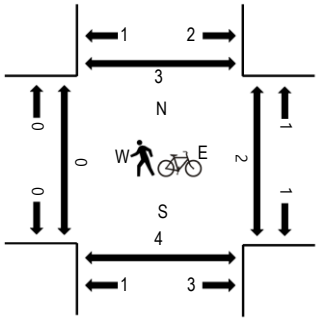
Location: 5 SUTTER BLVD & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	207	6	0	44	66	2	0	7	1	65	0	1	1	0	401	1,818	0	0	0	0
7:15 AM	0	0	178	9	1	57	84	5	0	22	0	74	0	1	0	0	431	1,885	1	0	0	1
7:30 AM	0	0	193	14	0	71	90	6	0	7	1	54	0	0	0	1	437	1,893	0	2	0	1
7:45 AM	0	3	184	43	1	83	112	17	0	15	0	89	0	0	1	1	549	1,819	0	0	1	0
8:00 AM	0	2	183	18	1	69	92	13	0	21	0	67	0	2	0	0	468	1,636	0	0	1	2
8:15 AM	0	2	149	11	0	85	114	21	0	13	6	35	0	2	1	0	439		0	0	1	0
8:30 AM	0	2	142	6	0	58	88	10	0	10	3	38	0	2	3	1	363		0	0	0	1
8:45 AM	0	0	111	7	0	80	104	14	0	10	2	34	0	2	0	2	366		0	0	0	0

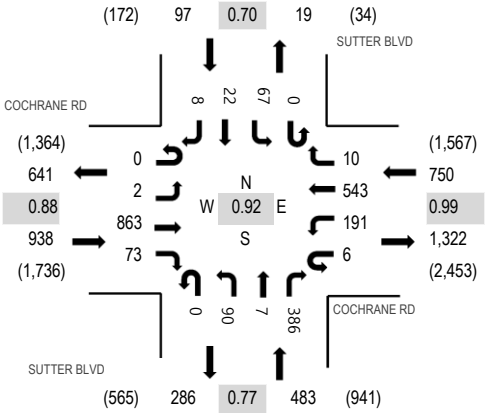
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	3	6	0	0	0	1	3	0	1	0	0	17
Lights	0	7	684	83	2	298	388	57	0	56	6	222	0	3	2	2	1,810
Mediums	0	0	22	3	0	7	14	0	0	0	0	20	0	0	0	0	66
Total	0	7	709	86	2	308	408	57	0	56	7	245	0	4	2	2	1,893

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

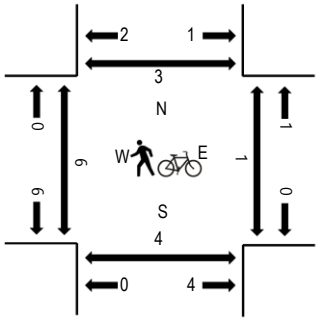
Location: 5 SUTTER BLVD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	208	28	0	40	141	2	0	29	5	131	0	12	2	5	604	2,258	0	0	0	2
4:15 PM	0	1	196	27	4	54	127	4	0	21	1	88	0	5	4	2	534	2,268	0	0	0	0
4:30 PM	0	1	252	17	1	43	140	2	0	26	3	106	0	21	4	3	619	2,268	2	0	2	0
4:45 PM	0	0	201	15	0	46	117	2	0	21	2	76	0	16	3	2	501	2,178	1	0	0	1
5:00 PM	0	0	214	14	1	48	159	2	0	22	1	116	0	25	11	1	614	2,158	2	1	2	2
5:15 PM	0	0	188	16	1	49	159	1	0	18	0	84	0	15	2	1	534		0	0	1	1
5:30 PM	0	0	167	16	0	46	166	2	0	34	0	76	0	16	4	2	529		3	0	2	1
5:45 PM	0	0	154	20	0	53	154	3	0	14	1	66	0	13	3	0	481		2	2	3	0

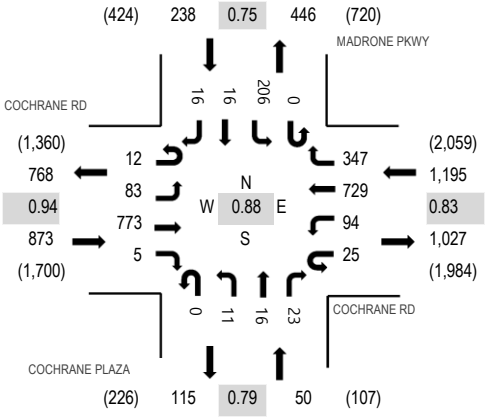
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	7	7	0	0	0	0	0	0	1	1	0	21
Lights	0	2	848	71	6	176	526	10	0	89	6	379	0	66	19	8	2,206
Mediums	0	0	10	2	0	8	10	0	0	1	1	7	0	0	2	0	41
Total	0	2	863	73	6	191	543	10	0	90	7	386	0	67	22	8	2,268

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

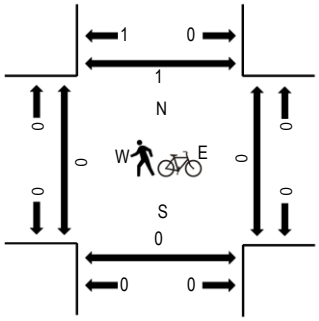
Location: 6 COCHRANE PLAZA & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				MADRONE PKWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	23	233	4	4	23	101	43	0	2	3	9	0	32	4	3	485	2,223	0	0	0	1
7:15 AM	2	12	231	0	6	17	135	47	0	1	3	15	0	42	2	4	517	2,298	0	0	0	0
7:30 AM	2	18	210	2	5	18	159	71	0	3	3	4	0	48	5	7	555	2,356	0	0	0	0
7:45 AM	2	18	218	2	8	18	214	120	0	3	9	5	0	44	3	2	666	2,263	0	0	0	0
8:00 AM	3	24	185	1	8	27	148	72	0	3	1	9	0	75	3	1	560	2,067	0	0	0	0
8:15 AM	5	23	160	0	4	31	208	84	0	2	3	5	0	39	5	6	575		0	0	0	1
8:30 AM	5	19	155	2	8	22	136	54	0	2	2	6	0	36	4	11	462		0	0	0	0
8:45 AM	1	16	122	1	7	27	184	50	0	2	2	10	0	41	5	2	470		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	9	2	0	0	0	0	0	2	0	0	22
Lights	12	83	724	5	24	92	703	341	0	11	16	23	0	202	16	16	2,268
Mediums	0	0	40	0	1	2	17	4	0	0	0	0	0	2	0	0	66
Total	12	83	773	5	25	94	729	347	0	11	16	23	0	206	16	16	2,356

All Traffic Data Services Inc.
(303) 216-2439
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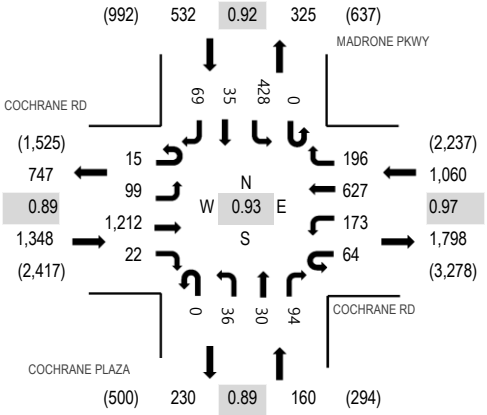
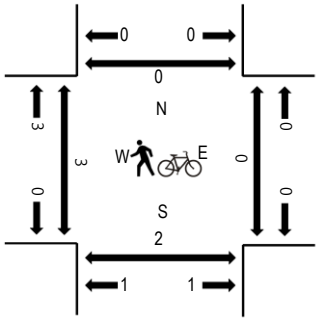
Location: 6 COCHRANE PLAZA & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				MADRONE PKWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	4	15	305	3	24	43	135	58	0	9	7	15	1	91	11	15	736	3,044	0	0	0	0
4:15 PM	6	22	279	6	19	46	154	58	0	5	10	21	0	99	11	14	750	3,100	2	0	0	0
4:30 PM	2	24	345	6	20	43	162	40	0	12	9	25	0	117	10	18	833	3,081	0	0	0	0
4:45 PM	2	23	293	4	16	42	138	42	0	14	5	24	0	97	9	16	725	2,908	0	0	2	0
5:00 PM	5	30	295	6	9	42	173	56	0	5	6	24	0	115	5	21	792	2,896	1	0	0	0
5:15 PM	2	35	229	5	19	59	180	44	0	7	10	22	0	103	11	5	731		0	0	0	1
5:30 PM	2	18	217	5	17	49	189	54	0	4	5	17	0	61	9	13	660		1	0	0	0
5:45 PM	6	24	196	3	31	54	189	32	0	5	9	24	0	109	18	13	713		0	0	0	2

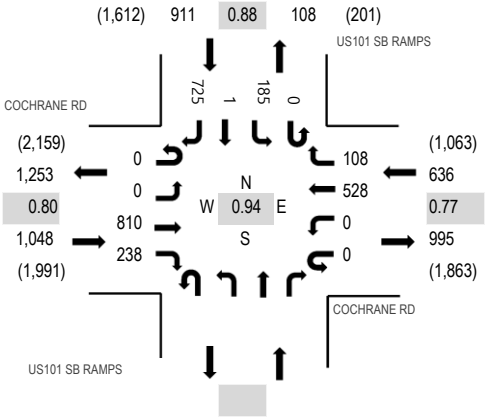
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	5	0	0	0	15	4	0	0	0	0	0	2	0	0	27
Lights	15	98	1,193	22	63	173	596	190	0	35	30	94	0	422	34	68	3,033
Mediums	0	0	14	0	1	0	16	2	0	1	0	0	0	4	1	1	40
Total	15	99	1,212	22	64	173	627	196	0	36	30	94	0	428	35	69	3,100

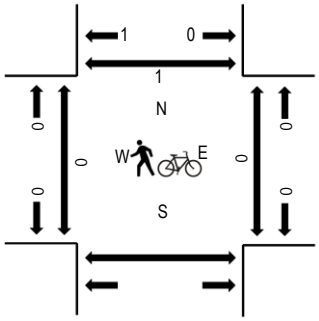
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 US101 SB RAMPS & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	240	42	0	0	60	11					0	30	1	109	493	2,311	0	0		0
7:15 AM	0	0	201	40	0	0	63	28					0	26	0	159	517	2,480	0	0		0
7:30 AM	0	0	188	64	0	0	110	39					0	45	0	162	608	2,595	0	0		0
7:45 AM	0	0	178	50	0	0	179	27					0	61	0	198	693	2,495	0	0		0
8:00 AM	0	0	257	71	0	0	118	18					0	36	0	162	662	2,355	0	0		1
8:15 AM	0	0	187	53	0	0	121	24					0	43	1	203	632		0	0		0
8:30 AM	0	0	172	54	0	0	108	23					0	33	0	118	508		0	0		0
8:45 AM	0	0	127	67	0	0	103	31					0	39	0	186	553		0	0		0

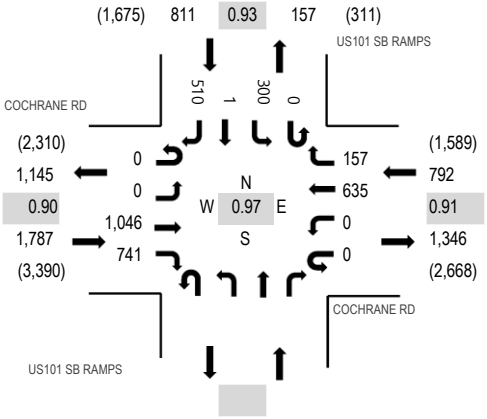
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	8	2	0	0	7	2					0	2	0	7	28
Lights	0	0	767	222	0	0	515	101					0	175	1	701	2,482
Mediums	0	0	35	14	0	0	6	5					0	8	0	17	85
Total	0	0	810	238	0	0	528	108					0	185	1	725	2,595

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

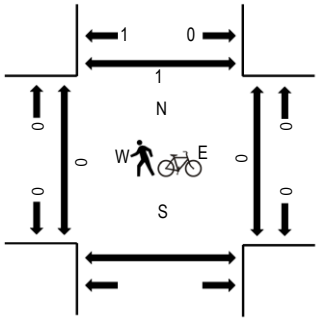
Location: 7 US101 SB RAMPS & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	279	188	0	0	159	37					0	55	0	113	831	3,289	0	0		0
4:15 PM	0	0	228	188	0	0	167	34					0	80	0	97	794	3,335	0	0		0
4:30 PM	0	0	307	193	0	0	157	35					0	56	0	122	870	3,390	0	0		0
4:45 PM	0	0	219	205	0	0	149	37					0	74	1	109	794	3,350	0	0		0
5:00 PM	0	0	273	177	0	0	158	38					0	87	0	144	877	3,365	0	0		0
5:15 PM	0	0	247	166	0	0	171	47					0	83	0	135	849		0	0		1
5:30 PM	0	0	221	122	0	0	185	44					0	113	0	145	830		0	0		0
5:45 PM	0	0	252	125	0	0	132	39					0	94	0	167	809		0	0		1

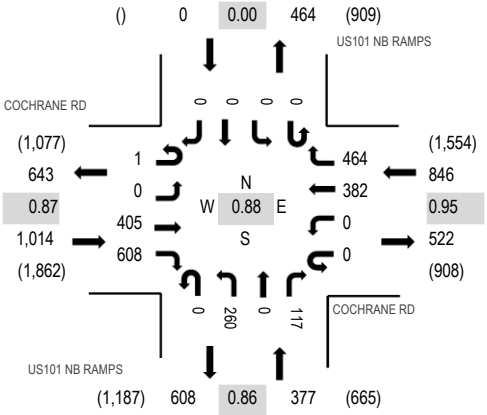
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	7	0	0	11	0					0	0	0	5	30
Lights	0	0	1,026	729	0	0	618	156					0	298	1	489	3,317
Mediums	0	0	13	5	0	0	6	1					0	2	0	16	43
Total	0	0	1,046	741	0	0	635	157					0	300	1	510	3,390

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

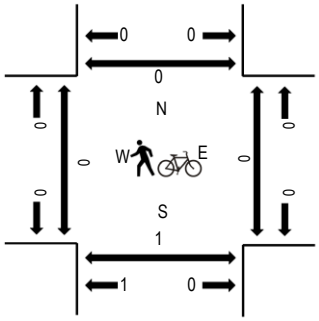
Location: 8 US101 NB RAMPS & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	47	211	0	0	52	144	0	22	0	17	0	0	0	0	493	2,142	0	0	1	0
7:15 AM	0	0	56	172	0	0	69	144	0	21	0	20	0	0	0	0	482	2,208	0	0	0	0
7:30 AM	0	0	73	162	0	0	101	127	0	51	0	18	0	0	0	0	532	2,237	0	0	1	0
7:45 AM	0	0	132	163	0	0	121	99	0	90	0	30	0	0	0	0	635	2,171	0	0	0	0
8:00 AM	0	0	110	157	0	0	78	124	0	54	0	36	0	0	0	0	559	1,939	0	0	0	0
8:15 AM	1	0	90	126	0	0	82	114	0	65	0	33	0	0	0	0	511		0	0	0	0
8:30 AM	0	0	83	121	0	0	67	88	0	64	0	43	0	0	0	0	466		0	0	0	0
8:45 AM	0	0	83	75	0	0	75	69	0	64	0	37	0	0	0	0	403		0	0	0	0

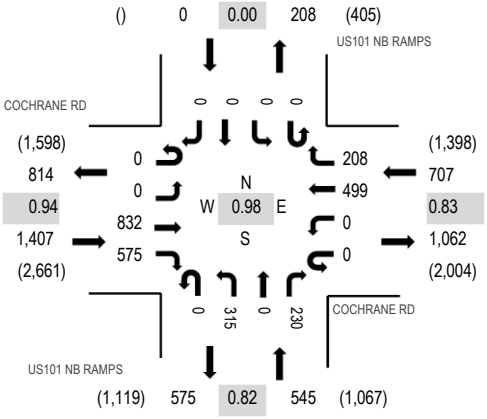
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	8	0	0	1	4	0	7	0	3	0	0	0	0	26
Lights	1	0	386	571	0	0	372	454	0	251	0	108	0	0	0	0	2,143
Mediums	0	0	16	29	0	0	9	6	0	2	0	6	0	0	0	0	68
Total	1	0	405	608	0	0	382	464	0	260	0	117	0	0	0	0	2,237

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

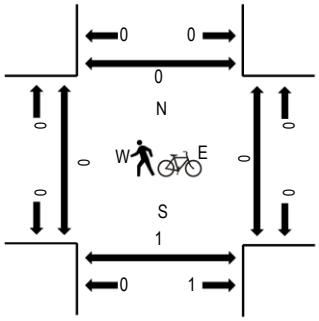
Location: 8 US101 NB RAMPS & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	148	145	0	0	117	54	0	74	0	61	0	0	0	0	599	2,467	0	0	0	0
4:15 PM	0	0	193	135	0	0	122	41	0	81	0	56	0	0	0	0	628	2,529	0	0	0	0
4:30 PM	0	0	186	154	0	0	132	56	0	65	0	53	0	0	0	0	646	2,582	0	0	0	0
4:45 PM	0	0	183	110	0	0	123	46	0	70	0	62	0	0	0	0	594	2,613	0	0	2	0
5:00 PM	0	0	206	162	0	0	124	47	0	75	0	47	0	0	0	0	661	2,659	0	0	0	0
5:15 PM	0	0	200	143	0	0	126	43	0	100	0	69	0	0	0	0	681		0	0	0	0
5:30 PM	0	0	205	118	0	0	144	76	0	74	0	60	0	0	0	0	677		0	0	0	0
5:45 PM	0	0	221	152	0	0	105	42	0	66	0	54	0	0	0	0	640		0	0	1	0

Peak Rolling Hour Flow Rates

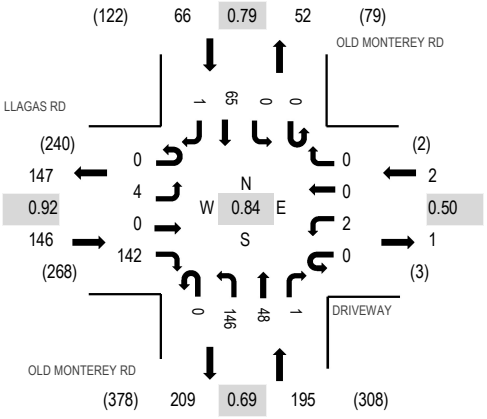
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	9	0	0	0	0	0	6	0	0	0	0	0	0	15
Lights	0	0	828	555	0	0	495	207	0	303	0	223	0	0	0	0	2,611
Mediums	0	0	4	11	0	0	4	1	0	6	0	7	0	0	0	0	33
Total	0	0	832	575	0	0	499	208	0	315	0	230	0	0	0	0	2,659

All Traffic Data Services Inc.

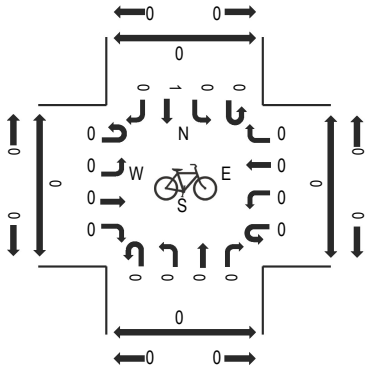
(303) 216-2439
www.alltrafficdata.net

Location: 2 OLD MONTEREY RD & DRIVEWAY AM
Date: Thursday, October 24, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

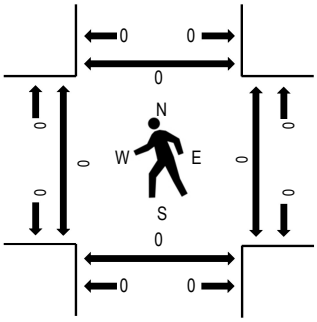
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LLAGAS RD Eastbound				DRIVEWAY Westbound				OLD MONTEREY RD Northbound				OLD MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	28	0	0	0	0	0	19	5	0	0	0	6	0	58	340	0	0	0	0
7:15 AM	0	2	0	32	0	0	0	0	0	20	5	2	0	0	22	2	85	404	0	0	0	0
7:30 AM	0	0	0	41	0	0	0	0	0	25	6	1	0	0	19	1	93	409	0	0	0	0
7:45 AM	0	1	0	40	0	1	0	0	0	30	15	0	0	0	17	0	104	391	0	0	0	0
8:00 AM	0	0	0	35	0	1	0	0	0	58	13	0	0	0	15	0	122	360	0	0	0	0
8:15 AM	0	3	0	26	0	0	0	0	0	33	14	0	0	0	14	0	90		0	0	0	0
8:30 AM	0	1	0	30	0	0	0	0	0	23	6	0	0	0	13	2	75		0	0	0	0
8:45 AM	0	1	0	28	0	0	0	0	0	26	7	0	0	0	10	1	73		1	0	0	0

Peak Rolling Hour Flow Rates

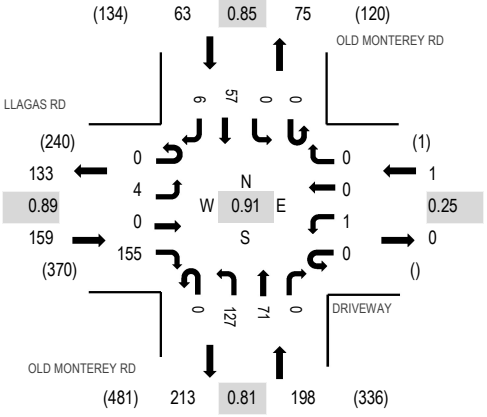
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	3	0	139	0	2	0	0	0	145	47	1	0	0	65	1	403
Mediums	0	1	0	2	0	0	0	0	0	1	1	0	0	0	0	0	5
Total	0	4	0	142	0	2	0	0	0	146	48	1	0	0	65	1	409

All Traffic Data Services Inc.

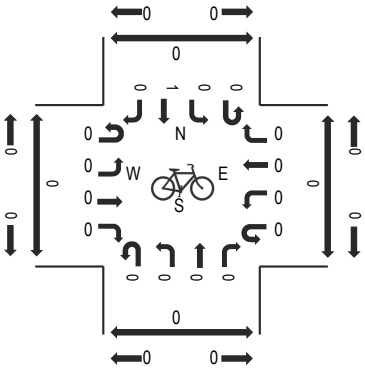
(303) 216-2439
www.alltrafficdata.net

Location: 2 OLD MONTEREY RD & DRIVEWAY PM
Date: Thursday, October 24, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

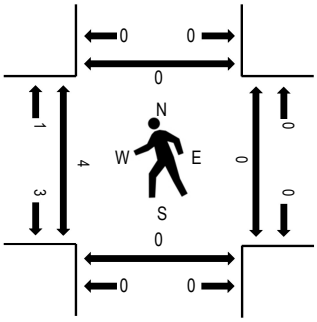
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LLAGAS RD Eastbound				DRIVEWAY Westbound				OLD MONTEREY RD Northbound				OLD MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	51	0	0	0	0	0	26	12	0	0	0	11	1	102	420	0	0	0	0
4:15 PM	0	0	0	50	0	0	0	0	0	26	11	0	0	0	19	2	108	408	0	0	0	0
4:30 PM	0	0	0	59	0	0	0	0	0	19	14	0	0	0	15	5	112	404	0	0	0	0
4:45 PM	0	0	0	50	0	0	0	0	0	23	7	0	0	0	13	5	98	403	0	0	0	0
5:00 PM	0	1	0	27	0	0	0	0	0	31	19	0	0	0	11	1	90	421	1	0	0	0
5:15 PM	0	2	0	39	0	0	0	0	0	27	18	0	0	0	16	2	104		1	0	0	0
5:30 PM	0	1	0	52	0	1	0	0	0	28	14	0	0	0	14	1	111		0	0	0	0
5:45 PM	0	0	0	37	0	0	0	0	0	41	20	0	0	0	16	2	116		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	4	0	152	0	0	0	0	0	127	71	0	0	0	57	6	417
Mediums	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	155	0	1	0	0	0	127	71	0	0	0	57	6	421

Appendix B

Volume Summary

Intersection Number: 1
Traffix Node Number: 101
Intersection Name: Monterey Road and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**44**	**221**	**278**	**582**	**59**	**141**	**320**	**623**	**110**	**6**	**65**	**87**	**2,536**
Project Trips	0	1	0	0	0	13	34	2	0	0	0	0	50
Existing Plus Project Conditions	**44**	**222**	**278**	**582**	**59**	**154**	**354**	**625**	**110**	**6**	**65**	**87**	**2,586**
Model Year 2015	1	331	556	906	2	142	263	462	1	0	1	0	2,665
Year 2025 No Project Model	1	381	756	982	2	162	246	684	1	0	1	1	3,215
Year 2025 Cumulative No Project Conditions	**44**	**271**	**478**	**658**	**59**	**161**	**320**	**845**	**110**	**6**	**65**	**88**	**3,103**
Project Trips	0	1	0	0	0	13	34	2	0	0	0	0	50
Year 2025 Cumulative with Project Conditions	**44**	**272**	**478**	**658**	**59**	**174**	**354**	**847**	**110**	**6**	**65**	**88**	**3,153**

Intersection Number: 2
Traffix Node Number: 116
Intersection Name: Monterey Road and Old Monterey Road
Peak Hour: AM
Count Date: 10/24/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**105**	**348**	**0**	**0**	**0**	**0**	**0**	**799**	**117**	**88**	**0**	**178**	**1,635**
Project Trips	0	0	14	39	2	16	7	0	0	0	1	0	79
Existing Plus Project Conditions	**105**	**348**	**14**	**39**	**2**	**16**	**7**	**799**	**117**	**88**	**1**	**178**	**1,714**
Model Year 2015	45	394	0	0	0	0	0	556	18	65	0	189	1,267
Year 2025 No Project Model	50	457	0	0	0	0	0	771	25	79	0	231	1,613
Year 2025 Cumulative No Project Conditions	**110**	**411**	**0**	**0**	**0**	**0**	**0**	**1014**	**124**	**102**	**0**	**220**	**1,981**
Project Trips	0	0	14	39	2	16	7	0	0	0	1	0	79
Year 2025 Cumulative with Project Conditions	**110**	**411**	**14**	**39**	**2**	**16**	**7**	**1014**	**124**	**102**	**1**	**220**	**2,060**

Intersection Number: 3
Traffix Node Number: 964
Intersection Name: Monterey Road and Wright Avenue
Peak Hour: AM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**120**	**385**	**20**	**8**	**1**	**4**	**0**	**679**	**125**	**98**	**2**	**172**	**1,614**
Project Trips	0	16	0	0	0	0	0	7	0	0	0	0	23
Existing Plus Project Conditions	**120**	**401**	**20**	**8**	**1**	**4**	**0**	**686**	**125**	**98**	**2**	**172**	**1,637**
Model Year 2015	108	358	0	0	0	0	0	299	6	46	0	278	1,095
Year 2025 No Project Model	105	443	0	0	0	0	0	468	6	50	0	330	1,399
Year 2025 Cumulative No Project Conditions	**120**	**470**	**20**	**8**	**1**	**4**	**0**	**848**	**125**	**102**	**2**	**224**	**1,922**
Project Trips	0	16	0	0	0	0	0	7	0	0	0	0	23
Year 2025 Cumulative with Project Conditions	**120**	**486**	**20**	**8**	**1**	**4**	**0**	**855**	**125**	**102**	**2**	**224**	**1,945**

Intersection Number: 4
Traffix Node Number: 1335
Intersection Name: Monterey Road and Central Avenue
Peak Hour: AM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**27**	**431**	**20**	**96**	**7**	**7**	**17**	**625**	**136**	**162**	**0**	**30**	**1,558**
Project Trips	0	16	0	0	0	0	0	7	0	0	0	0	23
Existing Plus Project Conditions	**27**	**447**	**20**	**96**	**7**	**7**	**17**	**632**	**136**	**162**	**0**	**30**	**1,581**
Model Year 2015	22	373	3	6	0	6	2	265	108	99	0	23	907
Year 2025 No Project Model	27	454	4	10	1	9	4	430	137	124	1	26	1,224
Year 2025 Cumulative No Project Conditions	**32**	**512**	**21**	**100**	**8**	**10**	**19**	**790**	**165**	**187**	**1**	**33**	**1,875**
Project Trips	0	16	0	0	0	0	0	7	0	0	0	0	23
Year 2025 Cumulative with Project Conditions	**32**	**528**	**21**	**100**	**8**	**10**	**19**	**797**	**165**	**187**	**1**	**33**	**1,898**

Intersection Number: 5
Traffix Node Number: 118
Intersection Name: Monterey Road and Main Avenue
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**35**	**353**	**213**	**172**	**225**	**27**	**38**	**605**	**98**	**78**	**201**	**48**	**2,093**
Project Trips	2	6	8	4	0	0	0	2	0	0	0	1	23
Existing Plus Project Conditions	**37**	**359**	**221**	**176**	**225**	**27**	**38**	**607**	**98**	**78**	**201**	**49**	**2,116**
Model Year 2015	27	273	176	32	370	43	38	19	346	92	300	8	1,724
Year 2025 No Project Model	30	333	228	71	398	49	39	91	342	97	319	8	2,002
Year 2025 Cumulative No Project Conditions	**38**	**413**	**265**	**211**	**253**	**33**	**39**	**677**	**98**	**83**	**220**	**48**	**2,376**
Project Trips	2	6	8	4	0	0	0	2	0	0	0	1	23
Year 2025 Cumulative with Project Conditions	**40**	**419**	**273**	**215**	**253**	**33**	**39**	**679**	**98**	**83**	**220**	**49**	**2,399**

Intersection Number: 6
Traffix Node Number: 103
Intersection Name: Butterfield Boulevard and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**300**	**138**	**362**	**0**	**529**	**182**	**530**	**0**	**2,041**
Project Trips	0	0	0	0	13	0	0	0	1	0	34	0	48
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**313**	**138**	**362**	**0**	**530**	**182**	**564**	**0**	**2,089**
Model Year 2015	0	0	0	0	530	202	354	0	515	204	625	0	2,430
Year 2025 No Project Model	0	0	0	0	517	251	422	0	635	295	716	0	2,835
Year 2025 Cumulative No Project Conditions	**0**	**0**	**0**	**0**	**300**	**187**	**430**	**0**	**649**	**273**	**621**	**0**	**2,460**
Project Trips	0	0	0	0	13	0	0	0	1	0	34	0	48
Year 2025 Cumulative with Project Conditions	**0**	**0**	**0**	**0**	**313**	**187**	**430**	**0**	**650**	**273**	**655**	**0**	**2,508**

Intersection Number: 7
Traffix Node Number: 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**2**	**4**	**57**	**408**	**310**	**245**	**7**	**56**	**86**	**709**	**7**	**1,893**
Project Trips	1	0	0	0	12	0	0	0	0	0	32	1	46
Existing Plus Project Conditions	**3**	**2**	**4**	**57**	**420**	**310**	**245**	**7**	**56**	**86**	**741**	**8**	**1,939**
Model Year 2015	5	1	10	32	735	278	144	1	64	102	817	22	2,211
Year 2025 No Project Model	6	1	10	31	764	305	176	1	79	104	963	27	2,464
Year 2025 Cumulative No Project Conditions	**3**	**2**	**4**	**57**	**437**	**337**	**277**	**7**	**71**	**88**	**855**	**12**	**2,147**
Project Trips	1	0	0	0	12	0	0	0	0	0	32	1	46
Year 2025 Cumulative with Project Conditions	**4**	**2**	**4**	**57**	**449**	**337**	**277**	**7**	**71**	**88**	**887**	**13**	**2,193**

Intersection Number: 8
Traffix Node Number: 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**16**	**16**	**206**	**347**	**729**	**119**	**23**	**16**	**11**	**5**	**773**	**95**	**2,356**
Project Trips	1	0	0	0	12	0	0	0	0	0	31	1	45
Existing Plus Project Conditions	**17**	**16**	**206**	**347**	**741**	**119**	**23**	**16**	**11**	**5**	**804**	**96**	**2,401**
Model Year 2015	19	2	84	214	1025	174	82	2	0	0	894	78	2,574
Year 2025 No Project Model	25	2	101	314	1074	165	81	2	0	0	1055	95	2,912
Year 2025 Cumulative No Project Conditions	**22**	**16**	**223**	**447**	**778**	**119**	**23**	**16**	**11**	**5**	**934**	**112**	**2,705**
Project Trips	1	0	0	0	12	0	0	0	0	0	31	1	45
Year 2025 Cumulative with Project Conditions	**23**	**16**	**223**	**447**	**790**	**119**	**23**	**16**	**11**	**5**	**965**	**113**	**2,750**

Intersection Number: 9
Traffix Node Number: 107
Intersection Name: US 101 Southbound Ramps and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**725**	**0**	**185**	**0**	**528**	**0**	**0**	**0**	**0**	**238**	**810**	**0**	**2,486**
Project Trips	9	0	0	0	2	0	0	0	0	3	28	0	42
Existing Plus Project Conditions	**734**	**0**	**185**	**0**	**530**	**0**	**0**	**0**	**0**	**241**	**838**	**0**	**2,528**
Model Year 2015	438	0	182	0	976	0	0	0	0	234	825	0	2,655
Year 2025 No Project Model	505	0	250	0	1048	0	0	0	0	253	983	0	3,038
Year 2025 Cumulative No Project Conditions	**792**	**0**	**253**	**0**	**600**	**0**	**0**	**0**	**0**	**257**	**968**	**0**	**2,869**
Project Trips	9	0	0	0	2	0	0	0	0	3	28	0	42
Year 2025 Cumulative with Project Conditions	**801**	**0**	**253**	**0**	**602**	**0**	**0**	**0**	**0**	**260**	**996**	**0**	**2,911**

Intersection Number: 10
Traffix Node Number: 108
Intersection Name: US 101 Northbound Ramps and Cochrane Road
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**464**	**382**	**0**	**117**	**0**	**260**	**0**	**405**	**0**	**1,628**
Project Trips	0	0	0	0	1	0	0	0	1	25	3	0	30
Existing Plus Project Conditions	**0**	**0**	**0**	**464**	**383**	**0**	**117**	**0**	**261**	**25**	**408**	**0**	**1,658**
Model Year 2015	0	0	0	427	593	0	192	0	540	0	440	0	2,192
Year 2025 No Project Model	0	0	0	558	800	0	204	0	441	-7	656	0	2,652
Year 2025 Cumulative No Project Conditions	**0**	**0**	**0**	**595**	**589**	**0**	**129**	**0**	**260**	**0**	**621**	**0**	**2,194**
Project Trips	0	0	0	0	1	0	0	0	1	25	3	0	30
Year 2025 Cumulative with Project Conditions	**0**	**0**	**0**	**595**	**590**	**0**	**129**	**0**	**261**	**25**	**624**	**0**	**2,224**

Intersection Number: 11
Traffix Node Number: 1336
Intersection Name: Old Monterey Road and Llagas Road
Peak Hour: AM
Count Date: 10/24/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**65**	**0**	**0**	**0**	**2**	**1**	**48**	**146**	**142**	**0**	**4**	**409**
Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	1
Existing Plus Project Conditions	**1**	**65**	**0**	**0**	**0**	**2**	**1**	**48**	**147**	**142**	**0**	**4**	**410**
Model Year 2015	5	53	0	0	0	0	0	17	45	200	0	2	322
Year 2025 No Project Model	6	56	0	0	0	0	0	18	49	227	0	3	357
Year 2025 Cumulative No Project Conditions	**2**	**68**	**0**	**0**	**0**	**2**	**1**	**49**	**150**	**169**	**0**	**5**	**444**
Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	1
Year 2025 Cumulative with Project Conditions	**2**	**68**	**0**	**0**	**0**	**2**	**1**	**49**	**151**	**169**	**0**	**5**	**445**

Intersection Number: 1
Traffix Node Number: 101
Intersection Name: Monterey Road and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**111**	**783**	**1074**	**180**	**50**	**243**	**198**	**157**	**36**	**24**	**77**	**26**	**2,959**
Project Trips	0	2	0	0	0	41	25	1	0	0	0	0	69
Existing Plus Project Conditions	**111**	**785**	**1074**	**180**	**50**	**284**	**223**	**158**	**36**	**24**	**77**	**26**	**3,028**
Model Year 2015	1	629	813	621	2	227	155	130	1	2	3	1	2,585
Year 2025 No Project Model	1	739	963	819	2	288	173	179	1	2	3	1	3,170
Year 2025 Cumulative No Project Conditions	**111**	**893**	**1224**	**378**	**50**	**304**	**216**	**206**	**36**	**24**	**77**	**26**	**3,544**
Project Trips	0	2	0	0	0	41	25	1	0	0	0	0	69
Year 2025 Cumulative with Project Conditions	**111**	**895**	**1224**	**378**	**50**	**345**	**241**	**207**	**36**	**24**	**77**	**26**	**3,613**

Intersection Number: 2
Traffix Node Number: 116
Intersection Name: Monterey Road and Old Monterey Road
Peak Hour: PM
Count Date: 10/24/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**105**	**1066**	**0**	**0**	**0**	**0**	**0**	**349**	**86**	**213**	**0**	**97**	**1,916**
Project Trips	0	-1	45	28	1	13	20	0	0	0	2	0	108
Existing Plus Project Conditions	**105**	**1065**	**45**	**28**	**1**	**13**	**20**	**349**	**86**	**213**	**2**	**97**	**2,024**
Model Year 2015	148	716	0	0	0	0	0	215	17	39	0	53	1,188
Year 2025 No Project Model	185	848	0	0	0	0	0	283	34	93	0	65	1,506
Year 2025 Cumulative No Project Conditions	**142**	**1198**	**0**	**0**	**0**	**0**	**0**	**417**	**103**	**267**	**0**	**109**	**2,234**
Project Trips	0	-1	45	28	1	13	20	0	0	0	2	0	108
Year 2025 Cumulative with Project Conditions	**142**	**1197**	**45**	**28**	**1**	**13**	**20**	**417**	**103**	**267**	**2**	**109**	**2,342**

