APPENDIX J
Transportation Report

HEXAGON TRANSPORTATION CONSULTANTS, INC.

New Horizons Residential Development

Transportation Analysis

Prepared for:

City of Morgan Hill

May 22, 2023

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 19RD18
Phone: 408.846.7410

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed New Horizons residential development in Morgan Hill, California. The approximately 69.4-acre project site is located at the northeast quadrant of the Hill Road/Barrett Avenue intersection in the City of Morgan Hill (Assessor's Parcel Number [APN] 817-20-031). The project site is largely undeveloped with four vacant structures, formerly used for agricultural purposes on the southwestern portion of the site. The proposed project would remove the existing structures and develop the project site with a total of 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs). A duet is a residential structure that contains two independent dwelling units, each with its own entrance that are separated by a property line along a shared building wall with each unit located on a separate lot. The single-family detached houses and court homes would be located throughout the entire site. The senior cottages and duets would be centrally located on the site. Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

CEQA Transportation Analysis Scope

The CEQA VMT impact analysis was completed using the Valley Transportation Authority's (VTA) VMT tool. The City of Morgan Hill is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. The new policies will replace the City's current transportation policies that are based on levels of service per the Morgan Hill 2035 General Plan. However, since the City has not formally adopted its own city-specific VMT policies, this study utilizes VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

Traffic Operations Analysis Scope

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is

included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 36.94 VMT per capita.

The results also indicate that the project is projected to generate VMT per capita (33.25), which would exceed the OPR's recommended impact threshold of 20.94 VMT per capita. Therefore, the project would result in an impact on the transportation system based on OPR's VMT impact criteria.

VMT Impacts and Mitigation

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 37% reduction (33.25 to 20.94) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool, the maximum reduction possible is 29.55 (11%). Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City.

OPR's recommended 15% below the existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, many communities such as Morgan Hill have very limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The lack of employment in these communities along with minimal transit options results in a greater number and longer commute trips. Therefore, it is highly unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Per its condition of approval, the project applicant shall develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan shall be prepared by a qualified traffic consultant and in coordination with the City of Morgan Hill Development Services Director or Designee. The TDM plan shall quantify the reduction in VMT. The TDM shall require the following measures:

- Prior to project occupancy, the project applicant will be required to make a financial contribution to the City's on-site demand rideshare service (MoGo), as a one-time or annual financial contribution based on City's approval, **or**
- During project operations, the management entity/HOA shall provide fully (100 percent) subsidized annual VTA transit passes for all project homeowners (a maximum of one transit subsidy per residential unit, which would result in up to 364 transit passes per year). This subsidized transit program shall be approved by the City of Morgan Hill's Public Services Director prior to issuance of occupancy.
- The project must improve the surrounding pedestrian network by including sidewalks, which terminate at the common property line, allowing for connections to the adjacent property in the event there is development in the future. Continuous sidewalks are proposed along the project frontages. The proposed frontage improvements along Hill Road include sidewalk improvements; the street section will be wide enough to accommodate future bicycle lanes.

Traffic Operations Analysis

Project Trip Generation

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 3,170 daily trips, with 248 trips (63 inbound and 185 outbound) occurring during the AM peak hour and 330 trips (208 inbound and 122 outbound) occurring during the PM peak hour.

Year 2030 Intersection Operations Analyses

The results of the traffic operations analysis indicate that the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2030 Cumulative with project conditions based on the City's operating standards.

8. Condit Road and Main Avenue (AM and PM Peak Hours)
10. Condit Road and Tennant Avenue (PM Peak Hour)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
24. Condit Road and Diana Avenue (AM Peak Hour)

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 Cumulative with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

8. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The addition of an exclusive southbound right-turn lane on Condit Road would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications, pavement widening, and lane striping on the southbound approach. The improvement also will require improvement of the northwest corner of the intersection to accommodate a relocated trail access, sidewalks, and new ADA curb ramps. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2030 Cumulative with project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on all four approaches. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS C during the AM peak hour under Year 2030 Cumulative no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2030 Cumulative with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS F during the AM peak hour. Additionally, the

peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2030 Cumulative with project conditions.

24. Condit Road and Diana Avenue

This intersection is projected to operate at an unacceptable LOS E during the AM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the AM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Condit Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Year 2035 Intersection Operations Analyses

The results of the traffic operations analysis indicate that the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2035 General Plan with project conditions based on the City's operating standards.

10. Condit Road and Tennant Avenue (PM Peak Hour)
11. Murphy Avenue and Main Avenue (AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
25. Murphy Avenue and Diana Avenue (AM and PM Peak Hours)

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2035 General Plan with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2035 General Plan with project conditions.

11. Murphy Avenue and Main Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal with protected phasing on Main Avenue at this intersection would improve the level of service to acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2035 General Plan with the project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at the intersection would consist of the implementation of a traffic signal with protected phasing on all approaches and a separate eastbound right-turn lane. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of these improvements would improve the level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2035 General Plan no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds

that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2035 General Plan with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at unacceptable levels of service (LOS E or F) during the AM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2035 General Plan with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2035 General Plan with project conditions.

25. Murphy Avenue and Diana Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal with protected phasing on Murphy Avenue at this intersection would improve the level of service to an acceptable LOS B during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

Freeway Segment Level of Service Analysis

The results show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic

due to proposed project. All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Other Transportation Issues

Site Access

Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue.

On-street travel way is typically a minimum of 26 feet. The travel way on each of the internal streets is shown to be at least 26 feet wide. The straight nature of the internal roadways could result in drivers traveling at speeds greater than 25 mph. Therefore, it may be desirable to implement speed-reducing measures along the internal roadways. These measures could include the installation of speed bumps/humps along the internal roadways and/or bulb-outs at intersections and mid-block.

Emergency Vehicle Circulation

The internal roadways with a minimum of 26 feet wide would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units on-site. There are several dead-end drive aisles located at the residential units along Hill Road 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, emergency vehicles would be able to back out of the roadways.

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 trucks, and delivery trucks) throughout the project site. Adhering to the City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

Site Access Point Operations

The results of the level of service analysis indicate that all intersections that provide primary access to the project site are projected to operate at acceptable levels of service (LOS D or better) during each of the peak hours analyzed under existing plus project conditions.

The results of the signal warrant analysis indicate all unsignalized intersections providing access to the project site are projected to have traffic volumes during each of the peak hours analyzed under existing plus project conditions that fall below the thresholds that warrant signalization.

The results of the queuing analysis indicate that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the existing storage provided at all study locations.

Recommendation: Per the Year 2030 intersection operations analysis, the Barret Avenue and Hill Road intersection would meet signal warrants and require protected left-turn phasing on Hill Road. Therefore, based on the queuing and operations analysis a separate southbound left-turn lane that provides a minimum of 50 feet of storage capacity should be provided along Hill Road at Barrett Avenue to eliminate left-turning vehicles from blocking southbound through traffic on Hill Road. A center-striped median is currently provided along Hill Road north of San Pedro Avenue. The current width of Hill Road along the project frontage is not adequate to provide a left-turn pocket into the project site at Barrett Avenue. Hill Road would need to be widened along its east side, along the project frontage, to provide a striped left-turn pocket into the project site. The project should widen Hill Road along its frontage to match the curb line north of the project site.

Alternatively, a roundabout could also be implemented at the Barrett Avenue and Hill Road intersection in lieu of a traffic signal and left-turn pocket described above. However, the widening of Hill Road would still be necessary to accommodate the planned bike lanes that are described in the following sections.

Recommendation: Due to the close proximity of the Hill Road project driveway to Barrett Avenue, where a new traffic signal or roundabout may be implemented, it is recommended that turn-movements at the Hill Road project driveway be restricted to right-turns in and out only. The Barrett Avenue and Fountain Avenue access points can accommodate the restricted left-turning traffic.

The site plan indicates all-way stop-control at the on-site intersection of Sorrel Way and Court A/Street A. All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Recommendation: All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Parking

Based on Tables 18.72-2 and 18.72-3 of Section 18.72.030 of the Morgan Hill City Code, the project would be required to provide 684 resident and 89 guest parking spaces for a total of 773 parking spaces for the proposed 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs). The project is proposing to provide 632 covered parking spaces and 938 open parking spaces for a total of 1,570 parking spaces. Therefore, the provided number of parking spaces would exceed the City's parking requirement.

Effects on Surrounding Residential Streets

An evaluation of the effects of project traffic along other streets in the immediate vicinity of the project site was completed. The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be considered significant.

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for LOS D or better operations based on volume thresholds identified in the City of Morgan Hill 2035 General Plan.
- Speeds along six of the nine study roadway segments currently exceed the posted speed limit by more than 5 mph in at least one direction. Speeding is occurring under existing conditions and the addition of project traffic may exacerbate the speeding issues.
- The added project trips to the study roadway segments that constitute an increase in traffic of approximately 50% from the existing daily traffic volumes would be measurable and perceptible to residents of the adjacent neighborhood.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on surrounding streets, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and in coordination with the local neighborhood association.

- Radar speed signs on Hill Road between Tennant Avenue and San Pedro Avenue along with chokers near San Pedro Avenue.
- Radar speed signs on Barrett Avenue between Murphy Avenue and Hill Road.
- Curb extensions along Fountain Oaks Drive. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.
- Traffic circles or four-way stop control along Fountain Oaks Drive particularly at its intersections with Fountain Avenue and Sorrel Way. Traffic circles and stop-control force vehicles to slow down in advance of intersections. Stop-control at intersections also minimize vehicular, pedestrian, and bicyclist conflicts at intersections. Stop-control and traffic circles have the potential to reduce the number of collisions and maintain low travel speeds through the intersections. However, the implementation of stop-control may result in increased speeds at intersection departures and traffic circles would result in a loss of parking spaces and limit access for large vehicles, including fire trucks. The Fire Department would need to review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.

Pedestrian, Bicycle, and Transit Analyses

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project site is located within walking distance from various commercial uses near Dunne Avenue and US 101, Jackson Elementary School located along Fountain Oaks Drive, and Nordstrom Elementary School located along Dunne Avenue.

Controlled crossings at the intersection of Hill Road and Dunne Avenue along with the sidewalks provided on-site would provide a connection between the project site and the pedestrian generators in the project vicinity mentioned above.

The project would provide sidewalks along its frontages along Hill Road, Barrett Avenue (east of Hill Road), and its internal on-site street network to provide a safe connection between the project site and other surrounding land uses in the area.

Project's Effect on Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate up to three new bicycle trips during each of the peak hours.

Recommendation: The Bikeways Master Plan map contained within the City of Morgan Hill General Plan shows proposed bike lanes along both sides of Hill Road, between Dunne Avenue and Maple Avenue, and a proposed bike route on Barrett Avenue, west of Hill Road. Improvements along the project frontage including the recommended widening of Hill Road should be planned to accommodate the implementation of the planned bike lanes along Hill Road.

Project's Effect on Transit Services

Since no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill, and there is currently only one local bus route (Route 87) serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 1.5 miles away, the use of public transportation by residents of the proposed project would be limited. Nevertheless, assuming an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately no more than nine new transit riders during each of the peak hours.

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Hill Road in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of the City, which is currently underserved. A bus stop could be provided along the project site frontage to serve the project site and adjacent residential neighborhoods directly.

Freeway Ramp Analysis

Freeway On-Ramp Queuing Analysis

The project would add trips to the US 101 northbound on-ramp from westbound Dunne Avenue and US 101 southbound on-ramp from Tennant Avenue. Based on field observation, the meter is currently inactive during both the AM and PM peak hours at the US 101 northbound on-ramp from westbound Dunne Avenue and only active during the PM peak hour at the US 101 southbound on-ramp from Tennant Avenue.

The project is projected to add at most 12 trips during the PM peak hour (or approximately one vehicle every five minutes on average) to the US 101 southbound on-ramp from Tennant Avenue and would not lengthen the projected queues at this location.

Freeway Off-Ramp Queuing Analysis

The results of the analysis show that the 95th percentile queue lengths at each of the US 101 off-ramps to Dunne Avenue and Tennant Avenue are projected to be accommodated entirely on the ramps and would not extend back and disrupt operations on the freeway mainline.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed New Horizons residential development in Morgan Hill, California. The approximately 69.4-acre project site is located at the northeast quadrant of the Hill Road/Barrett Avenue intersection in the City of Morgan Hill (Assessor's Parcel Number [APN] 817-20-031). The project site is largely undeveloped with four vacant structures, formerly used for agricultural purposes on the southwestern portion of the site. The proposed project would remove the existing structures and develop the project site with a total of 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs). A duet is a residential structure that contains two independent dwelling units, each with its own entrance that are separated by a property line along a shared building wall with each unit located on a separate lot. The single-family detached houses and court homes would be located throughout the entire site. The senior cottages and duets would be centrally located on the site. Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue. The project site location and the surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

CEQA Transportation Analysis Scope

Historically, traffic impact analysis has utilized vehicular delay to identify traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

Figure 1
Site Location and Study Intersections

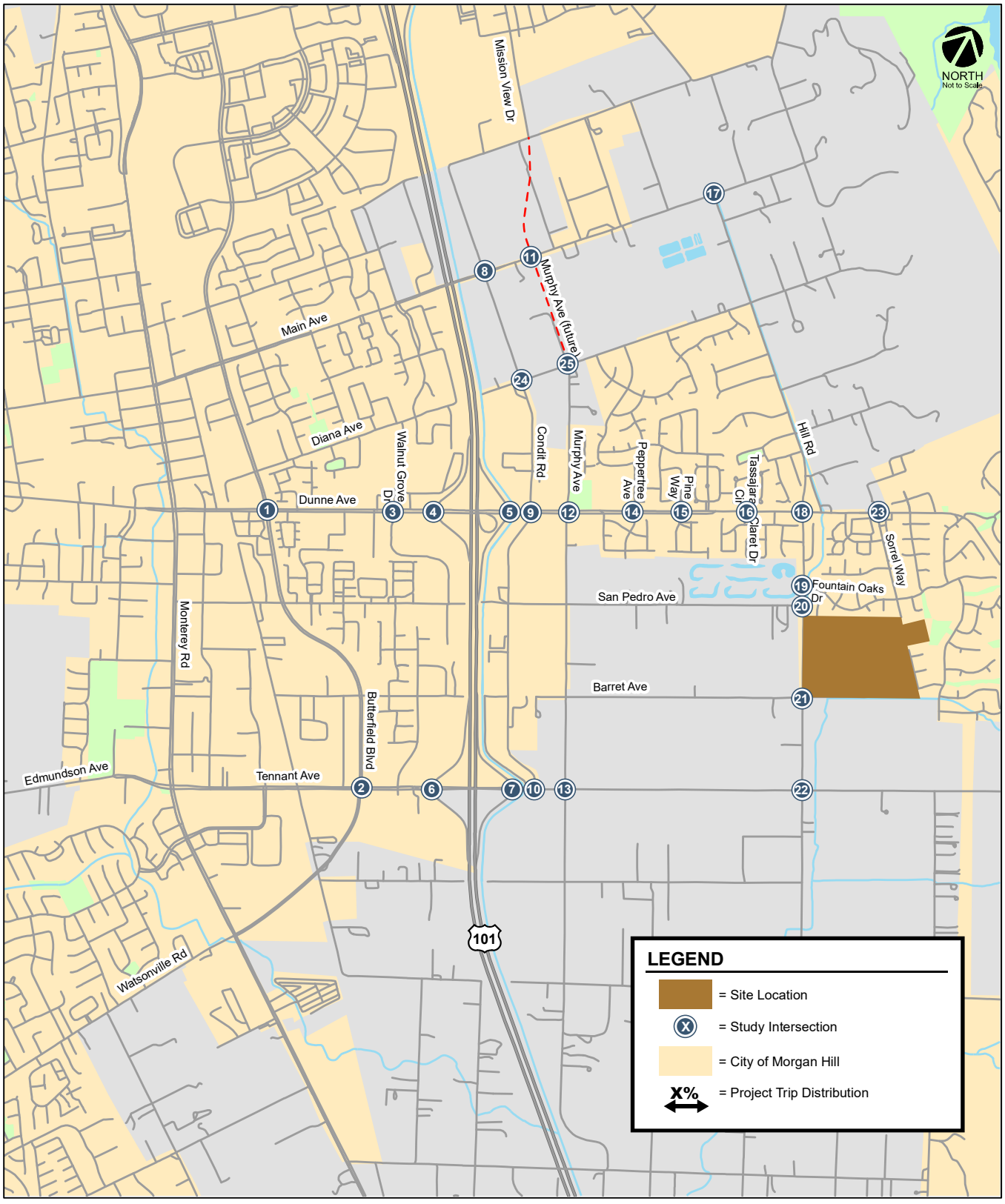
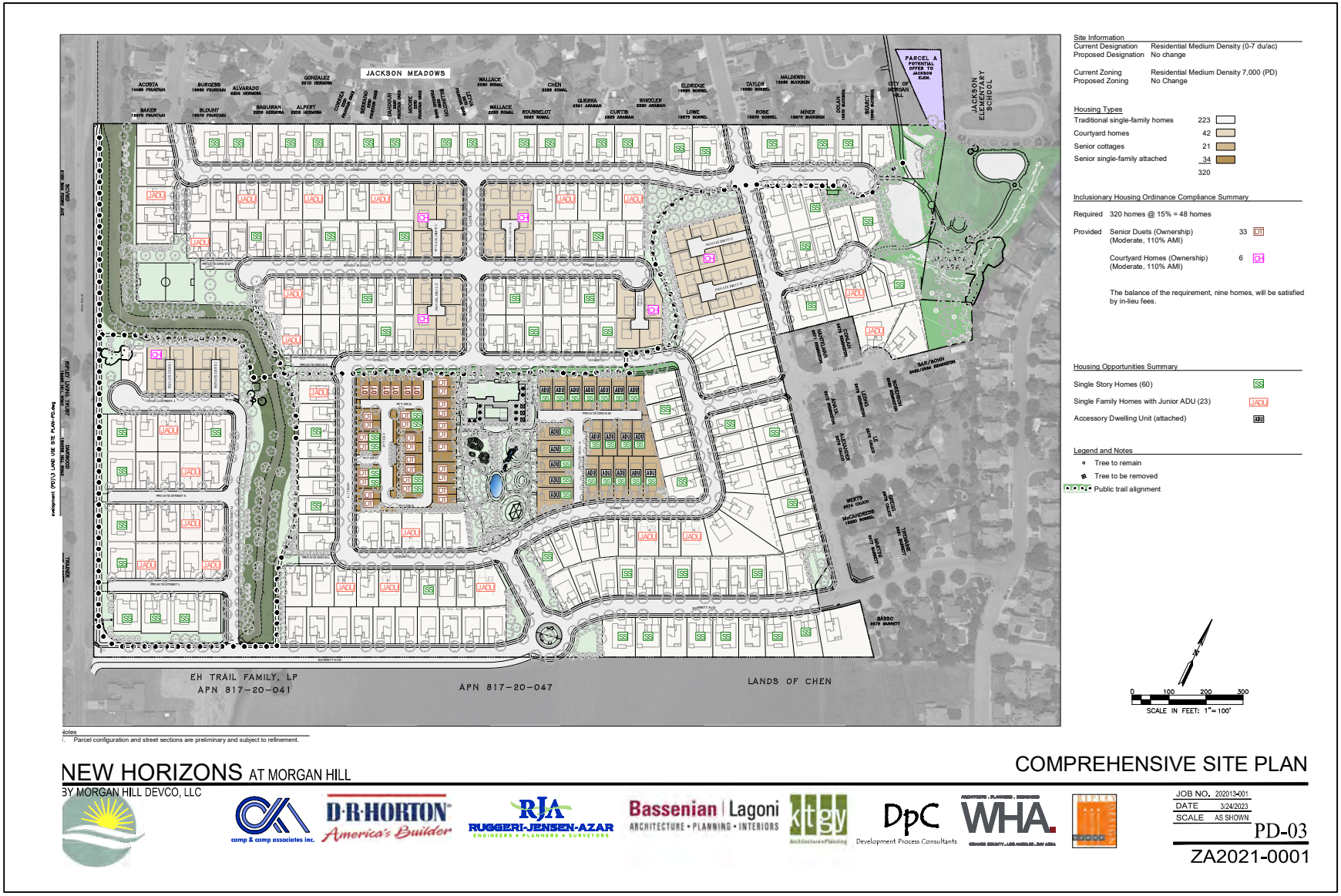


Figure 2
Project Site Plan



The CEQA VMT impact analysis was completed using the Valley Transportation Authority's (VTA) VMT tool. The City of Morgan Hill is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. The new policies will replace the City's current transportation policies that are based on levels of service per the Morgan Hill 2035 General Plan. However, since the City has not formally adopted its own city-specific VMT policies, this study utilizes VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

Traffic Operations Analysis Scope

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based on peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections and freeway segments in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, sight distance, parking, roadway segments, pedestrian, bicycle, and transit facilities, freeway ramps, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Morgan Hill in its *Guidelines for Preparation of Transportation Impact Reports*, February 2010, Morgan Hill 2035 General Plan, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

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 CEQA VMT analysis. Chapter 4 presents the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. Chapter 5 presents the analysis of other transportation-related issues, including site access. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation System

This chapter describes the existing transportation system within the project area. It describes transportation facilities 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 Cochrane Road, Dunne Avenue, Tennant Avenue, Hill Road, San Pedro Avenue, Barrett Avenue, Sorrel Way/Sorrel Drive, Fountain Oaks Drive, and Fountain Avenue. 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. Access to and from the project site is provided via its interchanges at Dunne Avenue and Tennant Avenue.