Intersection Number: 3
Traffix Node Number: 964
Intersection Name: Monterey Road and Wright Avenue
Peak Hour: PM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**142**	**1021**	**14**	**4**	**2**	**6**	**1**	**356**	**128**	**109**	**1**	**90**	**1,874**
Project Trips	0	12	0	0	0	0	0	20	0	0	0	0	32
Existing Plus Project Conditions	**142**	**1033**	**14**	**4**	**2**	**6**	**1**	**376**	**128**	**109**	**1**	**90**	**1,906**
Model Year 2015	152	602	0	0	0	0	0	134	20	33	0	101	1,042
Year 2025 No Project Model	130	814	0	0	0	0	0	204	25	35	0	124	1,330
Year 2025 Cumulative No Project Conditions	**142**	**1233**	**14**	**4**	**2**	**6**	**1**	**426**	**133**	**111**	**1**	**113**	**2,184**
Project Trips	0	12	0	0	0	0	0	20	0	0	0	0	32
Year 2025 Cumulative with Project Conditions	**142**	**1245**	**14**	**4**	**2**	**6**	**1**	**446**	**133**	**111**	**1**	**113**	**2,216**

Intersection Number: 4
Traffix Node Number: 1335
Intersection Name: Monterey Road and Central Avenue
Peak Hour: PM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**12**	**1109**	**38**	**88**	**0**	**1**	**6**	**428**	**41**	**43**	**0**	**2**	**1,768**
Project Trips	0	12	0	0	0	0	0	20	0	0	0	0	32
Existing Plus Project Conditions	**12**	**1121**	**38**	**88**	**0**	**1**	**6**	**448**	**41**	**43**	**0**	**2**	**1,800**
Model Year 2015	11	627	6	2	0	3	5	145	37	38	0	9	883
Year 2025 No Project Model	12	841	9	3	0	5	8	218	44	47	0	11	1,196
Year 2025 Cumulative No Project Conditions	**13**	**1323**	**41**	**89**	**0**	**3**	**9**	**501**	**48**	**52**	**0**	**4**	**2,081**
Project Trips	0	12	0	0	0	0	0	20	0	0	0	0	32
Year 2025 Cumulative with Project Conditions	**13**	**1335**	**41**	**89**	**0**	**3**	**9**	**521**	**48**	**52**	**0**	**4**	**2,113**

Intersection Number: 5
Traffix Node Number: 118
Intersection Name: Monterey Road and Main Avenue
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**70**	**811**	**237**	**75**	**245**	**47**	**35**	**285**	**140**	**197**	**225**	**41**	**2,408**
Project Trips	2	4	6	11	0	0	0	7	0	0	0	2	32
Existing Plus Project Conditions	**72**	**815**	**243**	**86**	**245**	**47**	**35**	**292**	**140**	**197**	**225**	**43**	**2,440**
Model Year 2015	35	525	192	26	387	47	65	13	253	36	295	6	1,880
Year 2025 No Project Model	48	623	296	22	446	43	70	12	244	24	263	4	2,092
Year 2025 Cumulative No Project Conditions	**83**	**909**	**341**	**75**	**304**	**47**	**40**	**285**	**140**	**197**	**225**	**41**	**2,686**
Project Trips	2	4	6	11	0	0	0	7	0	0	0	2	32
Year 2025 Cumulative with Project Conditions	**85**	**913**	**347**	**86**	**304**	**47**	**40**	**292**	**140**	**197**	**225**	**43**	**2,718**

Intersection Number: 6
Traffix Node Number: 103
Intersection Name: Butterfield Boulevard and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**402**	**347**	**183**	**0**	**137**	**594**	**781**	**0**	**2,444**
Project Trips	0	0	0	0	39	0	0	0	2	0	25	0	66
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**441**	**347**	**183**	**0**	**139**	**594**	**806**	**0**	**2,510**
Model Year 2015	0	0	0	0	488	414	247	0	375	456	521	0	2,501
Year 2025 No Project Model	0	0	0	0	612	513	309	0	511	617	538	0	3,098
Year 2025 Cumulative No Project Conditions	**0**	**0**	**0**	**0**	**526**	**446**	**245**	**0**	**273**	**755**	**798**	**0**	**3,041**
Project Trips	0	0	0	0	39	0	0	0	2	0	25	0	66
Year 2025 Cumulative with Project Conditions	**0**	**0**	**0**	**0**	**565**	**446**	**245**	**0**	**275**	**755**	**823**	**0**	**3,107**

Intersection Number: 7
Traffix Node Number: 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**8**	**22**	**67**	**10**	**543**	**197**	**386**	**7**	**90**	**73**	**863**	**2**	**2,268**
Project Trips	2	0	0	0	37	0	0	0	0	0	24	1	64
Existing Plus Project Conditions	**10**	**22**	**67**	**10**	**580**	**197**	**386**	**7**	**90**	**73**	**887**	**3**	**2,332**
Model Year 2015	26	2	33	10	652	149	273	2	165	104	698	11	2,125
Year 2025 No Project Model	31	3	33	11	832	188	338	3	183	111	764	12	2,505
Year 2025 Cumulative No Project Conditions	**13**	**23**	**67**	**11**	**723**	**236**	**451**	**8**	**108**	**80**	**929**	**3**	**2,648**
Project Trips	2	0	0	0	37	0	0	0	0	0	24	1	64
Year 2025 Cumulative with Project Conditions	**15**	**23**	**67**	**11**	**760**	**236**	**451**	**8**	**108**	**80**	**953**	**4**	**2,712**

Intersection Number: 8
Traffix Node Number: 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**69**	**35**	**428**	**196**	**627**	**237**	**94**	**30**	**36**	**22**	**1212**	**114**	**3,100**
Project Trips	2	0	0	0	36	0	0	0	0	0	23	1	62
Existing Plus Project Conditions	**71**	**35**	**428**	**196**	**663**	**237**	**94**	**30**	**36**	**22**	**1235**	**115**	**3,162**
Model Year 2015	97	7	270	110	714	117	229	7	0	0	946	59	2,556
Year 2025 No Project Model	115	7	360	132	915	120	221	7	0	0	1066	69	3,008
Year 2025 Cumulative No Project Conditions	**87**	**35**	**518**	**218**	**828**	**240**	**94**	**30**	**36**	**22**	**1332**	**124**	**3,562**
Project Trips	2	0	0	0	36	0	0	0	0	0	23	1	62
Year 2025 Cumulative with Project Conditions	**89**	**35**	**518**	**218**	**864**	**240**	**94**	**30**	**36**	**22**	**1355**	**125**	**3,624**

Intersection Number: 9
Traffix Node Number: 107
Intersection Name: US 101 Southbound Ramps and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**510**	**0**	**300**	**0**	**635**	**0**	**0**	**0**	**0**	**741**	**1046**	**0**	**3,232**
Project Trips	29	0	0	0	7	0	0	0	0	2	21	0	59
Existing Plus Project Conditions	**539**	**0**	**300**	**0**	**642**	**0**	**0**	**0**	**0**	**743**	**1067**	**0**	**3,291**
Model Year 2015	403	0	369	0	537	0	0	0	0	492	953	0	2,754
Year 2025 No Project Model	457	0	499	0	710	0	0	0	0	463	1183	0	3,311
Year 2025 Cumulative No Project Conditions	**564**	**0**	**430**	**0**	**808**	**0**	**0**	**0**	**0**	**741**	**1276**	**0**	**3,818**
Project Trips	29	0	0	0	7	0	0	0	0	2	21	0	59
Year 2025 Cumulative with Project Conditions	**593**	**0**	**430**	**0**	**815**	**0**	**0**	**0**	**0**	**743**	**1297**	**0**	**3,877**

Intersection Number: 10
Traffix Node Number: 108
Intersection Name: US 101 Northbound Ramps and Cochrane Road
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**208**	**499**	**0**	**230**	**0**	**315**	**0**	**832**	**0**	**2,084**
Project Trips	0	0	0	0	3	0	0	0	3	18	2	0	26
Existing Plus Project Conditions	**0**	**0**	**0**	**208**	**502**	**0**	**230**	**0**	**318**	**18**	**834**	**0**	**2,110**
Model Year 2015	0	0	0	208	563	0	219	0	245	0	877	0	2,112
Year 2025 No Project Model	0	0	0	286	723	0	274	0	255	-6	1186	0	2,717
Year 2025 Cumulative No Project Conditions	**0**	**0**	**0**	**286**	**659**	**0**	**285**	**0**	**325**	**0**	**1141**	**0**	**2,695**
Project Trips	0	0	0	0	3	0	0	0	3	18	2	0	26
Year 2025 Cumulative with Project Conditions	**0**	**0**	**0**	**286**	**662**	**0**	**285**	**0**	**328**	**18**	**1143**	**0**	**2,721**

Intersection Number: 11
Traffix Node Number: 1336
Intersection Name: Old Monterey Road and Llagas Road
Peak Hour: PM
Count Date: 10/24/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**57**	**0**	**0**	**0**	**1**	**0**	**71**	**127**	**155**	**0**	**4**	**421**
Project Trips	0	0	0	0	0	0	0	0	0	1	0	0	1
Existing Plus Project Conditions	**6**	**57**	**0**	**0**	**0**	**1**	**0**	**71**	**127**	**156**	**0**	**4**	**422**
Model Year 2015	2	22	0	0	0	0	0	35	129	70	0	4	262
Year 2025 No Project Model	2	23	0	0	0	0	0	37	160	126	0	7	354
Year 2025 Cumulative No Project Conditions	**6**	**58**	**0**	**0**	**0**	**1**	**0**	**73**	**158**	**211**	**0**	**7**	**513**
Project Trips	0	0	0	0	0	0	0	0	0	1	0	0	1
Year 2025 Cumulative with Project Conditions	**6**	**58**	**0**	**0**	**0**	**1**	**0**	**73**	**158**	**212**	**0**	**7**	**514**

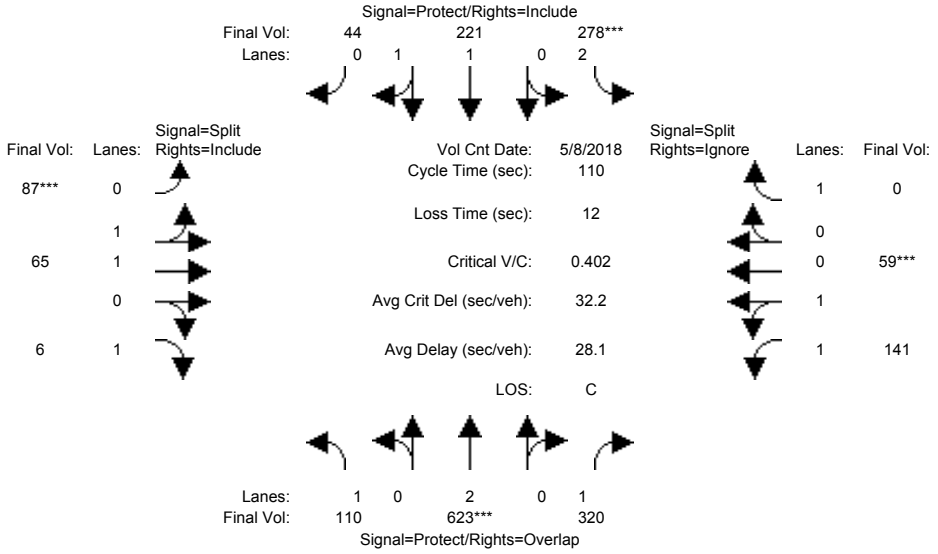
Appendix C

Level of Service Calculations

City of Morgan Hill
Monterey Gateway

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

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	110	623	320	278	221	44	87	65	6	141	59	582
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:	110	623	320	278	221	44	87	65	6	141	59	582
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	623	320	278	221	44	87	65	6	141	59	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	623	320	278	221	44	87	65	6	141	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	623	320	278	221	44	87	65	6	141	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	623	320	278	221	44	87	65	6	141	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.66	0.34	1.00	1.00	1.00	1.42	0.58	1.00
Final Sat.:	1750	3800	1750	3150	3085	614	1750	1900	1750	2503	1047	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.18	0.09	0.07	0.07	0.05	0.03	0.00	0.06	0.06	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.4	44.8	60.3	24.1	40.6	40.6	13.6	13.6	13.6	15.4	15.4	0.0
Volume/Cap:	0.24	0.40	0.33	0.40	0.19	0.19	0.40	0.28	0.03	0.40	0.40	0.00
Delay/Veh:	32.6	23.3	14.0	37.1	23.7	23.7	45.2	44.0	42.4	43.6	43.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	23.3	14.0	37.1	23.7	23.7	45.2	44.0	42.4	43.6	43.6	0.0
LOS by Move:	C	C	B	D	C	C	D	D	D	D	D	A
HCM2kAvgQ:	3	7	6	5	3	3	3	2	0	3	3	0

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

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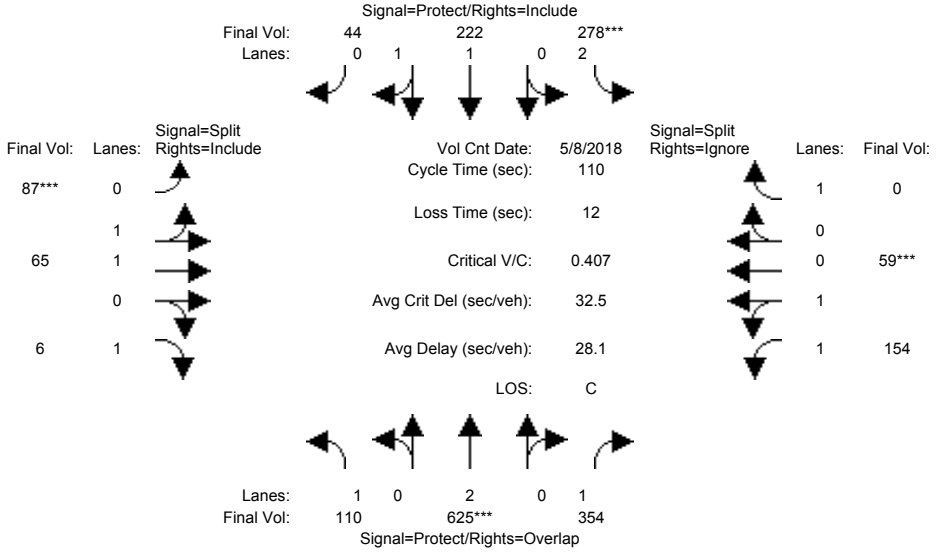
City of Morgan Hill
Monterey Gateway

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

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	110	623	320	278	221	44	87	65	6	141	59	582
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:	110	623	320	278	221	44	87	65	6	141	59	582
Added Vol:	0	2	34	0	1	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	625	354	278	222	44	87	65	6	154	59	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	625	354	278	222	44	87	65	6	154	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	625	354	278	222	44	87	65	6	154	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	625	354	278	222	44	87	65	6	154	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.66	0.34	1.00	1.00	1.00	1.45	0.55	1.00
Final Sat.:	1750	3800	1750	3150	3088	612	1750	1900	1750	2566	983	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.20	0.09	0.07	0.07	0.05	0.03	0.00	0.06	0.06	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.1	44.5	60.7	23.9	40.2	40.2	13.4	13.4	13.4	16.2	16.2	0.0
Volume/Cap:	0.25	0.41	0.37	0.41	0.20	0.20	0.41	0.28	0.03	0.41	0.41	0.00
Delay/Veh:	32.8	23.5	14.1	37.4	23.9	23.9	45.3	44.2	42.6	43.0	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	23.5	14.1	37.4	23.9	23.9	45.3	44.2	42.6	43.0	43.0	0.0
LOS by Move:	C	C	B	D	C	C	D	D	D	D	D	A
HCM2kAvgQ:	3	7	7	5	3	3	3	2	0	3	3	0

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

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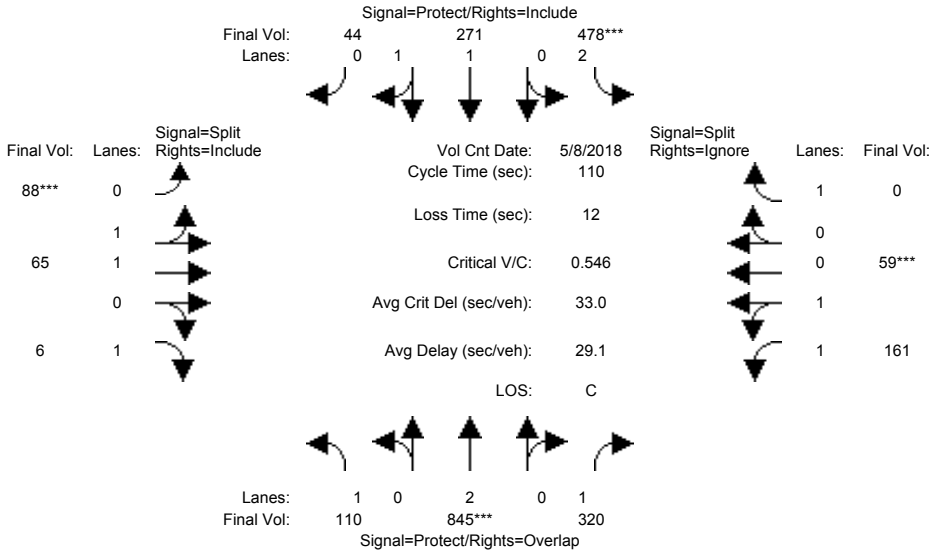
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	110	845	320	478	271	44	88	65	6	161	59	658
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:	110	845	320	478	271	44	88	65	6	161	59	658
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	845	320	478	271	44	88	65	6	161	59	658
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	845	320	478	271	44	88	65	6	161	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	845	320	478	271	44	88	65	6	161	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	845	320	478	271	44	88	65	6	161	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	1.00	1.00	1.47	0.53	1.00
Final Sat.:	1750	3800	1750	3150	3183	517	1750	1900	1750	2598	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.18	0.15	0.09	0.09	0.05	0.03	0.00	0.06	0.06	0.00
Crit Moves:		****		****			****				****	
Green Time:	31.0	44.8	57.3	30.6	44.3	44.3	10.1	10.1	10.1	12.5	12.5	0.0
Volume/Cap:	0.22	0.55	0.35	0.55	0.21	0.21	0.55	0.37	0.04	0.55	0.55	0.00
Delay/Veh:	30.5	25.3	15.7	34.5	21.5	21.5	50.0	47.5	45.6	47.6	47.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	25.3	15.7	34.5	21.5	21.5	50.0	47.5	45.6	47.6	47.6	0.0
LOS by Move:	C	C	B	C	C	C	D	D	D	D	D	A
HCM2kAvgQ:	3	11	7	8	3	3	4	2	0	4	4	0

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

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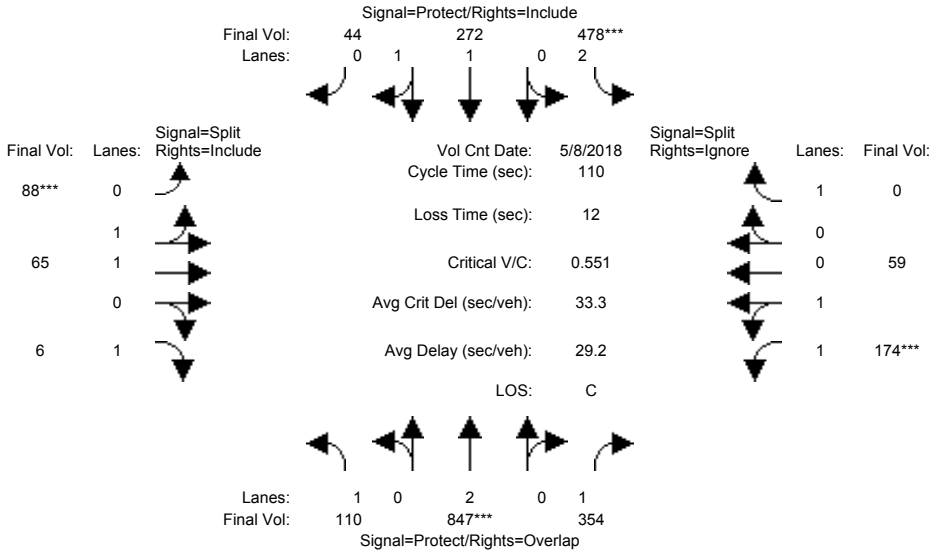
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	110	845	320	478	271	44	88	65	6	161	59	658
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:	110	845	320	478	271	44	88	65	6	161	59	658
Added Vol:	0	2	34	0	1	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	847	354	478	272	44	88	65	6	174	59	658
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	847	354	478	272	44	88	65	6	174	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	847	354	478	272	44	88	65	6	174	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	847	354	478	272	44	88	65	6	174	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	1.00	1.00	1.50	0.50	1.00
Final Sat.:	1750	3800	1750	3150	3184	515	1750	1900	1750	2651	899	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.20	0.15	0.09	0.09	0.05	0.03	0.00	0.07	0.07	0.00
Crit Moves:		****		****			****			****		
Green Time:	30.8	44.5	57.6	30.3	44.0	44.0	10.0	10.0	10.0	13.1	13.1	0.0
Volume/Cap:	0.22	0.55	0.39	0.55	0.21	0.21	0.55	0.37	0.04	0.55	0.55	0.00
Delay/Veh:	30.6	25.5	15.9	34.8	21.7	21.7	50.2	47.6	45.7	47.2	47.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	25.5	15.9	34.8	21.7	21.7	50.2	47.6	45.7	47.2	47.2	0.0
LOS by Move:	C	C	B	C	C	C	D	D	D	D	D	A
HCM2kAvgQ:	3	11	8	8	3	3	4	2	0	4	4	0

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

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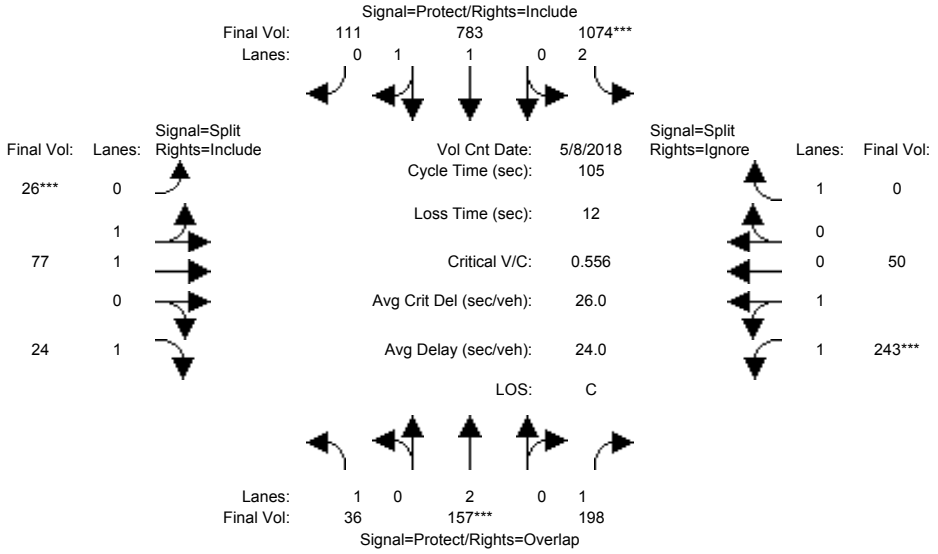
City of Morgan Hill
Monterey Gateway

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

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	157	198	1074	783	111	26	77	24	243	50	180
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:	36	157	198	1074	783	111	26	77	24	243	50	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	157	198	1074	783	111	26	77	24	243	50	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	157	198	1074	783	111	26	77	24	243	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	157	198	1074	783	111	26	77	24	243	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	157	198	1074	783	111	26	77	24	243	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	0.98	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.74	0.26	0.52	1.48	1.00	1.66	0.34	1.00
Final Sat.:	1750	3800	1750	3150	3240	459	934	2765	1750	2944	606	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.11	0.34	0.24	0.24	0.03	0.03	0.01	0.08	0.08	0.00
Crit Moves:		****		****			****			****		
Green Time:	14.9	10.0	24.2	58.8	53.9	53.9	10.0	10.0	10.0	14.2	14.2	0.0
Volume/Cap:	0.15	0.43	0.49	0.61	0.47	0.47	0.29	0.29	0.14	0.61	0.61	0.00
Delay/Veh:	39.8	45.7	36.0	16.1	16.6	16.6	44.7	44.7	44.0	45.0	45.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	45.7	36.0	16.1	16.6	16.6	44.7	44.7	44.0	45.0	45.0	0.0
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	1	3	6	13	9	9	2	2	1	5	5	0

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

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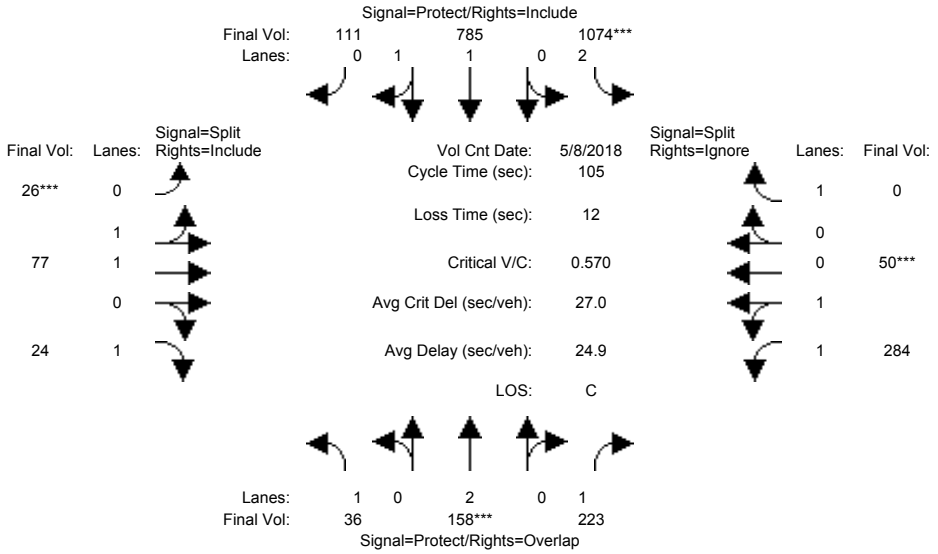
City of Morgan Hill
Monterey Gateway

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

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	157	198	1074	783	111	26	77	24	243	50	180
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:	36	157	198	1074	783	111	26	77	24	243	50	180
Added Vol:	0	1	25	0	2	0	0	0	0	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	158	223	1074	785	111	26	77	24	284	50	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	158	223	1074	785	111	26	77	24	284	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	158	223	1074	785	111	26	77	24	284	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	158	223	1074	785	111	26	77	24	284	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	0.98	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	0.52	1.48	1.00	1.70	0.30	1.00
Final Sat.:	1750	3800	1750	3150	3241	458	934	2765	1750	3018	531	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.13	0.34	0.24	0.24	0.03	0.03	0.01	0.09	0.09	0.00
Crit Moves:		****		****			****				****	
Green Time:	14.5	10.0	25.8	57.2	52.7	52.7	10.0	10.0	10.0	15.8	15.8	0.0
Volume/Cap:	0.15	0.44	0.52	0.63	0.48	0.48	0.29	0.29	0.14	0.63	0.63	0.00
Delay/Veh:	40.1	45.7	35.4	17.2	17.4	17.4	44.7	44.7	44.0	44.2	44.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	45.7	35.4	17.2	17.4	17.4	44.7	44.7	44.0	44.2	44.2	0.0
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	1	3	7	14	9	9	2	2	1	5	5	0

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

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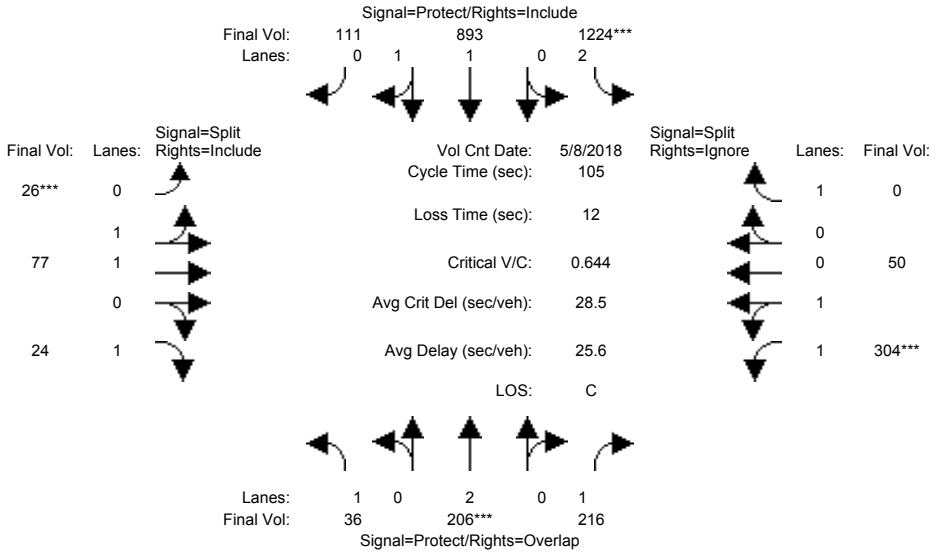
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	206	216	1224	893	111	26	77	24	304	50	378
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:	36	206	216	1224	893	111	26	77	24	304	50	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	206	216	1224	893	111	26	77	24	304	50	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	206	216	1224	893	111	26	77	24	304	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	206	216	1224	893	111	26	77	24	304	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	206	216	1224	893	111	26	77	24	304	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	0.98	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	0.52	1.48	1.00	1.72	0.28	1.00
Final Sat.:	1750	3800	1750	3150	3291	409	934	2765	1750	3048	501	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.12	0.39	0.27	0.27	0.03	0.03	0.01	0.10	0.10	0.00
Crit Moves:		****		****			****			****		
Green Time:	13.4	10.0	24.9	58.1	54.7	54.7	10.0	10.0	10.0	14.9	14.9	0.0
Volume/Cap:	0.16	0.57	0.52	0.70	0.52	0.52	0.29	0.29	0.14	0.70	0.70	0.00
Delay/Veh:	41.1	47.6	36.0	18.4	16.8	16.8	44.7	44.7	44.0	47.4	47.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	47.6	36.0	18.4	16.8	16.8	44.7	44.7	44.0	47.4	47.4	0.0
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	1	4	7	17	10	10	2	2	1	6	6	0

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

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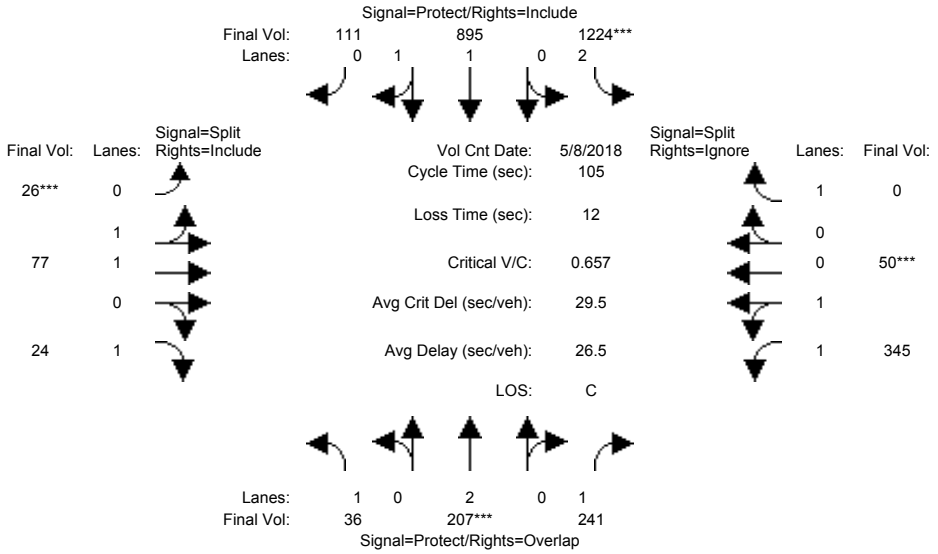
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	206	216	1224	893	111	26	77	24	304	50	378
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:	36	206	216	1224	893	111	26	77	24	304	50	378
Added Vol:	0	1	25	0	2	0	0	0	0	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	207	241	1224	895	111	26	77	24	345	50	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	207	241	1224	895	111	26	77	24	345	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	207	241	1224	895	111	26	77	24	345	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	207	241	1224	895	111	26	77	24	345	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	0.98	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	0.52	1.48	1.00	1.75	0.25	1.00
Final Sat.:	1750	3800	1750	3150	3291	408	934	2765	1750	3101	449	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.14	0.39	0.27	0.27	0.03	0.03	0.01	0.11	0.11	0.00
Crit Moves:		****		****			****				****	
Green Time:	13.1	10.0	26.3	56.7	53.6	53.6	10.0	10.0	10.0	16.3	16.3	0.0
Volume/Cap:	0.16	0.57	0.55	0.72	0.53	0.53	0.29	0.29	0.14	0.72	0.72	0.00
Delay/Veh:	41.4	47.7	35.8	19.6	17.6	17.6	44.7	44.7	44.0	46.8	46.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	47.7	35.8	19.6	17.6	17.6	44.7	44.7	44.0	46.8	46.8	0.0
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	1	4	8	17	11	11	2	2	1	7	7	0

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

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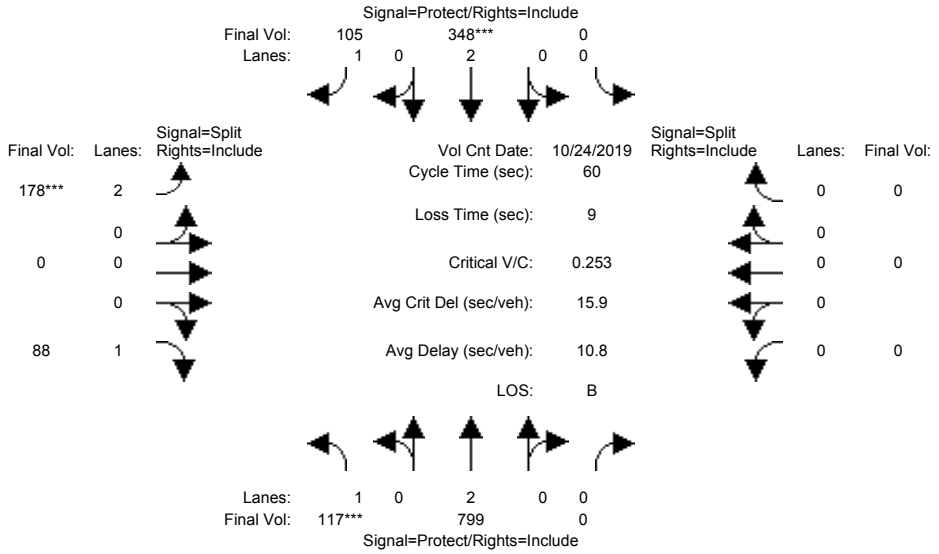
City of Morgan Hill
Monterey Gateway

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

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	117	799	0	0	348	105	178	0	88	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:	117	799	0	0	348	105	178	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	799	0	0	348	105	178	0	88	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:	117	799	0	0	348	105	178	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	799	0	0	348	105	178	0	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	799	0	0	348	105	178	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.00	0.09	0.06	0.06	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.9	37.6	0.0	0.0	21.7	21.7	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.25	0.34	0.00	0.00	0.25	0.17	0.25	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	17.7	5.4	0.0	0.0	13.5	13.1	19.4	0.0	19.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	5.4	0.0	0.0	13.5	13.1	19.4	0.0	19.3	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	4	0	0	2	1	2	0	2	0	0	0

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

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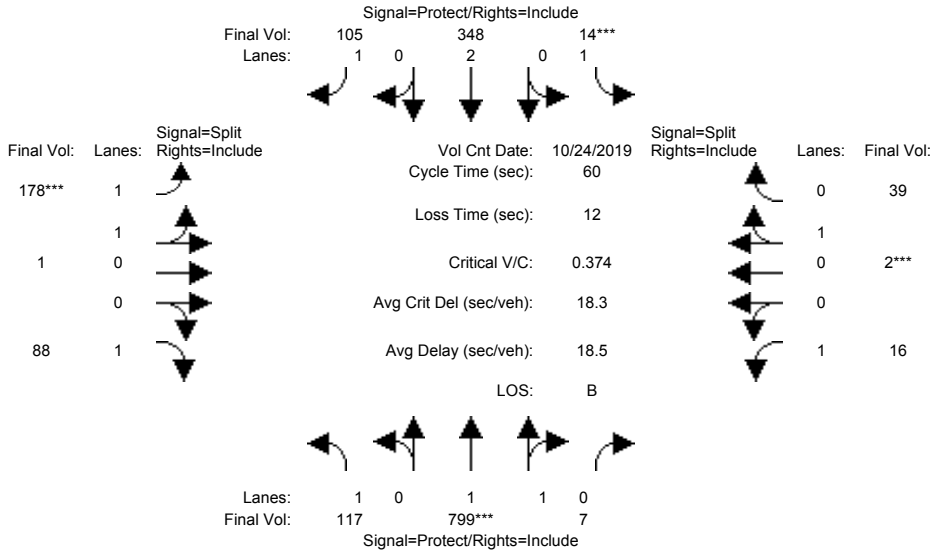
City of Morgan Hill
Monterey Gateway