Dunne Avenue is designated as an arterial per the City of Morgan Hill 2035 General Plan and transverses the City extending from the east part of town to the west with a posted speed limit of 35 to 40 mph and sidewalks along both sides of the street in the project vicinity. Bike lanes are provided along both sides of Dunne Avenue between Peak Avenue and Gallop Drive (east of US 101). Access to the project site is provided via its intersections with Hill Road and Sorrel Way.

Tennant Avenue is designated as an arterial west of Hill Road and as a collector, east of Hill Road per the City of Morgan Hill 2035 General Plan and is a two-lane east-west roadway with a posted speed limit of 45 mph. There are no bike lanes or sidewalks provided on either side of the street in the project vicinity. Access to the project site is provided via its intersection with Hill Road.

Condit Road is a two-lane north-south roadway that extends from Diana Avenue southward to Middle Avenue. Access to the project site is provided via its intersections with Dunne Avenue and San Pedro Avenue.

Murphy Avenue is a two-lane north-south roadway that extends from Half Road southward to Tennant Avenue. Access to the project site is provided via its intersections with Dunne Avenue, San Pedro Avenue, and Barrett Avenue.

Hill Road is designated as an arterial in the project vicinity per the City of Morgan Hill 2035 General Plan and is a two-lane north-south undivided roadway that extends from Maple Avenue to Main Avenue. Hill Road has a posted speed limit of 40 miles per hour (mph) with bike lanes between Dunne Avenue and Diana Avenue. Sidewalks are only provided adjacent to the existing residential developments along Hill Road near Dunne Avenue. Access to the project site is provided via its intersections with Barrett Avenue, and Fountain Oaks Drive.

San Pedro Avenue is designated as a collector per the City of Morgan Hill 2035 General Plan and is an east-west two-lane undivided roadway that extends from Monterey Road eastward to just west of US 101, then it continues again on the east side of US 101 to its terminus point at Hill Road. East of US 101, San Pedro Avenue has a posted speed limit of 30 mph. Access to the project site is provided via its intersection with Hill Road.

Barrett Avenue is designated as a local street in the project vicinity per the City of Morgan Hill 2035 General Plan and is an east-west two-lane undivided roadway that extends from Railroad Avenue eastward to just west of US 101. East of US 101, Barrett Avenue continues eastward from west of Murphy Avenue to Trail Drive, in the east foothills, where it terminates. East of US 101, Barrett Avenue has a posted speed limit of 30 mph with no bike lanes or sidewalks on both sides of the street. Direct access to the project site would be provided via its intersections with Sorrel Drive and two new roadways connected to the proposed on-site street network.

Sorrel Way/Sorrel Drive is designated as a local street in the project vicinity per the City of Morgan Hill 2035 General Plan and is a north-south two-lane residential roadway with a 25-mph posted speed limit that extends southward from Dunne Avenue to its terminus point just south of Fountain Oaks Drive. Sorrel Way becomes Sorrel Drive and ends at Barrett Avenue. The project site cuts through Sorrel Way/Sorrell Drive and creates a short 600-foot discontinuity. The proposed on-site street network would form the missing segment.

Fountain Oaks Drive is designated as a collector in the project vicinity per the City of Morgan Hill 2035 General Plan and is an east-west two-lane residential roadway with a 25-mph posted speed limit that extends from Hill Road to its terminus point just west of Dunne Avenue. Access to the project site is provided via its intersections with Fountain Avenue and Sorrel Way.

Fountain Avenue is designated as a local street in the project vicinity per the City of Morgan Hill 2035 General Plan and is a short 400-foot north-south roadway that runs between Fountain Oaks Drive and the project site. The on-site street network is proposed to be connected to Fountain Avenue to provide access between Hill Road and the project site.

Existing Bicycle and Pedestrian Facilities

As defined by the Valley Transportation Authority (VTA), bicycle facilities include Class I bikeways (defined as off-street bike paths, which are shared with pedestrians and exclude 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.

In the project vicinity, bike lanes are currently provided along Dunne Avenue west of Gallop Drive, Hill Road between Dunne Avenue and Diana Avenue, and Murphy Avenue between Dunne Avenue and Kelly Park Circle. An unpaved bike path, the Madrone Channel Trail, runs along the east side of US 101, between Tennant Avenue and Cochrane Road.

The remaining bicycle facilities in the area are located west of US-101. Bike lanes are currently provided along the following roadways:

- Butterfield Boulevard, along its entire length;
- Sutter Boulevard, between Cochrane Road and Butterfield Boulevard;
- Central Avenue, between Butterfield Boulevard and its termination point west of US 101;
- Main Avenue, between Peak Avenue and Live Oak High School driveway;
- 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;
- Tennant Avenue, between Condit Road and Olympic Drive
- Depot Street, along its entire length;
- 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 the east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue.
- Along the west bank of Little Llagas Creek, extending from Watsonville Road north to Spring Avenue.

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

Pedestrian facilities in the study areas consist primarily of sidewalks, pedestrian push buttons, marked crosswalks, and signal heads at Hill Road/Dunne Avenue signalized intersection. However, the project site is located within a primarily undeveloped area, where continuous sidewalks along the surrounding streets are not available. Sidewalks are provided along both sides of the streets in the residential neighborhoods north and east of the project site and along at least one of the sides of the following roadways in the vicinity of the project site:

Dunne Avenue – sidewalks are provided on both sides of the street between Magnolia Way and Dewitt Avenue, except for an approximately 500-foot segment on the north side of the street just east of Hill Road.

Hill Road – sidewalks are provided on at least one side of the street between Fountain Oaks Drive and Diana Avenue.

All other streets (Barrett Avenue, San Pedro Avenue, Hill Road, and Tennant Avenue) in the immediate vicinity of the project site fronting undeveloped areas have no sidewalks.

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 in Figure 4.

Figure 3
Existing Bicycle Facilities

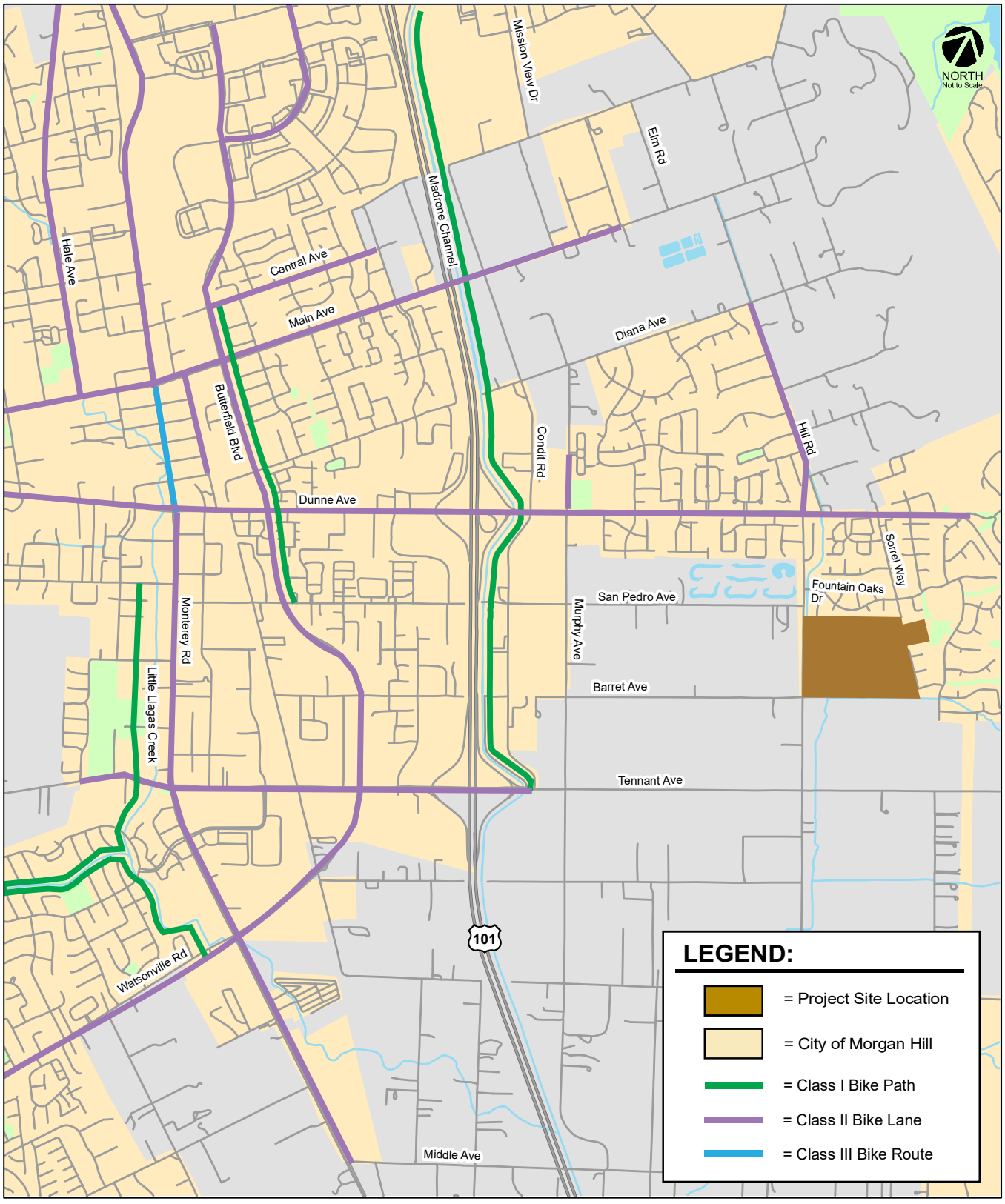
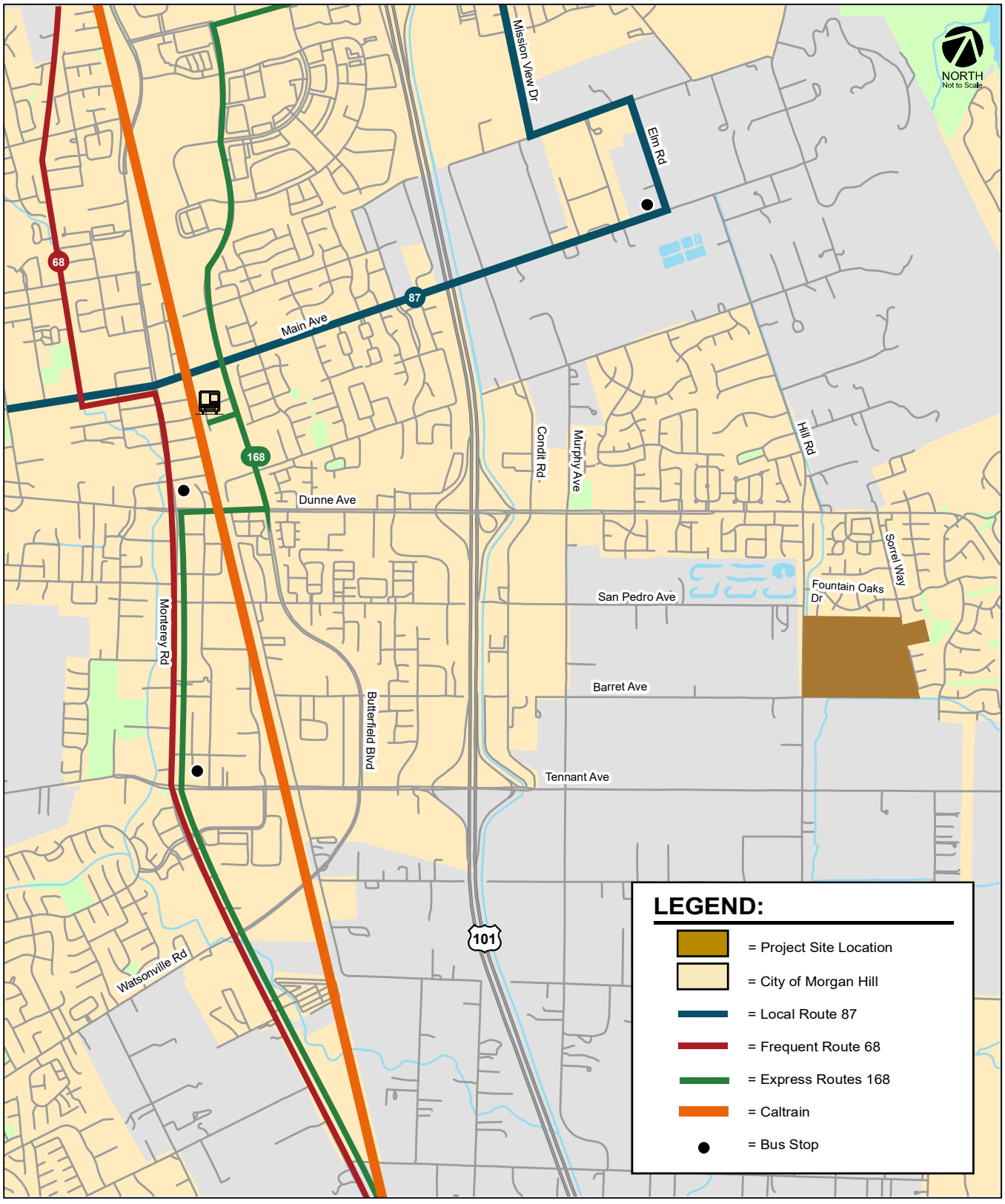


Figure 4
Existing Transit Services



VTA Bus Services

Local Bus Route 87 operates on Cochrane Road, Mission View Drive, and Half 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 during the AM and PM commute periods. Route 87 operates between 6:30 AM and 5:45 PM. The nearest Route 87 bus stops to the project site are located near the Half Road/Elm Road intersection, approximately 1.5 miles north of the project site.

Frequent Bus Route 68 operates on Monterey Road on its route between the Gilroy Transit Center and the San Jose Diridon Transit Center with 15-minute headways on weekdays during the AM and PM commute periods. Route 68 operates between 5:00 AM and 12:30 AM. The nearest Route 68 stop to the project site is located at the Monterey Road/Dunne Avenue and Monterey Road/Tennant Avenue intersections, approximately 2 ¼ miles west 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 four northbound trips with 45-minute headways during the AM commute period only and four southbound trips with 45-minute headways during the PM commute period only. The nearest Route 168 bus stops to the project site are located near Morgan Hill Caltrain Station, approximately 2 ¼ miles west 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 2 ¼ miles west of the project site. At the Morgan Hill Station, Caltrain provides service in only the northbound direction during the AM commute period with 30-minute headways and only in the southbound direction during the PM commute period with 90-minute headways.

3. CEQA VMT Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

The evaluation of the project's effects on VMT was completed using *VTA's VMT Evaluation Tool.* The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VMT Policies and Impact Criteria

To adhere to the state's legislation, the City of Morgan Hill is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, this study utilizes VMT analysis methodology and impact

thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, 15% below the city-wide residential VMT per capita is established as the impact threshold for the residential uses of the project.

The VTA's VMT Evaluation Tool indicates that the citywide average VMT per capita is currently 24.64. Therefore, the OPR recommended impact threshold of 15% below the citywide average VMT per capita equates to 20.94 VMT per capita.

VMT Evaluation

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 36.94 VMT per capita.

The results also indicate that the project is projected to generate VMT per capita (33.25), which would exceed the OPR's recommended impact threshold of 20.94 VMT per capita. Therefore, the project would result in an impact on the transportation system based on OPR's VMT impact criteria.

The VTA VMT Evaluation Tool output sheets are shown in Figure 5 and also included in Appendix A.

VMT Impacts and Mitigation

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 37% reduction (33.25 to 20.94) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool, the maximum reduction possible is 29.55 (11%). Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City.