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

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	117	799	0	0	348	105	178	0	88	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:	117	799	0	0	348	105	178	0	88	0	0	0
Added Vol:	0	0	7	14	0	0	0	1	0	16	2	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	1
Initial Fut:	117	799	7	14	348	105	178	1	88	16	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	799	7	14	348	105	178	1	88	16	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	799	7	14	348	105	178	1	88	16	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	799	7	14	348	105	178	1	88	16	2	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.05	0.95
Final Sat.:	1750	3668	32	1750	3800	1750	3530	20	1750	1750	88	1712
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.01	0.09	0.06	0.05	0.05	0.05	0.01	0.02	0.02
Crit Moves:		****		****			****				****	
Green Time:	11.5	21.0	21.0	7.0	16.5	16.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.62	0.62	0.07	0.33	0.22	0.30	0.30	0.30	0.05	0.14	0.14
Delay/Veh:	21.6	17.2	17.2	23.7	17.6	17.0	22.2	22.2	22.5	21.1	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	17.2	17.2	23.7	17.6	17.0	22.2	22.2	22.5	21.1	21.5	21.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	7	7	0	3	2	2	2	2	0	1	1

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

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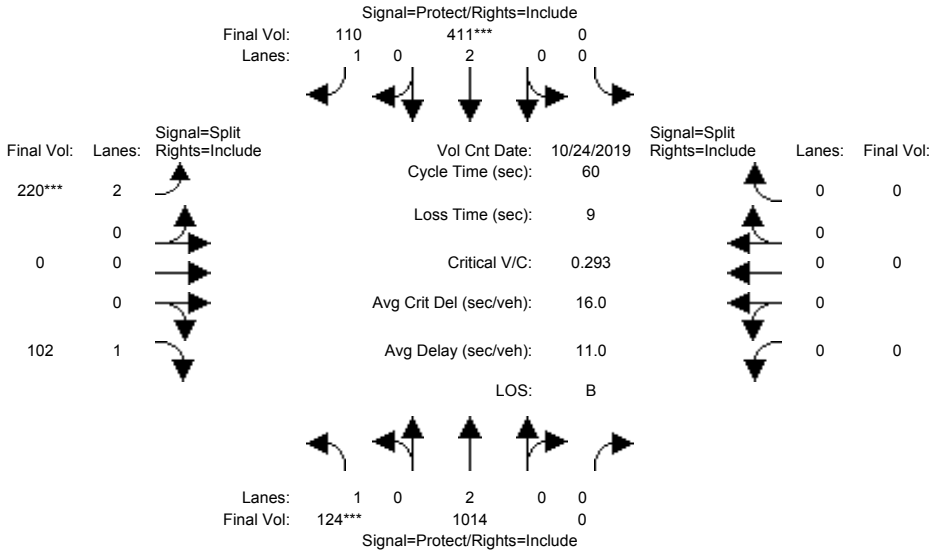
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	124	1014	0	0	411	110	220	0	102	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:	124	1014	0	0	411	110	220	0	102	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1014	0	0	411	110	220	0	102	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:	124	1014	0	0	411	110	220	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1014	0	0	411	110	220	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1014	0	0	411	110	220	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.00	0.11	0.06	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	14.5	36.7	0.0	0.0	22.2	22.2	14.3	0.0	14.3	0.0	0.0	0.0
Volume/Cap:	0.29	0.44	0.00	0.00	0.29	0.17	0.29	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	18.9	6.3	0.0	0.0	13.5	12.9	18.9	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	6.3	0.0	0.0	13.5	12.9	18.9	0.0	18.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	5	0	0	3	2	2	0	2	0	0	0

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

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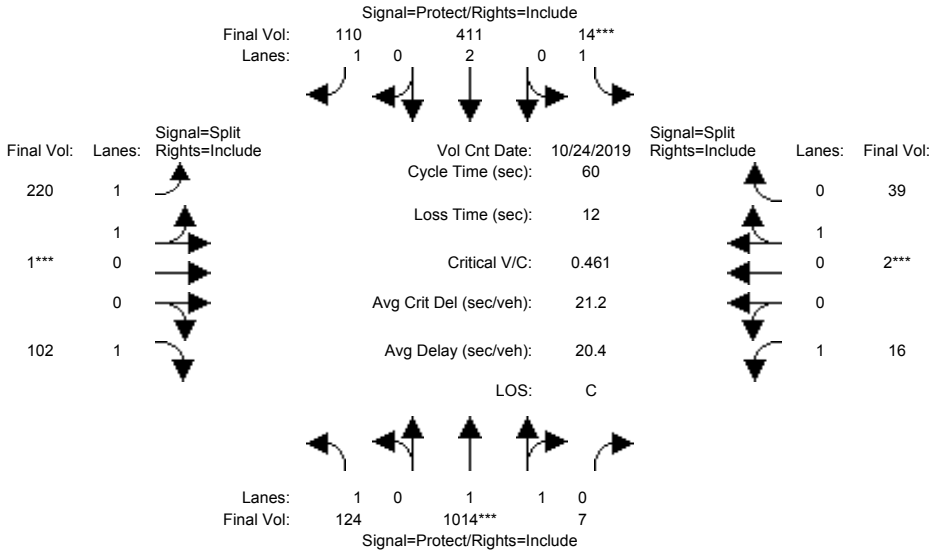
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	124	1014	0	0	411	110	220	0	102	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:	124	1014	0	0	411	110	220	0	102	0	0	0
Added Vol:	0	0	7	14	0	0	0	1	0	16	2	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	1
Initial Fut:	124	1014	7	14	411	110	220	1	102	16	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1014	7	14	411	110	220	1	102	16	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1014	7	14	411	110	220	1	102	16	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1014	7	14	411	110	220	1	102	16	2	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.05	0.95
Final Sat.:	1750	3675	25	1750	3800	1750	3534	16	1750	1750	88	1712
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.01	0.11	0.06	0.06	0.06	0.06	0.01	0.02	0.02
Crit Moves:		****		****				****			****	
Green Time:	11.5	21.0	21.0	7.0	16.5	16.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.37	0.79	0.79	0.07	0.39	0.23	0.37	0.37	0.35	0.05	0.14	0.14
Delay/Veh:	21.8	20.8	20.8	23.7	18.0	17.1	22.6	22.6	22.9	21.1	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	20.8	20.8	23.7	18.0	17.1	22.6	22.6	22.9	21.1	21.5	21.5
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	11	11	0	3	2	2	2	2	0	1	1

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

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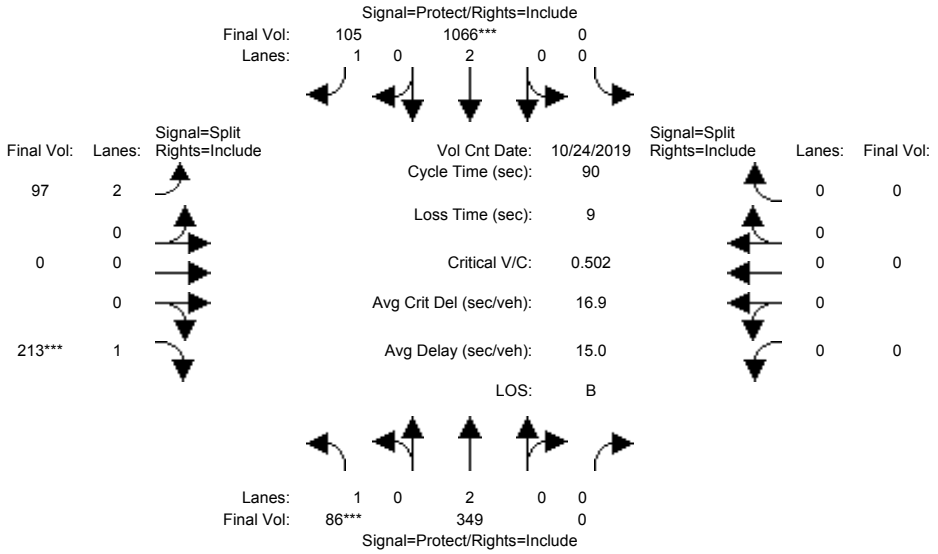
City of Morgan Hill
Monterey Gateway

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

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	86	349	0	0	1066	105	97	0	213	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:	86	349	0	0	1066	105	97	0	213	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	349	0	0	1066	105	97	0	213	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:	86	349	0	0	1066	105	97	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	349	0	0	1066	105	97	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	349	0	0	1066	105	97	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.28	0.06	0.03	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	8.8	59.2	0.0	0.0	50.3	50.3	21.8	0.0	21.8	0.0	0.0	0.0
Volume/Cap:	0.50	0.14	0.00	0.00	0.50	0.11	0.13	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	40.8	5.8	0.0	0.0	12.3	9.3	26.7	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	5.8	0.0	0.0	12.3	9.3	26.7	0.0	30.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	3	2	0	0	9	1	1	0	6	0	0	0

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

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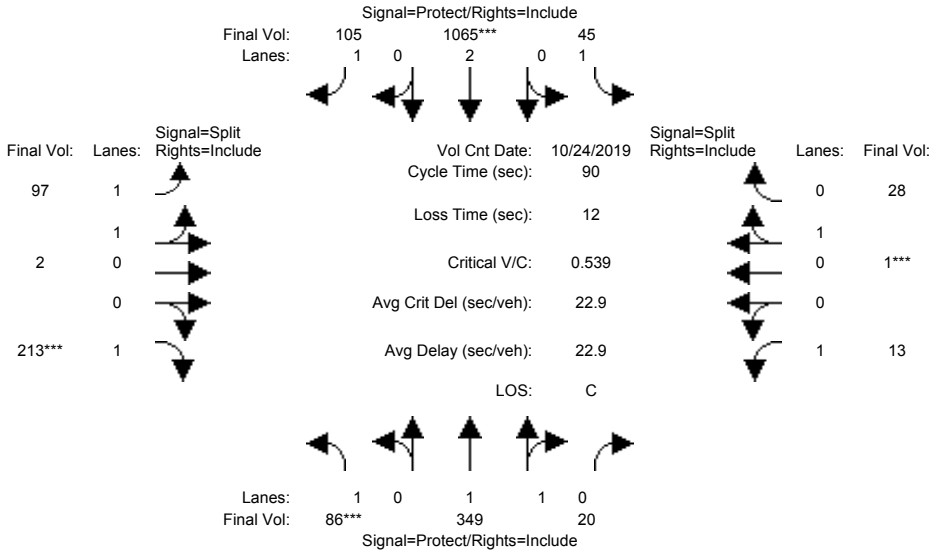
City of Morgan Hill
Monterey Gateway

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

Intersection #116: Monterey Road and Old Monterey Road

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Street Name:          Monterey Road                    Old Monterey Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Oct 2019 <<
Base Vol:      86  349     0     0 1066   105   97    0   213    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:   86  349     0     0 1066   105   97    0   213    0    0     0
Added Vol:      0    0    20    43    0     0    0    2     0   12    1    28
PasserByVol:    0    0     0     2   -1     0    0    0     0    1    0     0
Initial Fut:   86  349    20    45 1065   105   97    2   213   13    1    28
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:    86  349    20    45 1065   105   97    2   213   13    1    28
Reduct Vol:     0    0     0     0    0     0    0    0     0    0    0     0
Reduced Vol:   86  349    20    45 1065   105   97    2   213   13    1    28
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:   86  349    20    45 1065   105   97    2   213   13    1    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92 0.93 0.95  0.92 0.92 0.95  0.95
Lanes:       1.00 1.89  0.11  1.00 2.00  1.00 1.96 0.04  1.00 1.00 0.03  0.97
Final Sat.:  1750 3499   201  1750 3800  1750 3478   72  1750 1750   62  1738
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.10  0.10  0.03 0.28  0.06 0.03 0.03  0.12 0.01 0.02  0.02
Crit Moves:  ****                 ****                    ****       ****
Green Time:   7.4 29.2  29.2  20.4 42.2  42.2 18.3 18.3  18.3 10.0 10.0  10.0
Volume/Cap:  0.60 0.31  0.31  0.11 0.60  0.13 0.14 0.14  0.60 0.07 0.15  0.15
Delay/Veh:   46.6 23.0  23.0  27.7 18.2  13.5 29.4 29.4  35.2 36.0 36.5  36.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  46.6 23.0  23.0  27.7 18.2  13.5 29.4 29.4  35.2 36.0 36.5  36.5
LOS by Move:    D    C     C     C    B     B    C    C     D    D    D     D
HCM2kAvgQ:      4    4     4     1   11     2    1    1     7    0    1     1
Note: Queue reported is the number of cars per lane.
```


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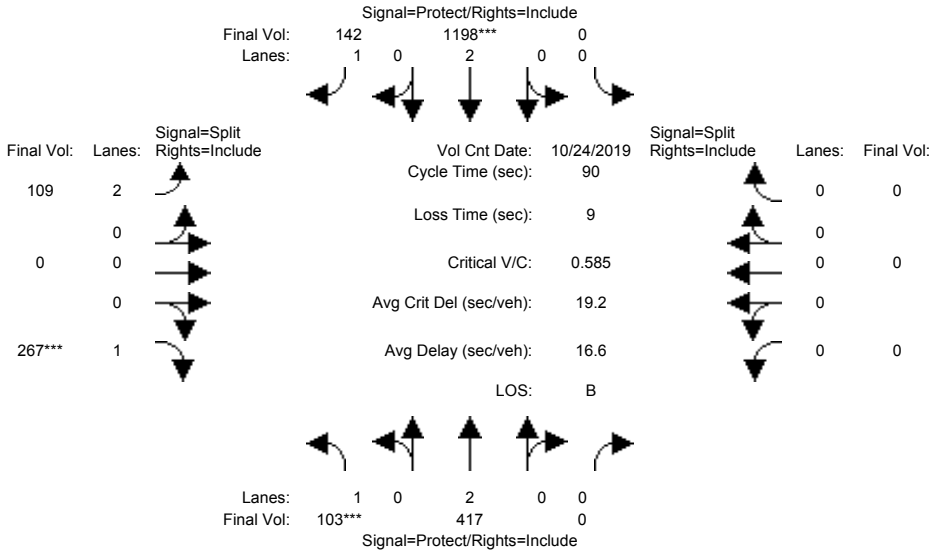
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	103	417	0	0	1198	142	109	0	267	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:	103	417	0	0	1198	142	109	0	267	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	417	0	0	1198	142	109	0	267	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:	103	417	0	0	1198	142	109	0	267	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	417	0	0	1198	142	109	0	267	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	417	0	0	1198	142	109	0	267	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.32	0.08	0.03	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	9.1	57.5	0.0	0.0	48.5	48.5	23.5	0.0	23.5	0.0	0.0	0.0
Volume/Cap:	0.59	0.17	0.00	0.00	0.59	0.15	0.13	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	43.7	6.6	0.0	0.0	14.4	10.5	25.6	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	6.6	0.0	0.0	14.4	10.5	25.6	0.0	31.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	4	2	0	0	11	2	1	0	8	0	0	0

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

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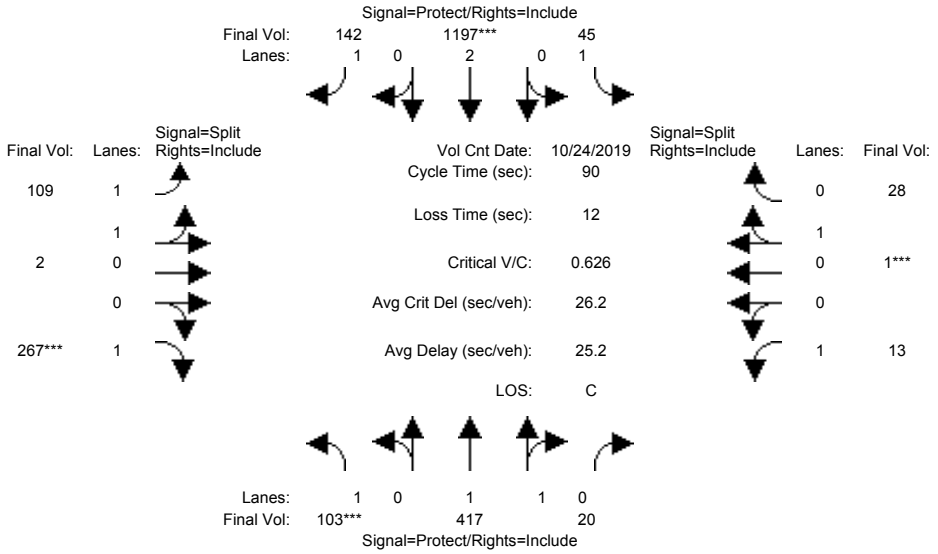
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #116: Monterey Road and Old Monterey Road



Street Name:	Monterey Road						Old Monterey Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	103	417	0	0	1198	142	109	0	267	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:	103	417	0	0	1198	142	109	0	267	0	0	0
Added Vol:	0	0	20	43	0	0	0	2	0	12	1	28
PasserByVol:	0	0	0	2	-1	0	0	0	0	1	0	0
Initial Fut:	103	417	20	45	1197	142	109	2	267	13	1	28
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:	103	417	20	45	1197	142	109	2	267	13	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	417	20	45	1197	142	109	2	267	13	1	28
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:	103	417	20	45	1197	142	109	2	267	13	1	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.96	0.04	1.00	1.00	0.03	0.97
Final Sat.:	1750	3531	169	1750	3800	1750	3486	64	1750	1750	62	1738
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.03	0.32	0.08	0.03	0.03	0.15	0.01	0.02	0.02
Crit Moves:	****				****				****		****	
Green Time:	7.6	29.1	29.1	19.2	40.7	40.7	19.7	19.7	19.7	10.0	10.0	10.0
Volume/Cap:	0.70	0.37	0.37	0.12	0.70	0.18	0.14	0.14	0.70	0.07	0.15	0.15
Delay/Veh:	53.7	23.5	23.5	28.7	21.0	14.8	28.4	28.4	37.9	36.0	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	23.5	23.5	28.7	21.0	14.8	28.4	28.4	37.9	36.0	36.5	36.5
LOS by Move:	D	C	C	C	C	B	C	C	D	D	D	D
HCM2kAvgQ:	4	5	5	1	14	3	1	1	9	0	1	1

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

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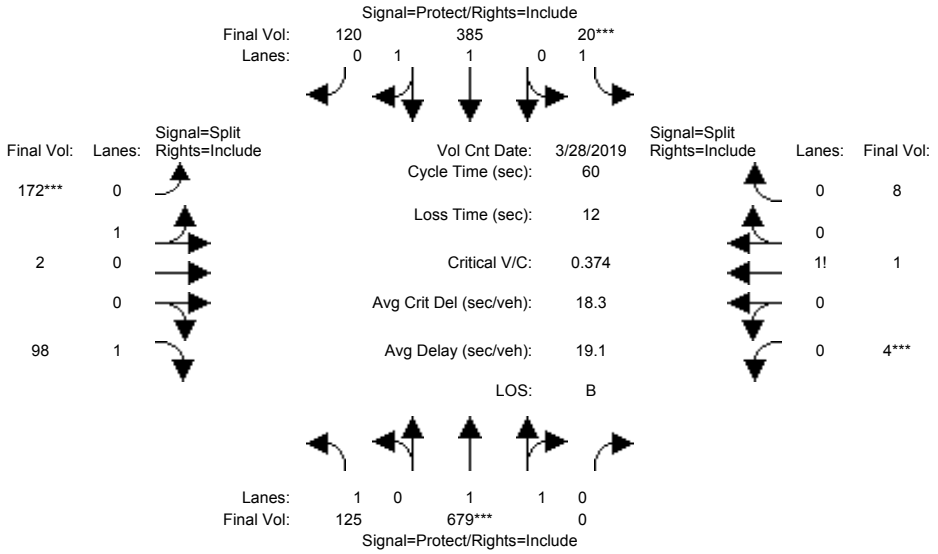
City of Morgan Hill
Monterey Gateway

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

Intersection #964: Monterey Road and Wright Avenue




```
Street Name:          Monterey Road                     Wright Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     125  679     0    20  385   120   172    2    98     4    1     8
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:  125  679     0    20  385   120   172    2    98     4    1     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125  679     0    20  385   120   172    2    98     4    1     8
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:   125  679     0    20  385   120   172    2    98     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125  679     0    20  385   120   172    2    98     4    1     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  125  679     0    20  385   120   172    2    98     4    1     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.92  0.92 0.98  0.95  0.95 0.95  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  0.00  1.00 1.51  0.49  0.99 0.01  1.00  0.31 0.08  0.61
Final Sat.:  1750 3700     0  1750 2820   879  1779   21  1750   538  135  1077
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.18  0.00  0.01 0.14  0.14  0.10 0.10  0.06  0.01 0.01  0.01
Crit Moves:       ****        ****              ****              ****
Green Time:  11.2 20.3   0.0   7.0 16.1  16.1  10.7 10.7  10.7  10.0 10.0  10.0
Volume/Cap:  0.38 0.54  0.00  0.10 0.51  0.51  0.54 0.54  0.31  0.04 0.04  0.04
Delay/Veh:   22.1 16.6   0.0  23.9 19.1  19.1  24.3 24.3  22.0  21.1 21.1  21.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 16.6   0.0  23.9 19.1  19.1  24.3 24.3  22.0  21.1 21.1  21.1
LOS by Move:    C    B     A     C    B     B     C    C     C     C    C     C
HCM2kAvgQ:      2    5     0     0    5     5     4    4     2     0    0     0
Note: Queue reported is the number of cars per lane.
```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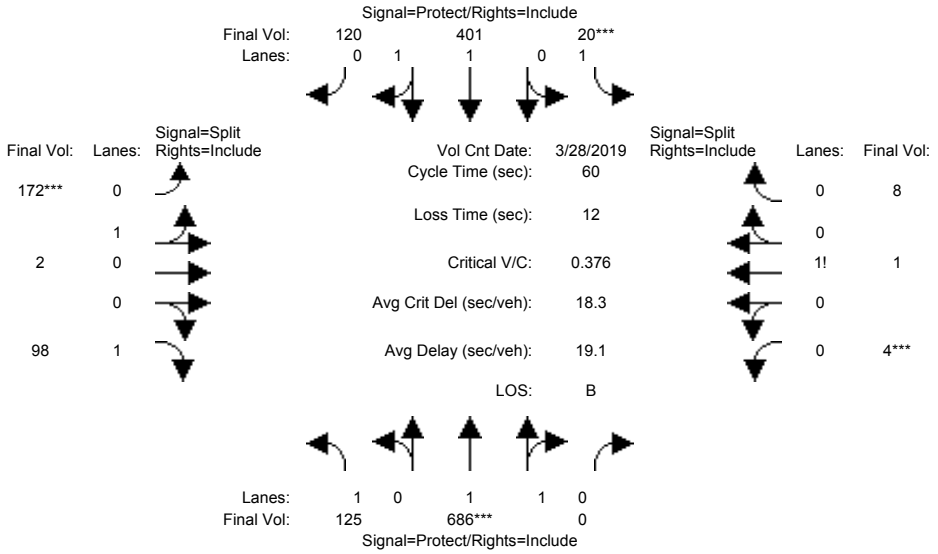
City of Morgan Hill
Monterey Gateway

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

Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	125	679	0	20	385	120	172	2	98	4	1	8
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:	125	679	0	20	385	120	172	2	98	4	1	8
Added Vol:	0	7	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	686	0	20	401	120	172	2	98	4	1	8
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:	125	686	0	20	401	120	172	2	98	4	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	686	0	20	401	120	172	2	98	4	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	686	0	20	401	120	172	2	98	4	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.53	0.47	0.99	0.01	1.00	0.31	0.08	0.61
Final Sat.:	1750	3700	0	1750	2847	852	1779	21	1750	538	135	1077
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.01	0.14	0.14	0.10	0.10	0.06	0.01	0.01	0.01
Crit Moves:		****		****			****			****		
Green Time:	11.3	20.4	0.0	7.0	16.1	16.1	10.6	10.6	10.6	10.0	10.0	10.0
Volume/Cap:	0.38	0.55	0.00	0.10	0.52	0.52	0.55	0.55	0.32	0.04	0.04	0.04
Delay/Veh:	22.0	16.6	0.0	23.9	19.2	19.2	24.5	24.5	22.1	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	16.6	0.0	23.9	19.2	19.2	24.5	24.5	22.1	21.1	21.1	21.1
LOS by Move:	C	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	0	0	5	5	4	4	2	0	0	0

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

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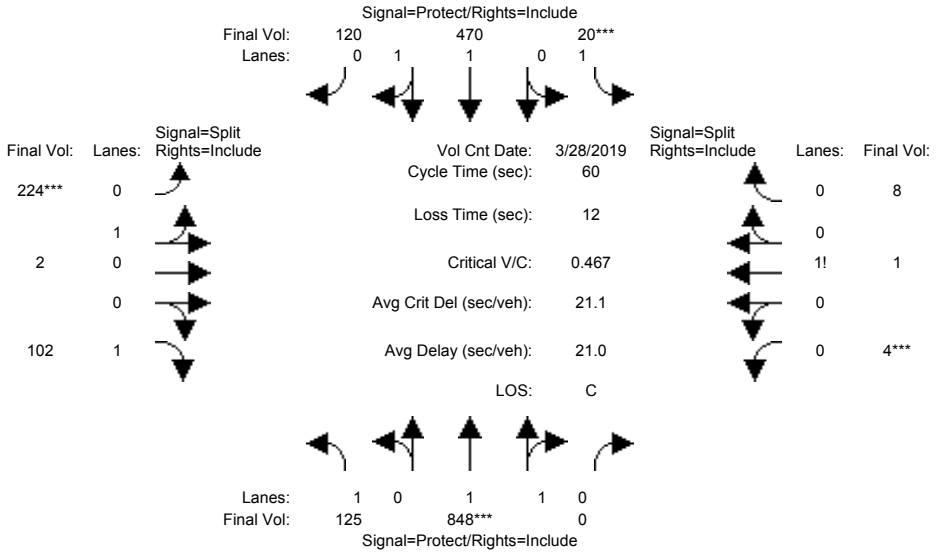
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #964: Monterey Road and Wright Avenue



Street Name: Monterey Road Wright Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	125	848	0	20	470	120	224	2	102	4	1	8
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:	125	848	0	20	470	120	224	2	102	4	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	848	0	20	470	120	224	2	102	4	1	8
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:	125	848	0	20	470	120	224	2	102	4	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	848	0	20	470	120	224	2	102	4	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	848	0	20	470	120	224	2	102	4	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.58	0.42	0.99	0.01	1.00	0.31	0.08	0.61
Final Sat.:	1750	3700	0	1750	2947	752	1784	16	1750	538	135	1077
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.01	0.16	0.16	0.13	0.13	0.06	0.01	0.01	0.01
Crit Moves:		****		****			****			****		
Green Time:	11.1	20.0	0.0	7.0	15.9	15.9	11.0	11.0	11.0	10.0	10.0	10.0
Volume/Cap:	0.39	0.69	0.00	0.10	0.60	0.60	0.69	0.69	0.32	0.04	0.04	0.04
Delay/Veh:	22.2	18.9	0.0	23.9	20.3	20.3	28.9	28.9	21.8	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	18.9	0.0	23.9	20.3	20.3	28.9	28.9	21.8	21.1	21.1	21.1
LOS by Move:	C	B	A	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	7	0	0	6	6	6	6	2	0	0	0

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

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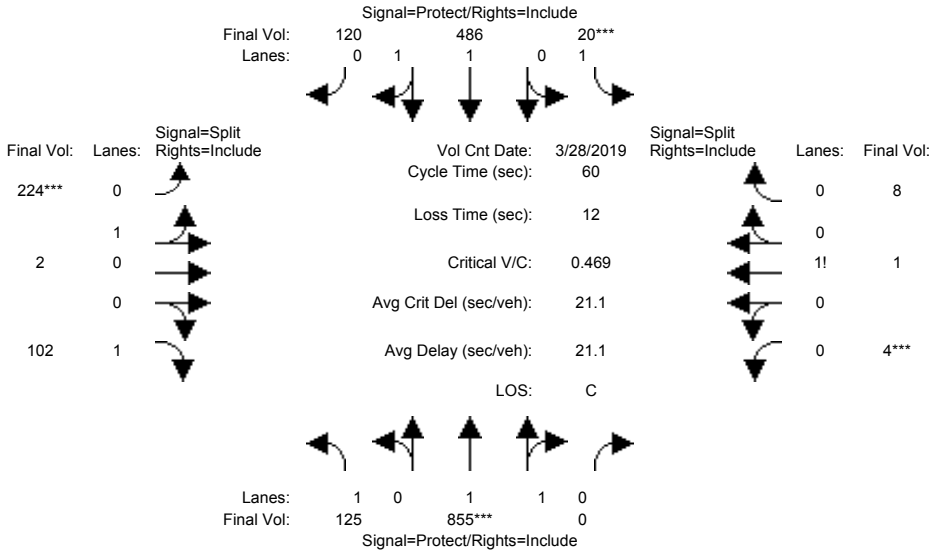
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #964: Monterey Road and Wright Avenue




```
Street Name:          Monterey Road                     Wright Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     125  848     0    20  470   120   224    2   102     4    1     8
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:  125  848     0    20  470   120   224    2   102     4    1     8
Added Vol:      0    7     0     0   16     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125  855     0    20  486   120   224    2   102     4    1     8
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:   125  855     0    20  486   120   224    2   102     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125  855     0    20  486   120   224    2   102     4    1     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  125  855     0    20  486   120   224    2   102     4    1     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.92  0.92 0.98  0.95  0.95 0.95  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  0.00  1.00 1.59  0.41  0.99 0.01  1.00  0.31 0.08  0.61
Final Sat.:  1750 3700     0  1750 2967   733  1784   16  1750   538  135  1077
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.23  0.00  0.01 0.16  0.16  0.13 0.13  0.06  0.01 0.01  0.01
Crit Moves:       ****        ****              ****              ****
Green Time:  11.2 20.1   0.0   7.0 15.9  15.9  10.9 10.9  10.9  10.0 10.0  10.0
Volume/Cap:  0.38 0.69  0.00  0.10 0.62  0.62  0.69 0.69  0.32  0.04 0.04  0.04
Delay/Veh:   22.2 18.9   0.0  23.9 20.5  20.5  29.1 29.1  21.9  21.1 21.1  21.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.2 18.9   0.0  23.9 20.5  20.5  29.1 29.1  21.9  21.1 21.1  21.1
LOS by Move:    C    B     A     C    C     C     C    C     C     C    C     C
HCM2kAvgQ:      2    7     0     0    6     6     6    6     2     0    0     0
Note: Queue reported is the number of cars per lane.
```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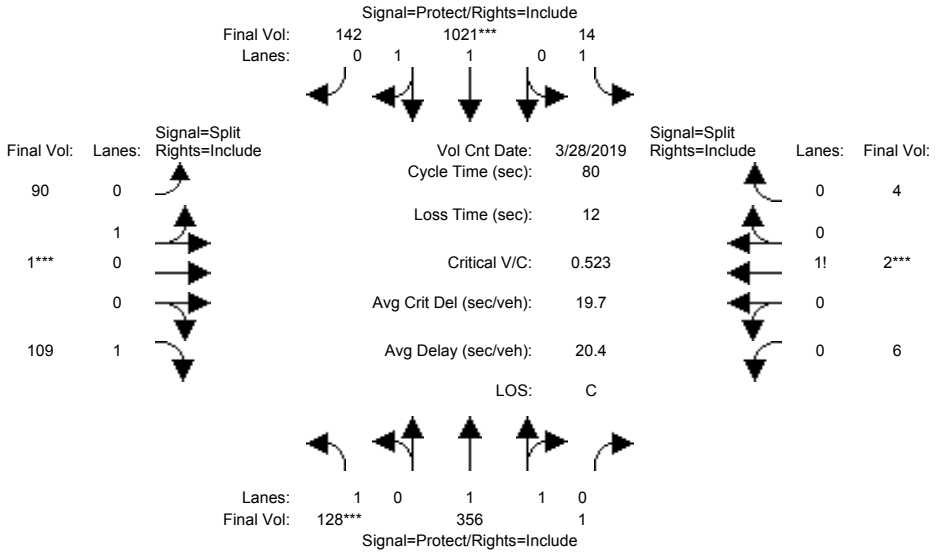
City of Morgan Hill
Monterey Gateway

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

Intersection #964: Monterey Road and Wright Avenue




```
Street Name:          Monterey Road                     Wright Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     128  356     1    14 1021   142    90    1   109     6    2     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128  356     1    14 1021   142    90    1   109     6    2     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128  356     1    14 1021   142    90    1   109     6    2     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128  356     1    14 1021   142    90    1   109     6    2     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128  356     1    14 1021   142    90    1   109     6    2     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  128  356     1    14 1021   142    90    1   109     6    2     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.98  0.95  0.95 0.95  0.92  0.92 0.92  0.92
Lanes:       1.00 1.99  0.01  1.00 1.75  0.25  0.99 0.01  1.00  0.50 0.17  0.33
Final Sat.:  1750 3690    10  1750 3248   452  1780   20  1750   875  292   583
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.10  0.01 0.31  0.31  0.05 0.05  0.06  0.01 0.01  0.01
Crit Moves:  ****                 ****             ****             ****
Green Time:   9.1 28.2  28.2  19.8 38.9  38.9  10.0 10.0  10.0  10.0 10.0  10.0
Volume/Cap:  0.65 0.27  0.27  0.03 0.65  0.65  0.40 0.40  0.50  0.05 0.05  0.05
Delay/Veh:   41.1 18.6  18.6  22.9 16.2  16.2  33.4 33.4  34.4  30.9 30.9  30.9
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:  41.1 18.6  18.6  22.9 16.2  16.2  33.4 33.4  34.4  30.9 30.9  30.9
LOS by Move:    D    B     B     C    B     B     C    C     C     C    C     C
HCM2kAvgQ:      3    3     3     0   12    12     3    3     3     0    0     0
Note: Queue reported is the number of cars per lane.
```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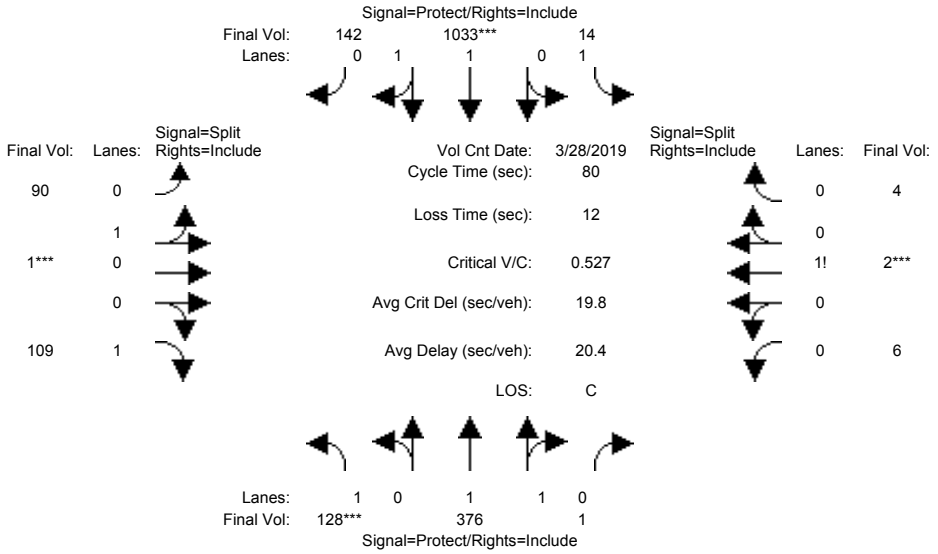
City of Morgan Hill
Monterey Gateway

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

Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	128	356	1	14	1021	142	90	1	109	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	356	1	14	1021	142	90	1	109	6	2	4
Added Vol:	0	20	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	376	1	14	1033	142	90	1	109	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	376	1	14	1033	142	90	1	109	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	376	1	14	1033	142	90	1	109	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	376	1	14	1033	142	90	1	109	6	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.75	0.25	0.99	0.01	1.00	0.50	0.17	0.33
Final Sat.:	1750	3690	10	1750	3253	447	1780	20	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.01	0.32	0.32	0.05	0.05	0.06	0.01	0.01	0.01
Crit Moves:	****				****			****			****	
Green Time:	9.0	28.2	28.2	19.8	39.0	39.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.29	0.29	0.03	0.65	0.65	0.40	0.40	0.50	0.05	0.05	0.05
Delay/Veh:	41.5	18.8	18.8	22.9	16.2	16.2	33.4	33.4	34.4	30.9	30.9	30.9
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:	41.5	18.8	18.8	22.9	16.2	16.2	33.4	33.4	34.4	30.9	30.9	30.9
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	0	12	12	3	3	3	0	0	0

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

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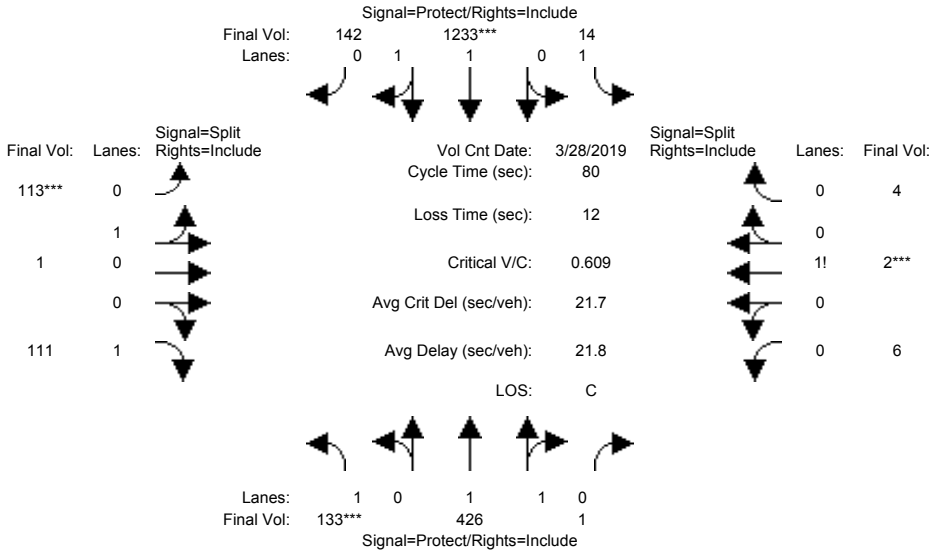
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	133	426	1	14	1233	142	113	1	111	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	426	1	14	1233	142	113	1	111	6	2	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	426	1	14	1233	142	113	1	111	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	426	1	14	1233	142	113	1	111	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	426	1	14	1233	142	113	1	111	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	426	1	14	1233	142	113	1	111	6	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.79	0.21	0.99	0.01	1.00	0.50	0.17	0.33
Final Sat.:	1750	3691	9	1750	3318	382	1784	16	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.01	0.37	0.37	0.06	0.06	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	8.1	28.2	28.2	19.8	39.9	39.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.75	0.33	0.33	0.03	0.75	0.75	0.51	0.51	0.51	0.05	0.05	0.05
Delay/Veh:	50.7	19.1	19.1	22.9	17.7	17.7	34.6	34.6	34.6	30.9	30.9	30.9
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:	50.7	19.1	19.1	22.9	17.7	17.7	34.6	34.6	34.6	30.9	30.9	30.9
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	0	15	15	3	3	3	0	0	0

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

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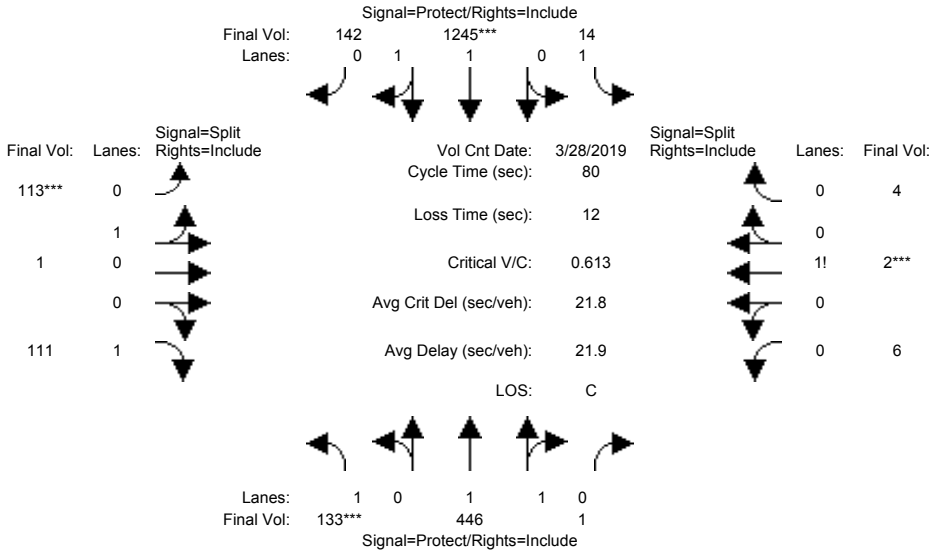
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	133	426	1	14	1233	142	113	1	111	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	426	1	14	1233	142	113	1	111	6	2	4
Added Vol:	0	20	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	446	1	14	1245	142	113	1	111	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	446	1	14	1245	142	113	1	111	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	446	1	14	1245	142	113	1	111	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	446	1	14	1245	142	113	1	111	6	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.79	0.21	0.99	0.01	1.00	0.50	0.17	0.33
Final Sat.:	1750	3692	8	1750	3321	379	1784	16	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.01	0.37	0.37	0.06	0.06	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	8.1	28.2	28.2	19.8	39.9	39.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.75	0.34	0.34	0.03	0.75	0.75	0.51	0.51	0.51	0.05	0.05	0.05
Delay/Veh:	51.4	19.2	19.2	22.9	17.8	17.8	34.6	34.6	34.6	30.9	30.9	30.9
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:	51.4	19.2	19.2	22.9	17.8	17.8	34.6	34.6	34.6	30.9	30.9	30.9
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	0	15	15	3	3	3	0	0	0

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

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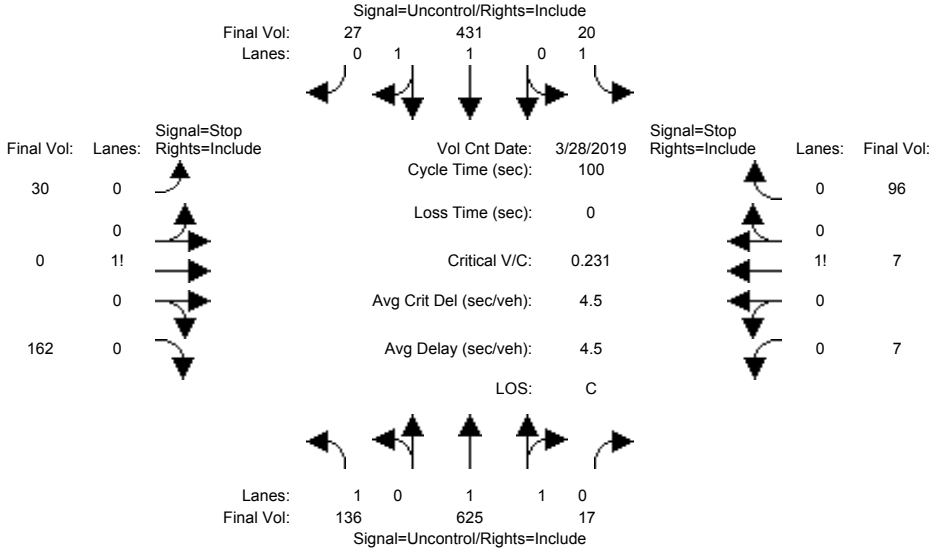
City of Morgan Hill
Monterey Gateway

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

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                    Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     136  625    17    20  431    27    30    0   162     7    7    96
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:  136  625    17    20  431    27    30    0   162     7    7    96
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  625    17    20  431    27    30    0   162     7    7    96
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:   136  625    17    20  431    27    30    0   162     7    7    96
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  136  625    17    20  431    27    30    0   162     7    7    96
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  458 xxxx xxxxx   642 xxxx xxxxx  1073 1399   229  1161 1404   321
Potent Cap.: 1114 xxxx xxxxx   952 xxxx xxxxx   177  142   780   153  141   681
Move Cap.:   1114 xxxx xxxxx   952 xxxx xxxxx   130  122   780   108  121   681
Volume/Cap:  0.12 xxxx  xxxx  0.02 xxxx  xxxx  0.23 0.00  0.21  0.06 0.06  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.7 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  438 xxxxx  xxxx  417 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.2 xxxxx xxxxx  1.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.5 xxxxx xxxxx 16.7 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             19.5             16.7
ApproachLOS:         *                *                C                C
Note: Queue reported is the number of cars per lane.
```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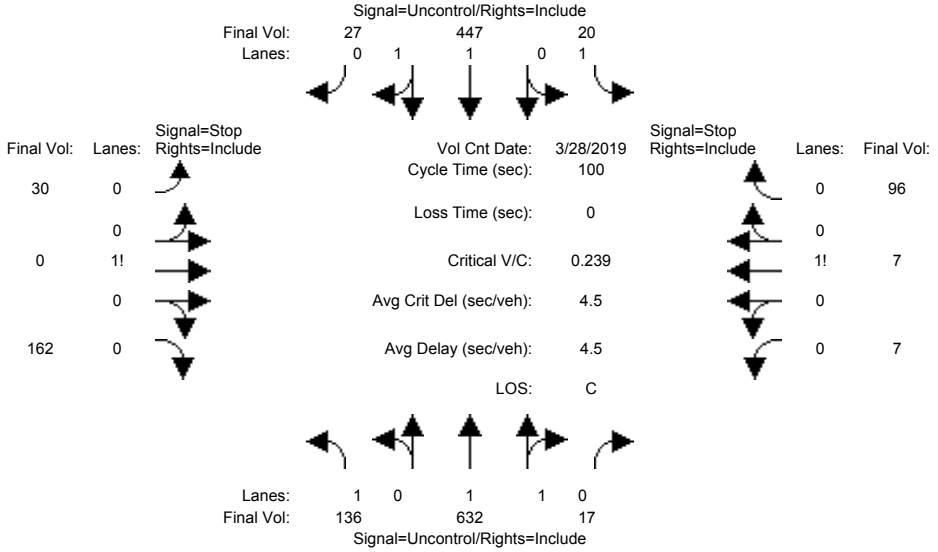
City of Morgan Hill
Monterey Gateway

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

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     136  625    17    20  431    27    30    0   162     7    7    96
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:  136  625    17    20  431    27    30    0   162     7    7    96
Added Vol:      0    7     0     0   16     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  632    17    20  447    27    30    0   162     7    7    96
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:   136  632    17    20  447    27    30    0   162     7    7    96
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  136  632    17    20  447    27    30    0   162     7    7    96
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  474 xxxx xxxxx   649 xxxx xxxxx  1092 1422   237  1176 1427   325
Potent Cap.: 1099 xxxx xxxxx   947 xxxx xxxxx   172  138   771   149  137   677
Move Cap.:   1099 xxxx xxxxx   947 xxxx xxxxx   125  118   771   105  117   677
Volume/Cap:  0.12 xxxx  xxxx  0.02 xxxx  xxxx  0.24 0.00  0.21  0.07 0.06  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.7 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  427 xxxxx  xxxx  410 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.3 xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.1 xxxxx xxxxx 17.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             20.1             17.0
ApproachLOS:         *                *                C                C
Note: Queue reported is the number of cars per lane.
```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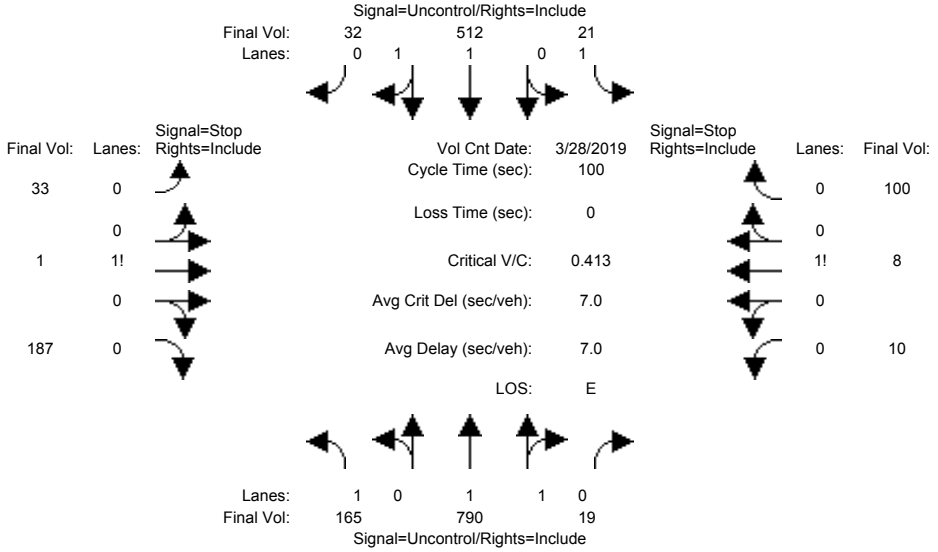
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2025 AM

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     165  790    19    21  512    32    33    1   187    10    8   100
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:  165  790    19    21  512    32    33    1   187    10    8   100
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165  790    19    21  512    32    33    1   187    10    8   100
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:   165  790    19    21  512    32    33    1   187    10    8   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  165  790    19    21  512    32    33    1   187    10    8   100
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  544 xxxx xxxxx   809 xxxx xxxxx  1299 1709   272  1428 1716   405
Potent Cap.: 1035 xxxx xxxxx   825 xxxx xxxxx   121   92   732    97   91   601
Move Cap.:   1035 xxxx xxxxx   825 xxxx xxxxx    80   75   732    62   75   601
Volume/Cap:  0.16 xxxx  xxxx  0.03 xxxx  xxxx  0.41 0.01  0.26  0.16 0.11  0.17
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.1 xxxx xxxxx   9.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  324 xxxxx  xxxx  271 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.7 xxxxx xxxxx  2.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 36.9 xxxxx xxxxx 28.2 xxxxx
Shared LOS:     *    *     *     *    *     *     *    E     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             36.9             28.2
ApproachLOS:         *                *                E                D
Note: Queue reported is the number of cars per lane.
```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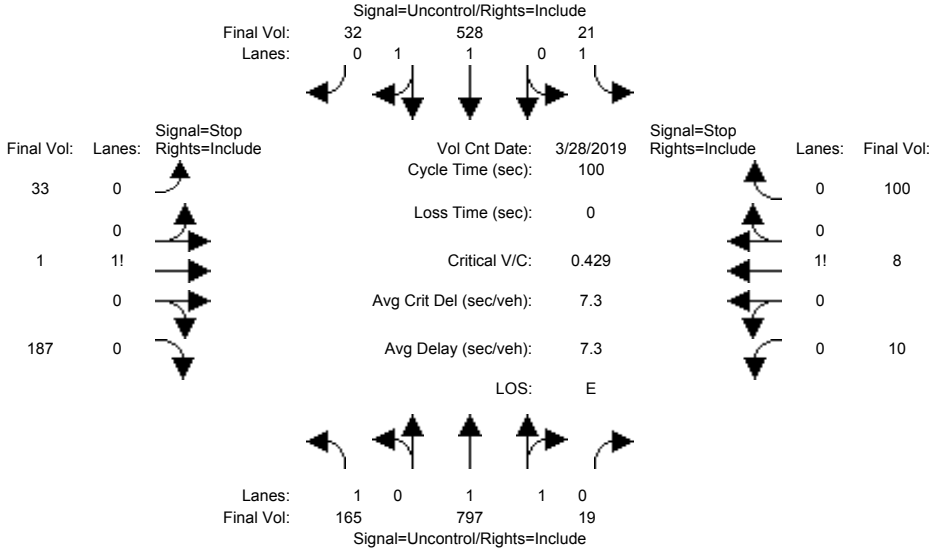
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:     165  790    19    21  512    32    33    1   187    10    8   100
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:  165  790    19    21  512    32    33    1   187    10    8   100
Added Vol:      0    7     0     0   16     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165  797    19    21  528    32    33    1   187    10    8   100
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:   165  797    19    21  528    32    33    1   187    10    8   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  165  797    19    21  528    32    33    1   187    10    8   100
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  560 xxxx xxxxx   816 xxxx xxxxx  1319 1732   280  1443 1739   408
Potent Cap.: 1021 xxxx xxxxx   820 xxxx xxxxx   117   89   723    95   88   598
Move Cap.:   1021 xxxx xxxxx   820 xxxx xxxxx    77   73   723    60   72   598
Volume/Cap:  0.16 xxxx  xxxx  0.03 xxxx  xxxx  0.43 0.01  0.26  0.17 0.11  0.17
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.2 xxxx xxxxx   9.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  315 xxxxx  xxxx  265 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  5.0 xxxxx xxxxx  2.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 39.4 xxxxx xxxxx 29.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    E     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             39.4             29.1
ApproachLOS:         *                *                E                D
Note: Queue reported is the number of cars per lane.
```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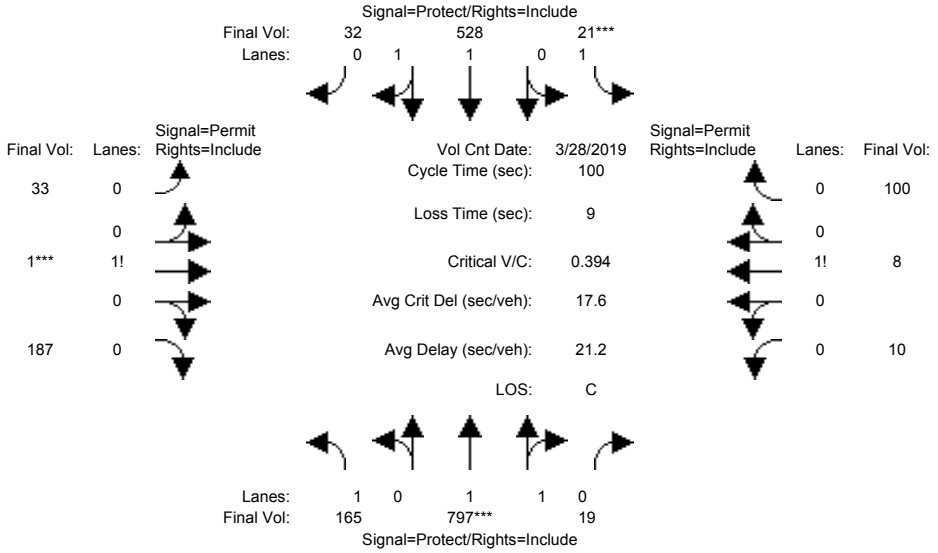
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM - Miti

Intersection #1335: Monterey Road and Central Avenue



Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	165	790	19	21	512	32	33	1	187	10	8	100
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:	165	790	19	21	512	32	33	1	187	10	8	100
Added Vol:	0	7	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	797	19	21	528	32	33	1	187	10	8	100
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:	165	797	19	21	528	32	33	1	187	10	8	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	797	19	21	528	32	33	1	187	10	8	100
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:	165	797	19	21	528	32	33	1	187	10	8	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.88	0.12	0.15	0.01	0.84	0.08	0.07	0.85
Final Sat.:	1750	3614	86	1750	3488	211	261	8	1481	148	119	1483
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.01	0.15	0.15	0.13	0.13	0.13	0.07	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	23.2	53.4	53.4	7.0	37.2	37.2	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	0.41	0.41	0.41	0.17	0.41	0.41	0.41	0.41	0.41	0.22	0.22	0.22
Delay/Veh:	33.2	14.1	14.1	44.4	23.4	23.4	28.1	28.1	28.1	26.0	26.0	26.0
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:	33.2	14.1	14.1	44.4	23.4	23.4	28.1	28.1	28.1	26.0	26.0	26.0
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	7	1	6	6	6	6	6	3	3	3

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

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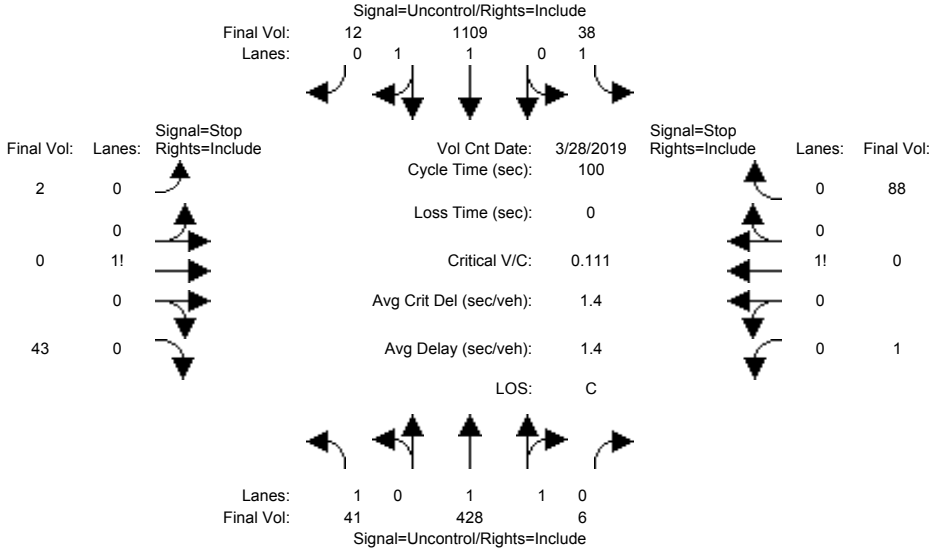
City of Morgan Hill
Monterey Gateway

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

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:      41  428     6    38 1109    12     2    0    43     1    0    88
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:   41  428     6    38 1109    12     2    0    43     1    0    88
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41  428     6    38 1109    12     2    0    43     1    0    88
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:    41  428     6    38 1109    12     2    0    43     1    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   41  428     6    38 1109    12     2    0    43     1    0    88
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1121 xxxx xxxxx   434 xxxx xxxxx  1487 1707   561  1144 1710   217
Potent Cap.:  631 xxxx xxxxx  1136 xxxx xxxxx    88   92   476   157   92   794
Move Cap.:    631 xxxx xxxxx  1136 xxxx xxxxx    72   83   476   133   83   794
Volume/Cap:  0.07 xxxx  xxxx  0.03 xxxx  xxxx  0.03 0.00  0.09  0.01 0.00  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.1 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  382 xxxxx  xxxx  752 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.7 xxxxx xxxxx 10.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             15.7            10.4
ApproachLOS:         *                *                C               B
Note: Queue reported is the number of cars per lane.
```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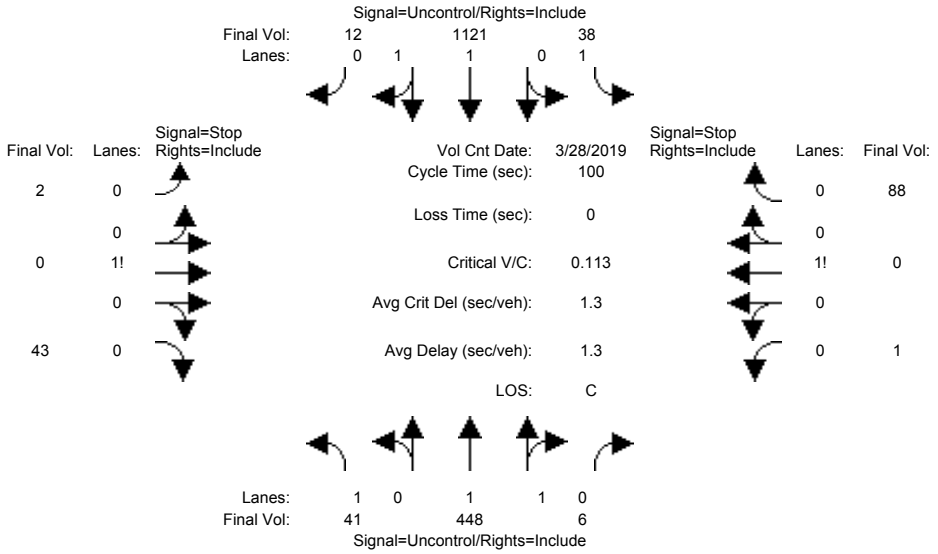
City of Morgan Hill
Monterey Gateway

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

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                    Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:      41  428     6    38 1109    12     2    0    43     1    0    88
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:   41  428     6    38 1109    12     2    0    43     1    0    88
Added Vol:      0   20     0     0   12     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41  448     6    38 1121    12     2    0    43     1    0    88
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:    41  448     6    38 1121    12     2    0    43     1    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   41  448     6    38 1121    12     2    0    43     1    0    88
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1133 xxxx xxxxx   454 xxxx xxxxx  1509 1739   567  1170 1742   227
Potent Cap.:  624 xxxx xxxxx  1117 xxxx xxxxx    85   88   472   151   88   782
Move Cap.:    624 xxxx xxxxx  1117 xxxx xxxxx    69   79   472   127   79   782
Volume/Cap:  0.07 xxxx  xxxx  0.03 xxxx  xxxx  0.03 0.00  0.09  0.01 0.00  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.2 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  375 xxxxx  xxxx  739 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.9 xxxxx xxxxx 10.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             15.9             10.5
ApproachLOS:         *                *                C                B
Note: Queue reported is the number of cars per lane.
```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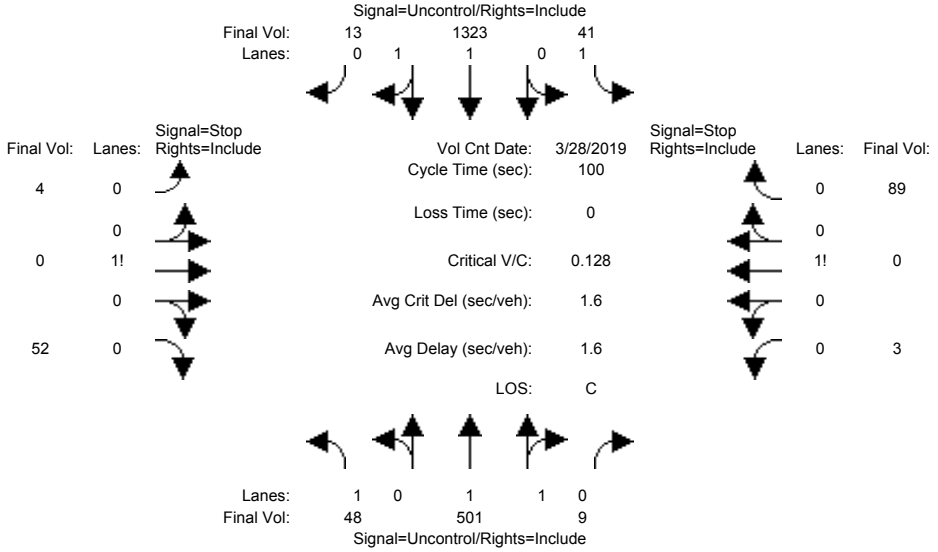
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2025 PM

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:      48  501     9    41 1323    13     4    0    52     3    0    89
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:   48  501     9    41 1323    13     4    0    52     3    0    89
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48  501     9    41 1323    13     4    0    52     3    0    89
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:    48  501     9    41 1323    13     4    0    52     3    0    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   48  501     9    41 1323    13     4    0    52     3    0    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1336 xxxx xxxxx   510 xxxx xxxxx  1758 2018   668  1345 2020   255
Potent Cap.:  523 xxxx xxxxx  1065 xxxx xxxxx    55   59   405   112   59   750
Move Cap.:    523 xxxx xxxxx  1065 xxxx xxxxx    44   52   405    88   51   750
Volume/Cap:  0.09 xxxx  xxxx  0.04 xxxx  xxxx  0.09 0.00  0.13  0.03 0.00  0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.6 xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  255 xxxxx  xxxx  603 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.8 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.0 xxxxx xxxxx 12.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             23.0             12.0
ApproachLOS:         *                *                C                B
Note: Queue reported is the number of cars per lane.
```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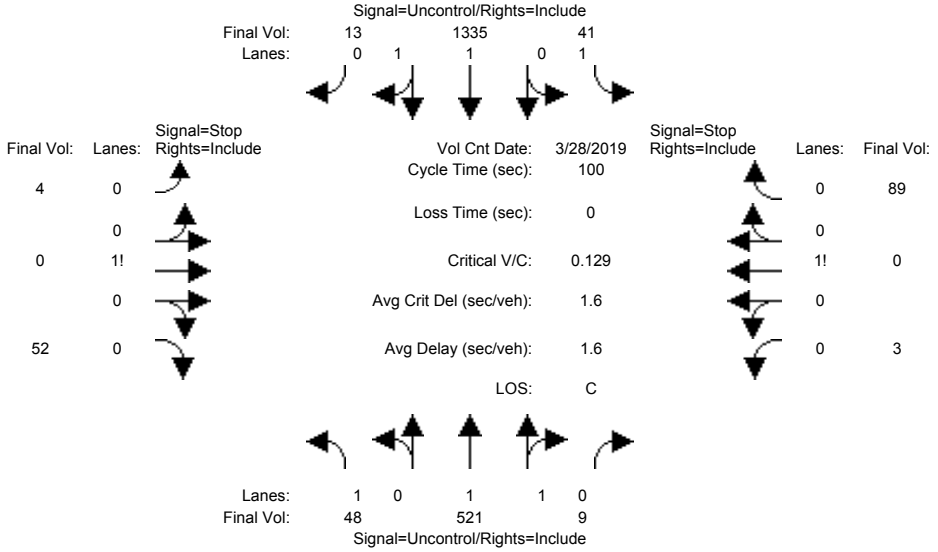
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:      48  501     9    41 1323    13     4    0    52     3    0    89
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:   48  501     9    41 1323    13     4    0    52     3    0    89
Added Vol:      0   20     0     0   12     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48  521     9    41 1335    13     4    0    52     3    0    89
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:    48  521     9    41 1335    13     4    0    52     3    0    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   48  521     9    41 1335    13     4    0    52     3    0    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1348 xxxx xxxxx   530 xxxx xxxxx  1780 2050   674  1371 2052   265
Potent Cap.:  517 xxxx xxxxx  1048 xxxx xxxxx    53   56   402   107   56   739
Move Cap.:    517 xxxx xxxxx  1048 xxxx xxxxx    42   49   402    84   49   739
Volume/Cap:  0.09 xxxx  xxxx  0.04 xxxx  xxxx  0.10 0.00  0.13  0.04 0.00  0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.7 xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  249 xxxxx  xxxx  589 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.8 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.6 xxxxx xxxxx 12.2 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             23.6             12.2
ApproachLOS:         *                *                C                B
Note: Queue reported is the number of cars per lane.
```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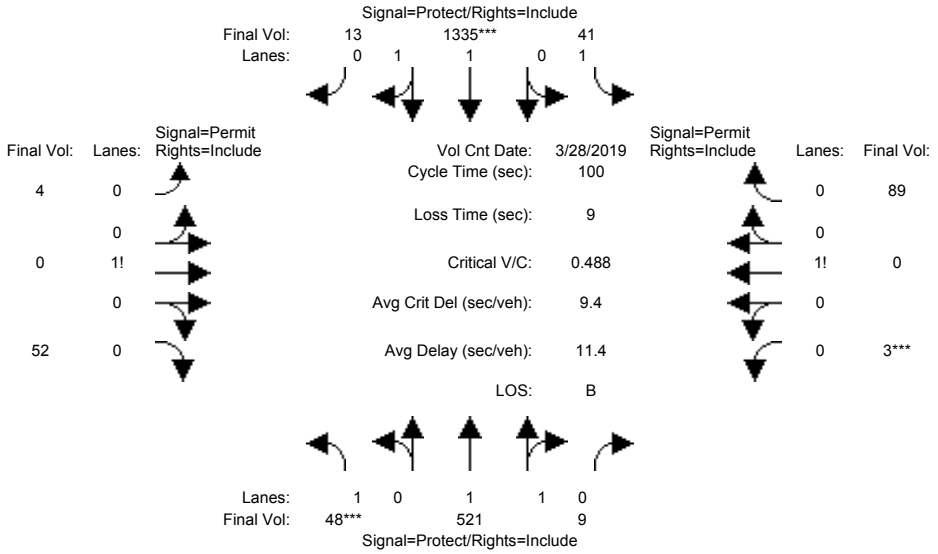
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM - Miti

Intersection #1335: Monterey Road and Central Avenue