OPR's recommended 15% below the existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, many communities such as Morgan Hill have very limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The lack of employment in these communities along with minimal transit options results in a greater number and longer commute trips. Therefore, it is highly unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Per its condition of approval, the project applicant shall develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan shall be prepared by a qualified traffic consultant and in coordination with the City of Morgan Hill Development Services Director or Designee. The TDM plan shall quantify the reduction in VMT. The TDM shall require the following measures:

- Prior to project occupancy, the project applicant will be required to make a financial contribution to the City's on-site demand rideshare service (MoGo), as a one-time or annual financial contribution based on City's approval, **or**

Figure 5
VMT Analysis

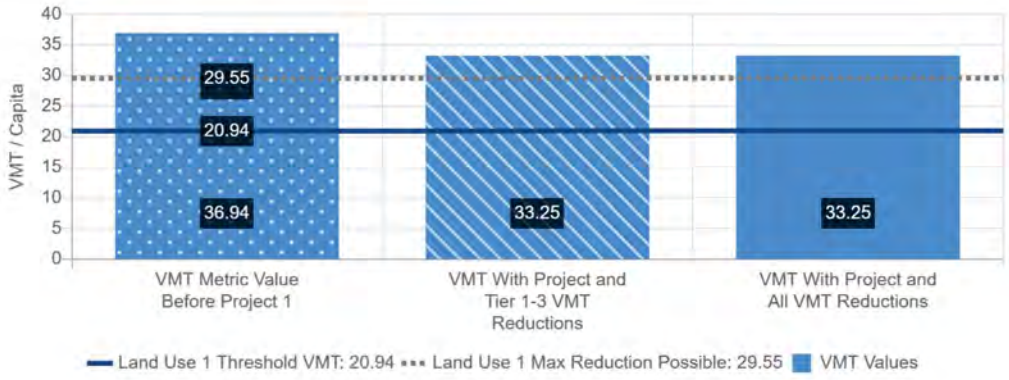
Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 20.94
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	36.94	33.25	33.25
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



- During project operations, the management entity/HOA shall provide fully (100 percent) subsidized annual VTA transit passes for all project homeowners (a maximum of one transit subsidy per residential unit, which would result in up to 364 transit passes per year). This subsidized transit program shall be approved by the City of Morgan Hill's Public Services Director prior to issuance of occupancy.
- The project must improve the surrounding pedestrian network by including sidewalks, which terminate at the common property line, allowing for connections to the adjacent property in the event there is development in the future. Continuous sidewalks are proposed along the project frontages. The proposed frontage improvements along Hill Road include sidewalk improvements; the street section will be wide enough to accommodate future bicycle lanes.

4.
Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Morgan Hill in identifying potential improvements to the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis, freeway segment capacity evaluation, site access and on-site circulation review, a review of the project's effects on bicycle, pedestrian, and transit facilities, and a review of required parking.

Project Description

The approximately 69.4-acre project site is located at the northeast quadrant of the Hill Road/Barrett Avenue intersection in the City of Morgan Hill (Assessor's Parcel Number [APN] 817-20-031). The project site is largely undeveloped with four vacant structures, formerly used for agricultural purposes on the southwestern portion of the site. The proposed project would remove the existing structures and develop the project site with a total of 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs) for a total of 364 units. A duet is a residential structure that contains two independent dwelling units, each with its own entrance that are separated by a property line along a shared building wall with each unit located on a separate lot. The single-family detached houses and court homes would be located throughout the entire site. The senior cottages and duets would be centrally located on the site. Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue.

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.

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. Hexagon prepared trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Tenth Edition, 2017.

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 3,170 daily trips, with 248 trips (63 inbound and 185 outbound) occurring during the AM peak hour and 330 trips (208 inbound and 122 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 1.

Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed land use were 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 peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 6. Figure 7 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 C.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards, and the criteria defining adverse effects at the study intersections. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The traffic operations analysis includes an analysis of AM and PM peak-hour traffic conditions for 12 signalized intersections, 12 unsignalized intersections, and one future intersection. The study intersections are identified below.

1. Butterfield Boulevard and Dunne Avenue
2. Butterfield Boulevard and Tennant Avenue
3. Walnut Grove Drive and Dunne Avenue
4. US 101 Southbound Ramps and Dunne Avenue
5. US 101 Northbound Ramps and Dunne Avenue
6. US 101 Southbound Ramps and Tennant Avenue

Table 1
Project Trip Generation Estimates

			Daily		AM Peak Hour						PM Peak Hour					
						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 (210)	309	Dwelling Units[1]	9.440	2,917	0.740	25%	75%	57	172	229	0.990	63%	37%	193	113	306
Senior Adult Housing—Detached (251)	21	Dwelling Units	6.785	142	0.594	33%	67%	4	8	12	0.677	61%	39%	9	5	14
Senior Adult Housing—Attached (252)	34	Dwelling Units	3.274	111	0.195	35%	65%	2	5	7	0.306	55%	45%	6	4	10
Total Proposed Project Trips/Units	**364**	**Dwelling Units**		**3,170**				**63**	**185**	**248**				**208**	**122**	**330**

Source: ITE Trip Generation Manual, 10th Edition 2017
[1]Includes 223 single-family homes, 42 court homes, and 44 accessory dwelling units

Figure 6
Project Trip Distribution

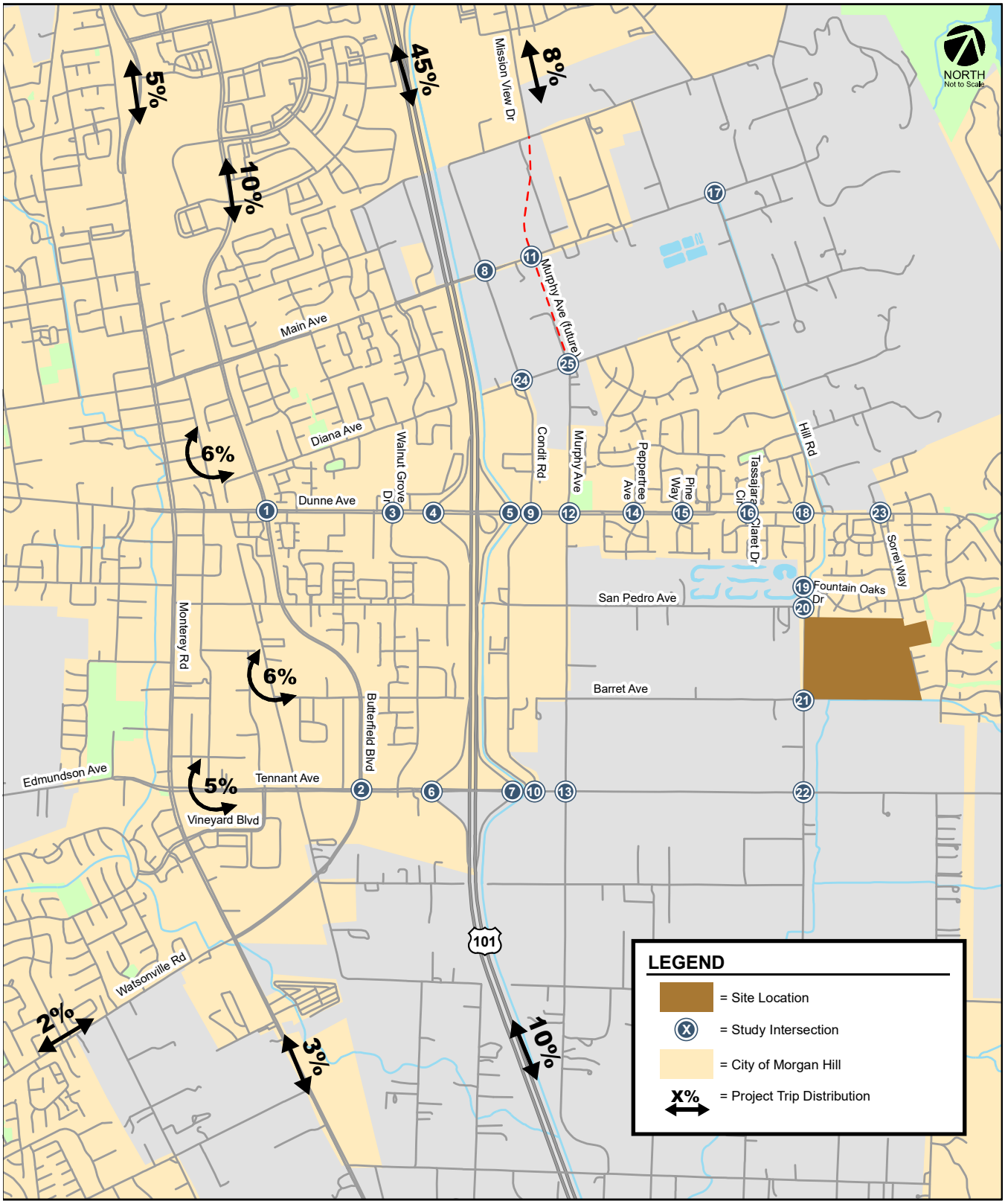


Figure 7
Project Trip Assignment

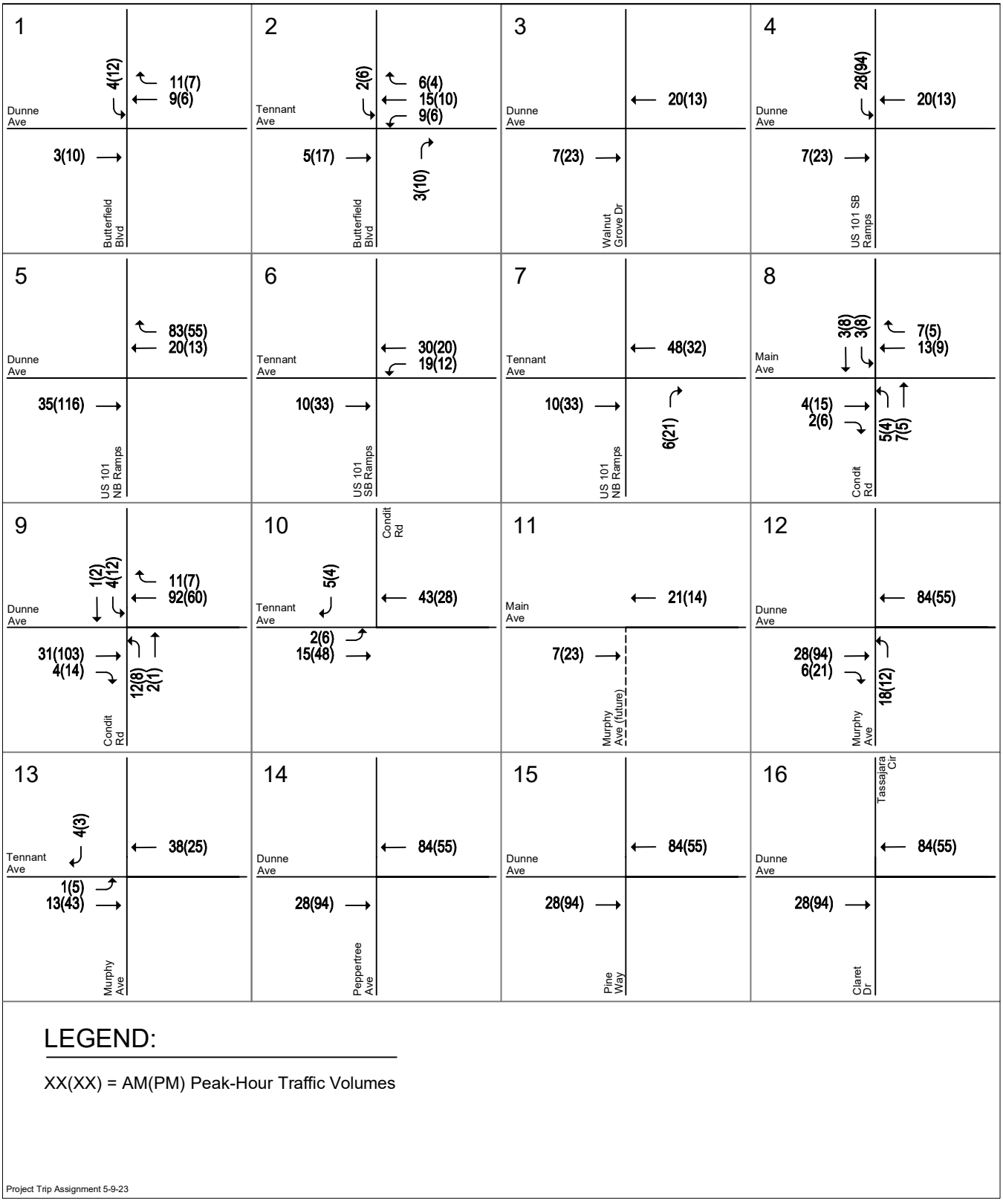
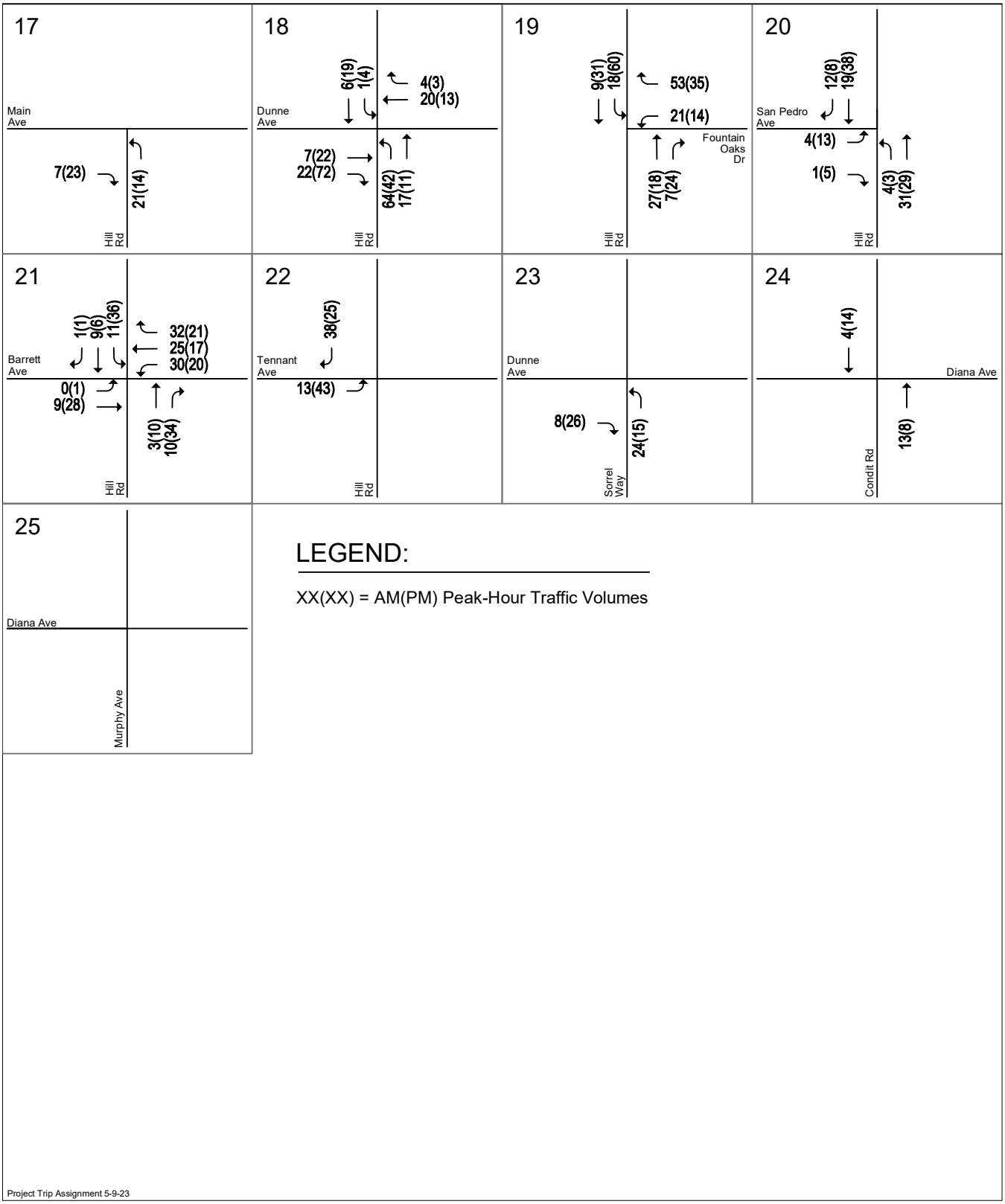


Figure 7 (Continued)
Project Trip Assignment



7. US 101 Northbound Ramps and Tennant Avenue
8. Condit Road and Main Avenue
9. Condit Road and Dunne Avenue
10. Condit Road and Tennant Avenue (*Unsignalized*)
11. Murphy Avenue and Main Avenue (*Future Unsignalized)*
12. Murphy Avenue and Dunne Avenue
13. Murphy Avenue and Tennant Avenue (*Unsignalized*)
14. Peppertree Avenue and Dunne Avenue
15. Pine Way and Dunne Avenue (*Unsignalized*)
16. Claret Drive/Tassajara Circle and Dunne Avenue (*Unsignalized*)
17. Hill Road and Main Avenue (*Unsignalized*)
18. Hill Road and Dunne Avenue
19. Hill Road and Fountain Oaks Drive (*Unsignalized*)
20. Hill Road and San Pedro Avenue (*Unsignalized*)
21. Hill Road and Barrett Avenue (*Unsignalized*)
22. Hill Road and Tennant Avenue (*Unsignalized*)
23. Sorrel Way and Dunne Avenue (*Unsignalized*)
24. Condit Road and Diana Avenue (*Unsignalized*)
25. Murphy Avenue and Diana Avenue (*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 most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts with a 1.5% compound annual growth factor applied to counts more than two years old. This growth rate is the net percentage increase in Morgan Hill's population between 2019 and 2020, per the California Department of Finance.

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 2030 Cumulative without Project Conditions.* Year 2030 Cumulative without project conditions represent traffic growth projected to occur in the Year 2030 without the proposed project on the existing transportation network. Projected 2030 traffic growth was developed by interpolating the projected Year 2035 traffic growth.

Scenario 4: *Year 2030 Cumulative with Project Conditions.* Project-generated traffic volumes were added to Year 2030 Cumulative without project to estimate Year 2030 Cumulative with project conditions. Year 2030 Cumulative with project conditions were evaluated relative to Year 2030 Cumulative without project conditions in order to determine potential project impacts.

Scenario 5: *Year 2035 General Plan No Project Conditions.* Year 2035 General Plan No Project conditions represent future traffic volumes on the future transportation network. Year

2035 General Plan No Project conditions includes land use growth and transportation improvements associated with buildout of the City's General Plan.

Scenario 6: *Year 2035 General Plan with Project Conditions.* Year 2035 General Plan with Project conditions consists of Year 2035 General Plan No Project traffic conditions with the addition of traffic due to the proposed project and its associated land use amendment for the project site.

Data Requirements

The data required for the analysis were obtained from recently completed traffic studies, the City of Morgan Hill, traffic counts collected in June 2019, the 2018 CMP Monitoring and Conformance Report, and field observations. The following data were collected from these sources:

- lane configurations
- existing traffic volumes
- signal timing and phasing
- average speeds on freeway segments
- Year 2035 traffic forecasts

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 8. It is assumed in this analysis that the roadway network and intersection configurations under the existing plus project and Year 2030 cumulative conditions would be the same as described under existing conditions.

Year 2035 General Plan Transportation Network

The Year 2035 General Plan traffic forecasts include land use growth and transportation improvements associated with the buildout of the City's General Plan as identified in the City's *2010 General Plan Circulation Element*. Several new roadways are planned under Year 2035 General Plan conditions to provide for enhanced connectivity and circulation throughout the City. The roadway improvements presented in Table 2 and Figure 9 are planned and assumed to be completed under Year 2035 General Plan conditions. Some of these roadway improvements will result in changes to intersection lane geometrics, as also identified in the *2010 General Plan Circulation Element,* which will be required to implement the Year 2035 GP roadway improvements. Figure 10 shows the planned intersection geometries under Year 2035 General Plan conditions.