```
Street Name:          Monterey Road                     Central Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 <<
Base Vol:      48  501     9    41 1323    13     4    0    52     3    0    89
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:   48  501     9    41 1323    13     4    0    52     3    0    89
Added Vol:      0   20     0     0   12     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48  521     9    41 1335    13     4    0    52     3    0    89
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:    48  521     9    41 1335    13     4    0    52     3    0    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48  521     9    41 1335    13     4    0    52     3    0    89
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:   48  521     9    41 1335    13     4    0    52     3    0    89
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 0.92  0.92  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.98  0.02  0.07 0.00  0.93  0.03 0.00  0.97
Final Sat.:  1750 3637    63  1750 3664    36   125    0  1625    57    0  1693
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.14  0.14  0.02 0.36  0.36  0.03 0.00  0.03  0.05 0.00  0.05
Crit Moves:  ****                 ****                          ****
Green Time:   7.0 54.0  54.0  26.4 73.4  73.4  10.6  0.0  10.6  10.6  0.0  10.6
Volume/Cap:  0.39 0.27  0.27  0.09 0.50  0.50  0.30 0.00  0.30  0.50 0.00  0.50
Delay/Veh:   46.5 12.4  12.4  27.8  5.7   5.7  42.2  0.0  42.2  44.3  0.0  44.3
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:  46.5 12.4  12.4  27.8  5.7   5.7  42.2  0.0  42.2  44.3  0.0  44.3
LOS by Move:    D    B     B     C    A     A     D    A     D     D    A     D
HCM2kAvgQ:      1    4     4     1    9     9     2    0     2     4    0     4
Note: Queue reported is the number of cars per lane.
```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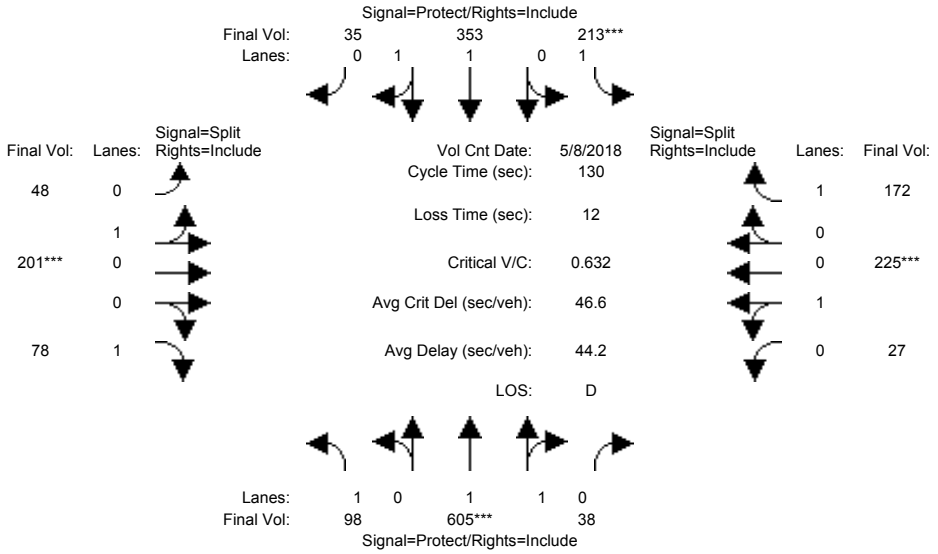
City of Morgan Hill
Monterey Gateway

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

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	98	605	38	213	353	35	48	201	78	27	225	172
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:	98	605	38	213	353	35	48	201	78	27	225	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	605	38	213	353	35	48	201	78	27	225	172
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:	98	605	38	213	353	35	48	201	78	27	225	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	605	38	213	353	35	48	201	78	27	225	172
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:	98	605	38	213	353	35	48	201	78	27	225	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	0.19	0.81	1.00	0.11	0.89	1.00
Final Sat.:	1750	3481	219	1750	3366	334	347	1453	1750	193	1607	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.12	0.10	0.10	0.14	0.14	0.04	0.14	0.14	0.10
Crit Moves:		****		****				****			****	
Green Time:	21.2	35.7	35.7	25.0	39.6	39.6	28.4	28.4	28.4	28.8	28.8	28.8
Volume/Cap:	0.34	0.63	0.63	0.63	0.34	0.34	0.63	0.63	0.20	0.63	0.63	0.44
Delay/Veh:	49.0	42.7	42.7	52.1	35.3	35.3	49.4	49.4	41.8	49.1	49.1	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	42.7	42.7	52.1	35.3	35.3	49.4	49.4	41.8	49.1	49.1	44.5
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	8	6	6	10	10	3	9	9	6

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

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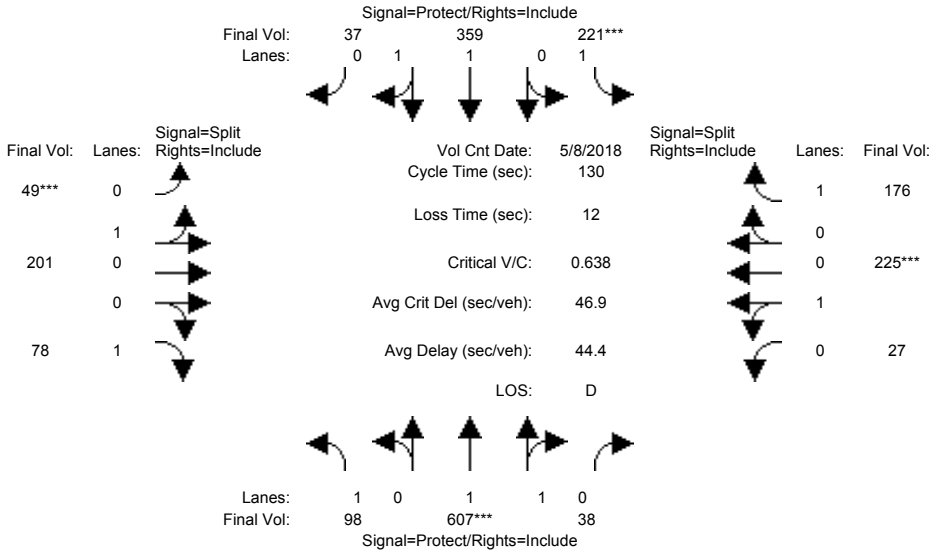
City of Morgan Hill
Monterey Gateway

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

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	98	605	38	213	353	35	48	201	78	27	225	172
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:	98	605	38	213	353	35	48	201	78	27	225	172
Added Vol:	0	2	0	8	6	2	1	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	607	38	221	359	37	49	201	78	27	225	176
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:	98	607	38	221	359	37	49	201	78	27	225	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	607	38	221	359	37	49	201	78	27	225	176
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:	98	607	38	221	359	37	49	201	78	27	225	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	0.20	0.80	1.00	0.11	0.89	1.00
Final Sat.:	1750	3482	218	1750	3354	346	353	1447	1750	193	1607	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.13	0.11	0.11	0.14	0.14	0.04	0.14	0.14	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.0	35.5	35.5	25.7	40.2	40.2	28.3	28.3	28.3	28.5	28.5	28.5
Volume/Cap:	0.35	0.64	0.64	0.64	0.35	0.35	0.64	0.64	0.20	0.64	0.64	0.46
Delay/Veh:	49.1	43.0	43.0	51.8	34.9	34.9	49.7	49.7	41.9	49.5	49.5	44.9
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:	49.1	43.0	43.0	51.8	34.9	34.9	49.7	49.7	41.9	49.5	49.5	44.9
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	9	6	6	10	10	3	9	9	6

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

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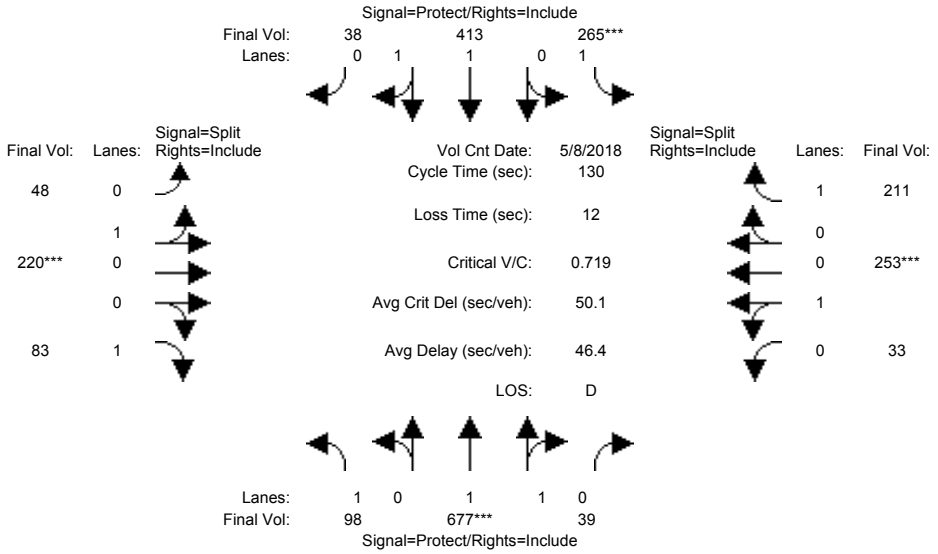
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	98	677	39	265	413	38	48	220	83	33	253	211
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:	98	677	39	265	413	38	48	220	83	33	253	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	677	39	265	413	38	48	220	83	33	253	211
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:	98	677	39	265	413	38	48	220	83	33	253	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	677	39	265	413	38	48	220	83	33	253	211
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:	98	677	39	265	413	38	48	220	83	33	253	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.89	0.11	1.00	1.83	0.17	0.18	0.82	1.00	0.12	0.88	1.00
Final Sat.:	1750	3498	202	1750	3388	312	322	1478	1750	208	1592	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.15	0.12	0.12	0.15	0.15	0.05	0.16	0.16	0.12
Crit Moves:		****		****				****			****	
Green Time:	19.6	35.0	35.0	27.4	42.7	42.7	26.9	26.9	26.9	28.7	28.7	28.7
Volume/Cap:	0.37	0.72	0.72	0.72	0.37	0.37	0.72	0.72	0.23	0.72	0.72	0.55
Delay/Veh:	50.5	45.6	45.6	54.5	33.6	33.6	54.7	54.7	43.2	53.2	53.2	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	45.6	45.6	54.5	33.6	33.6	54.7	54.7	43.2	53.2	53.2	46.5
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	13	13	11	7	7	12	12	3	11	11	8

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

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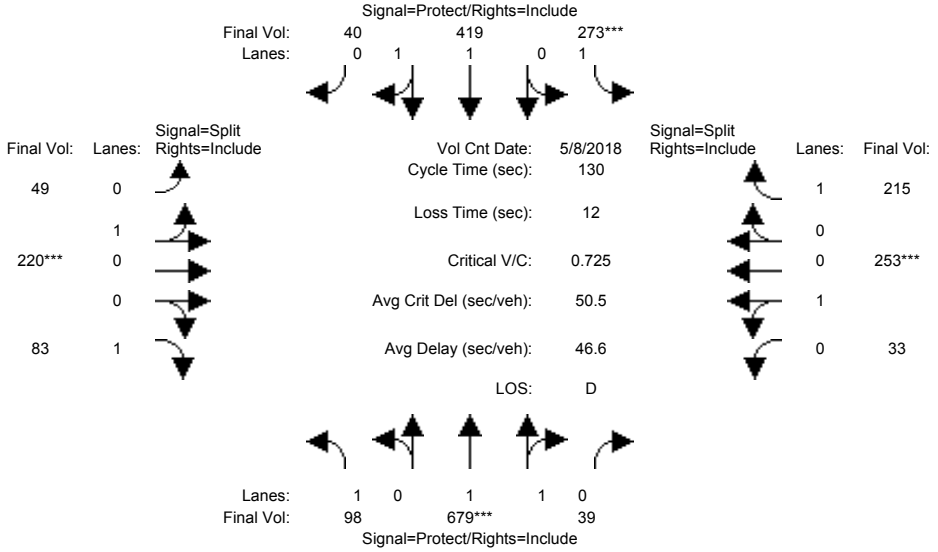
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	98	677	39	265	413	38	48	220	83	33	253	211
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:	98	677	39	265	413	38	48	220	83	33	253	211
Added Vol:	0	2	0	8	6	2	1	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	679	39	273	419	40	49	220	83	33	253	215
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:	98	679	39	273	419	40	49	220	83	33	253	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	679	39	273	419	40	49	220	83	33	253	215
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:	98	679	39	273	419	40	49	220	83	33	253	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	0.18	0.82	1.00	0.12	0.88	1.00
Final Sat.:	1750	3499	201	1750	3377	322	328	1472	1750	208	1592	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.16	0.12	0.12	0.15	0.15	0.05	0.16	0.16	0.12
Crit Moves:		****		****				****			****	
Green Time:	19.5	34.8	34.8	28.0	43.2	43.2	26.8	26.8	26.8	28.5	28.5	28.5
Volume/Cap:	0.37	0.73	0.73	0.73	0.37	0.37	0.73	0.73	0.23	0.73	0.73	0.56
Delay/Veh:	50.6	46.0	46.0	54.3	33.3	33.3	55.2	55.2	43.3	53.7	53.7	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	46.0	46.0	54.3	33.3	33.3	55.2	55.2	43.3	53.7	53.7	47.1
LOS by Move:	D	D	D	D	C	C	E	E	D	D	D	D
HCM2kAvgQ:	4	13	13	11	7	7	12	12	3	11	11	8

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

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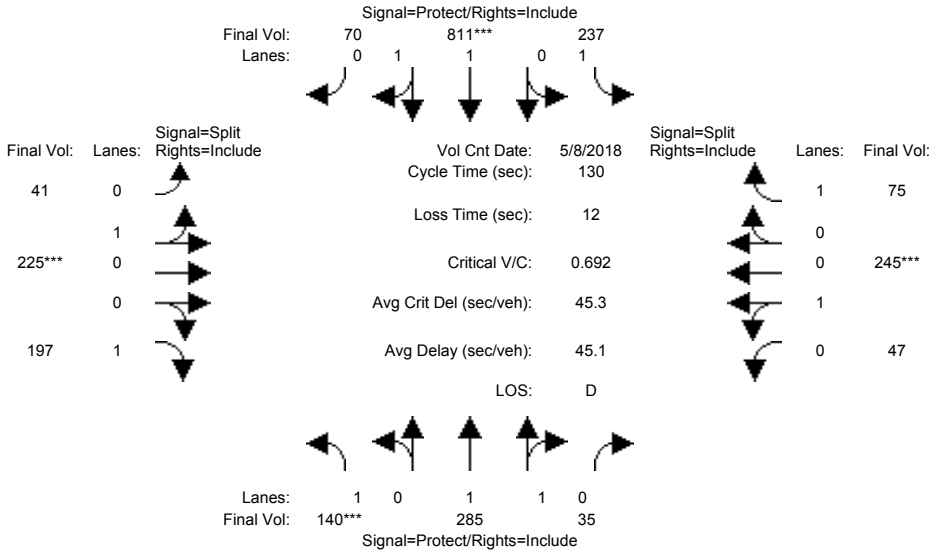
City of Morgan Hill
Monterey Gateway

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

Intersection #118: Monterey Road and Main Avenue

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Street Name:          Monterey Road                     Main Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 May 2018 <<
Base Vol:     140  285    35   237  811    70    41  225   197    47  245    75
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:  140  285    35   237  811    70    41  225   197    47  245    75
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140  285    35   237  811    70    41  225   197    47  245    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140  285    35   237  811    70    41  225   197    47  245    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  285    35   237  811    70    41  225   197    47  245    75
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:  140  285    35   237  811    70    41  225   197    47  245    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.95 0.95  0.92  0.95 0.95  0.92
Lanes:       1.00 1.78  0.22  1.00 1.84  0.16  0.15 0.85  1.00  0.16 0.84  1.00
Final Sat.:  1750 3295   405  1750 3406   294   277 1523  1750   290 1510  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.09  0.09  0.14 0.24  0.24  0.15 0.15  0.11  0.16 0.16  0.04
Crit Moves:  ****                ****             ****             ****
Green Time:  15.0 23.3  23.3  36.5 44.7  44.7  27.8 27.8  27.8  30.5 30.5  30.5
Volume/Cap:  0.69 0.48  0.48  0.48 0.69  0.69  0.69 0.69  0.53  0.69 0.69  0.18
Delay/Veh:   65.1 48.5  48.5  39.7 38.4  38.4  52.5 52.5  46.7  50.4 50.4  40.0
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:  65.1 48.5  48.5  39.7 38.4  38.4  52.5 52.5  46.7  50.4 50.4  40.0
LOS by Move:    E    D     D     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:      6    6     6     8   15    15    11   11     8    11   11     2
Note: Queue reported is the number of cars per lane.
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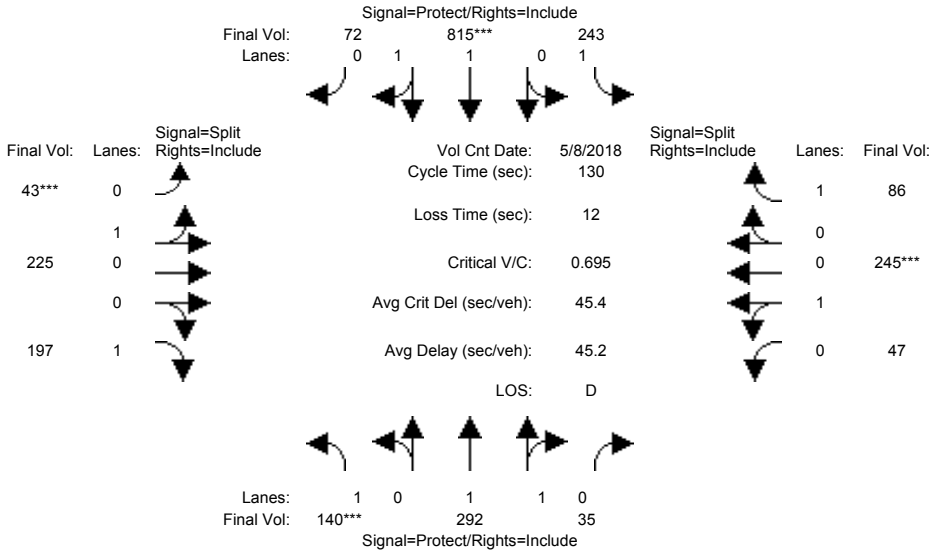
City of Morgan Hill
Monterey Gateway

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

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	140	285	35	237	811	70	41	225	197	47	245	75
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:	140	285	35	237	811	70	41	225	197	47	245	75
Added Vol:	0	7	0	6	4	2	2	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	292	35	243	815	72	43	225	197	47	245	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	292	35	243	815	72	43	225	197	47	245	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	292	35	243	815	72	43	225	197	47	245	86
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:	140	292	35	243	815	72	43	225	197	47	245	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.78	0.22	1.00	1.83	0.17	0.16	0.84	1.00	0.16	0.84	1.00
Final Sat.:	1750	3304	396	1750	3399	300	289	1511	1750	290	1510	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.14	0.24	0.24	0.15	0.15	0.11	0.16	0.16	0.05
Crit Moves:	****				****		****				****	
Green Time:	15.0	23.3	23.3	36.5	44.8	44.8	27.8	27.8	27.8	30.3	30.3	30.3
Volume/Cap:	0.70	0.49	0.49	0.49	0.70	0.70	0.70	0.70	0.53	0.70	0.70	0.21
Delay/Veh:	65.4	48.7	48.7	39.8	38.4	38.4	52.6	52.6	46.6	50.6	50.6	40.4
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:	65.4	48.7	48.7	39.8	38.4	38.4	52.6	52.6	46.6	50.6	50.6	40.4
LOS by Move:	E	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	6	6	6	8	15	15	11	11	8	11	11	3

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

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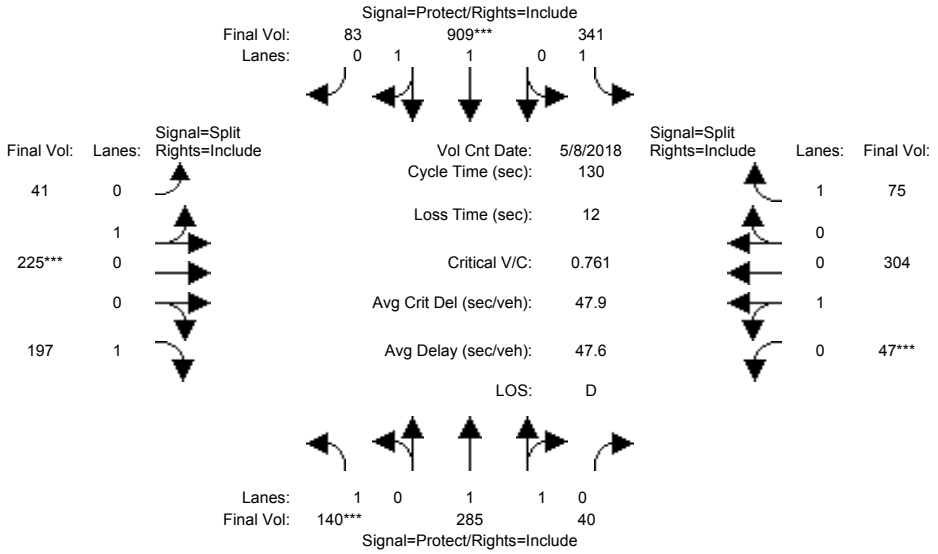
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	140	285	40	341	909	83	41	225	197	47	304	75
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:	140	285	40	341	909	83	41	225	197	47	304	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	285	40	341	909	83	41	225	197	47	304	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	285	40	341	909	83	41	225	197	47	304	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	285	40	341	909	83	41	225	197	47	304	75
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:	140	285	40	341	909	83	41	225	197	47	304	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.75	0.25	1.00	1.83	0.17	0.15	0.85	1.00	0.13	0.87	1.00
Final Sat.:	1750	3244	455	1750	3390	310	277	1523	1750	241	1559	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.19	0.27	0.27	0.15	0.15	0.11	0.20	0.20	0.04
Crit Moves:	****				****			****		****		
Green Time:	13.7	18.5	18.5	41.0	45.8	45.8	25.2	25.2	25.2	33.3	33.3	33.3
Volume/Cap:	0.76	0.62	0.62	0.62	0.76	0.76	0.76	0.76	0.58	0.76	0.76	0.17
Delay/Veh:	73.4	54.7	54.7	40.0	40.0	40.0	59.0	59.0	50.1	52.0	52.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	54.7	54.7	40.0	40.0	40.0	59.0	59.0	50.1	52.0	52.0	37.7
LOS by Move:	E	D	D	D	D	D	E	E	D	D	D	D
HCM2kAvgQ:	6	6	6	12	17	17	12	12	8	14	14	2

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

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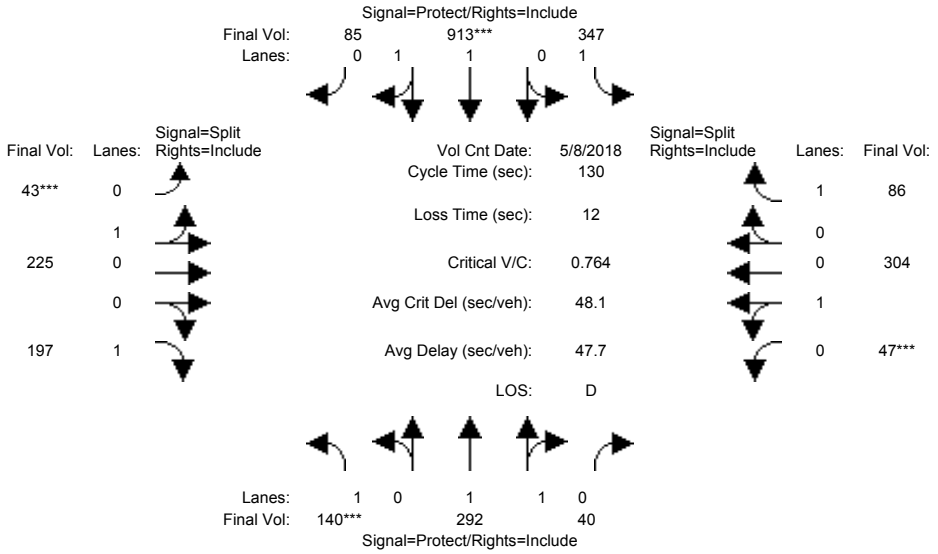
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	140	285	40	341	909	83	41	225	197	47	304	75
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:	140	285	40	341	909	83	41	225	197	47	304	75
Added Vol:	0	7	0	6	4	2	2	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	292	40	347	913	85	43	225	197	47	304	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	292	40	347	913	85	43	225	197	47	304	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	292	40	347	913	85	43	225	197	47	304	86
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:	140	292	40	347	913	85	43	225	197	47	304	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.75	0.25	1.00	1.82	0.18	0.16	0.84	1.00	0.13	0.87	1.00
Final Sat.:	1750	3254	446	1750	3385	315	289	1511	1750	241	1559	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.20	0.27	0.27	0.15	0.15	0.11	0.20	0.20	0.05
Crit Moves:	****				****		****			****		
Green Time:	13.6	18.5	18.5	41.0	45.9	45.9	25.3	25.3	25.3	33.2	33.2	33.2
Volume/Cap:	0.76	0.63	0.63	0.63	0.76	0.76	0.76	0.76	0.58	0.76	0.76	0.19
Delay/Veh:	73.9	54.9	54.9	40.4	40.0	40.0	59.1	59.1	49.9	52.3	52.3	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	54.9	54.9	40.4	40.0	40.0	59.1	59.1	49.9	52.3	52.3	38.1
LOS by Move:	E	D	D	D	D	D	E	E	D	D	D	D
HCM2kAvgQ:	6	6	6	12	18	18	12	12	8	14	14	3

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

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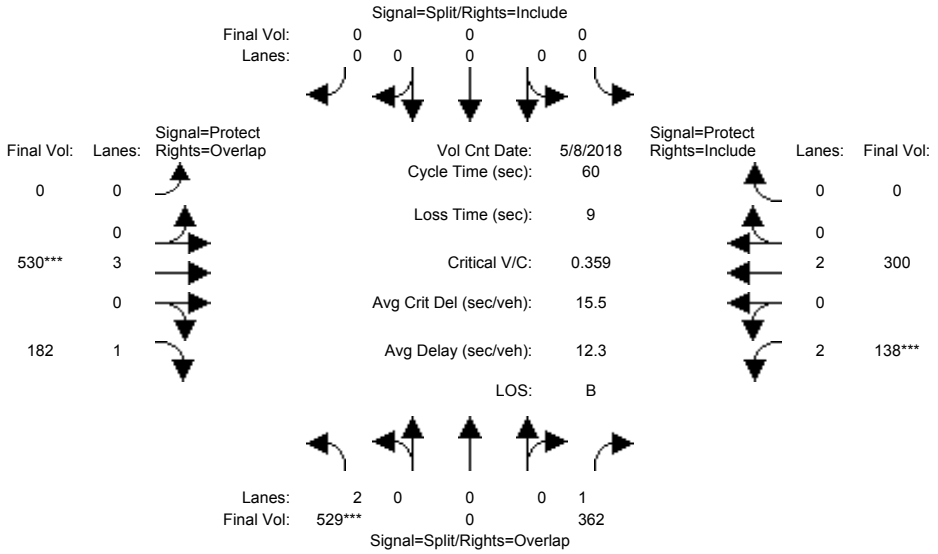
City of Morgan Hill
Monterey Gateway

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

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	529	0	362	0	0	0	0	530	182	138	300	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:	529	0	362	0	0	0	0	530	182	138	300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	529	0	362	0	0	0	0	530	182	138	300	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:	529	0	362	0	0	0	0	530	182	138	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	0	362	0	0	0	0	530	182	138	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	529	0	362	0	0	0	0	530	182	138	300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.21	0.00	0.00	0.00	0.00	0.09	0.10	0.04	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	28.1	0.0	35.4	0.0	0.0	0.0	0.0	15.6	43.7	7.3	22.9	0.0
Volume/Cap:	0.36	0.00	0.35	0.00	0.00	0.00	0.00	0.36	0.14	0.36	0.21	0.00
Delay/Veh:	10.3	0.0	6.5	0.0	0.0	0.0	0.0	18.3	2.5	24.7	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	0.0	6.5	0.0	0.0	0.0	0.0	18.3	2.5	24.7	12.5	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2kAvgQ:	4	0	4	0	0	0	0	3	1	1	2	0

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

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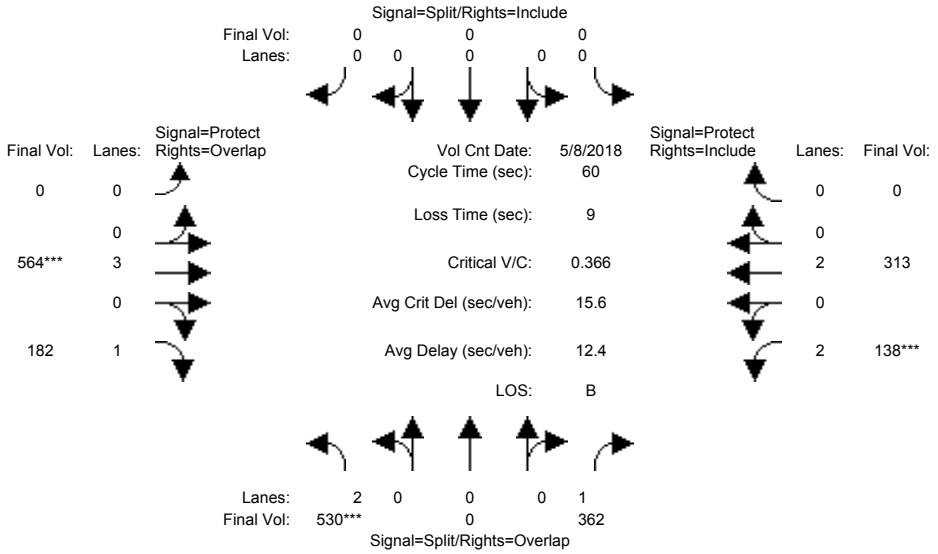
City of Morgan Hill
Monterey Gateway

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

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	529	0	362	0	0	0	0	530	182	138	300	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:	529	0	362	0	0	0	0	530	182	138	300	0
Added Vol:	1	0	0	0	0	0	0	34	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	362	0	0	0	0	564	182	138	313	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:	530	0	362	0	0	0	0	564	182	138	313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	0	362	0	0	0	0	564	182	138	313	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	0	362	0	0	0	0	564	182	138	313	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.21	0.00	0.00	0.00	0.00	0.10	0.10	0.04	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	27.6	0.0	34.8	0.0	0.0	0.0	0.0	16.2	43.8	7.2	23.4	0.0
Volume/Cap:	0.37	0.00	0.36	0.00	0.00	0.00	0.00	0.37	0.14	0.37	0.21	0.00
Delay/Veh:	10.7	0.0	6.9	0.0	0.0	0.0	0.0	17.9	2.5	24.9	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	0.0	6.9	0.0	0.0	0.0	0.0	17.9	2.5	24.9	12.2	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2kAvgQ:	4	0	4	0	0	0	0	3	1	1	2	0

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

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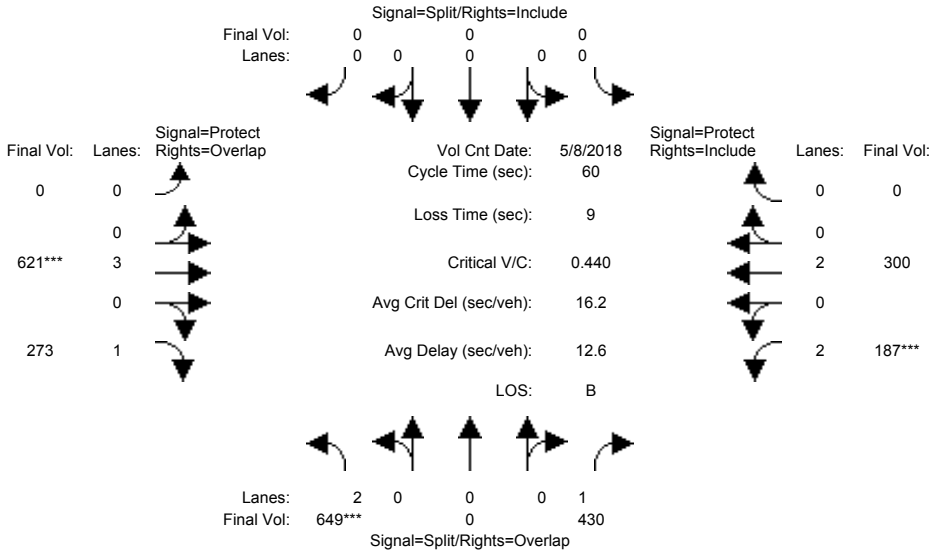
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	649	0	430	0	0	0	0	621	273	187	300	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:	649	0	430	0	0	0	0	621	273	187	300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	649	0	430	0	0	0	0	621	273	187	300	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:	649	0	430	0	0	0	0	621	273	187	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	0	430	0	0	0	0	621	273	187	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	649	0	430	0	0	0	0	621	273	187	300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.25	0.00	0.00	0.00	0.00	0.11	0.16	0.06	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	28.1	0.0	36.2	0.0	0.0	0.0	0.0	14.8	42.9	8.1	22.9	0.0
Volume/Cap:	0.44	0.00	0.41	0.00	0.00	0.00	0.00	0.44	0.22	0.44	0.21	0.00
Delay/Veh:	10.9	0.0	6.5	0.0	0.0	0.0	0.0	19.3	3.0	24.6	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	6.5	0.0	0.0	0.0	0.0	19.3	3.0	24.6	12.5	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	2	2	2	0

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

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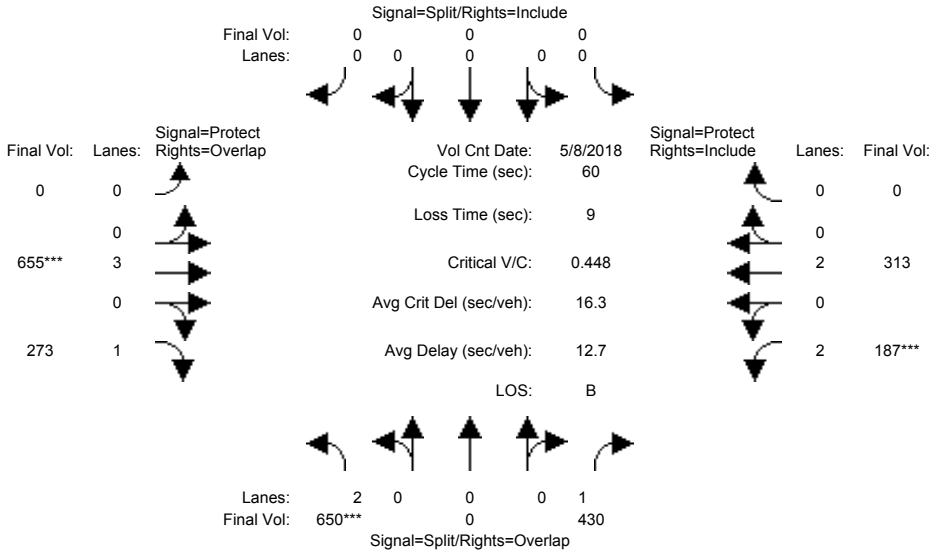
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	649	0	430	0	0	0	0	621	273	187	300	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:	649	0	430	0	0	0	0	621	273	187	300	0
Added Vol:	1	0	0	0	0	0	0	34	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	0	430	0	0	0	0	655	273	187	313	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:	650	0	430	0	0	0	0	655	273	187	313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	0	430	0	0	0	0	655	273	187	313	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	650	0	430	0	0	0	0	655	273	187	313	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.25	0.00	0.00	0.00	0.00	0.11	0.16	0.06	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	27.6	0.0	35.6	0.0	0.0	0.0	0.0	15.4	43.0	8.0	23.4	0.0
Volume/Cap:	0.45	0.00	0.41	0.00	0.00	0.00	0.00	0.45	0.22	0.45	0.21	0.00
Delay/Veh:	11.2	0.0	6.8	0.0	0.0	0.0	0.0	19.0	2.9	24.8	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	0.0	6.8	0.0	0.0	0.0	0.0	19.0	2.9	24.8	12.3	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2kAvgQ:	5	0	5	0	0	0	0	3	2	2	2	0

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

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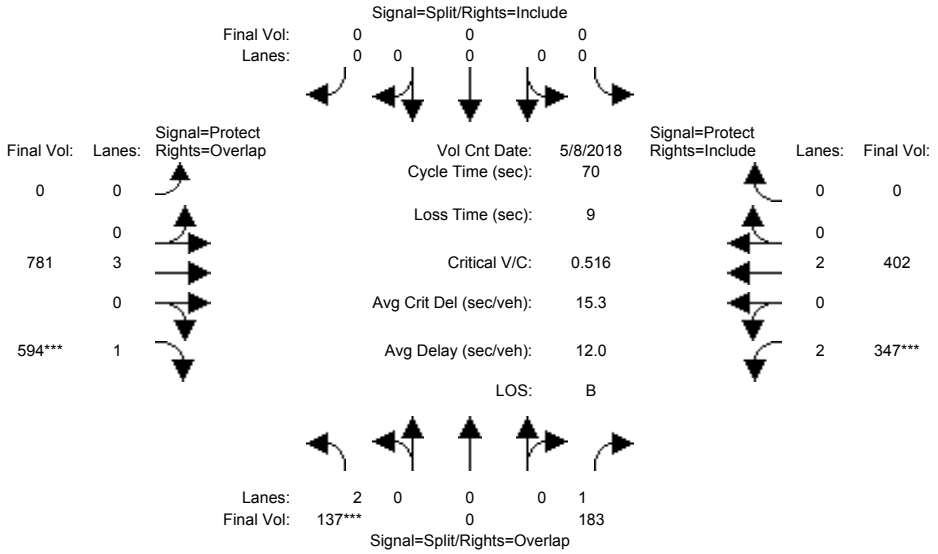
City of Morgan Hill
Monterey Gateway

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

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	137	0	183	0	0	0	0	781	594	347	402	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:	137	0	183	0	0	0	0	781	594	347	402	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	0	183	0	0	0	0	781	594	347	402	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:	137	0	183	0	0	0	0	781	594	347	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	183	0	0	0	0	781	594	347	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	183	0	0	0	0	781	594	347	402	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.14	0.34	0.11	0.11	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	28.3	0.0	0.0	0.0	0.0	32.7	42.7	18.3	51.0	0.0
Volume/Cap:	0.30	0.00	0.26	0.00	0.00	0.00	0.00	0.29	0.56	0.42	0.15	0.00
Delay/Veh:	27.3	0.0	14.1	0.0	0.0	0.0	0.0	11.6	8.7	21.8	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	0.0	14.1	0.0	0.0	0.0	0.0	11.6	8.7	21.8	2.9	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	3	8	4	1	0

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

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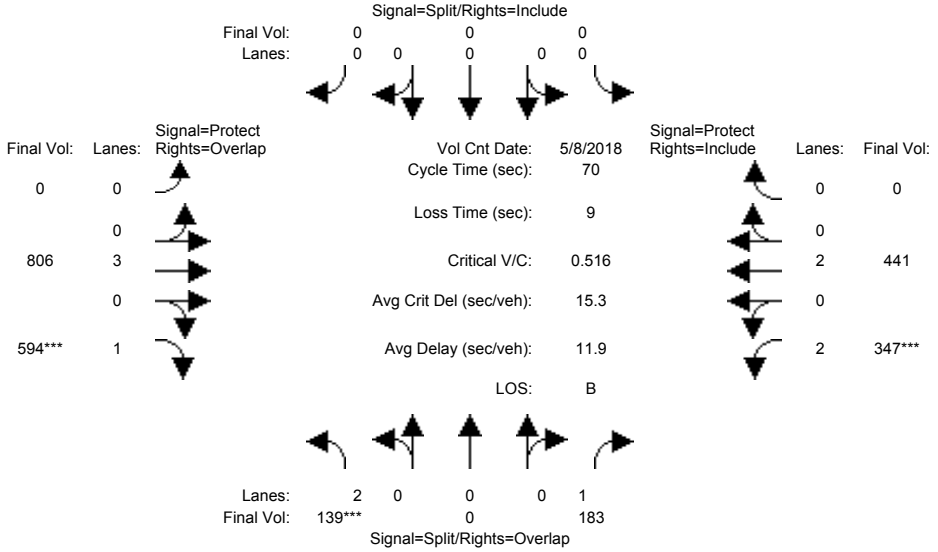
City of Morgan Hill
Monterey Gateway

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

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	137	0	183	0	0	0	0	781	594	347	402	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:	137	0	183	0	0	0	0	781	594	347	402	0
Added Vol:	2	0	0	0	0	0	0	25	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	183	0	0	0	0	806	594	347	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	0	183	0	0	0	0	806	594	347	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	183	0	0	0	0	806	594	347	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	0	183	0	0	0	0	806	594	347	441	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.14	0.34	0.11	0.12	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	28.3	0.0	0.0	0.0	0.0	32.7	42.7	18.3	51.0	0.0
Volume/Cap:	0.31	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.56	0.42	0.16	0.00
Delay/Veh:	27.3	0.0	14.1	0.0	0.0	0.0	0.0	11.6	8.7	21.8	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	0.0	14.1	0.0	0.0	0.0	0.0	11.6	8.7	21.8	2.9	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	3	8	4	1	0

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

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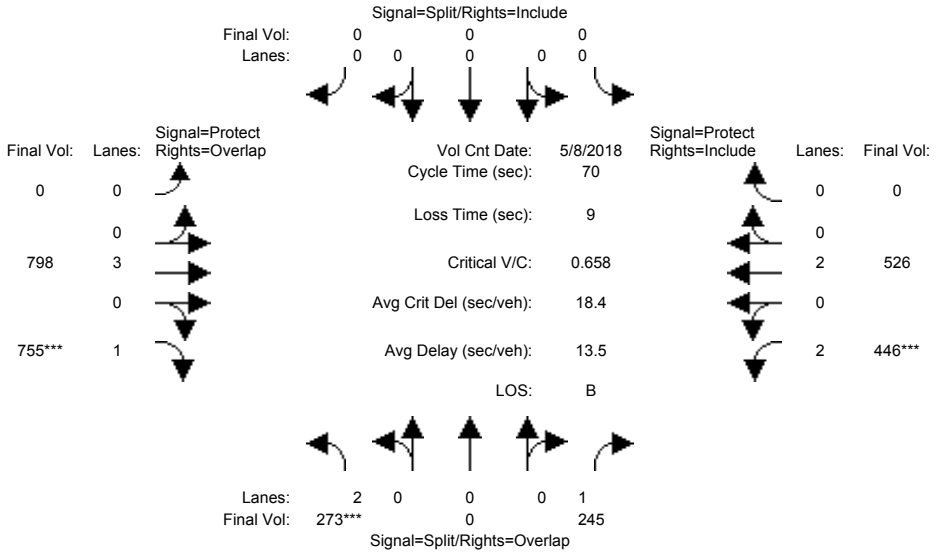
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	273	0	245	0	0	0	0	798	755	446	526	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:	273	0	245	0	0	0	0	798	755	446	526	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	245	0	0	0	0	798	755	446	526	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:	273	0	245	0	0	0	0	798	755	446	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	245	0	0	0	0	798	755	446	526	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	0	245	0	0	0	0	798	755	446	526	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.43	0.14	0.14	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	26.8	0.0	0.0	0.0	0.0	34.2	44.2	16.8	51.0	0.0
Volume/Cap:	0.61	0.00	0.37	0.00	0.00	0.00	0.00	0.29	0.68	0.59	0.19	0.00
Delay/Veh:	30.5	0.0	15.9	0.0	0.0	0.0	0.0	10.7	10.1	24.8	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	0.0	15.9	0.0	0.0	0.0	0.0	10.7	10.1	24.8	3.0	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	3	11	5	2	0

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

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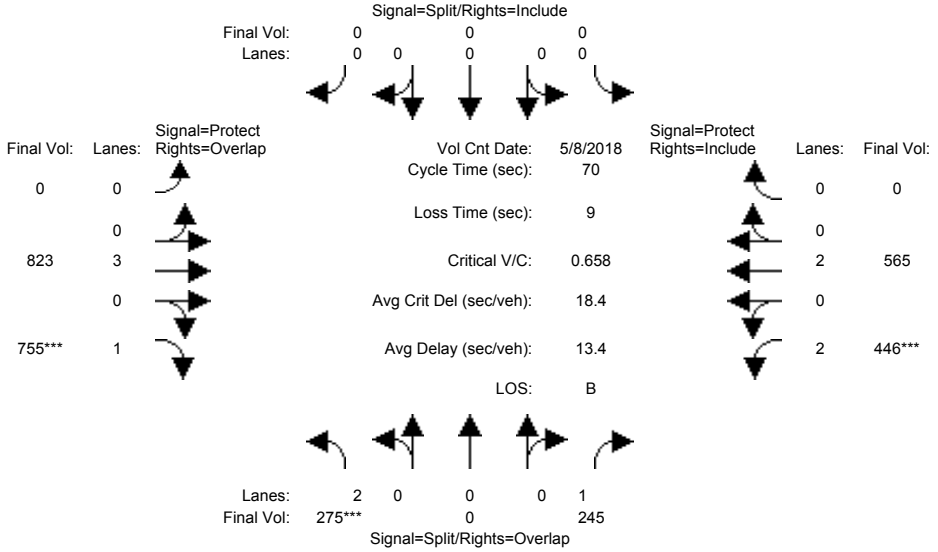
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	273	0	245	0	0	0	0	798	755	446	526	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:	273	0	245	0	0	0	0	798	755	446	526	0
Added Vol:	2	0	0	0	0	0	0	25	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	245	0	0	0	0	823	755	446	565	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:	275	0	245	0	0	0	0	823	755	446	565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	245	0	0	0	0	823	755	446	565	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	245	0	0	0	0	823	755	446	565	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.43	0.14	0.15	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	26.8	0.0	0.0	0.0	0.0	34.2	44.2	16.8	51.0	0.0
Volume/Cap:	0.61	0.00	0.37	0.00	0.00	0.00	0.00	0.30	0.68	0.59	0.20	0.00
Delay/Veh:	30.6	0.0	15.9	0.0	0.0	0.0	0.0	10.8	10.1	24.8	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	0.0	15.9	0.0	0.0	0.0	0.0	10.8	10.1	24.8	3.1	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	3	11	5	2	0

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

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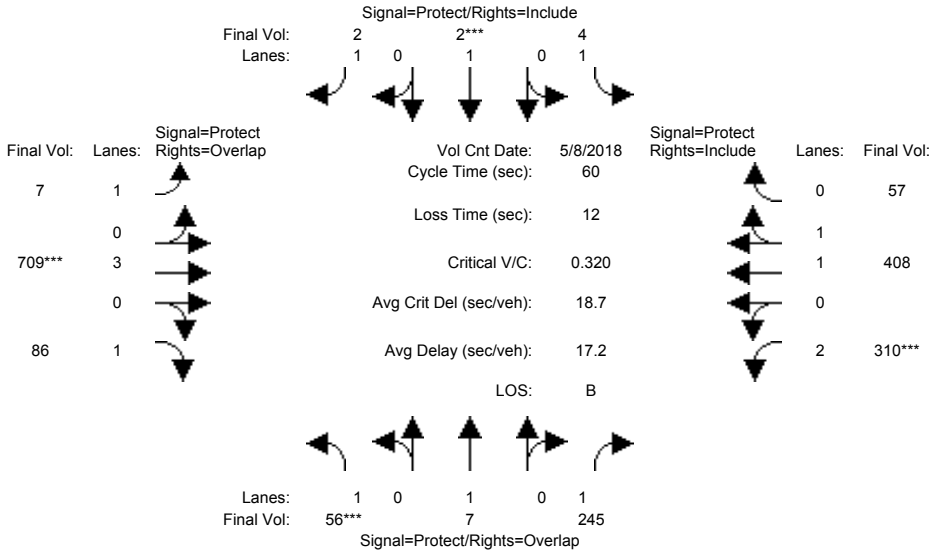
City of Morgan Hill
Monterey Gateway

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

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	56	7	245	4	2	2	7	709	86	310	408	57
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:	56	7	245	4	2	2	7	709	86	310	408	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	7	245	4	2	2	7	709	86	310	408	57
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:	56	7	245	4	2	2	7	709	86	310	408	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	7	245	4	2	2	7	709	86	310	408	57
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:	56	7	245	4	2	2	7	709	86	310	408	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3246	454
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.14	0.00	0.00	0.00	0.00	0.12	0.05	0.10	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	23.7	7.0	10.0	10.0	12.8	17.3	24.3	13.7	18.2	18.2
Volume/Cap:	0.27	0.02	0.35	0.02	0.01	0.01	0.02	0.43	0.12	0.43	0.41	0.41
Delay/Veh:	24.9	20.9	13.1	23.5	20.9	20.9	18.7	17.5	11.2	20.2	16.9	16.9
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:	24.9	20.9	13.1	23.5	20.9	20.9	18.7	17.5	11.2	20.2	16.9	16.9
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	1	0	4	0	0	0	0	3	1	3	3	3

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

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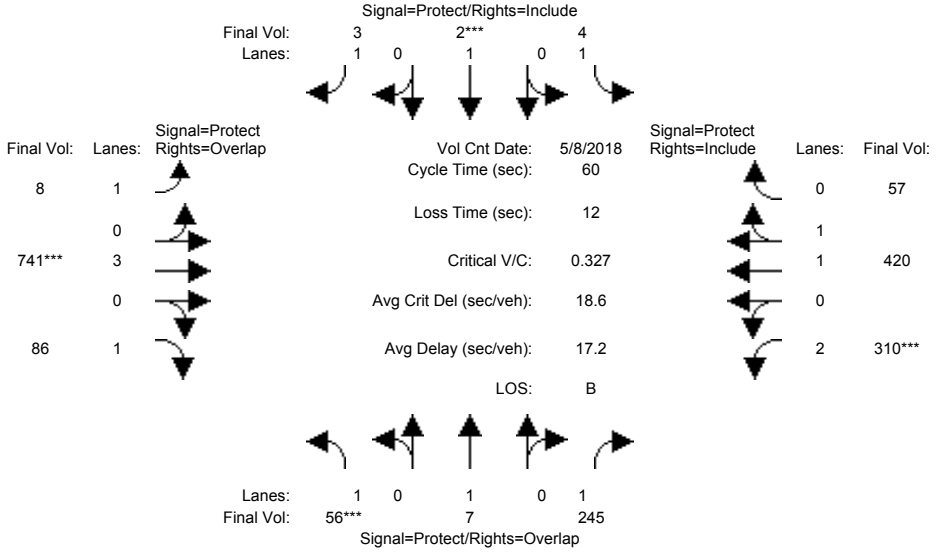
City of Morgan Hill
Monterey Gateway

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

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	56	7	245	4	2	2	7	709	86	310	408	57
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:	56	7	245	4	2	2	7	709	86	310	408	57
Added Vol:	0	0	0	0	0	1	1	32	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	7	245	4	2	3	8	741	86	310	420	57
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:	56	7	245	4	2	3	8	741	86	310	420	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	7	245	4	2	3	8	741	86	310	420	57
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:	56	7	245	4	2	3	8	741	86	310	420	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3258	442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.14	0.00	0.00	0.00	0.00	0.13	0.05	0.10	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	23.4	7.0	10.0	10.0	12.8	17.6	24.6	13.4	18.2	18.2
Volume/Cap:	0.27	0.02	0.36	0.02	0.01	0.01	0.02	0.44	0.12	0.44	0.42	0.42
Delay/Veh:	24.9	20.9	13.3	23.5	20.9	20.9	18.7	17.4	11.0	20.6	16.9	16.9
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:	24.9	20.9	13.3	23.5	20.9	20.9	18.7	17.4	11.0	20.6	16.9	16.9
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	1	0	4	0	0	0	0	4	1	3	4	4

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

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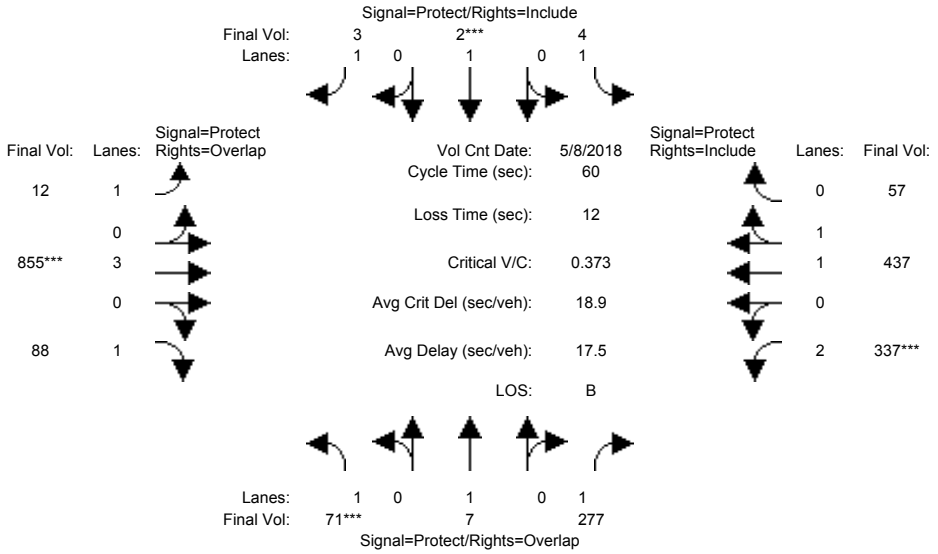
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	71	7	277	4	2	3	12	855	88	337	437	57
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:	71	7	277	4	2	3	12	855	88	337	437	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	7	277	4	2	3	12	855	88	337	437	57
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:	71	7	277	4	2	3	12	855	88	337	437	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	7	277	4	2	3	12	855	88	337	437	57
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:	71	7	277	4	2	3	12	855	88	337	437	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3273	427
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.16	0.00	0.00	0.00	0.01	0.15	0.05	0.11	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	22.9	7.0	10.0	10.0	12.8	18.1	25.1	12.9	18.2	18.2
Volume/Cap:	0.35	0.02	0.41	0.02	0.01	0.01	0.03	0.50	0.12	0.50	0.44	0.44
Delay/Veh:	25.4	20.9	14.0	23.5	20.9	20.9	18.8	17.4	10.8	21.3	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	20.9	14.0	23.5	20.9	20.9	18.8	17.4	10.8	21.3	17.1	17.1
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	2	0	4	0	0	0	0	4	1	3	4	4

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

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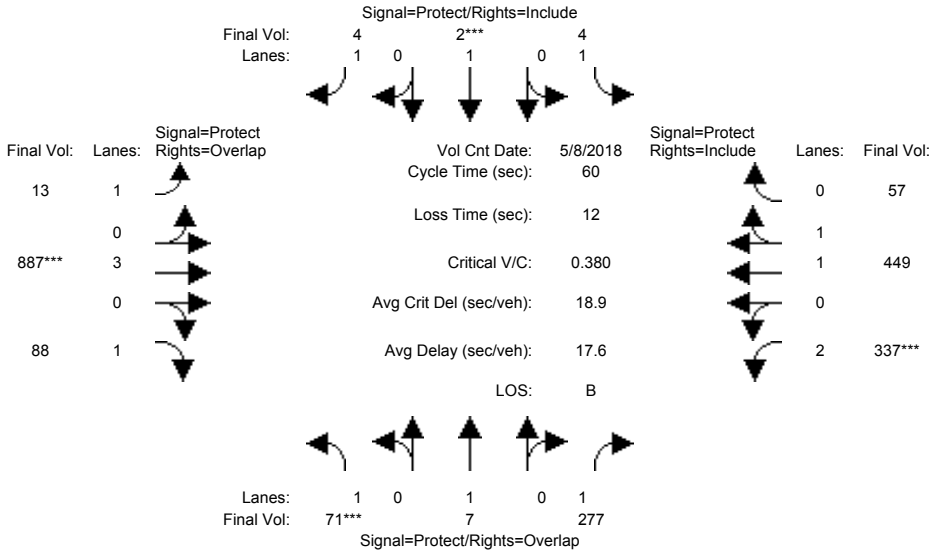
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	71	7	277	4	2	3	12	855	88	337	437	57
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:	71	7	277	4	2	3	12	855	88	337	437	57
Added Vol:	0	0	0	0	0	1	1	32	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	7	277	4	2	4	13	887	88	337	449	57
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:	71	7	277	4	2	4	13	887	88	337	449	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	7	277	4	2	4	13	887	88	337	449	57
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:	71	7	277	4	2	4	13	887	88	337	449	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3283	417
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.16	0.00	0.00	0.00	0.01	0.16	0.05	0.11	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	22.6	7.0	10.0	10.0	12.8	18.4	25.4	12.6	18.2	18.2
Volume/Cap:	0.35	0.02	0.42	0.02	0.01	0.01	0.03	0.51	0.12	0.51	0.45	0.45
Delay/Veh:	25.4	20.9	14.3	23.5	20.9	20.9	18.8	17.4	10.6	21.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	20.9	14.3	23.5	20.9	20.9	18.8	17.4	10.6	21.6	17.1	17.1
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	2	0	4	0	0	0	0	4	1	3	4	4

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

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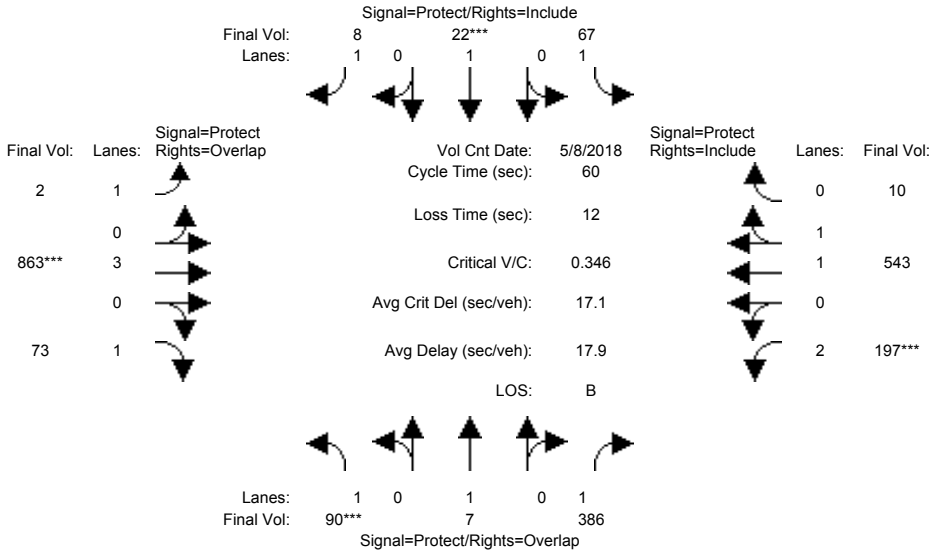
City of Morgan Hill
Monterey Gateway

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

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	90	7	386	67	22	8	2	863	73	197	543	10
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:	90	7	386	67	22	8	2	863	73	197	543	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	7	386	67	22	8	2	863	73	197	543	10
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:	90	7	386	67	22	8	2	863	73	197	543	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	7	386	67	22	8	2	863	73	197	543	10
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:	90	7	386	67	22	8	2	863	73	197	543	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.96	0.04
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3633	67
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.04	0.01	0.00	0.00	0.15	0.04	0.06	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.4	10.2	19.2	7.2	10.0	10.0	12.6	21.7	29.0	9.0	18.0	18.0
Volume/Cap:	0.42	0.02	0.69	0.32	0.07	0.03	0.01	0.42	0.09	0.42	0.50	0.50
Delay/Veh:	25.7	20.8	21.5	25.1	21.2	21.0	18.7	14.6	8.4	23.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	20.8	21.5	25.1	21.2	21.0	18.7	14.6	8.4	23.8	17.6	17.6
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2kAvgQ:	2	0	8	2	0	0	0	4	1	2	4	4

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

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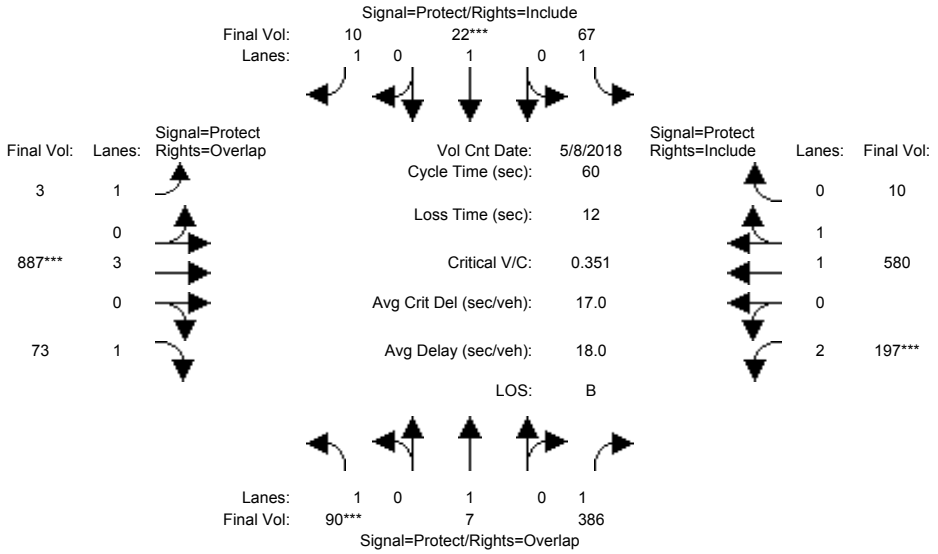
City of Morgan Hill
Monterey Gateway

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

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	90	7	386	67	22	8	2	863	73	197	543	10
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:	90	7	386	67	22	8	2	863	73	197	543	10
Added Vol:	0	0	0	0	0	2	1	24	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	7	386	67	22	10	3	887	73	197	580	10
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:	90	7	386	67	22	10	3	887	73	197	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	7	386	67	22	10	3	887	73	197	580	10
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:	90	7	386	67	22	10	3	887	73	197	580	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3637	63
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.04	0.01	0.01	0.00	0.16	0.04	0.06	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	7.2	10.1	19.0	7.1	10.0	10.0	12.7	21.9	29.2	8.8	18.1	18.1
Volume/Cap:	0.43	0.02	0.70	0.32	0.07	0.03	0.01	0.43	0.09	0.43	0.53	0.53
Delay/Veh:	25.8	20.8	21.9	25.2	21.2	21.0	18.7	14.4	8.3	23.9	17.9	17.9
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:	25.8	20.8	21.9	25.2	21.2	21.0	18.7	14.4	8.3	23.9	17.9	17.9
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2kAvgQ:	2	0	8	2	0	0	0	4	1	2	5	5

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

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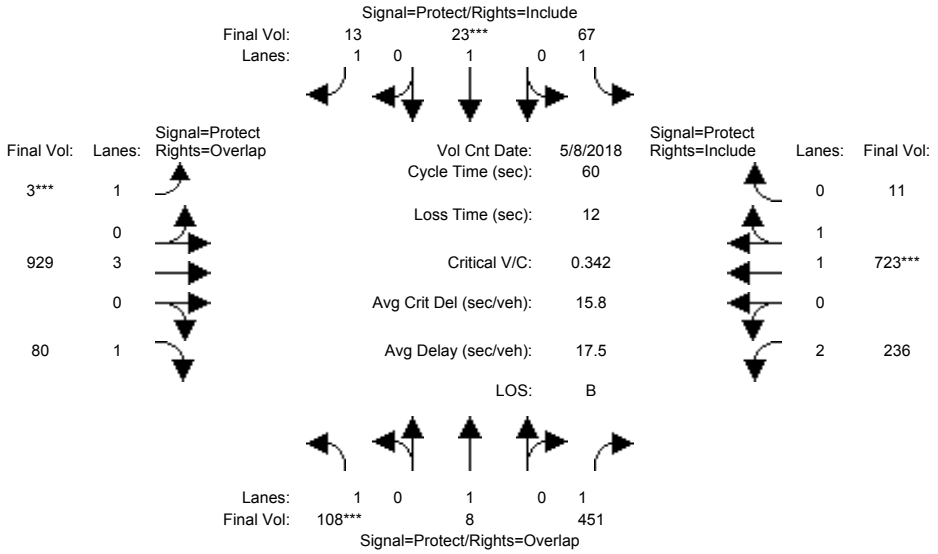
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	108	8	451	67	23	13	3	929	80	236	723	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	8	451	67	23	13	3	929	80	236	723	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	8	451	67	23	13	3	929	80	236	723	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	8	451	67	23	13	3	929	80	236	723	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	8	451	67	23	13	3	929	80	236	723	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	8	451	67	23	13	3	929	80	236	723	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.26	0.04	0.01	0.01	0.00	0.16	0.05	0.07	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	7.4	10.4	23.0	7.0	10.0	10.0	7.0	18.0	25.4	12.6	23.6	23.6
Volume/Cap:	0.50	0.02	0.67	0.33	0.07	0.04	0.01	0.54	0.11	0.36	0.50	0.50
Delay/Veh:	26.5	20.7	18.1	25.3	21.2	21.1	23.5	17.9	10.5	20.6	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	20.7	18.1	25.3	21.2	21.1	23.5	17.9	10.5	20.6	14.0	14.0
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	0	9	2	0	0	0	5	1	2	5	5

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

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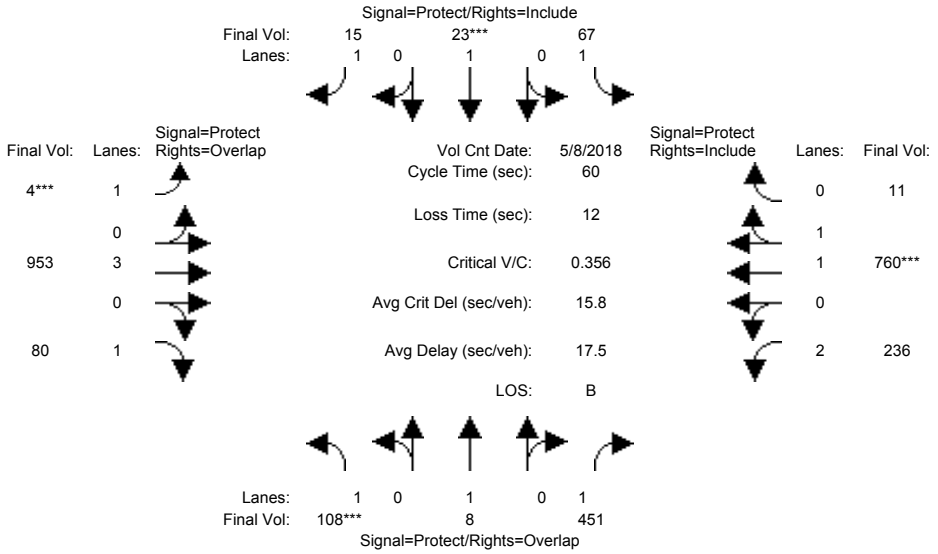
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	108	8	451	67	23	13	3	929	80	236	723	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	8	451	67	23	13	3	929	80	236	723	11
Added Vol:	0	0	0	0	0	2	1	24	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	8	451	67	23	15	4	953	80	236	760	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	8	451	67	23	15	4	953	80	236	760	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	8	451	67	23	15	4	953	80	236	760	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	8	451	67	23	15	4	953	80	236	760	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3647	53
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.26	0.04	0.01	0.01	0.00	0.17	0.05	0.07	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	7.1	10.1	22.8	7.0	10.0	10.0	7.0	18.2	25.3	12.7	23.9	23.9
Volume/Cap:	0.52	0.03	0.68	0.33	0.07	0.05	0.02	0.55	0.11	0.35	0.52	0.52
Delay/Veh:	27.3	20.9	18.4	25.3	21.2	21.1	23.5	17.9	10.6	20.5	14.0	14.0
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:	27.3	20.9	18.4	25.3	21.2	21.1	23.5	17.9	10.6	20.5	14.0	14.0
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	0	9	2	0	0	0	5	1	2	5	5

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

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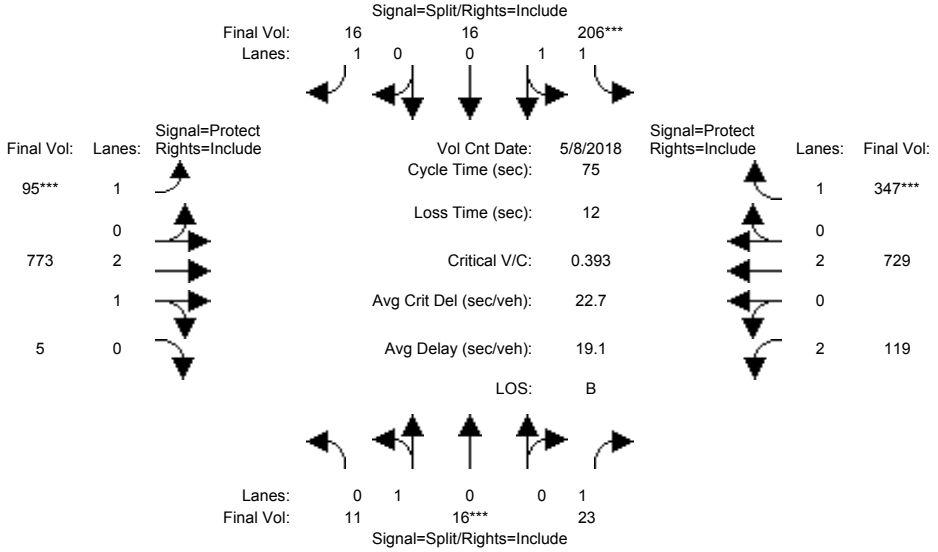
City of Morgan Hill
Monterey Gateway

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	11	16	23	206	16	16	95	773	5	119	729	347
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:	11	16	23	206	16	16	95	773	5	119	729	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	23	206	16	16	95	773	5	119	729	347
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:	11	16	23	206	16	16	95	773	5	119	729	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	23	206	16	16	95	773	5	119	729	347
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:	11	16	23	206	16	16	95	773	5	119	729	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.86	0.14	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	733	1067	1750	3294	256	1750	1750	5564	36	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.06	0.01	0.05	0.14	0.14	0.04	0.19	0.20
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.5	10.5	10.5	9.1	25.4	25.4	17.1	33.4	33.4
Volume/Cap:	0.11	0.11	0.10	0.45	0.45	0.07	0.45	0.41	0.41	0.17	0.43	0.45
Delay/Veh:	28.8	28.8	28.7	30.2	30.2	28.1	32.1	19.2	19.2	23.4	14.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.8	28.7	30.2	30.2	28.1	32.1	19.2	19.2	23.4	14.5	14.8
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	3	3	0	2	5	5	1	6	6

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

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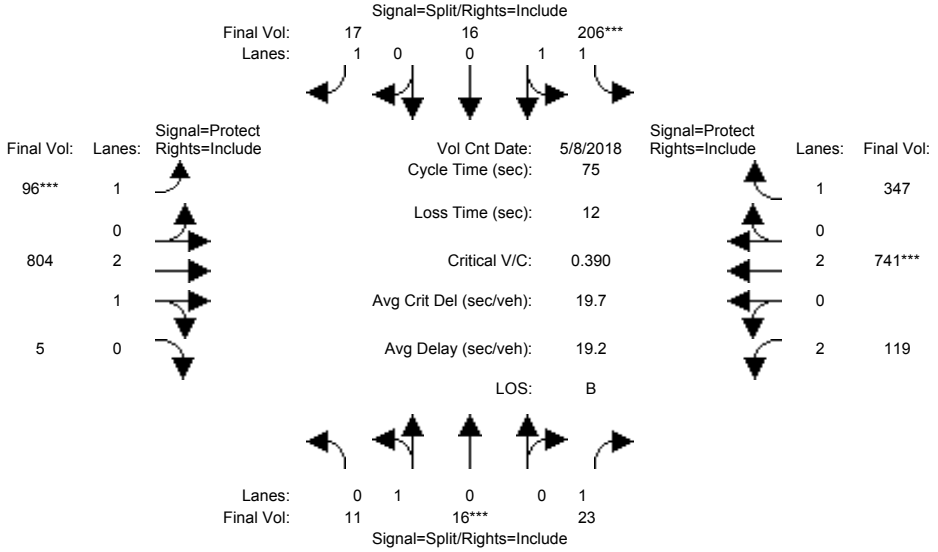
City of Morgan Hill
Monterey Gateway

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	11	16	23	206	16	16	95	773	5	119	729	347
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:	11	16	23	206	16	16	95	773	5	119	729	347
Added Vol:	0	0	0	0	0	1	1	31	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	23	206	16	17	96	804	5	119	741	347
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:	11	16	23	206	16	17	96	804	5	119	741	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	23	206	16	17	96	804	5	119	741	347
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:	11	16	23	206	16	17	96	804	5	119	741	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.86	0.14	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	733	1067	1750	3294	256	1750	1750	5565	35	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.06	0.01	0.05	0.14	0.14	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.6	10.6	10.6	9.3	25.8	25.8	16.6	33.1	33.1
Volume/Cap:	0.11	0.11	0.10	0.44	0.44	0.07	0.44	0.42	0.42	0.17	0.44	0.45
Delay/Veh:	28.8	28.8	28.7	30.1	30.1	28.0	31.9	19.0	19.0	23.7	14.7	15.0
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:	28.8	28.8	28.7	30.1	30.1	28.0	31.9	19.0	19.0	23.7	14.7	15.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	3	3	0	2	5	5	1	6	6

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

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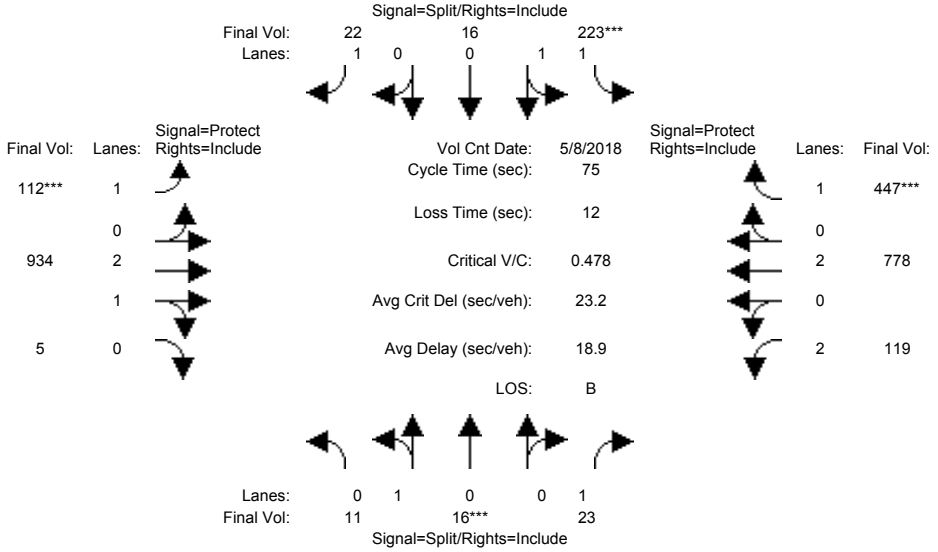
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	11	16	23	223	16	22	112	934	5	119	778	447
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:	11	16	23	223	16	22	112	934	5	119	778	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	23	223	16	22	112	934	5	119	778	447
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:	11	16	23	223	16	22	112	934	5	119	778	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	23	223	16	22	112	934	5	119	778	447
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:	11	16	23	223	16	22	112	934	5	119	778	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	733	1067	1750	3312	238	1750	1750	5570	30	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.17	0.17	0.04	0.20	0.26
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.6	27.6	27.6	15.4	34.4	34.4
Volume/Cap:	0.11	0.11	0.10	0.50	0.50	0.09	0.56	0.46	0.46	0.18	0.45	0.56
Delay/Veh:	28.8	28.8	28.7	31.1	31.1	28.7	34.8	18.1	18.1	24.8	14.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.8	28.7	31.1	31.1	28.7	34.8	18.1	18.1	24.8	14.0	15.6
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	3	3	1	3	5	5	1	6	8

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

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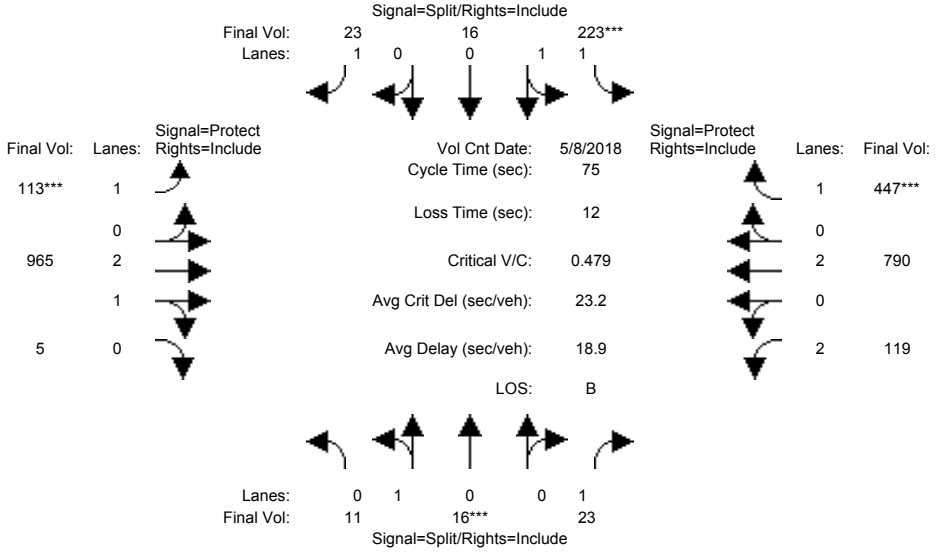
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	11	16	23	223	16	22	112	934	5	119	778	447
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:	11	16	23	223	16	22	112	934	5	119	778	447
Added Vol:	0	0	0	0	0	1	1	31	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	23	223	16	23	113	965	5	119	790	447
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:	11	16	23	223	16	23	113	965	5	119	790	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	23	223	16	23	113	965	5	119	790	447
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:	11	16	23	223	16	23	113	965	5	119	790	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	733	1067	1750	3312	238	1750	1750	5571	29	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.17	0.17	0.04	0.21	0.26
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.7	27.9	27.9	15.1	34.3	34.3
Volume/Cap:	0.11	0.11	0.10	0.50	0.50	0.10	0.56	0.46	0.46	0.19	0.45	0.56