In addition, the Year 2035 General Plan transportation network also includes the planned widening of US 101 to include an HOV lane in both the southbound and northbound directions between Cochrane Road and Monterey Road in Gilroy, as identified in the Valley Transportation Plan (VTP) 2040 adopted by the VTA in October 2013. The VTP 2040 also identifies the conversion of the HOV lanes all along US 101 within Santa Clara County to express lanes.

Figure 8
Existing Lane Configurations

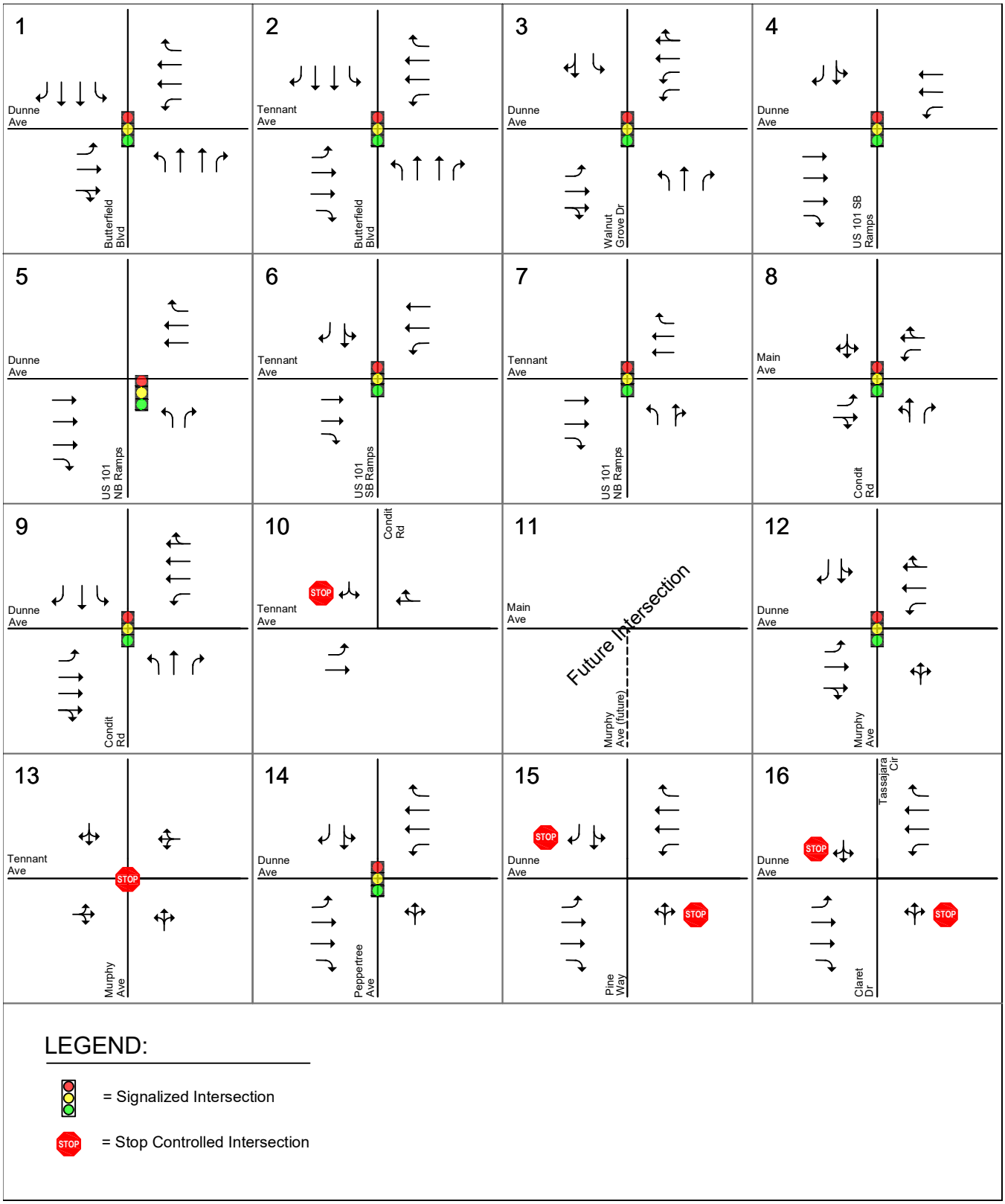


Figure 8 (Continued)
Existing Lane Configurations

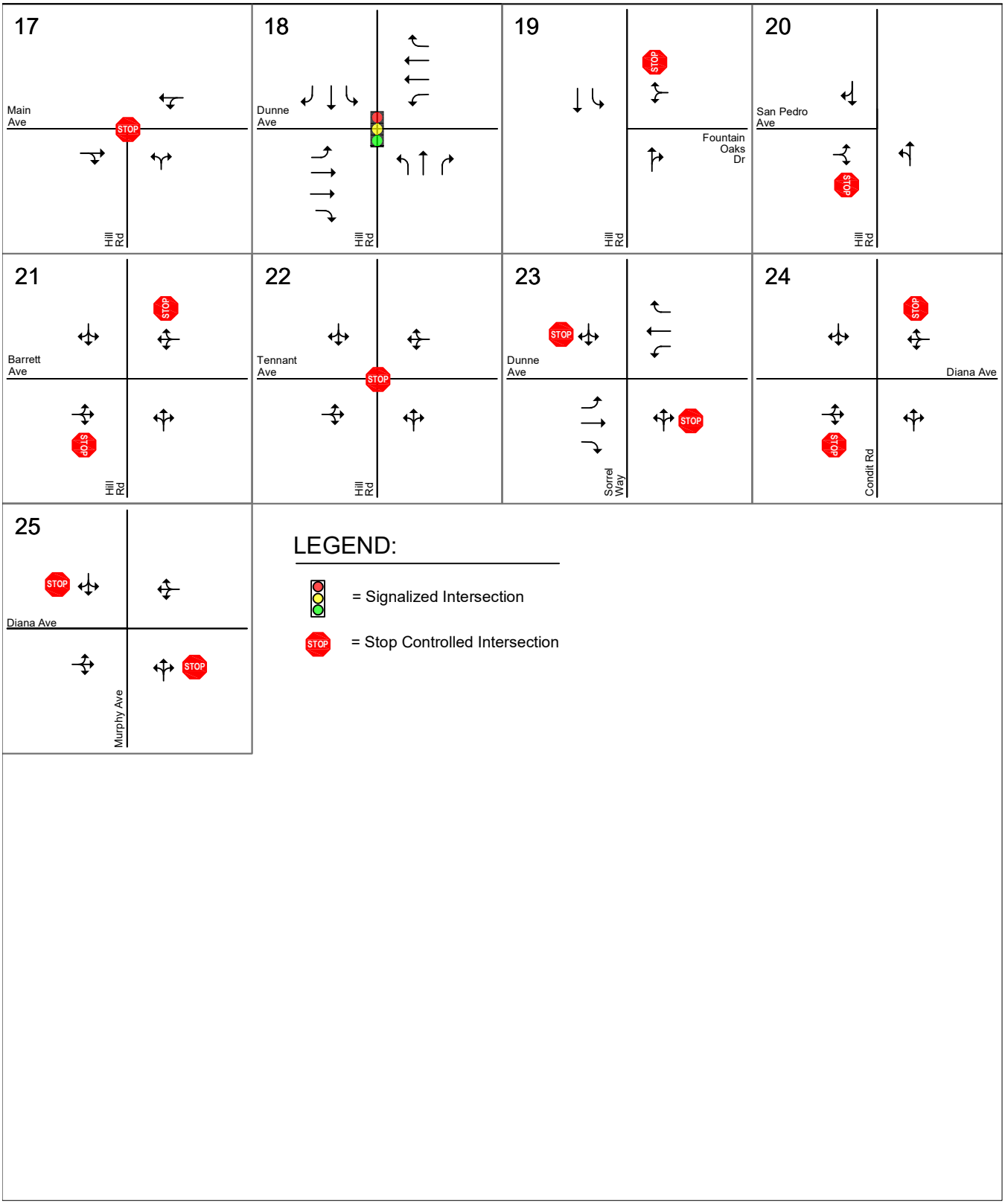


Figure 9
Year 2035 General Plan Roadway Improvements

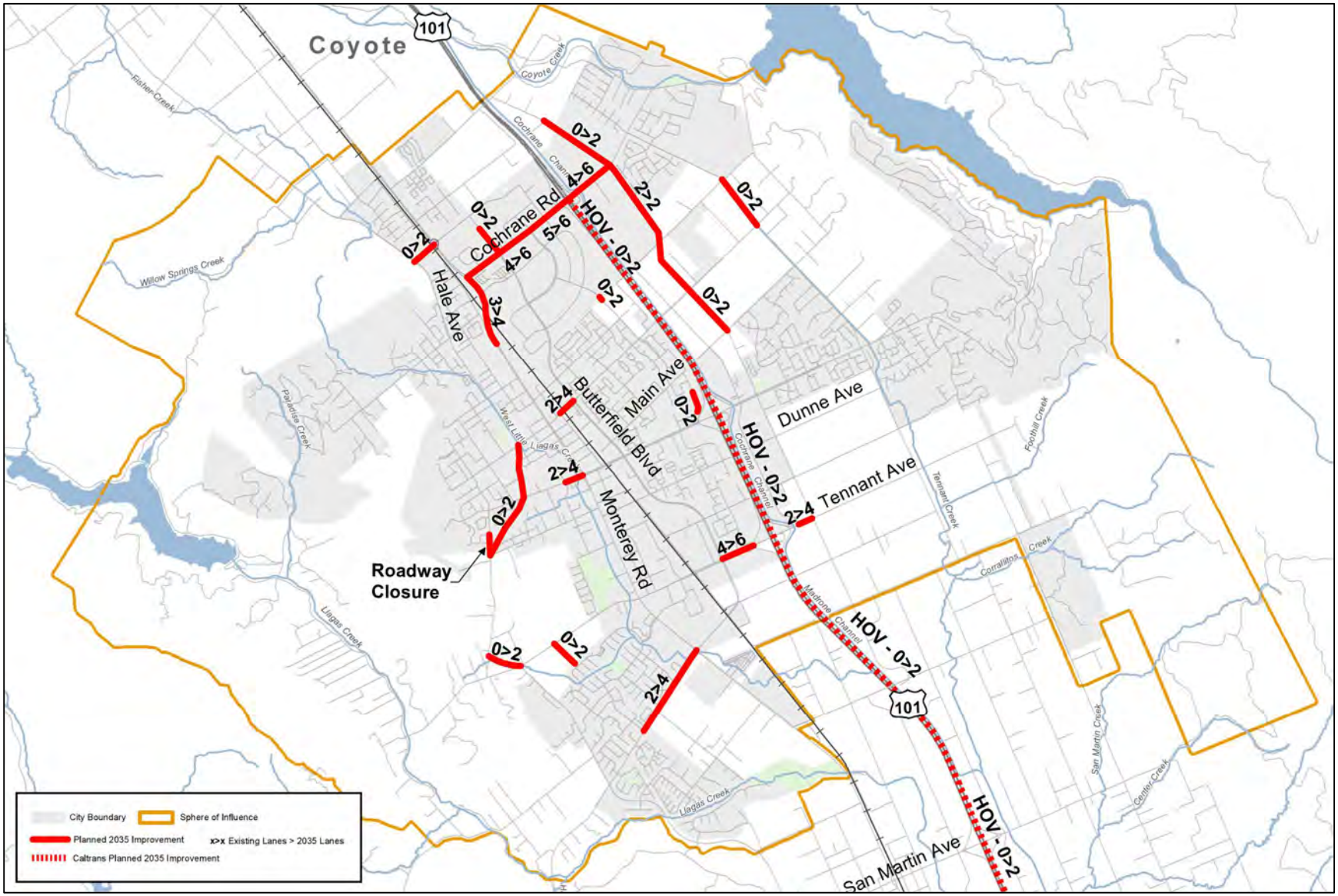


Figure 10
Year 2035 General Plan Intersection Lane Geometrics

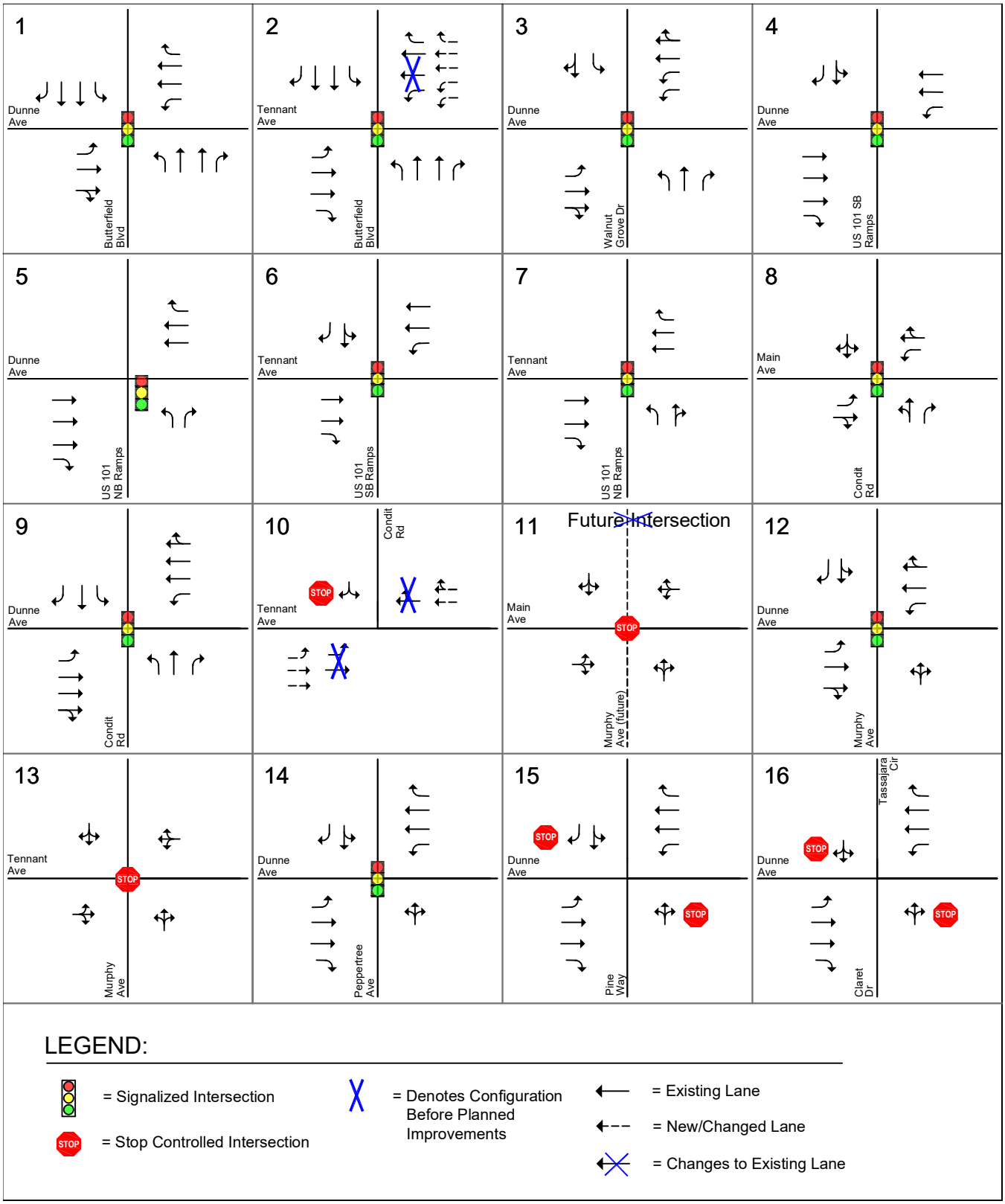


Figure 10 (Continued)
Year 2035 General Plan Intersection Lane Geometrics

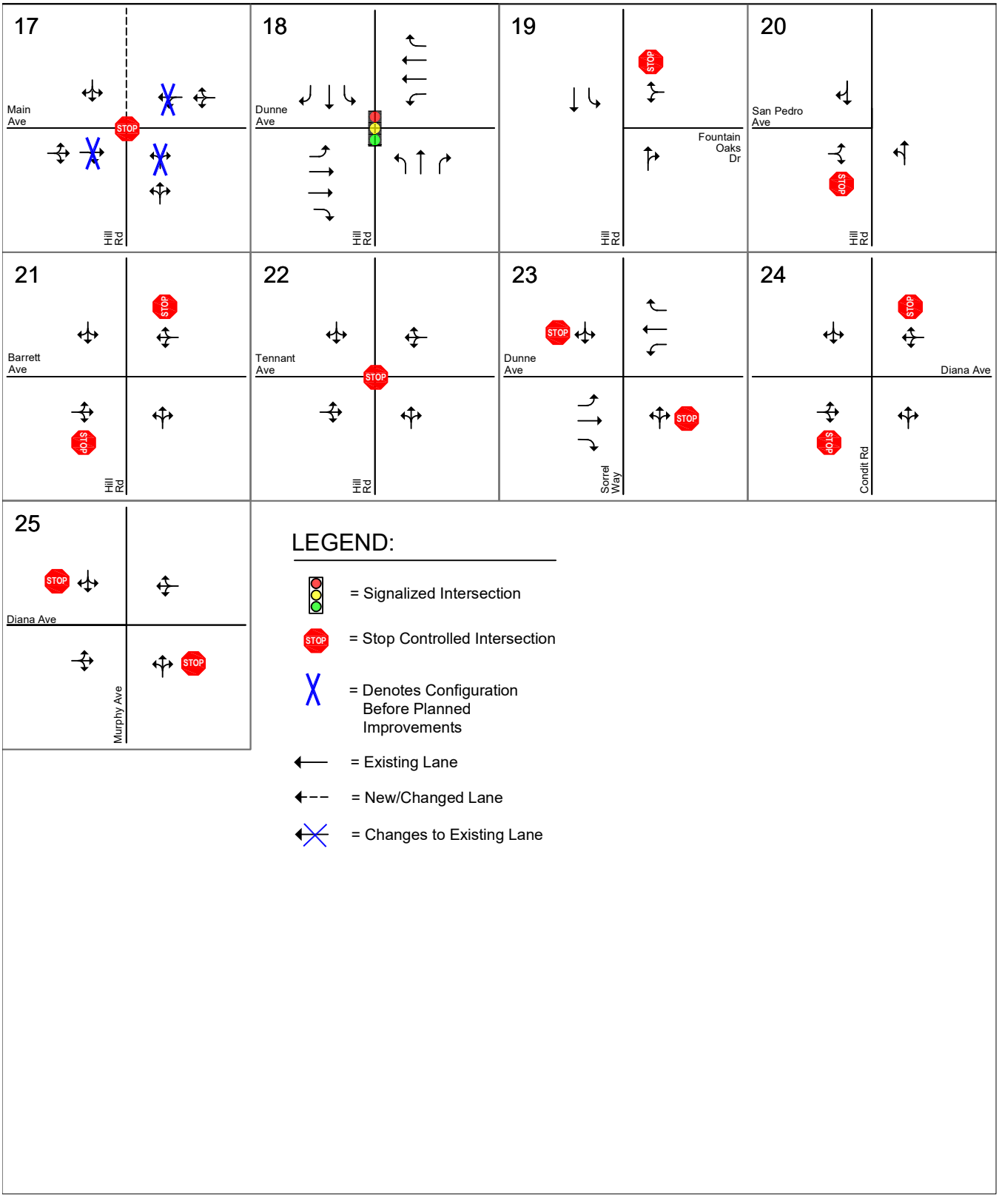


Table 2
Year 2035 General Plan Roadway Improvements

No	2035 Roadway Improvements
1	Extension of Butterfield Blvd as a 2-lane collector between Madrone Pkwy and Cochrane Rd
2	Extension of Hale Ave/Santa Teresa Blvd as a 2-lane multi-modal arterial between Main Ave and Spring Ave
3	Closure of DeWitt Ave between Price Drive and Spring Ave
4	Extension of Walnut Grove as a 2-lane collector between Dunne Ave and Diana Ave
5	Tennant Ave widening as a 4-lane arterial between Condit Rd and Murphy Ave
6	Monterey Rd widened to a 4-lane arterial between Cochrane Rd and Old Monterey Rd / Llagas Creek Dr
7	Dunne Ave widened to a 4-lane arterial between Monterey Rd and Del Monte Ave
8	Modifications to intersection control and access at San Pedro Ave and Monterey Rd
9	Extension of Madrone Parkway as a 2-lane arterial between Hale Ave and Monterey Rd
10	Realignment of DeWitt Ave as a 2-lane arterial with Sunnyside Ave
11	Extension of Mission View Dr as a 2-lane collector between Cochrane Rd and Vista del Lomas Ave
12	Mission View Dr upgraded to a 2-lane multi-modal arterial between Cochrane Rd and Half Rd
13	Extension of Murphy Ave/Mission View Dr as a 2-lane multi-modal arterial between Half Rd and Diana Ave
14	Cochrane Rd widened to a 6-lane arterial between Monterey Rd and Mission View Dr
15	Main Ave widened to a 4-lane arterial between Depot St and Butterfield Blvd
16	Watsonville Rd widened to a 4-lane arterial between La Alameda and Monterey Rd
17	Extension of Serene Dr as a 2-lane collector between Jarvis Dr and Central Ave
18	Dunne Avenue intersection at Depot Street closed with Dunne Avenue grade separation from Union Pacific railroad tracks
19	Extension of McKevly Lane as a 2-lane collector between West Edmundson Ave and La Crosse Dr
20	Tennant Ave widened to a 6-lane arterial between US 101 and Butterfield Blvd
21	Extension of Hill Rd/Peet Rd as a 2-lane collector between Half Rd and Main Ave