Delay/Veh:	28.8	28.8	28.7	31.1	31.1	28.7	34.8	18.0	18.0	25.0	14.1	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.8	28.7	31.1	31.1	28.7	34.8	18.0	18.0	25.0	14.1	15.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	3	3	1	3	6	6	1	6	8

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

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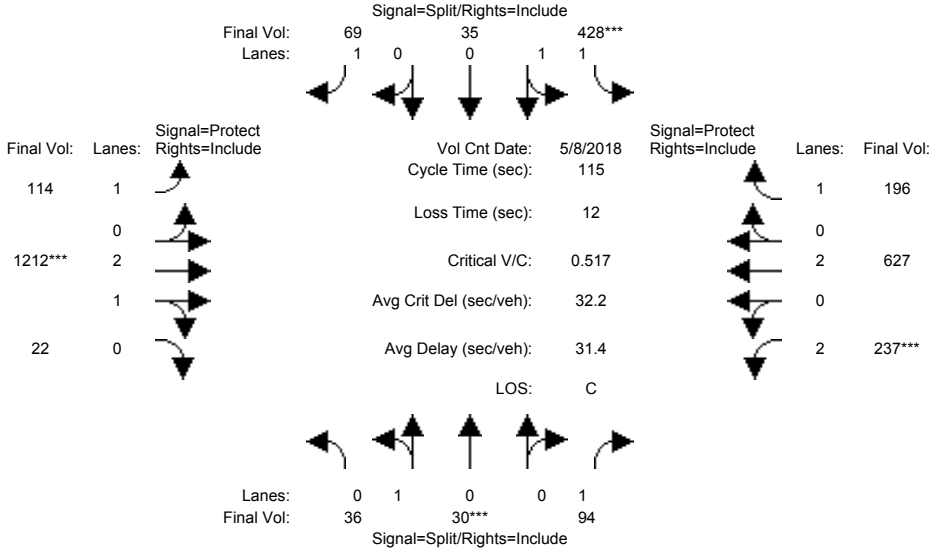
City of Morgan Hill
Monterey Gateway

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	30	94	428	35	69	114	1212	22	237	627	196
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:	36	30	94	428	35	69	114	1212	22	237	627	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	30	94	428	35	69	114	1212	22	237	627	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	30	94	428	35	69	114	1212	22	237	627	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	30	94	428	35	69	114	1212	22	237	627	196
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:	36	30	94	428	35	69	114	1212	22	237	627	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.55	0.45	1.00	1.85	0.15	1.00	1.00	2.94	0.06	2.00	2.00	1.00
Final Sat.:	982	818	1750	3282	268	1750	1750	5500	100	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.13	0.13	0.04	0.07	0.22	0.22	0.08	0.17	0.11
Crit Moves:		****		****				****		****		
Green Time:	12.0	12.0	12.0	27.9	27.9	27.9	17.9	47.1	47.1	16.1	45.3	45.3
Volume/Cap:	0.35	0.35	0.52	0.54	0.54	0.16	0.42	0.54	0.54	0.54	0.42	0.28
Delay/Veh:	49.1	49.1	51.4	38.6	38.6	34.5	44.9	26.0	26.0	47.3	25.5	24.0
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:	49.1	49.1	51.4	38.6	38.6	34.5	44.9	26.0	26.0	47.3	25.5	24.0
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	4	8	8	2	4	11	11	5	8	5

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

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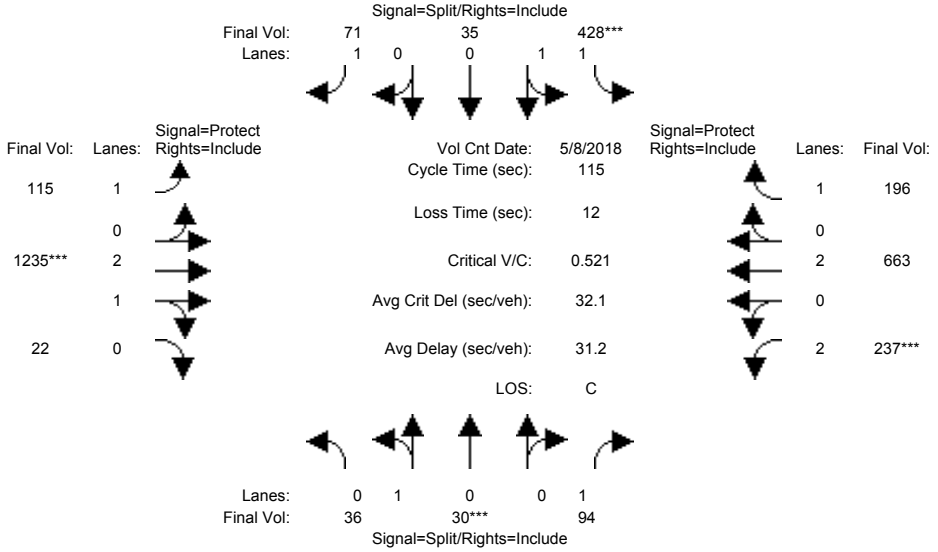
City of Morgan Hill
Monterey Gateway

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	30	94	428	35	69	114	1212	22	237	627	196
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:	36	30	94	428	35	69	114	1212	22	237	627	196
Added Vol:	0	0	0	0	0	2	1	23	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	30	94	428	35	71	115	1235	22	237	663	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	30	94	428	35	71	115	1235	22	237	663	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	30	94	428	35	71	115	1235	22	237	663	196
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:	36	30	94	428	35	71	115	1235	22	237	663	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.55	0.45	1.00	1.85	0.15	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	982	818	1750	3282	268	1750	1750	5502	98	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.13	0.13	0.04	0.07	0.22	0.22	0.08	0.17	0.11
Crit Moves:		****		****				****		****		
Green Time:	11.9	11.9	11.9	27.6	27.6	27.6	17.4	47.6	47.6	15.9	46.1	46.1
Volume/Cap:	0.36	0.36	0.52	0.54	0.54	0.17	0.43	0.54	0.54	0.54	0.43	0.28
Delay/Veh:	49.2	49.2	51.6	38.9	38.9	34.8	45.5	25.8	25.8	47.5	25.2	23.4
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:	49.2	49.2	51.6	38.9	38.9	34.8	45.5	25.8	25.8	47.5	25.2	23.4
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	4	8	8	2	4	11	11	5	8	5

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

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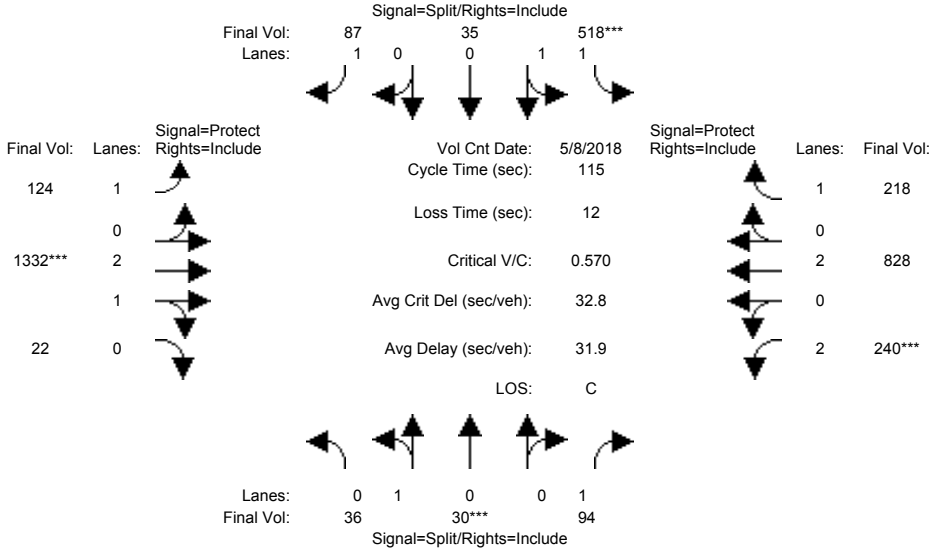
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	30	94	518	35	87	124	1332	22	240	828	218
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:	36	30	94	518	35	87	124	1332	22	240	828	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	30	94	518	35	87	124	1332	22	240	828	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	30	94	518	35	87	124	1332	22	240	828	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	30	94	518	35	87	124	1332	22	240	828	218
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:	36	30	94	518	35	87	124	1332	22	240	828	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.55	0.45	1.00	1.88	0.12	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	982	818	1750	3325	225	1750	1750	5509	91	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.16	0.16	0.05	0.07	0.24	0.24	0.08	0.22	0.12
Crit Moves:		****		****				****		****		
Green Time:	10.8	10.8	10.8	30.3	30.3	30.3	15.2	47.0	47.0	14.8	46.7	46.7
Volume/Cap:	0.39	0.39	0.57	0.59	0.59	0.19	0.54	0.59	0.59	0.59	0.54	0.31
Delay/Veh:	50.4	50.4	54.5	38.0	38.0	33.0	49.1	26.9	26.9	49.5	26.3	23.4
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:	50.4	50.4	54.5	38.0	38.0	33.0	49.1	26.9	26.9	49.5	26.3	23.4
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	4	10	10	3	4	12	12	5	11	5

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

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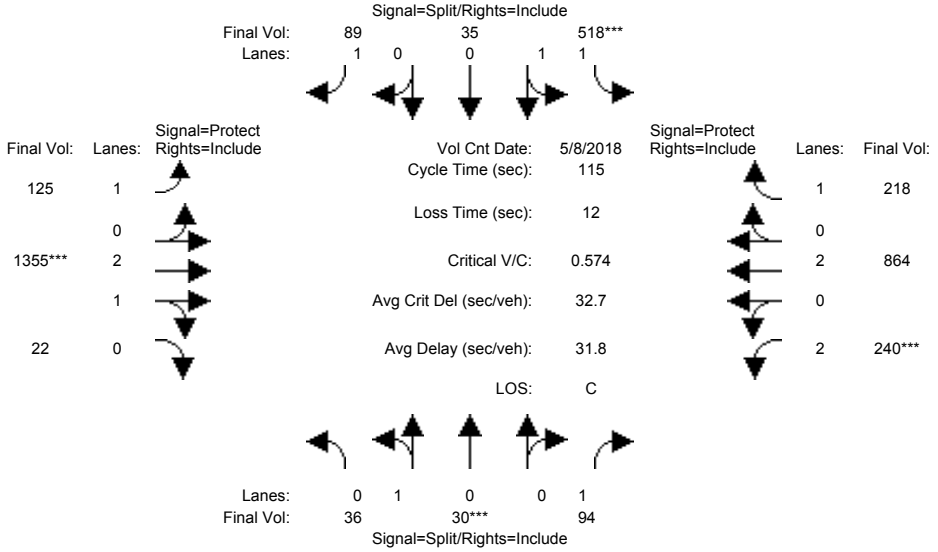
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name: Madrone Parkway/Cochrane Plaza Cochrane Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	36	30	94	518	35	87	124	1332	22	240	828	218
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:	36	30	94	518	35	87	124	1332	22	240	828	218
Added Vol:	0	0	0	0	0	2	1	23	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	30	94	518	35	89	125	1355	22	240	864	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	30	94	518	35	89	125	1355	22	240	864	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	30	94	518	35	89	125	1355	22	240	864	218
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:	36	30	94	518	35	89	125	1355	22	240	864	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.55	0.45	1.00	1.88	0.12	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	982	818	1750	3325	225	1750	1750	5510	89	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.16	0.16	0.05	0.07	0.25	0.25	0.08	0.23	0.12
Crit Moves:		****		****				****		****		
Green Time:	10.8	10.8	10.8	30.1	30.1	30.1	14.9	47.5	47.5	14.7	47.3	47.3
Volume/Cap:	0.39	0.39	0.57	0.60	0.60	0.19	0.55	0.60	0.60	0.60	0.55	0.30
Delay/Veh:	50.6	50.6	54.8	38.2	38.2	33.2	49.9	26.7	26.7	49.8	26.2	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	50.6	54.8	38.2	38.2	33.2	49.9	26.7	26.7	49.8	26.2	23.0
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	4	10	10	3	4	12	12	5	11	5

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

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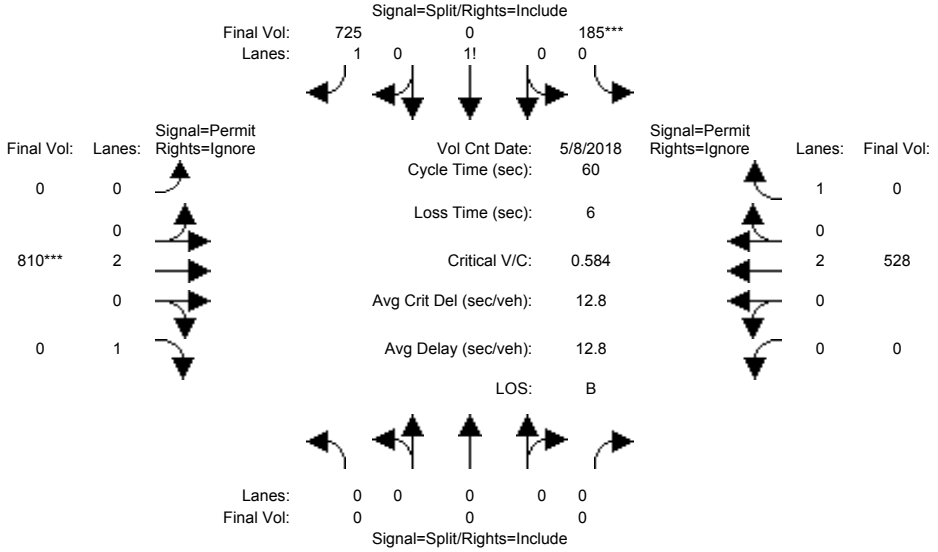
City of Morgan Hill
Monterey Gateway

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	185	0	725	0	810	238	0	528	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	185	0	725	0	810	238	0	528	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	725	0	810	238	0	528	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	185	0	725	0	810	0	0	528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	725	0	810	0	0	528	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	185	0	725	0	810	0	0	528	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.00	1.66	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	591	0	2909	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.25	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.1	0.0	32.1	0.0	21.9	0.0	0.0	21.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.47	0.00	0.58	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	10.0	0.0	8.8	0.0	16.0	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.0	0.0	8.8	0.0	16.0	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	6	0	6	0	0	4	0

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

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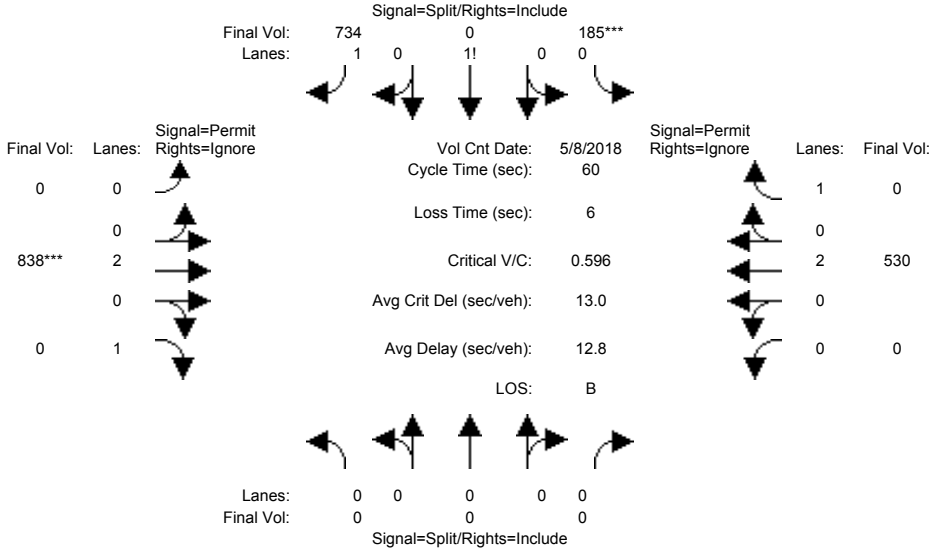
City of Morgan Hill
Monterey Gateway

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	185	0	725	0	810	238	0	528	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	185	0	725	0	810	238	0	528	0
Added Vol:	0	0	0	0	0	9	0	28	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	734	0	838	241	0	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	185	0	734	0	838	0	0	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	734	0	838	0	0	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	185	0	734	0	838	0	0	530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.00	1.66	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	587	0	2913	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.25	0.00	0.22	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.8	0.0	31.8	0.0	22.2	0.0	0.0	22.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.48	0.00	0.60	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	9.1	0.0	16.0	0.0	0.0	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	0.0	9.1	0.0	16.0	0.0	0.0	14.0	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	6	0	6	0	0	3	0

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

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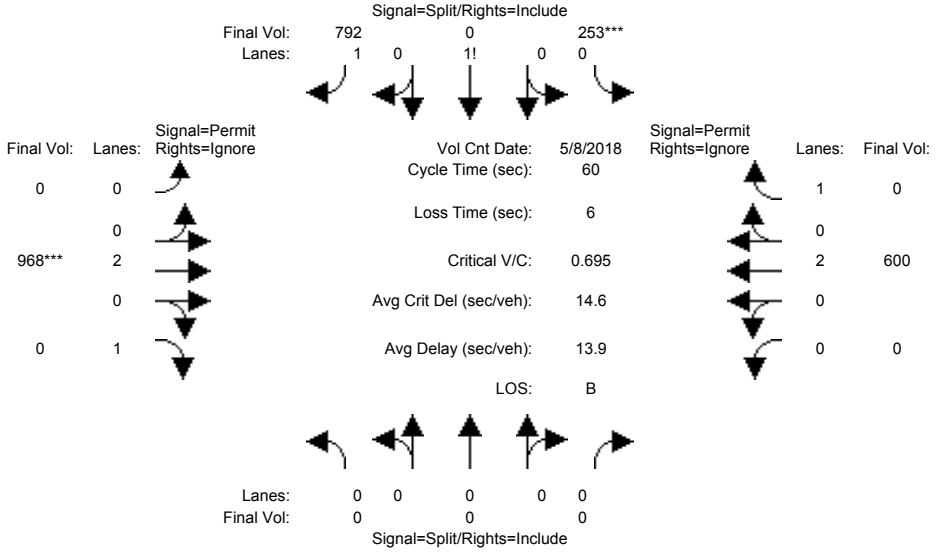
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	253	0	792	0	968	257	0	600	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	253	0	792	0	968	257	0	600	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	253	0	792	0	968	257	0	600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	253	0	792	0	968	0	0	600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	0	792	0	968	0	0	600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	253	0	792	0	968	0	0	600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	682	0	2818	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.28	0.00	0.25	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.0	0.0	32.0	0.0	22.0	0.0	0.0	22.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.53	0.00	0.70	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	9.3	0.0	17.7	0.0	0.0	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.8	0.0	9.3	0.0	17.7	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	11	0	7	0	8	0	0	4	0

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

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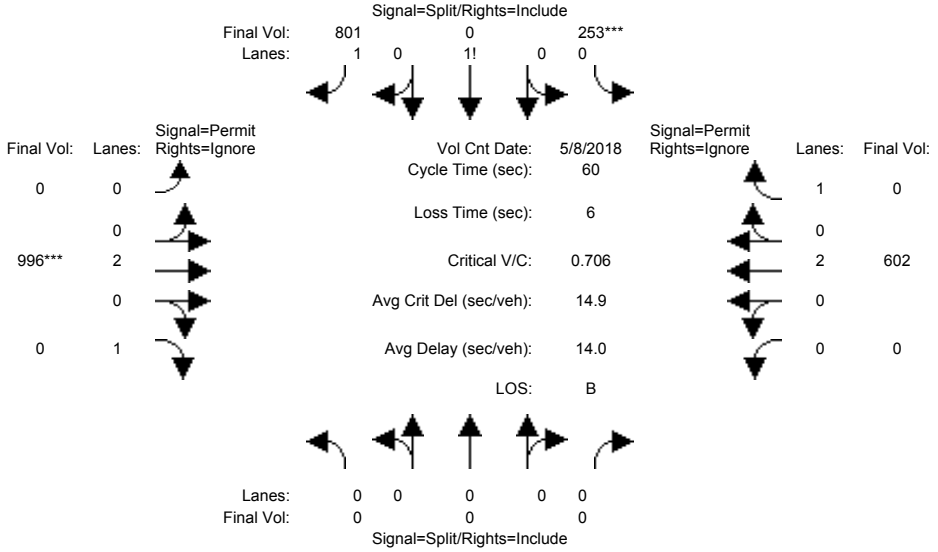
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	253	0	792	0	968	257	0	600	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	253	0	792	0	968	257	0	600	0
Added Vol:	0	0	0	0	0	9	0	28	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	253	0	801	0	996	260	0	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	253	0	801	0	996	0	0	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	0	801	0	996	0	0	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	253	0	801	0	996	0	0	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	678	0	2822	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.28	0.00	0.26	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.7	0.0	31.7	0.0	22.3	0.0	0.0	22.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.54	0.00	0.71	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	9.6	0.0	17.7	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	9.6	0.0	17.7	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	11	0	7	0	8	0	0	4	0

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

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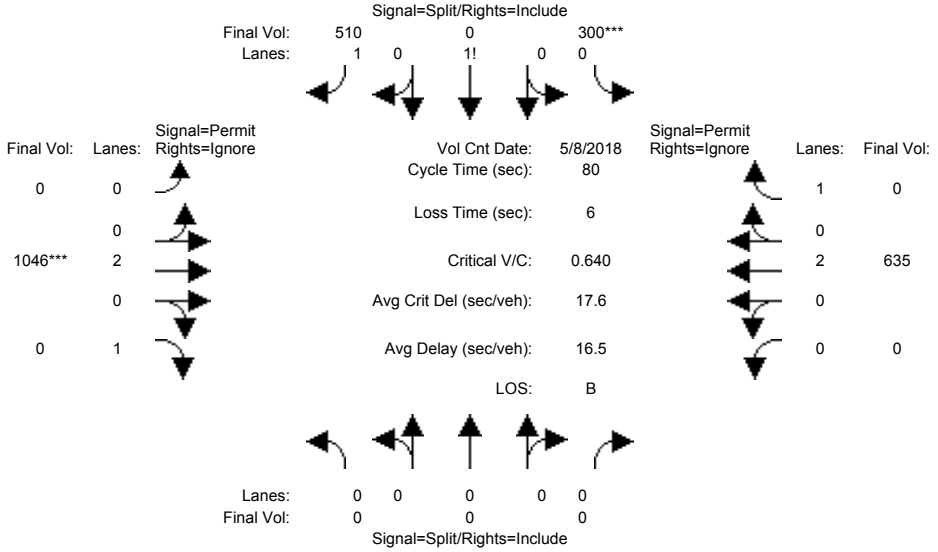
City of Morgan Hill
Monterey Gateway

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	300	0	510	0	1046	741	0	635	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	300	0	510	0	1046	741	0	635	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	510	0	1046	741	0	635	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	300	0	510	0	1046	0	0	635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	510	0	1046	0	0	635	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	300	0	510	0	1046	0	0	635	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.54	0.00	1.46	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	946	0	2554	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.20	0.00	0.28	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	39.6	0.0	39.6	0.0	34.4	0.0	0.0	34.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.40	0.00	0.64	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	0.0	12.9	0.0	18.8	0.0	0.0	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	0.0	12.9	0.0	18.8	0.0	0.0	15.8	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	6	0	10	0	0	5	0

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

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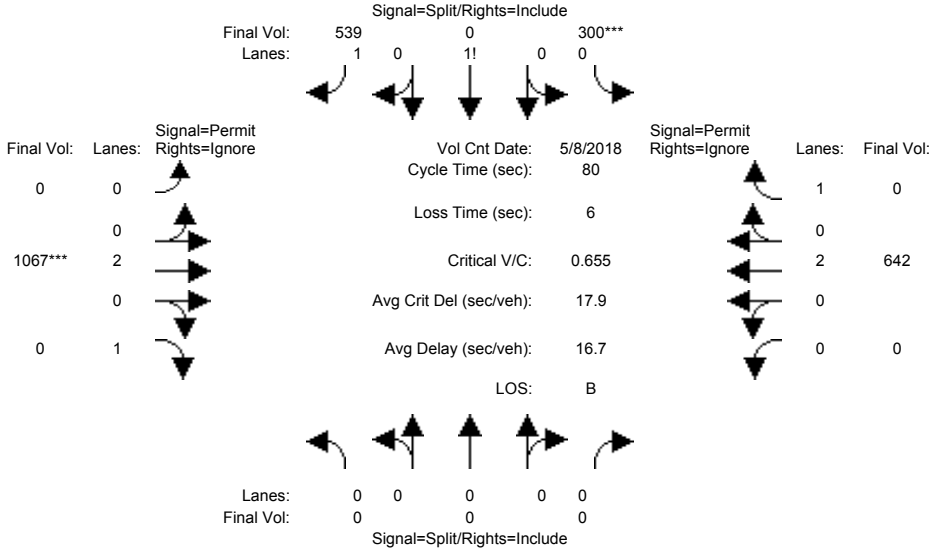
City of Morgan Hill
Monterey Gateway

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	300	0	510	0	1046	741	0	635	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	300	0	510	0	1046	741	0	635	0
Added Vol:	0	0	0	0	0	29	0	21	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	539	0	1067	743	0	642	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	300	0	539	0	1067	0	0	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	539	0	1067	0	0	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	300	0	539	0	1067	0	0	642	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.53	0.00	1.47	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	922	0	2578	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.21	0.00	0.28	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	39.7	0.0	39.7	0.0	34.3	0.0	0.0	34.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.42	0.00	0.66	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	13.0	0.0	19.1	0.0	0.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.3	0.0	13.0	0.0	19.1	0.0	0.0	15.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	6	0	10	0	0	5	0

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

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City of Morgan Hill
Monterey Gateway

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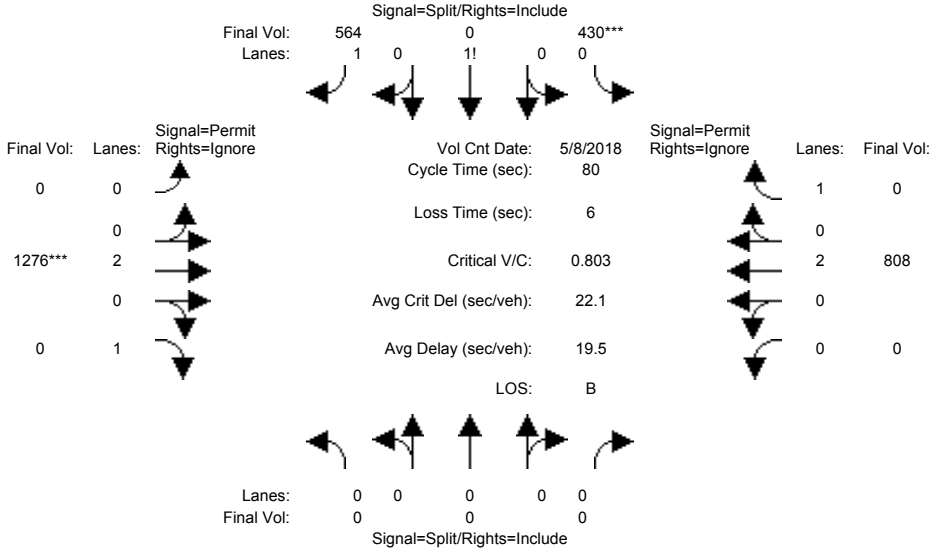
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	430	0	564	0	1276	741	0	808	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	430	0	564	0	1276	741	0	808	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	564	0	1276	741	0	808	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	430	0	564	0	1276	0	0	808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	564	0	1276	0	0	808	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	430	0	564	0	1276	0	0	808	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.60	0.00	1.40	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1057	0	2443	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.23	0.00	0.34	0.00	0.00	0.21	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.5	0.0	40.5	0.0	33.5	0.0	0.0	33.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.46	0.00	0.80	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	20.3	0.0	12.8	0.0	23.4	0.0	0.0	17.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.3	0.0	12.8	0.0	23.4	0.0	0.0	17.5	0.0
LOS by Move:	A	A	A	C	A	B	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	18	0	7	0	14	0	0	7	0

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

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City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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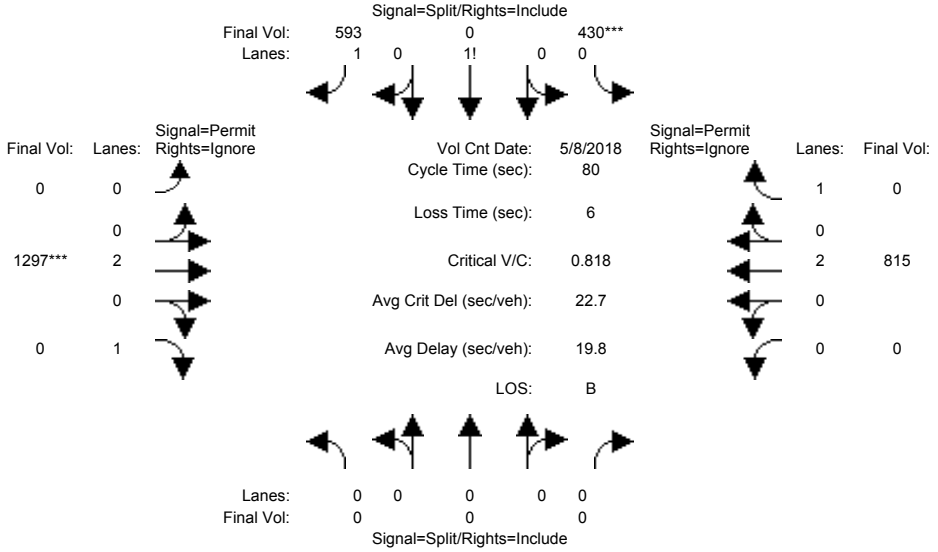
Intersection #107: US 101 Southbound Ramps and Cochrane Road



Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	430	0	564	0	1276	741	0	808	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	430	0	564	0	1276	741	0	808	0
Added Vol:	0	0	0	0	0	29	0	21	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	593	0	1297	743	0	815	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	430	0	593	0	1297	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	593	0	1297	0	0	815	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	430	0	593	0	1297	0	0	815	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.59	0.00	1.41	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1036	0	2464	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.24	0.00	0.34	0.00	0.00	0.21	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.6	0.0	40.6	0.0	33.4	0.0	0.0	33.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.82	0.00	0.47	0.00	0.82	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	12.9	0.0	24.1	0.0	0.0	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	12.9	0.0	24.1	0.0	0.0	17.6	0.0
LOS by Move:	A	A	A	C	A	B	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	19	0	7	0	15	0	0	7	0

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

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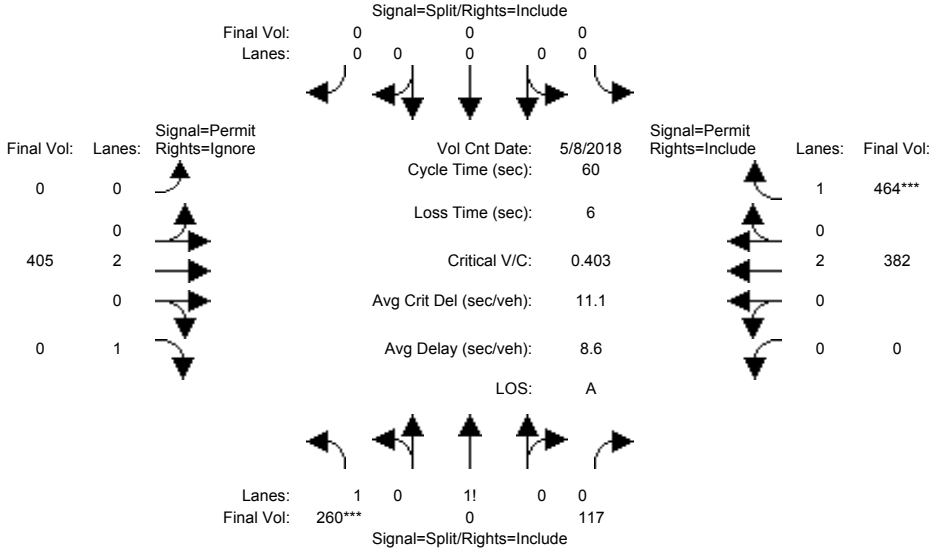
City of Morgan Hill
Monterey Gateway

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	260	0	117	0	0	0	0	405	0	0	382	464
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:	260	0	117	0	0	0	0	405	0	0	382	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	0	117	0	0	0	0	405	0	0	382	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	260	0	117	0	0	0	0	405	0	0	382	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	0	117	0	0	0	0	405	0	0	382	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	0	117	0	0	0	0	405	0	0	382	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	0.00	0.47	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2671	0	829	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.10	0.27
Crit Moves:	****											****
Green Time:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	35.2	0.0	0.0	35.2	35.2
Volume/Cap:	0.31	0.00	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.17	0.45
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	7.3
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:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	7.3
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	2	0	0	2	6

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

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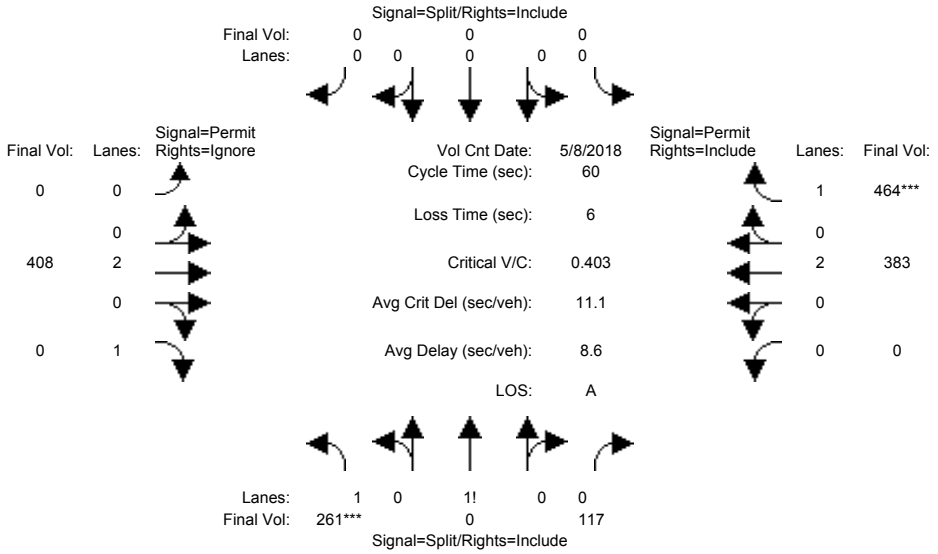
City of Morgan Hill
Monterey Gateway

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	260	0	117	0	0	0	0	405	0	0	382	464
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:	260	0	117	0	0	0	0	405	0	0	382	464
Added Vol:	1	0	0	0	0	0	0	3	25	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	0	117	0	0	0	0	408	25	0	383	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	261	0	117	0	0	0	0	408	0	0	383	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	0	117	0	0	0	0	408	0	0	383	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	261	0	117	0	0	0	0	408	0	0	383	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	0.00	0.47	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2673	0	827	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.10	0.27
Crit Moves:	****											****
Green Time:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	35.2	0.0	0.0	35.2	35.2
Volume/Cap:	0.31	0.00	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.17	0.45
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	7.3
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:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	7.3
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	2	0	0	2	6

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

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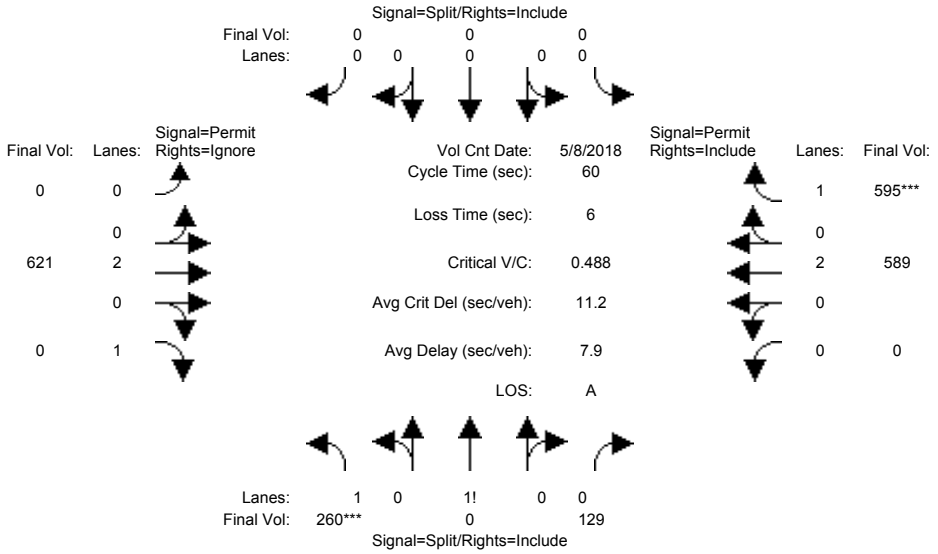
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	260	0	129	0	0	0	0	621	0	0	589	595
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:	260	0	129	0	0	0	0	621	0	0	589	595
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	0	129	0	0	0	0	621	0	0	589	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	260	0	129	0	0	0	0	621	0	0	589	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	0	129	0	0	0	0	621	0	0	589	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	0	129	0	0	0	0	621	0	0	589	595
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.50	0.00	0.50	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2628	0	872	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.16	0.34
Crit Moves:	****											****
Green Time:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	37.6	0.0	0.0	37.6	37.6
Volume/Cap:	0.36	0.00	0.54	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.25	0.54
Delay/Veh:	17.8	0.0	19.5	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	6.9