Source: City of Morgan Hill General Plan Circulation Element Network and Policy Revisions Transportation Impact Analysis, prepared by Fehr & Peers Transportation Consultants, July 2009.

Traffic Volumes

Existing Traffic Volumes

Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts with a 1.5% compound annual growth factor applied to counts more than two years old. This growth rate is the net percentage increase in Morgan Hill's population between 2019 and 2020, per the California Department of Finance included in Appendix B. The existing peak-hour intersection volumes are shown in Figure 11. Intersection turning-movement counts conducted for this analysis are presented in Appendix B.

Year 2035 General Plan Land Use and Traffic Forecasts

Traffic volume forecasts were completed by Hexagon based on the proposed Morgan Hill 2035 General Plan land use projections and using the City of Morgan Hill's TDF model. Model volume forecasts were developed for both the Base Year 2015 baseline conditions and the Year 2035 General Plan no project and with project conditions. These forecasts are considered "raw" model volume forecasts, which on their own do not represent future volume conditions, but are simply used to forecast growth and travel pattern changes expected in the future due to the land use changes associated with the Morgan Hill 2035 General Plan. To obtain the final traffic volume forecasts, adjustments are made to raw model volume forecasts and used in conjunction with existing count data. This process is further explained below.

Figure 11
Existing Traffic Volumes

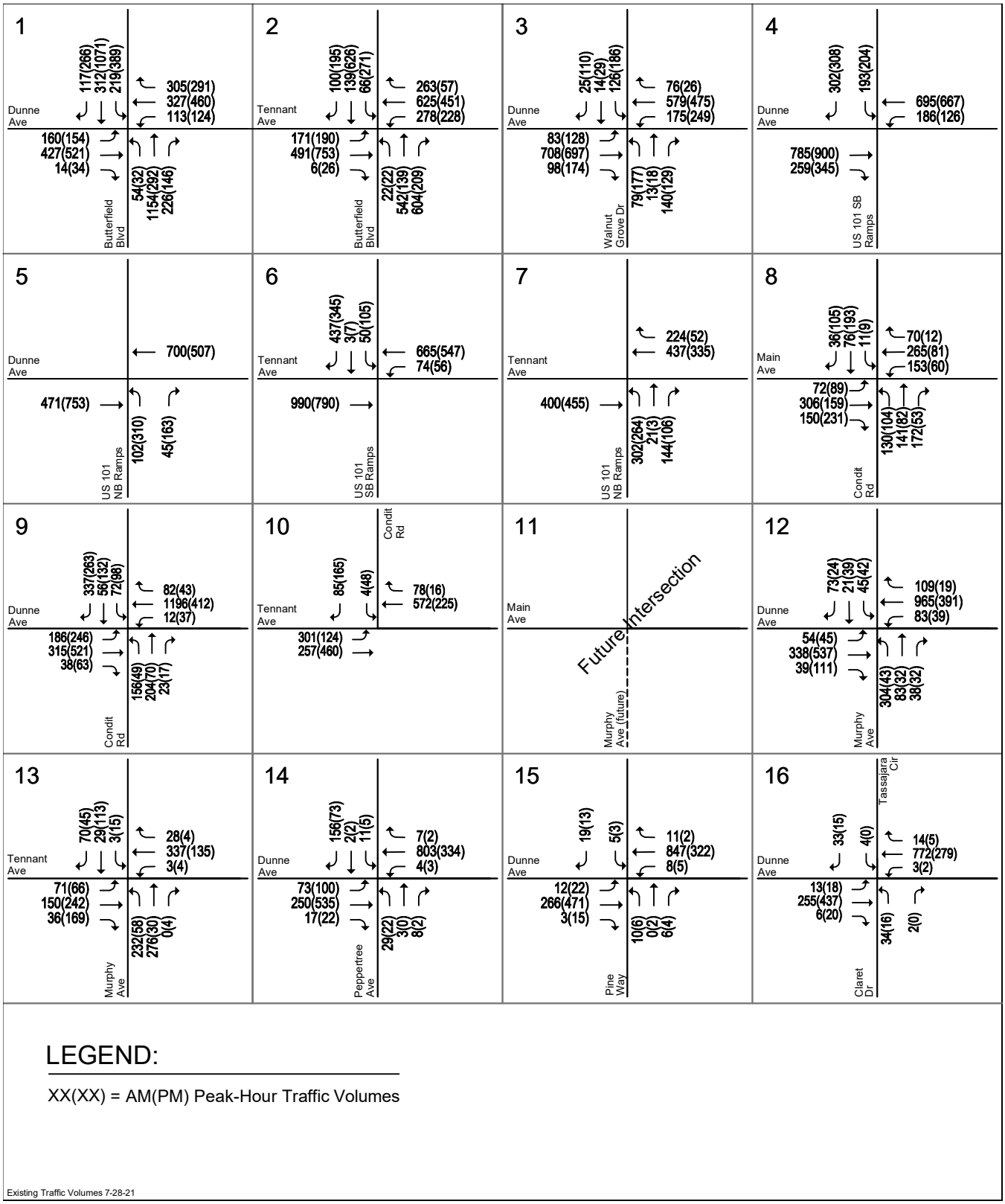
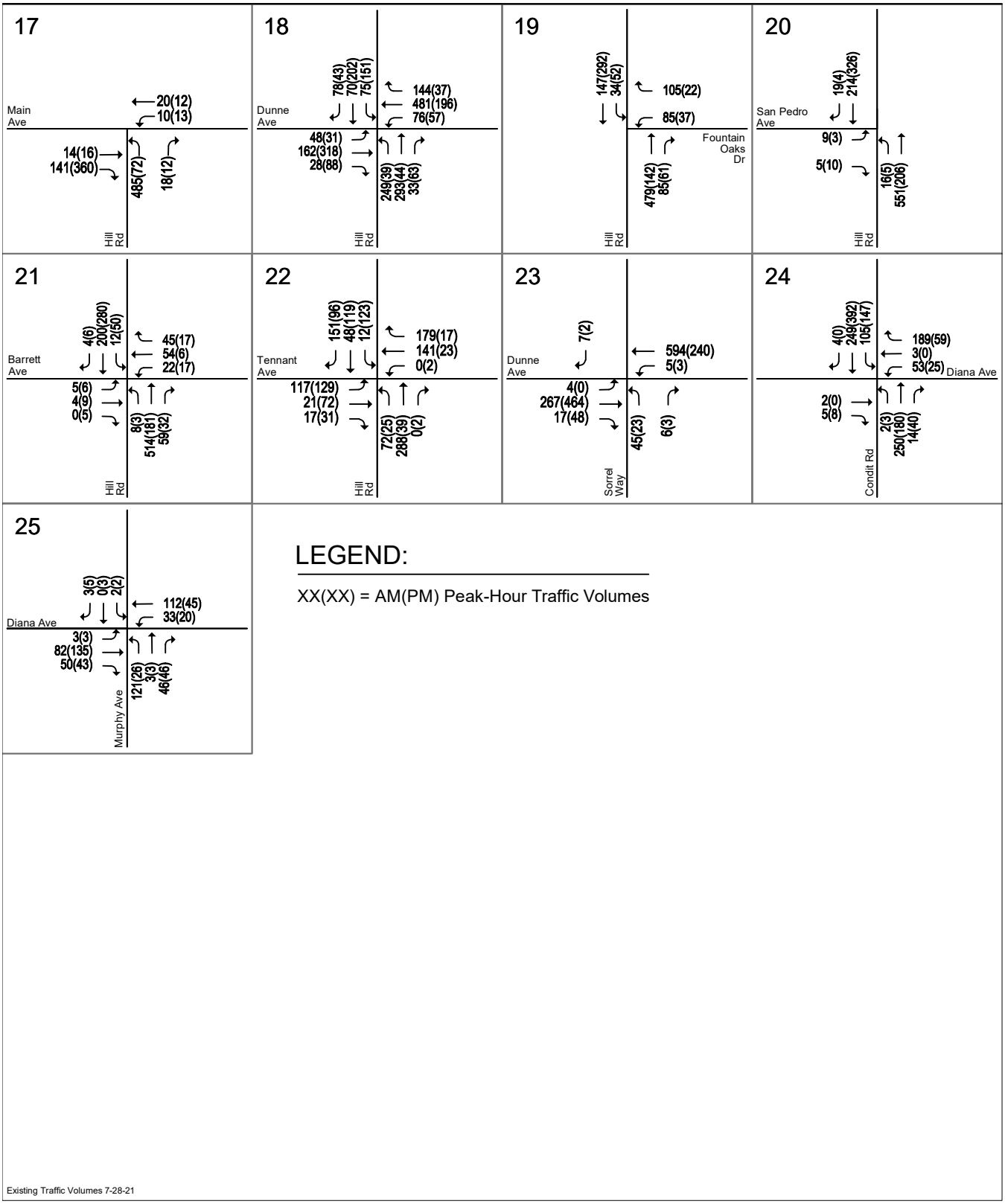


Figure 11 (Continued)
Existing Traffic Volumes



Turn-Movement Adjustments

Adjustments were made to the raw forecasted volumes from the model to account for instances where the turn movements produced by the model are relatively coarse. The adjustment process begins by comparing and adjusting baseline model forecasts (Year 2015 forecasts representing existing conditions) with existing traffic counts. By adjusting the baseline model forecasts with existing volumes, model projections are calibrated with actual travel patterns on the existing roadway network. Once the base model forecasts are calibrated, future model forecasts are developed for Year 2035 General Plan conditions. These represent the "raw" model volume forecasts.

Final future traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the baseline (Year 2015) and the General Plan (Year 2035) raw model volume forecasts. The adjustment process is outlined below:

Final Traffic Volume Forecast = Existing Count + (2035 GP Forecast - 2015 Forecast)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network or existing land use is projected for future conditions, all future model forecast volumes would be no less than the existing traffic counts. Figure 12 shows the Year 2035 General Plan no project traffic volumes. Appendix C lists the 2035 General Plan no project traffic volumes at each study intersection.

Year 2035 Project Trip Generation Estimates

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 2035 General Plan no project traffic volumes. The adopted 2035 GP land uses for the project site based on the City's General Plan traffic model include 139 single-family residential units. Hexagon prepared trip estimates for the project site land uses included in the City's General Plan traffic model and compared with those of the proposed development plan. The trip estimates indicate that the proposed development plan is of greater intensity than that assumed in the General Plan traffic model for the project site. The proposed development plan would result in 145 more AM peak-hour trips and 192 more PM peak-hour trips at the project site when compared with the land uses included in the City's General Plan traffic model. The comparison of trip generation per the General Plan traffic model and the proposed project is presented in Table 3.

Additionally, it should be noted that per the City's General Plan Land Use Map, the 69.4-acre project site is zoned as Residential Detached Medium Density (RDM) and has a General Plan land use designation of Residential Detached Medium allowing up to seven dwelling units per acre. Per the land use designation and maximum allowable development standards, the project site may support up to 486 dwelling units per the General Plan.

Year 2030 Cumulative Land Use and Traffic Forecasts

The Year 2030 Cumulative without project traffic volumes were estimated using a growth method that involved adding a proportion (15 Years or 75%) of the 2035 projected growth, with the 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 13 shows the Year 2030 Cumulative without project traffic volumes. Appendix C lists each of the components used to tabulate cumulative traffic volumes at each study intersection.

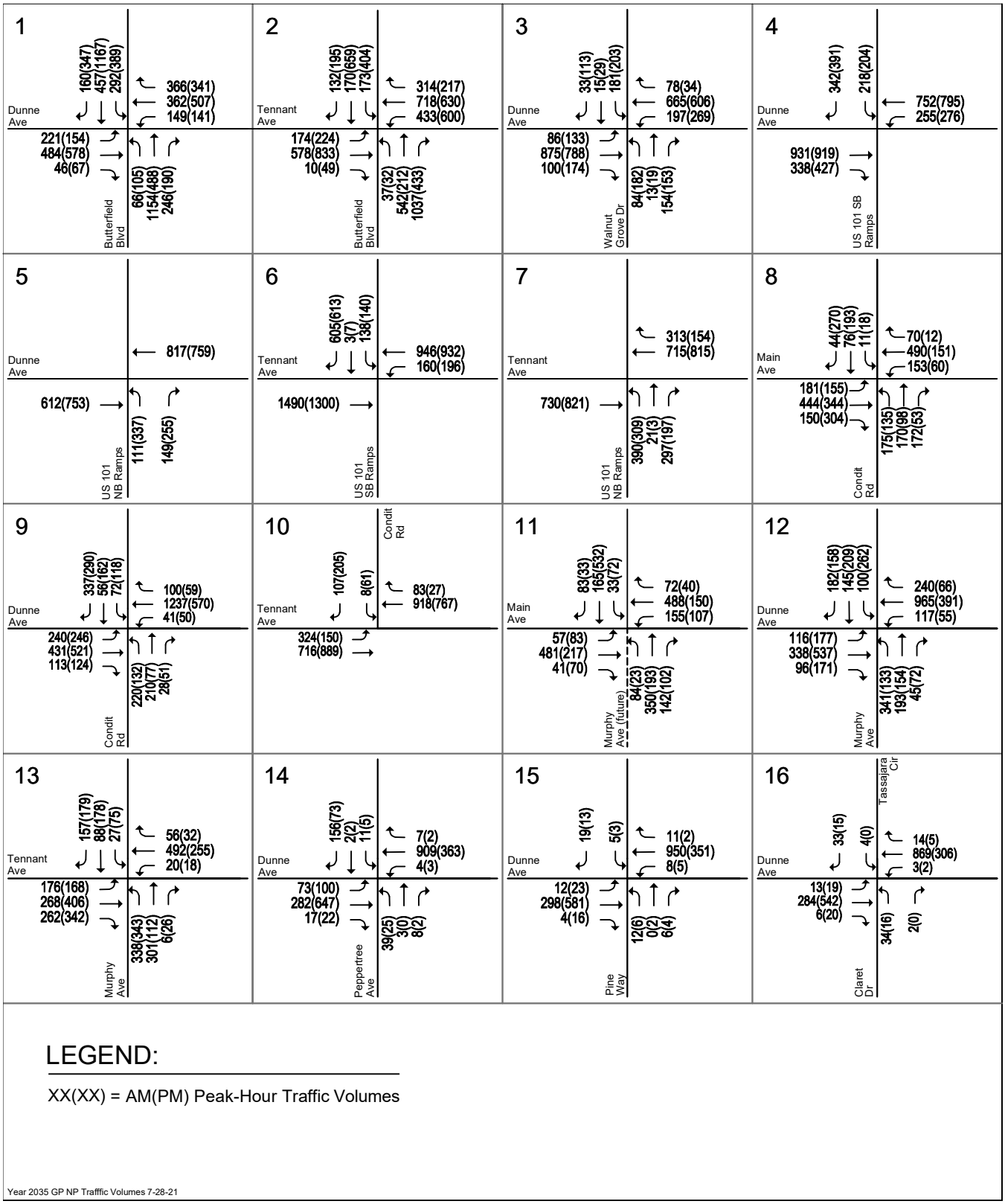
Table 3
General Plan 2035 Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour						PM Peak Hour					
					Split		Trip				Split		Trip		
		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
Single-Family Detached Housing (210)	309 Dwelling Units[1]	9.440	2,917	0.740	25%	75%	57	172	229	0.990	63%	37%	193	113	306
Senior Adult Housing—Detached (251)	21 Dwelling Units	6.785	142	0.594	33%	67%	4	8	12	0.677	61%	39%	9	5	14
Senior Adult Housing—Attached (252)	34 Dwelling Units	3.274	111	0.195	35%	65%	2	5	7	0.306	55%	45%	6	4	10
Total Proposed Project Trips/Units	**364 Dwelling Units**		**3,170**				**63**	**185**	**248**				**208**	**122**	**330**
Adopted GP Land Use															
Single-Family Detached Housing (210)	139 Dwelling Units	9.440	1,312	0.740	25%	75%	26	77	103	0.990	63%	37%	87	51	138
Net Project Trips (Proposed - Adopted GP)			**1,858**				**37**	**108**	**145**				**121**	**71**	**192**

Source: ITE Trip Generation Manual, 10th Edition 2017

[1]Includes 223 single-family homes, 42 court homes, and 44 accessory dwelling units

Figure 12
Year 2035 General Plan No Project Traffic Volumes



LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Year 2035 GP NP Trafffic Volumes 7-28-21

Figure 12 (Continued)
Year 2035 General Plan No Project Traffic Volumes

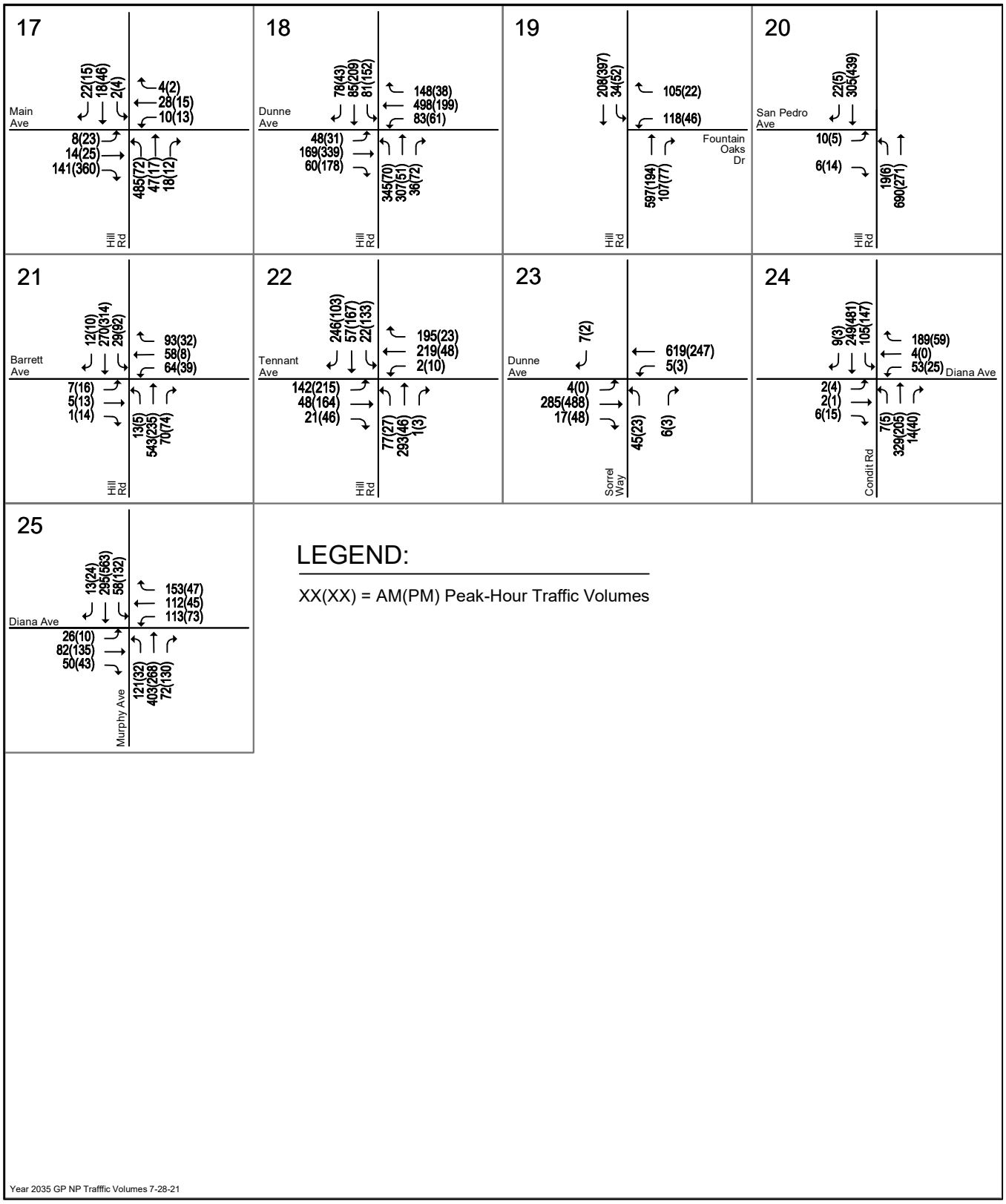


Figure 13
Year 2030 Cumulative without Project Traffic Volumes

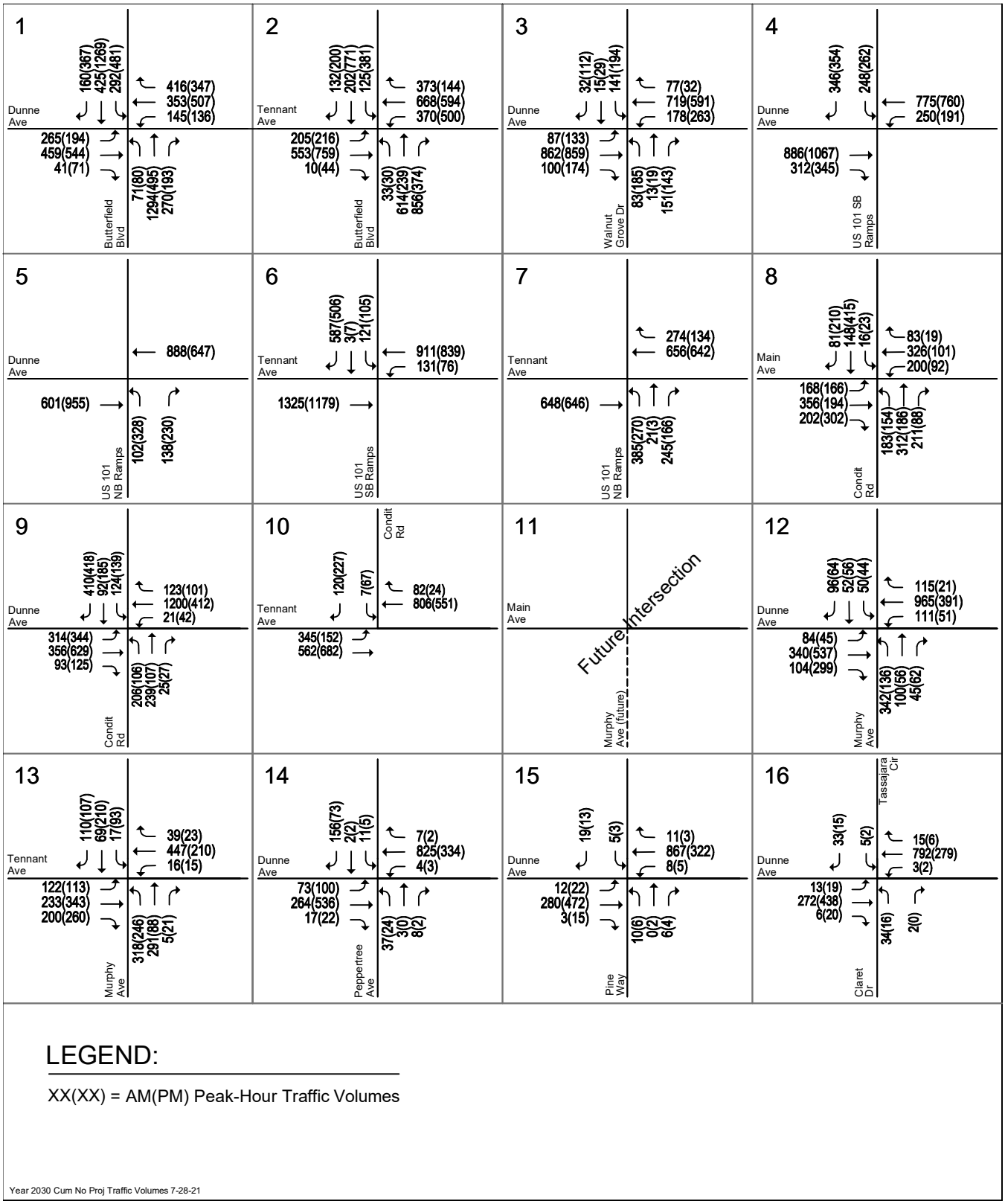
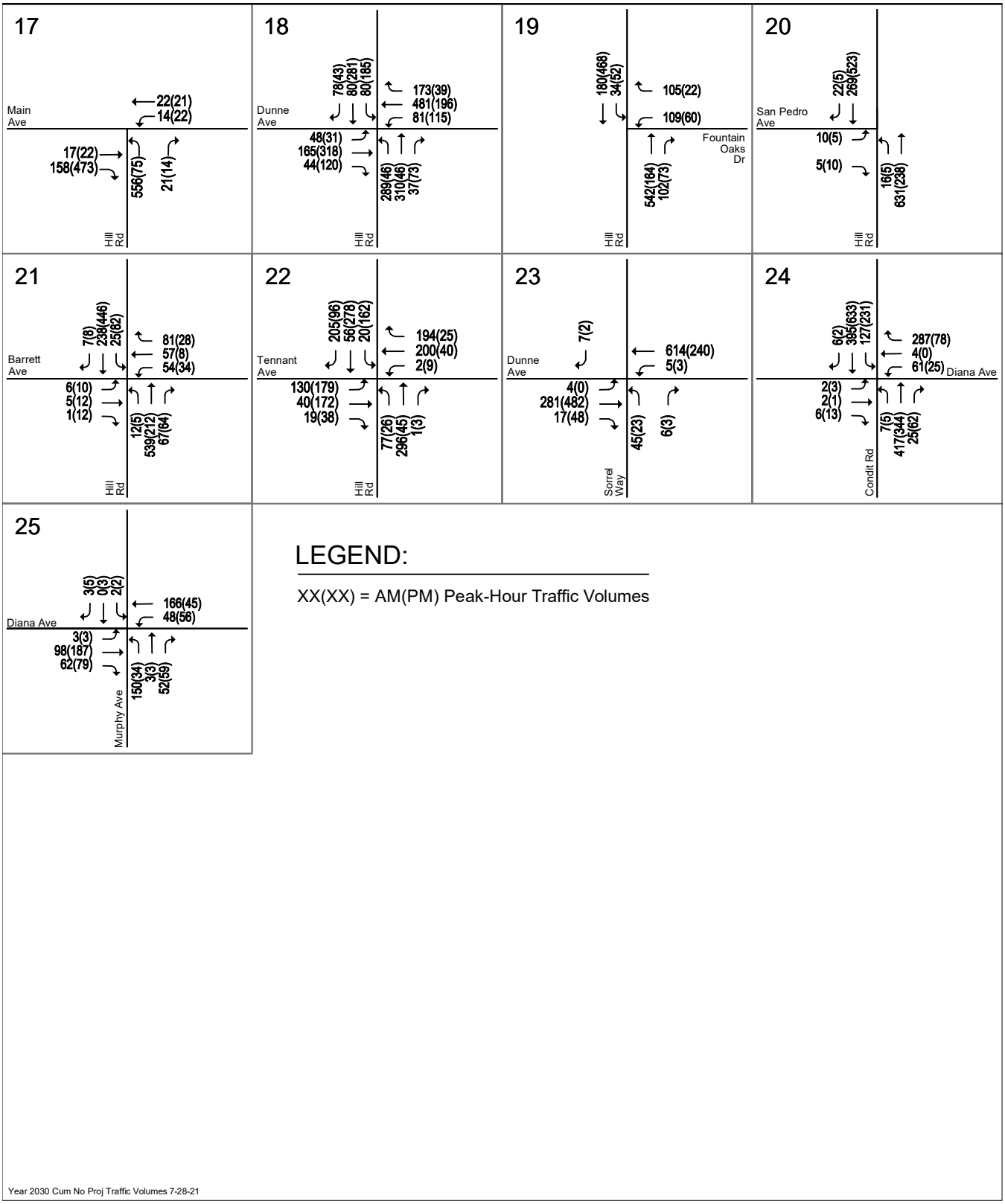


Figure 13 (Continued)
Year 2030 Cumulative without Project Traffic Volumes



Existing and Year 2030 Cumulative Plus Project Traffic Volumes

Project trips as represented in the project trip assignment were added to the existing traffic and Year 2030 Cumulative without project traffic volumes to obtain existing plus project and Year 2030 Cumulative with project traffic volumes. The existing plus project, Year 2030 Cumulative with project and Year 2035 General Plan with project traffic volumes are shown in Figures 14, 15, and 16 respectively.

Intersection Level of Service Standards and Analysis Methodologies

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's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersection operations based on the average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP default 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 correlations between delay and level of service for signalized and unsignalized intersections are shown in Tables 4 and 5, respectively.