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:	17.8	0.0	19.5	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	6.9
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	2	0	0	2	7

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

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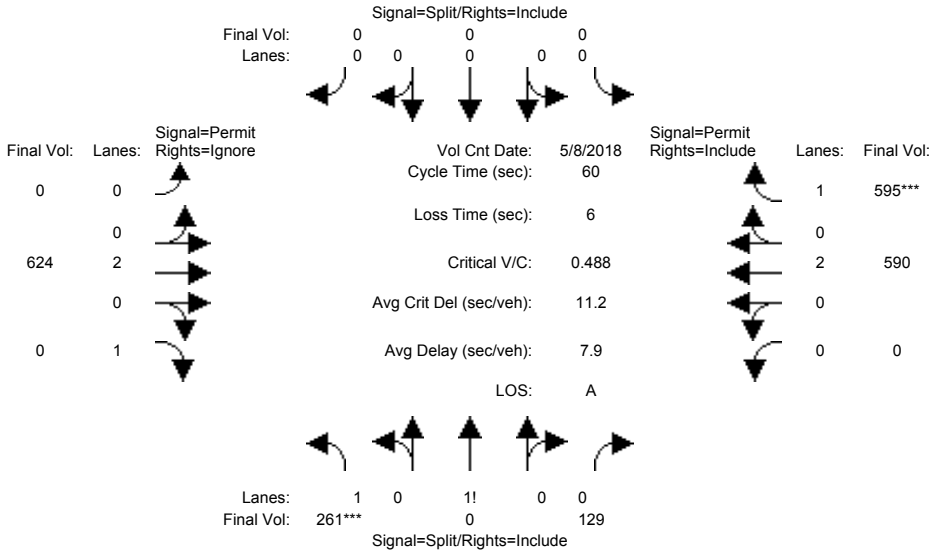
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	260	0	129	0	0	0	0	621	0	0	589	595
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:	260	0	129	0	0	0	0	621	0	0	589	595
Added Vol:	1	0	0	0	0	0	0	3	25	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	0	129	0	0	0	0	624	25	0	590	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	261	0	129	0	0	0	0	624	0	0	590	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	0	129	0	0	0	0	624	0	0	590	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	261	0	129	0	0	0	0	624	0	0	590	595
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.50	0.00	0.50	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2630	0	870	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.16	0.34
Crit Moves:	****											****
Green Time:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	37.6	0.0	0.0	37.6	37.6
Volume/Cap:	0.36	0.00	0.54	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.25	0.54
Delay/Veh:	17.8	0.0	19.5	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.0	6.9
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:	17.8	0.0	19.5	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.0	6.9
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	2	0	0	3	7

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

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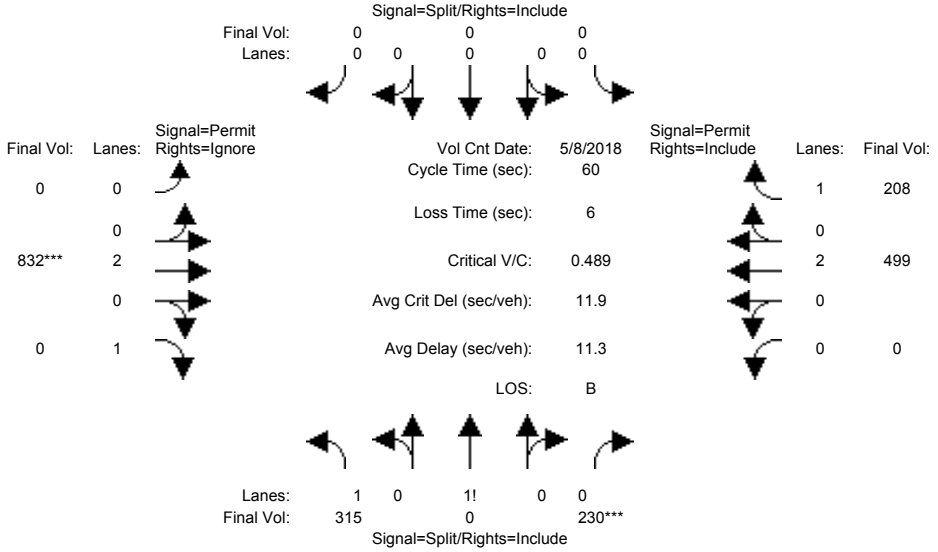
City of Morgan Hill
Monterey Gateway

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	315	0	230	0	0	0	0	832	0	0	499	208
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:	315	0	230	0	0	0	0	832	0	0	499	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	0	230	0	0	0	0	832	0	0	499	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	0	230	0	0	0	0	832	0	0	499	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	230	0	0	0	0	832	0	0	499	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	0	230	0	0	0	0	832	0	0	499	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.41	0.00	0.59	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2461	0	1039	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.12
Crit Moves:			****					****				
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	26.8	26.8
Volume/Cap:	0.28	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.29	0.27
Delay/Veh:	10.4	0.0	11.9	0.0	0.0	0.0	0.0	11.9	0.0	0.0	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	11.9	0.0	0.0	0.0	0.0	11.9	0.0	0.0	10.6	10.6
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	3	0	6	0	0	0	0	5	0	0	3	3

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

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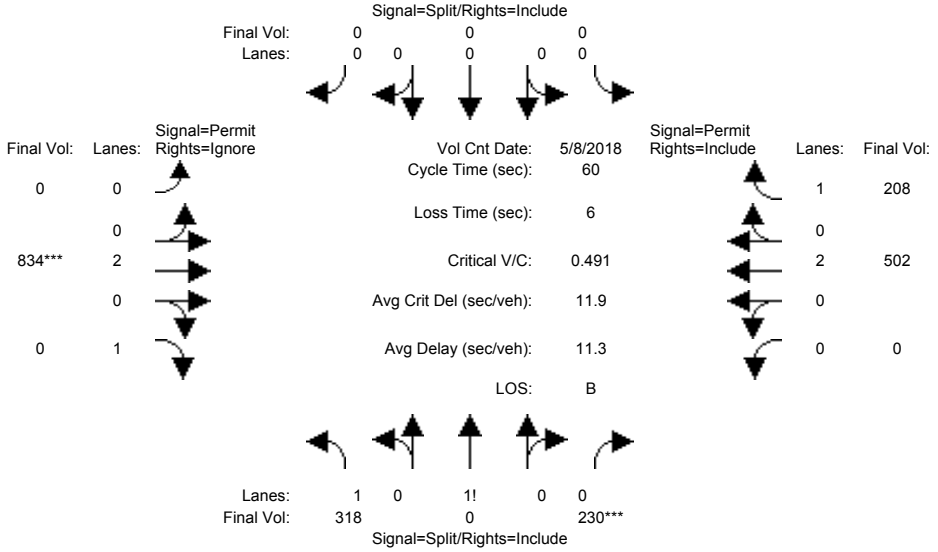
City of Morgan Hill
Monterey Gateway

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	315	0	230	0	0	0	0	832	0	0	499	208
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:	315	0	230	0	0	0	0	832	0	0	499	208
Added Vol:	3	0	0	0	0	0	0	2	18	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	0	230	0	0	0	0	834	18	0	502	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	318	0	230	0	0	0	0	834	0	0	502	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	230	0	0	0	0	834	0	0	502	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	318	0	230	0	0	0	0	834	0	0	502	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.41	0.00	0.59	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2465	0	1035	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.12
Crit Moves:			****					****				
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	26.8	26.8
Volume/Cap:	0.28	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.30	0.27
Delay/Veh:	10.4	0.0	11.9	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	11.9	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	10.6
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	3	0	6	0	0	0	0	5	0	0	3	3

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

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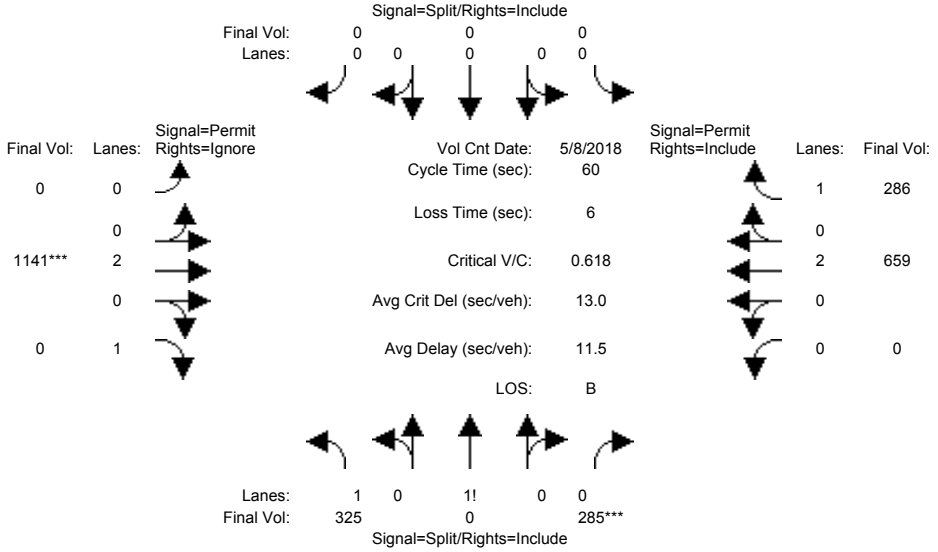
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	325	0	285	0	0	0	0	1141	0	0	659	286
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:	325	0	285	0	0	0	0	1141	0	0	659	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	0	285	0	0	0	0	1141	0	0	659	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	0	285	0	0	0	0	1141	0	0	659	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	285	0	0	0	0	1141	0	0	659	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	0	285	0	0	0	0	1141	0	0	659	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2385	0	1115	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.17	0.16
Crit Moves:			****					****				
Green Time:	24.8	0.0	24.8	0.0	0.0	0.0	0.0	29.2	0.0	0.0	29.2	29.2
Volume/Cap:	0.33	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.36	0.34
Delay/Veh:	12.0	0.0	15.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	15.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.7	9.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	7	0	0	4	4

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

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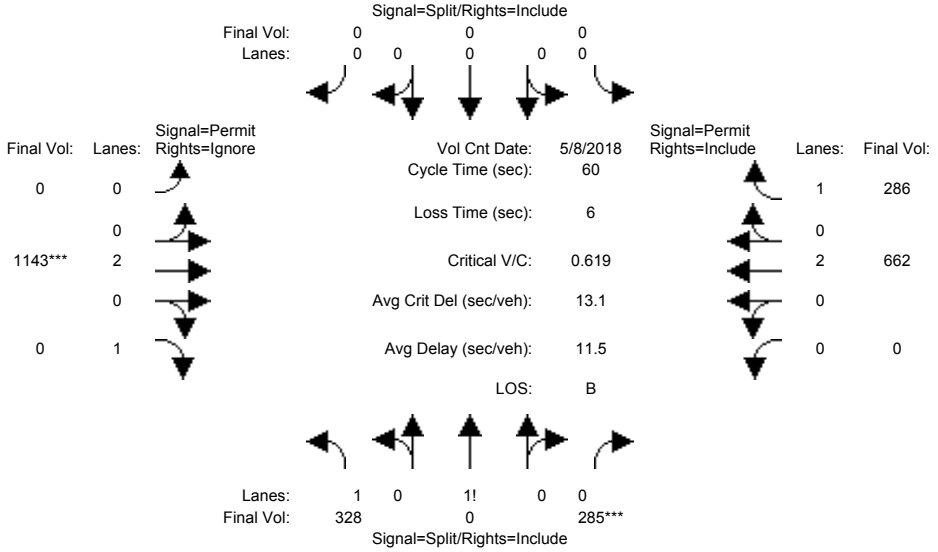
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	325	0	285	0	0	0	0	1141	0	0	659	286
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:	325	0	285	0	0	0	0	1141	0	0	659	286
Added Vol:	3	0	0	0	0	0	0	2	18	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	0	285	0	0	0	0	1143	18	0	662	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	328	0	285	0	0	0	0	1143	0	0	662	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	0	285	0	0	0	0	1143	0	0	662	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	328	0	285	0	0	0	0	1143	0	0	662	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2389	0	1111	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.17	0.16
Crit Moves:			****					****				
Green Time:	24.9	0.0	24.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.33	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.36	0.34
Delay/Veh:	12.0	0.0	15.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	15.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.7	9.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	7	0	0	4	4

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

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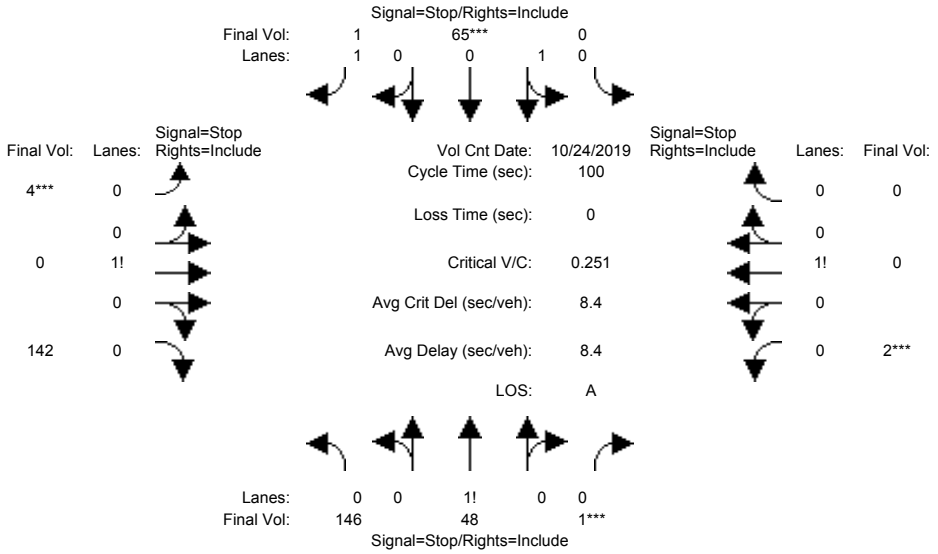
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	146	48	1	0	65	1	4	0	142	2	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:	146	48	1	0	65	1	4	0	142	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	48	1	0	65	1	4	0	142	2	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:	146	48	1	0	65	1	4	0	142	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	48	1	0	65	1	4	0	142	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	48	1	0	65	1	4	0	142	2	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.24	0.01	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	581	191	4	0	705	817	24	0	846	699	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	xxxx	0.09	0.00	0.17	xxxx	0.17	0.00	xxxx	xxxx
Crit Moves:			****		****		****			****		
Delay/Veh:	9.0	9.0	9.0	0.0	8.1	6.9	7.7	0.0	7.7	7.9	0.0	0.0
Delay Adj:	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:	9.0	9.0	9.0	0.0	8.1	6.9	7.7	0.0	7.7	7.9	0.0	0.0
LOS by Move:	A	A	A	*	A	A	A	*	A	A	*	*
ApproachDel:		9.0			8.1			7.7			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.1			7.7			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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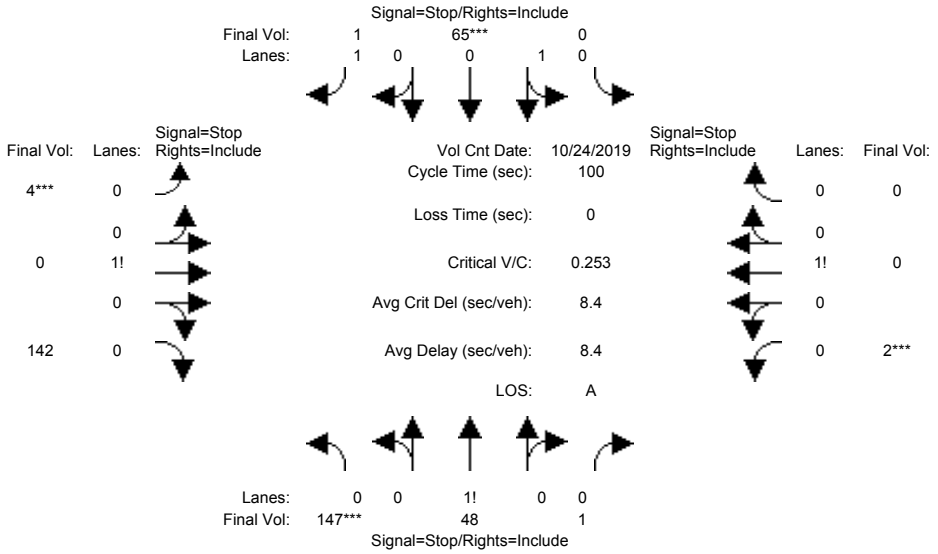
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Proj AM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	146	48	1	0	65	1	4	0	142	2	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:	146	48	1	0	65	1	4	0	142	2	0	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	48	1	0	65	1	4	0	142	2	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:	147	48	1	0	65	1	4	0	142	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	48	1	0	65	1	4	0	142	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	48	1	0	65	1	4	0	142	2	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.24	0.01	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	582	190	4	0	705	817	24	0	845	699	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	xxxx	0.09	0.00	0.17	xxxx	0.17	0.00	xxxx	xxxx
Crit Moves:	****				****		****			****		
Delay/Veh:	9.0	9.0	9.0	0.0	8.1	6.9	7.7	0.0	7.7	7.9	0.0	0.0
Delay Adj:	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:	9.0	9.0	9.0	0.0	8.1	6.9	7.7	0.0	7.7	7.9	0.0	0.0
LOS by Move:	A	A	A	*	A	A	A	*	A	A	*	*
ApproachDel:	9.0			8.1			7.7			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.1			7.7			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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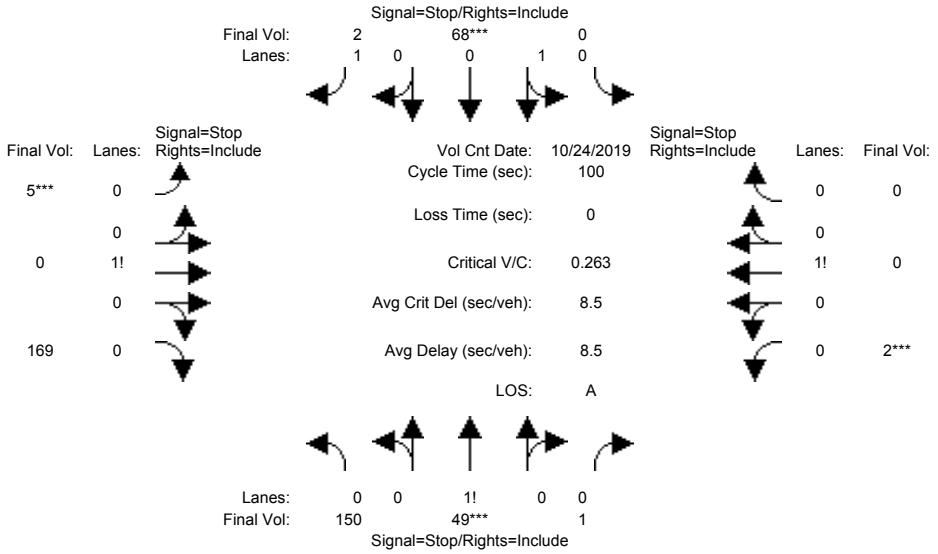
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2025 AM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	150	49	1	0	68	2	5	0	169	2	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:	150	49	1	0	68	2	5	0	169	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	49	1	0	68	2	5	0	169	2	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:	150	49	1	0	68	2	5	0	169	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	49	1	0	68	2	5	0	169	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	49	1	0	68	2	5	0	169	2	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.24	0.01	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	571	187	4	0	693	800	25	0	839	689	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	xxxx	0.10	0.00	0.20	xxxx	0.20	0.00	xxxx	xxxx
Crit Moves:		****			****		****			****		
Delay/Veh:	9.2	9.2	9.2	0.0	8.2	7.0	7.9	0.0	7.9	7.9	0.0	0.0
Delay Adj:	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:	9.2	9.2	9.2	0.0	8.2	7.0	7.9	0.0	7.9	7.9	0.0	0.0
LOS by Move:	A	A	A	*	A	A	A	*	A	A	*	*
ApproachDel:		9.2			8.2			7.9			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.2			7.9			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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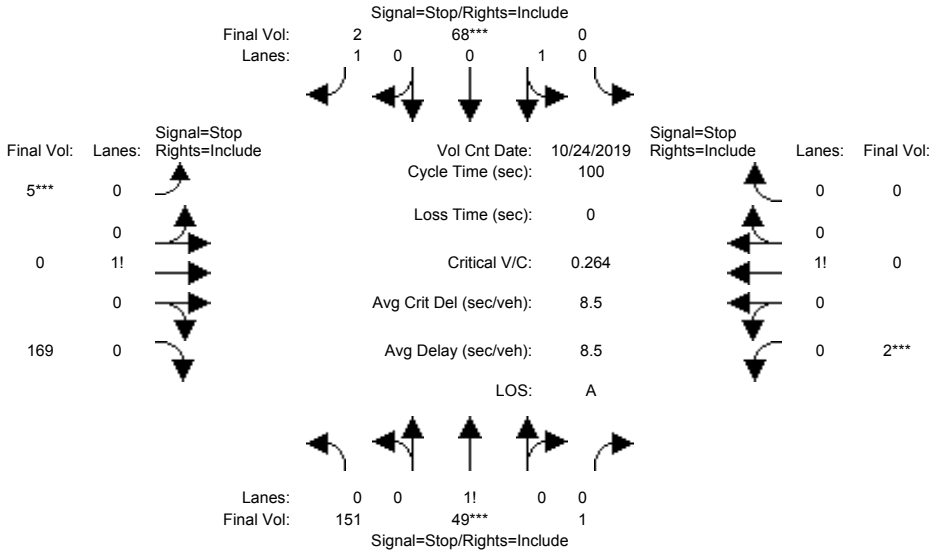
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2025 + Proj AM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	150	49	1	0	68	2	5	0	169	2	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:	150	49	1	0	68	2	5	0	169	2	0	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	49	1	0	68	2	5	0	169	2	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:	151	49	1	0	68	2	5	0	169	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	49	1	0	68	2	5	0	169	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	49	1	0	68	2	5	0	169	2	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.24	0.01	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	572	186	4	0	692	800	25	0	838	689	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	xxxx	0.10	0.00	0.20	xxxx	0.20	0.00	xxxx	xxxx
Crit Moves:		****			****		****			****		
Delay/Veh:	9.2	9.2	9.2	0.0	8.2	7.0	7.9	0.0	7.9	7.9	0.0	0.0
Delay Adj:	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:	9.2	9.2	9.2	0.0	8.2	7.0	7.9	0.0	7.9	7.9	0.0	0.0
LOS by Move:	A	A	A	*	A	A	A	*	A	A	*	*
ApproachDel:		9.2			8.2			7.9			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.2			7.9			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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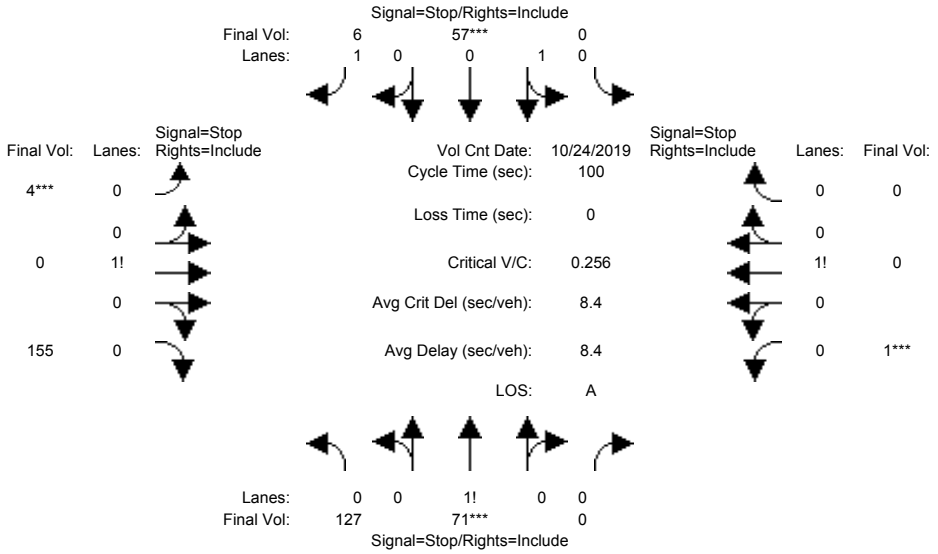
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	127	71	0	0	57	6	4	0	155	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	71	0	0	57	6	4	0	155	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	71	0	0	57	6	4	0	155	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	71	0	0	57	6	4	0	155	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	71	0	0	57	6	4	0	155	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	71	0	0	57	6	4	0	155	1	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	0.00	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	497	278	0	0	699	810	22	0	850	697	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	xxxx	xxxx	0.08	0.01	0.18	xxxx	0.18	0.00	xxxx	xxxx
Crit Moves:		****			****		****			****		
Delay/Veh:	9.0	9.0	0.0	0.0	8.1	7.0	7.7	0.0	7.7	7.9	0.0	0.0
Delay Adj:	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:	9.0	9.0	0.0	0.0	8.1	7.0	7.7	0.0	7.7	7.9	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	A	*	*
ApproachDel:		9.0			8.0			7.7			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.0			7.7			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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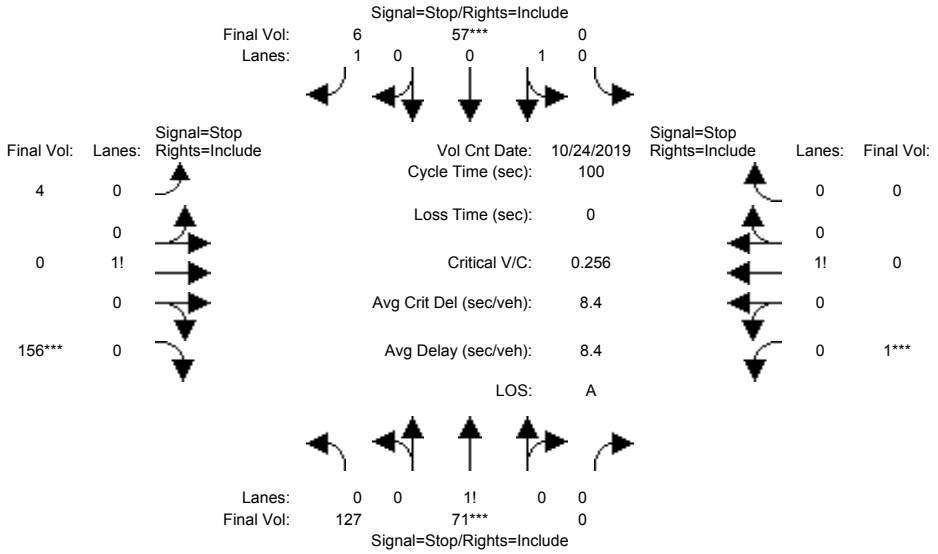
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Proj PM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	127	71	0	0	57	6	4	0	155	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	71	0	0	57	6	4	0	155	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	71	0	0	57	6	4	0	156	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	71	0	0	57	6	4	0	156	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	71	0	0	57	6	4	0	156	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	71	0	0	57	6	4	0	156	1	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	0.00	0.00	1.00	1.00	0.02	0.00	0.98	1.00	0.00	0.00
Final Sat.:	497	278	0	0	699	810	22	0	850	697	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	xxxx	xxxx	0.08	0.01	0.18	xxxx	0.18	0.00	xxxx	xxxx
Crit Moves:		****			****				****	****		
Delay/Veh:	9.0	9.0	0.0	0.0	8.1	7.0	7.8	0.0	7.8	7.9	0.0	0.0
Delay Adj:	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:	9.0	9.0	0.0	0.0	8.1	7.0	7.8	0.0	7.8	7.9	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	A	*	*
ApproachDel:		9.0			8.0			7.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.0			7.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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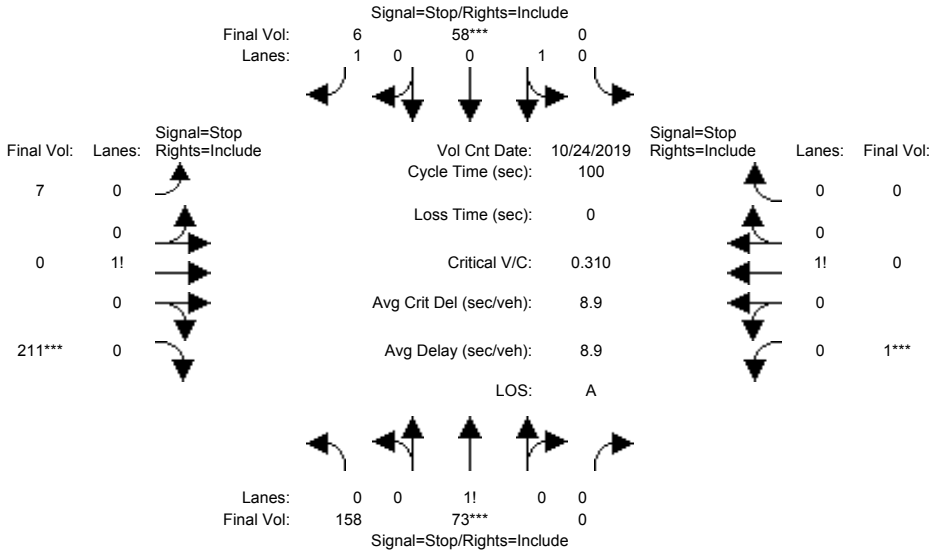
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2025 PM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module: >> Count Date: 24 Oct 2019 <<																
Base Vol:	158	73	0		0	58	6		7	0	211		1	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:	158	73	0		0	58	6		7	0	211		1	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	73	0		0	58	6		7	0	211		1	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:	158	73	0		0	58	6		7	0	211		1	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	73	0		0	58	6		7	0	211		1	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	158	73	0		0	58	6		7	0	211		1	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.68	0.32	0.00		0.00	1.00	1.00		0.03	0.00	0.97		1.00	0.00	0.00	
Final Sat.:	510	236	0		0	670	769		27	0	822		668	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.31	xxxx	xxxx	0.09	0.01	0.26	xxxx	0.26	0.00	xxxx	xxxx				
Crit Moves:		****			****				****	****						
Delay/Veh:	9.7	9.7	0.0	0.0	8.3	7.2	8.3	0.0	8.3	8.0	0.0	0.0				
Delay Adj:	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:	9.7	9.7	0.0	0.0	8.3	7.2	8.3	0.0	8.3	8.0	0.0	0.0				
LOS by Move:	A	A	*	*	A	A	A	*	A	A	*	*				
ApproachDel:		9.7			8.2			8.3			8.0					
Delay Adj:		1.00			1.00			1.00			1.00					
ApprAdjDel:		9.7			8.2			8.3			8.0					
LOS by Appr:		A			A			A			A					
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0				

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

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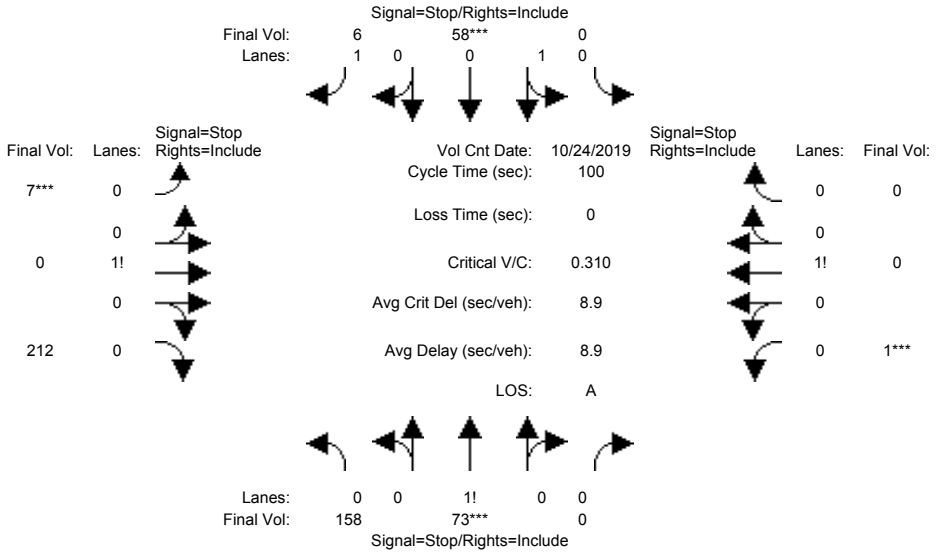
City of Morgan Hill
Monterey Gateway

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2025 + Proj PM

Intersection #1336: Old Monterey Rd & Llagas Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 24 Oct 2019 <<												
Base Vol:	158	73	0	0	58	6	7	0	211	1	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:	158	73	0	0	58	6	7	0	211	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	73	0	0	58	6	7	0	212	1	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:	158	73	0	0	58	6	7	0	212	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	73	0	0	58	6	7	0	212	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	73	0	0	58	6	7	0	212	1	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	0.00	0.00	1.00	1.00	0.03	0.00	0.97	1.00	0.00	0.00
Final Sat.:	510	236	0	0	668	769	27	0	822	668	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	xxxx	xxxx	0.09	0.01	0.26	xxxx	0.26	0.00	xxxx	xxxx
Crit Moves:		****			****		****			****		
Delay/Veh:	9.7	9.7	0.0	0.0	8.3	7.2	8.3	0.0	8.3	8.0	0.0	0.0
Delay Adj:	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:	9.7	9.7	0.0	0.0	8.3	7.2	8.3	0.0	8.3	8.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	A	*	*
ApproachDel:		9.7			8.2			8.3			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			8.2			8.3			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0

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

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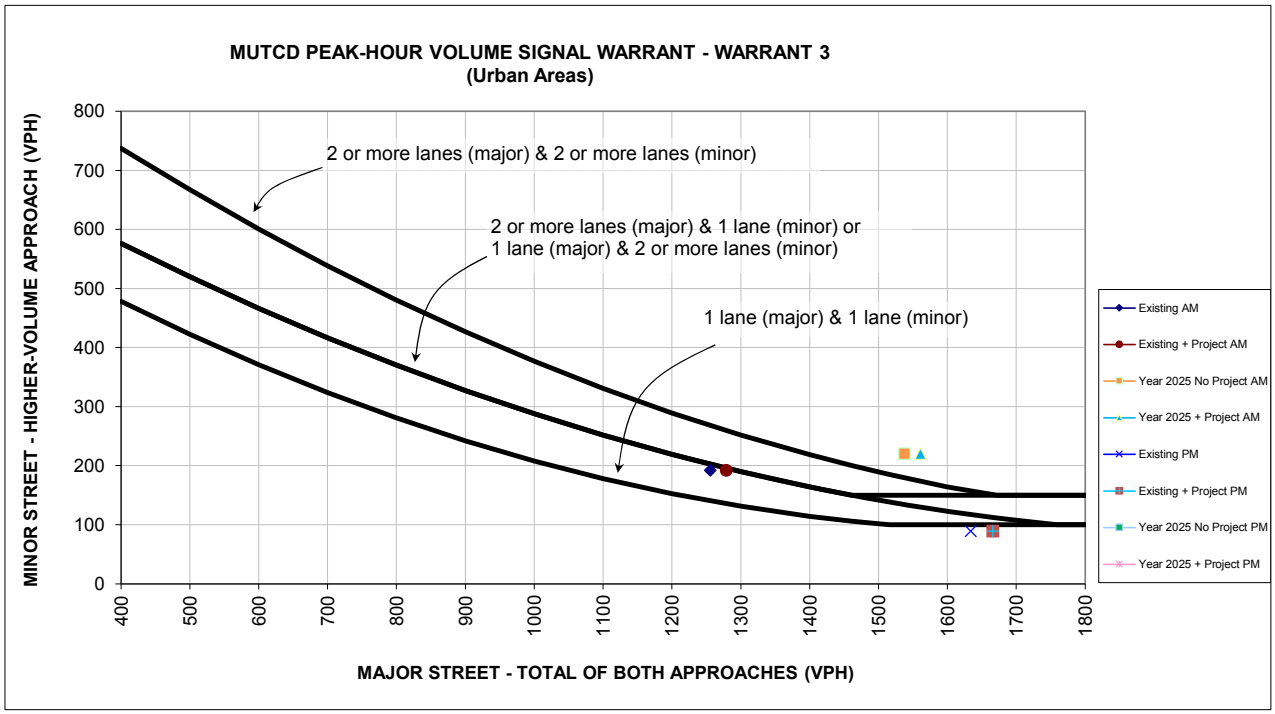
Appendix D

Signal Warrant Analysis

Monterey Gateway

4 . Monterey Road and Central Avenue



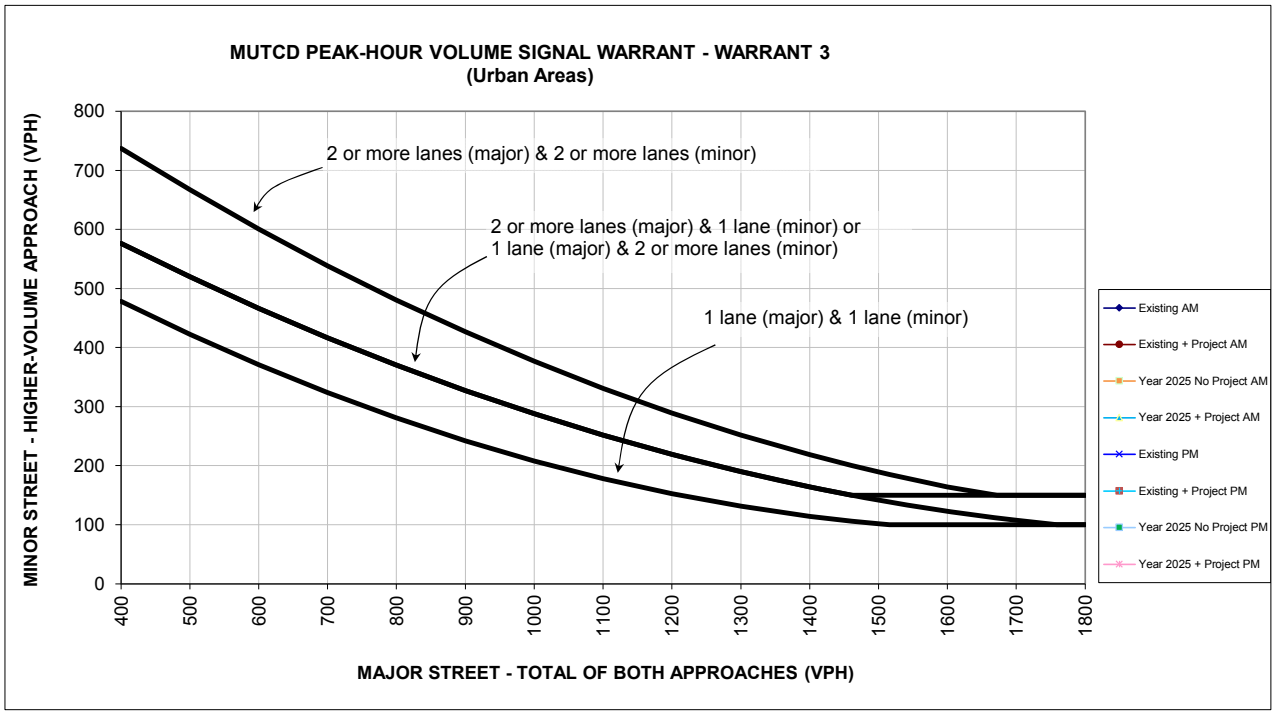
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	Year 2025 No Project AM	Year 2025 + Project AM
		One	2 or More				
Major Street - Both Approaches	Monterey Road		X	1256	1279	1538	1561
Minor Street - Highest Approach	Central Avenue	X		192	192	220	220
Maximum warrant threshold for minor street volume				202	196	134	130
Difference between warrant threshold & minor street volume				10	4	86	90
		Warrant Met?		No	No	**Yes**	**Yes**

		Approach Lanes		Existing PM	Existing + Project PM	Year 2025 No Project PM	Year 2025 + Project PM
		One	2 or More				
Major Street - Both Approaches	Monterey Road		X	1634	1666	1934	1966
Minor Street - Highest Approach	Central Avenue	X		89	89	92	92
Maximum warrant threshold for minor street volume				117	112	100	100
Difference between warrant threshold & minor street volume				28	23	9	9
		Warrant Met?		No	No	No	No

Monterey Gateway

11 . Old Monterey Road and Llagas Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	Year 2025 No Project AM	Year 2025 + Project AM
		One	2 or More				
Major Street - Both Approaches	Old Monterey Road	X		261	262	269	270
Minor Street - Highest Approach	Llagas Road	X		146	146	174	174
Maximum warrant threshold for minor street volume				563	563	559	558
Difference between warrant threshold & minor street volume				417	417	385	384
		Warrant Met?		No	No	No	No

		Approach Lanes		Existing PM	Existing + Project PM	Year 2025 No Project PM	Year 2025 + Project PM
		One	2 or More				
Major Street - Both Approaches	Old Monterey Road	X		261	261	294	294
Minor Street - Highest Approach	Llagas Road	X		159	160	218	219
Maximum warrant threshold for minor street volume				563	563	542	542
Difference between warrant threshold & minor street volume				404	403	325	324
		Warrant Met?		No	No	No	No

Appendix E

Poisson Probability (Queuing) Calculations

Monterey/Old Monterey
SBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8187	0.8187	0
0.1637	0.9825	1
0.0164	0.9989	2
0.0011	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monterey/Old Monterey
SBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3329	0.3329	0
0.3662	0.6990	1
0.2014	0.9004	2
0.0738	0.9743	3
0.0203	0.9946	4
0.0045	0.9990	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monterey/Old Monterey
WBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monterey/Old Monterey
WBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monterey/Old Monterey
WBT/R
AM
Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monterey/Old Monterey
WBT/R
PM
Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65