Figure 14
Existing Plus Project Traffic Volumes

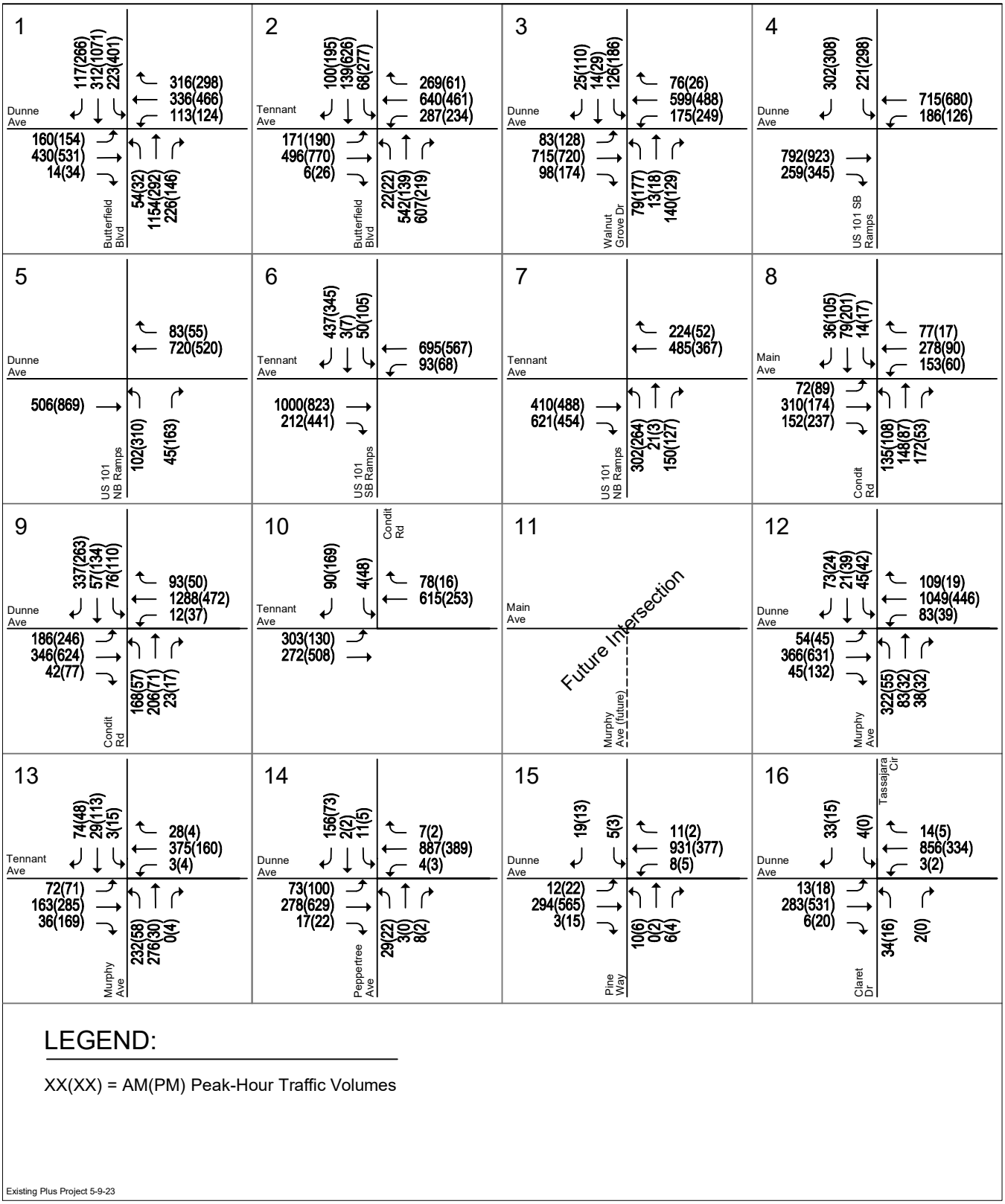


Figure 14 (Continued)
Existing Plus Project Traffic Volumes

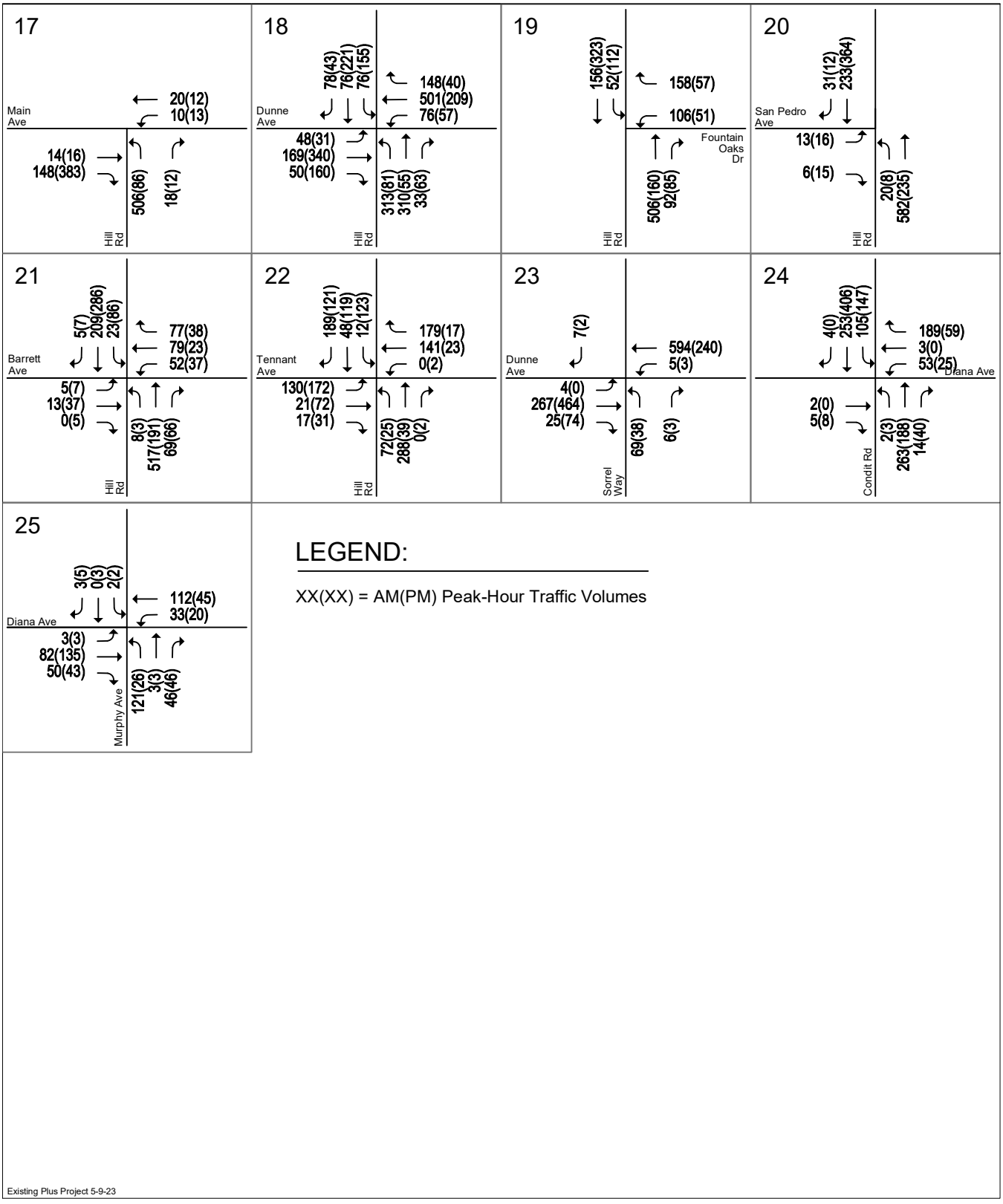


Figure 15
Year 2030 Cumulative with Project Traffic Volumes

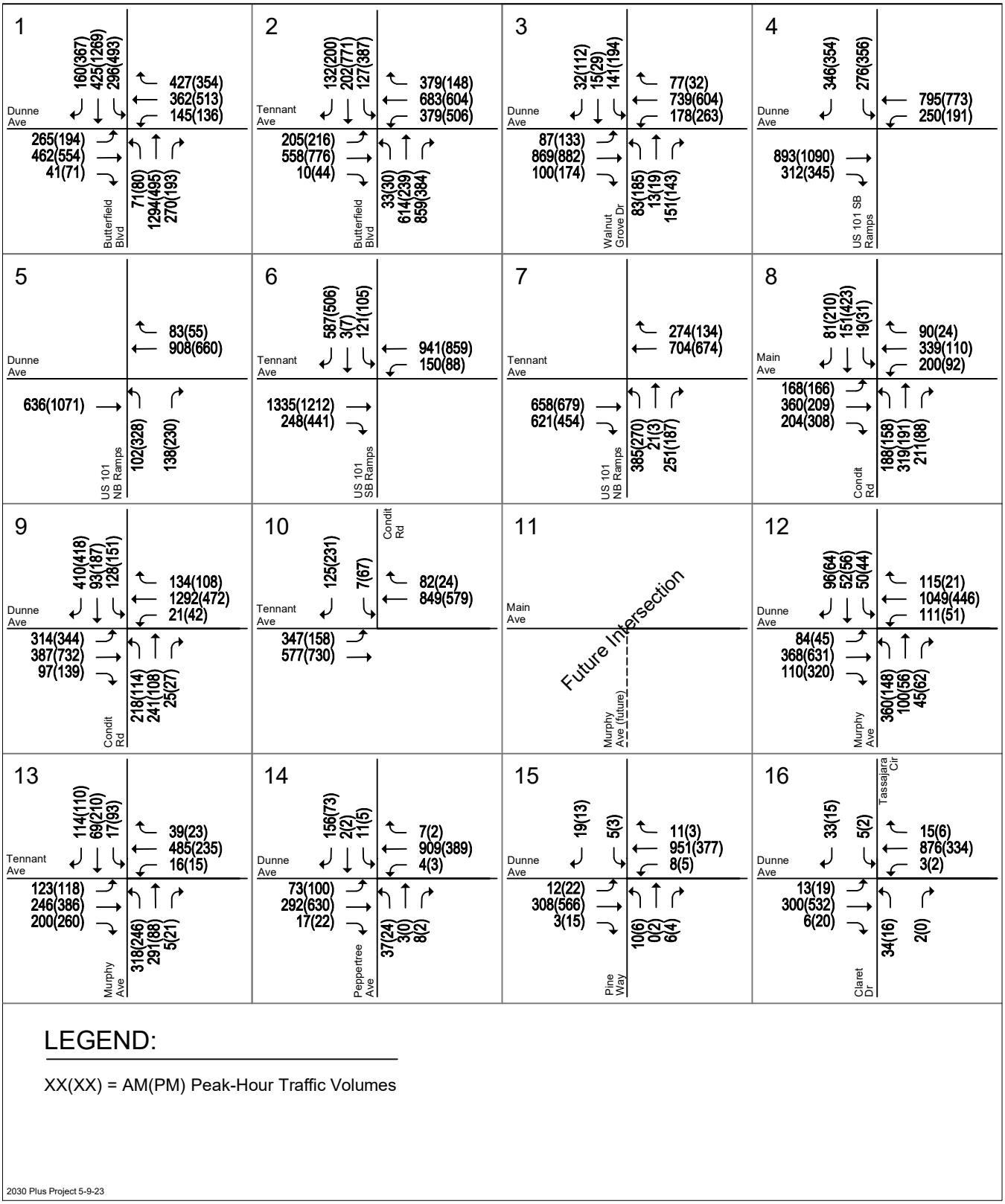


Figure 15 (Continued)
Year 2030 Cumulative with Project Traffic Volumes

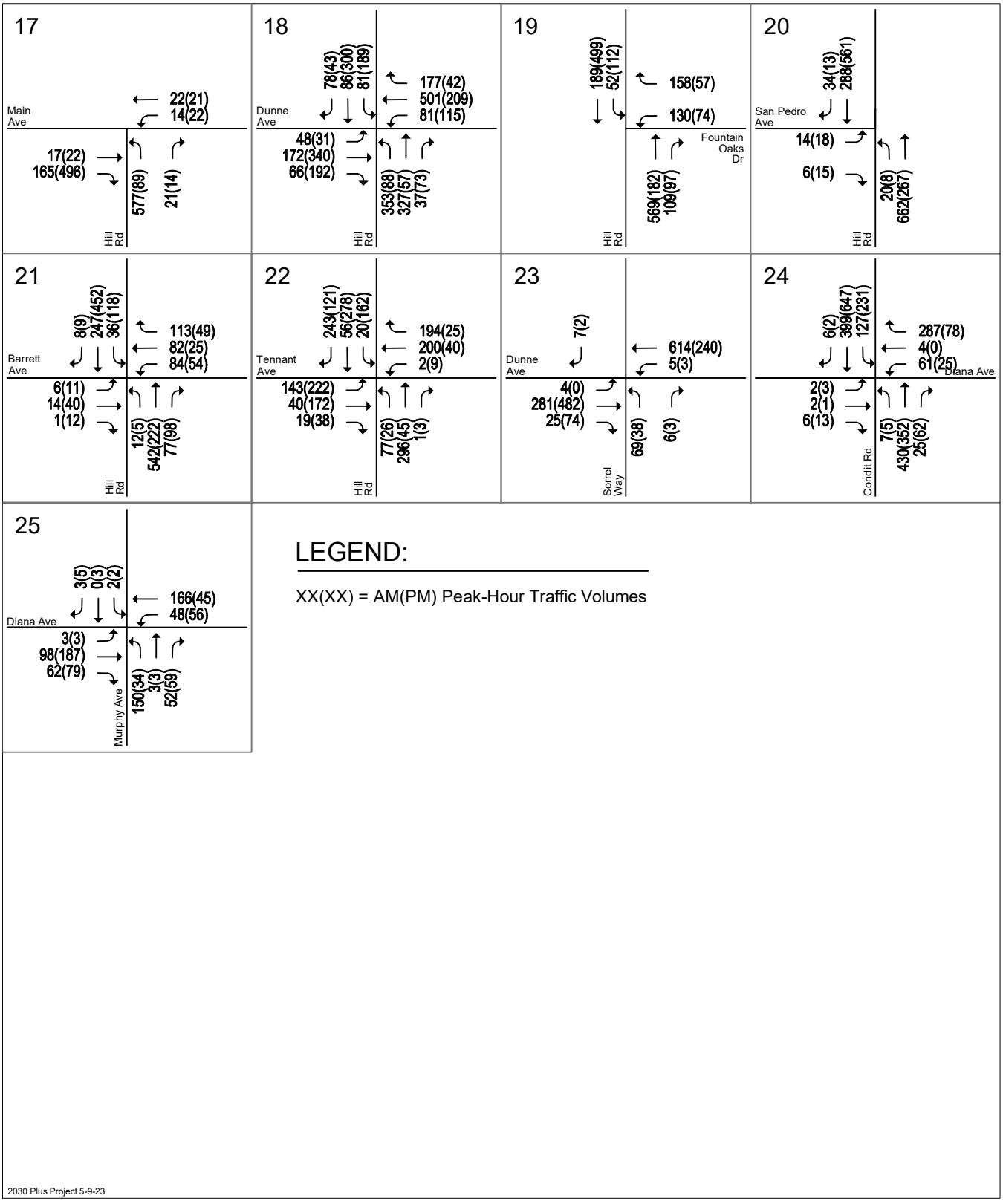


Figure 16
Year 2035 General Plan with Project Traffic Volumes

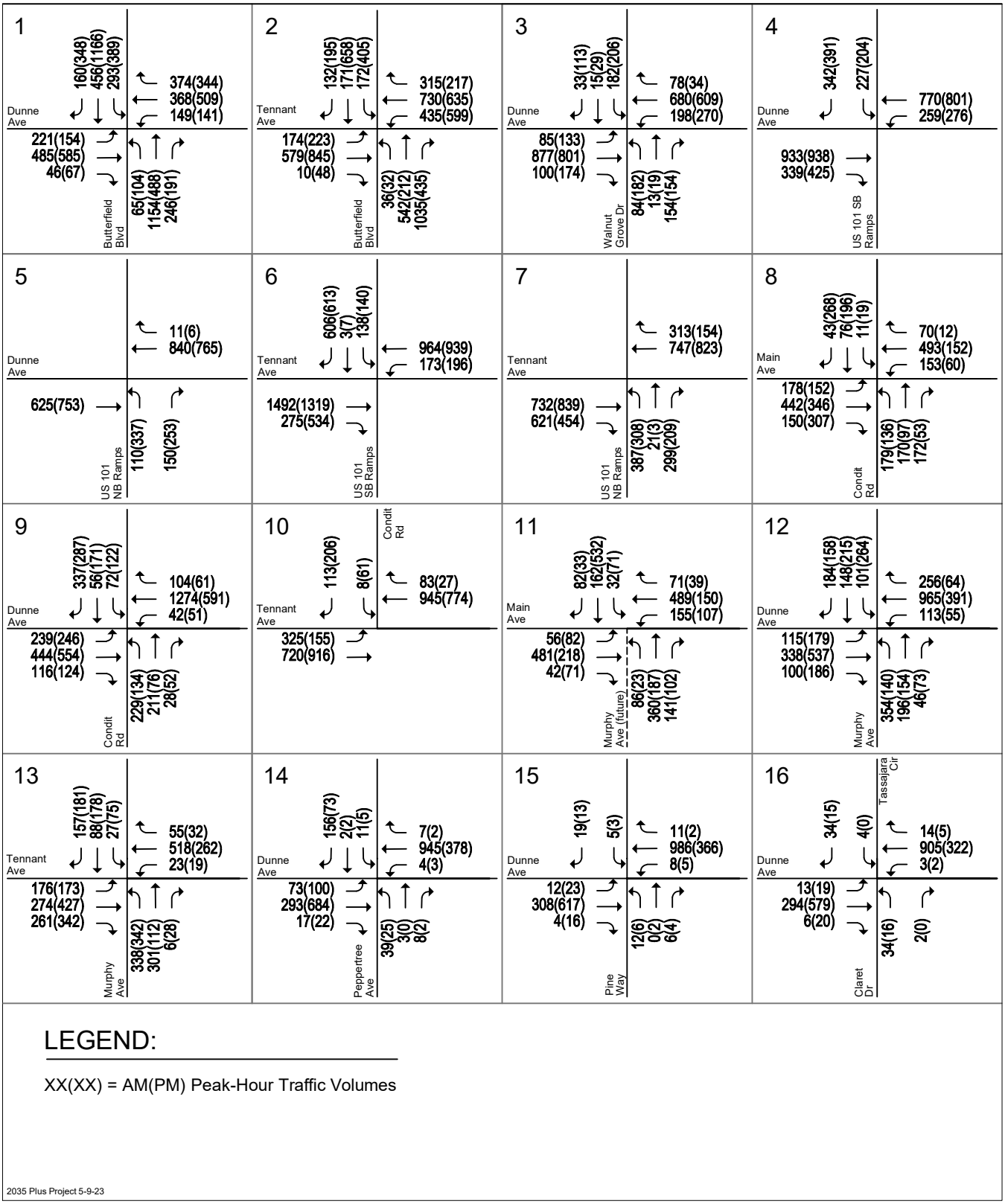


Figure 16 (Continued)
Year 2035 General Plan with Project Traffic Volumes

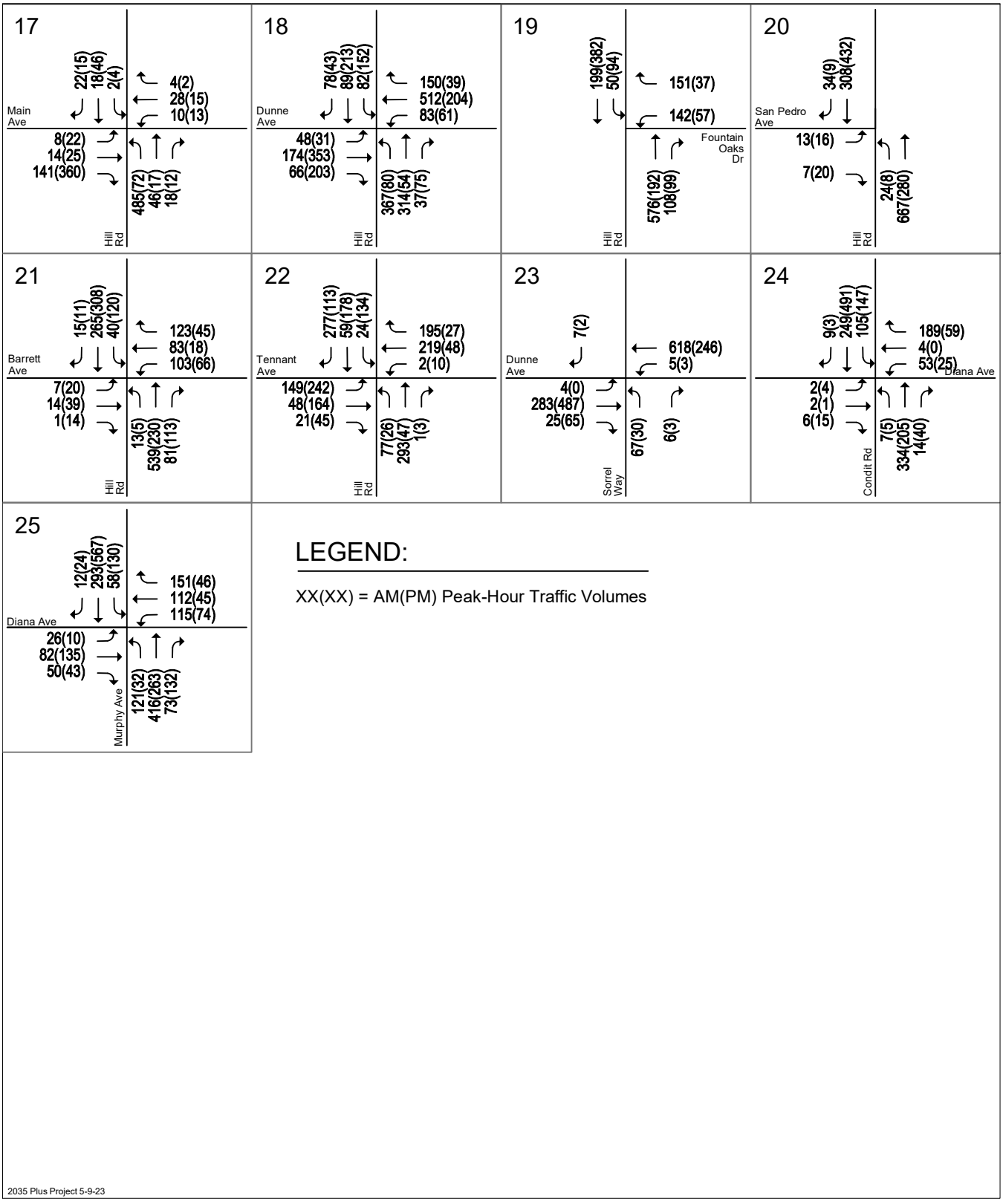


Table 4
Signalized Intersection Level of Service Definitions Based on Control Delay

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	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* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Table 5
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).

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 the intersection level of service but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the 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 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.

Definition of Adverse Intersection Operations Effects

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect 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 no project 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 no project 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 Adverse Unsignalized Intersection Operations Effects

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 effect 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.

Intersection Operations Analysis

Existing Plus Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under existing and existing plus project conditions are summarized in Table 6. The level of service calculation sheets are included in Appendix D. The peak-hour signal warrant sheets are contained in Appendix E.

Table 6
Existing Plus Project Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	Existing Control	LOS Standard	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing + Project Warrant Met?	Existing + Project Delay[1]	Existing + Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	05/08/18	--	36.3	D	--	36.5	D	0.4	0.005
				PM	05/08/18	--	32.1	C	--	32.2	C	0.1	0.003
2	Butterfield Boulevard and Tennant Avenue	Signal	E	AM	02/06/20	--	28.7	C	--	28.7	C	0.1	0.005
				PM	02/06/20	--	32.7	C	--	32.8	C	0.3	0.013
3	Walnut Grove Drive and Dunne Avenue	Signal	E	AM	03/28/19	--	18.5	B	--	18.5	B	0.0	0.002
				PM	03/28/19	--	28.2	C	--	28.1	C	-0.1	0.007
4	US 101 Southbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	21.1	C	--	21.1	C	0.0	0.000
				PM	05/08/18	--	19.0	B	--	19.3	B	0.0	0.000
5	US 101 Northbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	5.4	A	--	5.2	A	-0.1	0.006
				PM	05/08/18	--	11.9	B	--	11.5	B	0.1	0.021
6	US 101 Southbound Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	21.8	C	--	22.3	C	0.9	0.015
				PM	06/04/19	--	19.9	B	--	20.0	B	0.4	0.017
7	US 101 Northbound Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	11.6	B	--	11.7	B	0.8	0.000
				PM	06/04/19	--	11.1	B	--	10.9	B	-0.1	0.010
8	Condit Road and Main Avenue	Signal	D	AM	05/08/18	--	28.4	C	--	28.9	C	0.7	0.016
				PM	05/08/18	--	27.0	C	--	28.1	C	1.4	0.031
9	Condit Road and Dunne Avenue	Signal	E	AM	03/28/19	--	31.1	C	--	31.2	C	0.2	0.028
				PM	03/28/19	--	23.2	C	--	23.5	C	0.0	0.020
10	Condit Road and Tennant Avenue	OWSC	E	AM	06/04/19	**Yes**	15.6	C	**Yes**	16.6	C	N/A	N/A
				PM	06/04/19	**Yes**	15.3	C	**Yes**	16.7	C	N/A	N/A
11	Murphy Avenue and Main Avenue	Future	D	AM	--	--	--	--	--	--	--	--	--
	(Future Intersection)			PM	--	--	--	--	--	--	--	--	--
12	Murphy Avenue and Dunne Avenue	Signal	D	AM	03/28/19	--	19.3	B	--	20.0	B	0.9	0.038
				PM	03/28/19	--	11.9	B	--	11.8	B	-0.1	0.045
13	Murphy Avenue and Tennant Avenue	AWSC	D	AM	06/04/19	**Yes**	24.1	C	**Yes**	27.5	D	N/A	N/A
				PM	06/04/19	**Yes**	12.4	B	**Yes**	14.2	B	N/A	N/A
14	Peppertree Avenue and Dunne Avenue	Signal	D	AM	06/04/19	--	12.4	B	--	12.1	B	-0.3	0.026
				PM	06/04/19	--	13.9	B	--	10.5	B	-5.8	0.026
15	Pine Way and Dunne Avenue	TWSC	D	AM	06/04/19	No	14.4	B	No	15.5	C	N/A	N/A
				PM	06/04/19	No	14.4	B	No	16.3	C	N/A	N/A
16	Claret Drive/Tassajara Circle and Dunne Avenue	TWSC	D	AM	06/04/19	No	17.1	C	No	18.8	C	N/A	N/A
				PM	06/04/19	No	15.2	C	No	17.7	C	N/A	N/A
17	Hill Road and Main Avenue	AWSC	D	AM	06/04/19	No	13.1	B	No	13.9	B	N/A	N/A
				PM	06/04/19	No	8.5	A	No	8.8	A	N/A	N/A
18	Hill Road and Dunne Avenue	Signal	D	AM	06/04/19	--	19.3	B	--	19.9	B	1.2	0.056
				PM	06/04/19	--	18.2	B	--	18.4	B	0.7	0.050
19	Hill Road and Fountain Oaks Drive	OWSC	D	AM	06/04/19	No	18.2	C	No	25.4	D	N/A	N/A
				PM	06/04/19	No	12.0	B	No	13.9	B	N/A	N/A
20	Hill Road and San Pedro Avenue	OWSC	D	AM	06/04/19	No	13.4	B	No	14.6	B	N/A	N/A
				PM	06/04/19	No	10.6	B	No	12.1	B	N/A	N/A
21	Hill Road and Barrett Avenue	TWSC	D	AM	06/04/19	No	19.5	C	No	29.4	D	N/A	N/A
				PM	06/04/19	No	13.4	B	No	17.2	C	N/A	N/A
22	Hill Road and Tennant Avenue	AWSC	D	AM	06/04/19	No	13.1	B	No	13.7	B	N/A	N/A
				PM	06/04/19	No	10.3	B	No	11.1	B	N/A	N/A
23	Sorrel Way and Dunne Avenue	TWSC	D	AM	06/04/19	No	20.3	C	No	22.6	C	N/A	N/A
				PM	06/04/19	No	15.6	C	No	16.3	C	N/A	N/A
24	Condit Road and Diana Avenue	TWSC	D	AM	06/04/19	**Yes**	15.4	C	**Yes**	15.8	C	N/A	N/A
				PM	06/04/19	No	14.1	B	No	14.4	B	N/A	N/A
25	Murphy Avenue and Diana Avenue	TWSC	D	AM	06/04/19	No	11.7	B	No	11.7	B	N/A	N/A
				PM	06/04/19	No	10.0	A	No	10.0	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 one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
Bold indicates signal warrant met.

The results of the level of service analysis indicate that, when measured against the City of Morgan Hill level of service standards, all of the study intersections currently operate and are projected to operate at acceptable levels of service, LOS D or better, during each of the peak hours analyzed under existing and existing plus project conditions.

The results of signal warrant analysis indicate that the following three unsignalized intersections currently have and are projected to have volumes under existing and existing plus project conditions that would warrant signalization. However, all three intersections are projected to continue to operate within the applicable level of service standards. Therefore, the project would not have an adverse effect on operations at any of these three intersections and signalization of the intersections is not required based on the City of Morgan Hill's standards.

10. Condit Road and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
24. Condit Road and Diana Avenue (Without and With Project – AM Peak Hour)

All other unsignalized study intersections are projected to have traffic volumes during each of the peak hours analyzed under existing and existing plus project conditions that fall below the thresholds that warrant signalization.

Year 2030 Cumulative with Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under Year 2030 Cumulative without and with project are summarized in Table 7.

The results of the level of service analysis indicate that the following four and six intersections would operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2030 Cumulative without and with project conditions, respectively, when measured against the City of Morgan Hill's level of service standards:

8. Condit Road and Main Avenue (Without and With Project – AM and PM Peak Hours)
10. Condit Road and Tennant Avenue (Without and With Project – PM Peak Hour)
13. Murphy Avenue and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (With Project Only – AM Peak Hour)
21. Hill Road and Barrett Avenue (With Project Only – AM Peak Hour)
24. Condit Road and Diana Avenue (Without and With Project – AM Peak Hour)

All of the remaining study intersections are projected to operate at acceptable levels of service during each of the peak hours analyzed under Year 2030 Cumulative without and with project conditions.

The results of the signal warrant analysis indicate that the following four and six unsignalized intersections are projected to have traffic volumes during at least one peak hour under Year 2030 Cumulative without and with project conditions, respectively, that would meet thresholds that warrant signalization.

10. Condit Road and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (With Project Only – AM Peak Hour)
21. Hill Road and Barrett Avenue (With Project Only – AM Peak Hour)
22. Hill Road and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
24. Condit Road and Diana Avenue (Without and With Project – AM and PM Peak Hours)

All other unsignalized study intersections are projected to have traffic volumes under Year 2030 Cumulative without and with project conditions that fall below the thresholds that warrant signalization.

Based on the City's operating standards, the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2030 Cumulative with project conditions.

8. Condit Road and Main Avenue (AM and PM Peak Hours)
10. Condit Road and Tennant Avenue (PM Peak Hour)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
24. Condit Road and Diana Avenue (AM Peak Hour)

Table 7
Year 2030 Cumulative Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	2030 Control	LOS Standard	Peak Hour	2030 Cumulative without Project			2030 Cumulative with Project				
					Warrant Met?	Delay[1]	LOS	Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	--	42.4	D	--	42.8	D	0.6	0.005
				PM	--	35.8	D	--	36.0	D	1.4	0.010
2	Butterfield Boulevard and Tennant Avenue	Signal	E	AM	--	33.6	C	--	33.7	C	0.3	0.005
				PM	--	40.2	D	--	41.0	D	1.7	0.013
3	Walnut Grove Drive and Dunne Avenue	Signal	E	AM	--	19.1	B	--	19.2	B	0.0	0.002
				PM	--	28.6	C	--	28.6	C	-0.1	0.007
4	US 101 Southbound Ramps and Dunne Avenue	Signal	E	AM	--	22.2	C	--	22.2	C	0.0	0.000
				PM	--	21.5	C	--	21.8	C	0.0	0.000
5	US 101 Northbound Ramps and Dunne Avenue	Signal	E	AM	--	6.2	A	--	6.1	A	-0.1	0.006
				PM	--	11.5	B	--	11.2	B	-0.2	0.020
6	US 101 Southbound Ramps and Tennant Avenue	Signal	E	AM	--	28.4	C	--	29.3	C	1.5	0.015
				PM	--	23.2	C	--	23.7	C	0.8	0.017
7	US 101 Northbound Ramps and Tennant Avenue	Signal	E	AM	--	12.2	B	--	12.0	B	0.0	0.014
				PM	--	10.5	B	--	10.3	B	-0.1	0.009
8	Condit Road and Main Avenue	Signal	D	AM	--	**58.2**	**E**	--	**61.6**	**E**	**4.4**	**0.016**
				PM	--	**95.0**	**F**	--	**105.3**	**F**	**12.9**	**0.031**
9	Condit Road and Dunne Avenue	Signal	E	AM	--	35.3	D	--	35.7	D	0.4	0.029
				PM	--	24.7	C	--	24.4	C	-0.4	-0.003
10	Condit Road and Tennant Avenue	OWSC	E	AM	**Yes**	34.2	D	**Yes**	39.6	E	N/A	N/A
				PM	**Yes**	**99.9**	**F**	**Yes**	**138.1**	**F**	**N/A**	**N/A**
11	Murphy Avenue and Main Avenue *(Future Intersection)*	Future	D	AM	--	--	--	--	--	--	--	--
				PM	--	--	--	--	--	--	--	--
12	Murphy Avenue and Dunne Avenue	Signal	D	AM	--	20.8	C	--	21.6	C	1.2	0.038
				PM	--	14.4	B	--	14.5	B	0.2	0.045
13	Murphy Avenue and Tennant Avenue	AWSC	D	AM	**Yes**	**135.7**	**F**	**Yes**	**147.8**	**F**	**N/A**	**N/A**
				PM	**Yes**	**120.5**	**F**	**Yes**	**150.9**	**F**	**N/A**	**N/A**
14	Peppertree Avenue and Dunne Avenue	Signal	D	AM	--	12.4	B	--	12.1	B	-0.3	0.026
				PM	--	13.9	B	--	10.5	B	-5.8	0.026
15	Pine Way and Dunne Avenue	TWSC	D	AM	No	14.8	B	No	15.9	C	N/A	N/A
				PM	No	14.4	B	No	16.3	C	N/A	N/A
16	Claret Drive/Tassajara Circle and Dunne Avenue	TWSC	D	AM	No	17.7	C	No	19.5	C	N/A	N/A
				PM	No	15.3	C	No	17.7	C	N/A	N/A
17	Hill Road and Main Avenue	AWSC	D	AM	No	16.4	C	No	17.8	C	N/A	N/A
				PM	No	9.7	A	No	10.1	B	N/A	N/A
18	Hill Road and Dunne Avenue	Signal	D	AM	--	19.6	B	--	20.2	C	1.4	0.056
				PM	--	19.2	B	--	19.4	B	0.4	0.050
19	Hill Road and Fountain Oaks Drive	OWSC	D	AM	No	24.1	C	**Yes**	**40.2**	**E**	**N/A**	**N/A**
				PM	No	15.5	C	No	19.3	C	N/A	N/A
20	Hill Road and San Pedro Avenue	OWSC	D	AM	No	15.2	C	No	16.6	C	N/A	N/A
				PM	No	12.8	B	No	14.8	B	N/A	N/A
21	Hill Road and Barrett Avenue	TWSC	D	AM	No	29.4	D	**Yes**	**67.8**	**F**	**N/A**	**N/A**
				PM	No	18.3	C	No	30.9	D	N/A	N/A
22	Hill Road and Tennant Avenue	AWSC	D	AM	**Yes**	17.5	C	**Yes**	18.9	C	N/A	N/A
				PM	**Yes**	20.2	C	**Yes**	24.7	C	N/A	N/A
23	Sorrel Way and Dunne Avenue	TWSC	D	AM	No	21.3	C	No	24.0	C	N/A	N/A
				PM	No	15.9	C	No	16.6	C	N/A	N/A
24	Condit Road and Diana Avenue	TWSC	D	AM	**Yes**	**44.3**	**E**	**Yes**	**47.6**	**E**	**N/A**	**N/A**
				PM	**Yes**	29.9	D	**Yes**	31.2	D	N/A	N/A
25	Murphy Avenue and Diana Avenue	TWSC	D	AM	No	13.8	B	No	13.8	B	N/A	N/A
				PM	No	11.1	B	No	11.1	B	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 one- and 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 an adverse effect on intersection operations.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 Cumulative with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

8. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The addition of an exclusive southbound right-turn lane on Condit Road would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications, pavement widening, and lane striping on the southbound approach. The improvement also will require improvement of the northwest corner of the intersection to accommodate a relocated trail access, sidewalks, and new ADA curb ramps. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2030 Cumulative with project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on all four approaches. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS C during the AM peak hour under Year 2030 Cumulative no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2030 Cumulative with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS F during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2030 Cumulative with project conditions.

24. Condit Road and Diana Avenue

This intersection is projected to operate at an unacceptable LOS E during the AM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the AM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant

signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Condit Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Year 2035 General Plan with Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under Year 2035 General Plan no project and with project are summarized in Table 8.

The results of the level of service analysis indicate that the following six and seven intersections would operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2035 General Plan no project and with project conditions, respectively, when measured against the City of Morgan Hill's level of service standards of LOS D:

8. Condit Road and Main Avenue (Without and With Project – PM Peak Hour)
10. Condit Road and Tennant Avenue (Without and With Project – PM Peak Hour)
11. Murphy Avenue and Main Avenue (Without and With Project – AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (With Project – AM Peak Hour)
21. Hill Road and Barrett Avenue (Without and With Project – AM Peak Hour)
25. Murphy Avenue and Diana Avenue (Without and With Project – AM and PM Peak Hours)

All of the remaining study intersections are projected to operate at acceptable levels of service during each of the peak hours analyzed under Year 2035 General Plan no project and with project conditions.

The results of the signal warrant analysis indicate that the following six and eight intersections are projected to have traffic volumes during at least one peak hour under Year 2035 General Plan without and with project conditions, respectively, that would meet thresholds that warrant signalization.

10. Condit Road and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
11. Murphy Avenue and Main Avenue (Without and With Project – AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (Without and With Project – AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (With Project Only – AM Peak Hour)
21. Hill Road and Barrett Avenue (With Project Only – AM Peak Hour)
22. Hill Road and Tennant Avenue (Without Project – AM Peak Hour; With Project – AM and PM Peak Hours)
24. Condit Road and Diana Avenue (Without and With Project – AM Peak Hour)
25. Murphy Avenue and Diana Avenue (Without and With Project – AM and PM Peak Hours)

All other unsignalized study intersections are projected to have traffic volumes under Year 2035 General Plan without and with project conditions that fall below the thresholds that warrant signalization.

Based on the City's operating standards, the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2035 General Plan with project conditions.

Table 8
Year 2035 General Plan Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	Year 2035 Control	LOS Standard	Peak Hour	2035 General Plan No Project			2035 General Plan with Project				
					Warrant Met?	Delay[1]	LOS	Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	--	40.2	D	--	40.3	D	0.2	0.002
				PM	--	35.4	D	--	35.4	D	0.0	0.001
2	Butterfield Boulevard and Tennant Avenue	Signal	E	AM	--	49.9	D	--	49.9	D	-0.4	-0.002
				PM	--	36.7	D	--	36.9	D	0.2	0.004
3	Walnut Grove Drive and Dunne Avenue	Signal	E	AM	--	20.5	C	--	20.6	C	0.1	0.002
				PM	--	28.3	C	--	28.4	C	0.1	0.006
4	US 101 Southbound Ramps and Dunne Avenue	Signal	E	AM	--	22.0	C	--	22.1	C	0.1	0.003
				PM	--	22.6	C	--	22.7	C	0.0	-0.001
5	US 101 Northbound Ramps and Dunne Avenue	Signal	E	AM	--	6.7	A	--	6.7	A	-0.1	0.006
				PM	--	11.0	B	--	10.9	B	0.0	0.002
6	US 101 Southbound Ramps and Tennant Avenue	Signal	E	AM	--	33.2	C	--	34.2	C	1.6	0.009
				PM	--	32.4	C	--	32.7	C	0.5	0.005
7	US 101 Northbound Ramps and Tennant Avenue	Signal	E	AM	--	12.2	B	--	12.0	B	-0.1	0.007
				PM	--	10.5	B	--	10.5	B	0.0	0.000
8	Condit Road and Main Avenue	Signal	D	AM	--	37.9	D	--	38.1	D	0.2	0.001
				PM	--	**70.0**	**E**	--	**71.5**	**E**	**1.8**	**0.005**
9	Condit Road and Dunne Avenue	Signal	E	AM	--	32.4	C	--	32.6	C	0.2	0.013
				PM	--	25.7	C	--	25.8	C	0.1	0.012
10	Condit Road and Tennant Avenue	OWSC	E	AM	**Yes**	28.1	D	**Yes**	29.7	D	N/A	N/A
				PM	**Yes**	**89.3**	**F**	**Yes**	**101.0**	**F**	**N/A**	**N/A**
11	Murphy Avenue and Main Avenue	AWSC	D	AM	**Yes**	**218.8**	**F**	**Yes**	**220.0**	**F**	**N/A**	**N/A**
	(Future Intersection)			PM	**Yes**	**84.2**	**F**	**Yes**	**82.6**	**F**	**N/A**	**N/A**
12	Murphy Avenue and Dunne Avenue	Signal	D	AM	--	24.1	C	--	24.9	C	1.3	0.015
				PM	--	17.1	B	--	17.2	B	0.2	0.010
13	Murphy Avenue and Tennant Avenue	AWSC	D	AM	**Yes**	**226.4**	**F**	**Yes**	**234.8**	**F**	**N/A**	**N/A**
				PM	**Yes**	**280.1**	**F**	**Yes**	**298.1**	**F**	**N/A**	**N/A**
14	Peppertree Avenue and Dunne Avenue	Signal	D	AM	--	12.1	B	--	12.0	B	-0.1	0.011
				PM	--	10.5	B	--	10.4	B	0.0	0.011
15	Pine Way and Dunne Avenue	TWSC	D	AM	No	16.2	C	No	16.7	C	N/A	N/A
				PM	No	16.4	C	No	17.2	C	N/A	N/A
16	Claret Drive/Tassajara Circle and Dunne Avenue	TWSC	D	AM	No	19.0	C	No	19.8	C	N/A	N/A
				PM	No	17.6	C	No	18.7	C	N/A	N/A
17	Hill Road and Main Avenue	AWSC	D	AM	No	15.1	C	No	15.1	C	N/A	N/A
				PM	No	9.3	A	No	9.3	A	N/A	N/A
18	Hill Road and Dunne Avenue	Signal	D	AM	--	20.1	C	--	20.5	C	0.7	0.023
				PM	--	18.1	B	--	18.1	B	0.2	0.014
19	Hill Road and Fountain Oaks Drive	OWSC	D	AM	No	30.6	D	**Yes**	**45.4**	**E**	**N/A**	**N/A**
				PM	No	14.2	B	No	15.7	C	N/A	N/A
20	Hill Road and San Pedro Avenue	OWSC	D	AM	No	16.3	C	No	16.7	C	N/A	N/A
				PM	No	11.9	B	No	12.9	B	N/A	N/A
21	Hill Road and Barrett Avenue	TWSC	D	AM	No	**37.7**	**E**	**Yes**	**106.9**	**F**	**N/A**	**N/A**
				PM	No	17.2	C	No	26.1	D	N/A	N/A
22	Hill Road and Tennant Avenue	AWSC	D	AM	**Yes**	20.5	C	**Yes**	22.5	C	N/A	N/A
				PM	No	15.3	C	**Yes**	17.1	C	N/A	N/A
23	Sorrel Way and Dunne Avenue	TWSC	D	AM	No	21.6	C	No	24.0	C	N/A	N/A
				PM	No	16.1	C	No	16.5	C	N/A	N/A
24	Condit Road and Diana Avenue	TWSC	D	AM	**Yes**	18.1	C	**Yes**	18.3	C	N/A	N/A
				PM	No	15.9	C	No	16.1	C	N/A	N/A
25	Murphy Avenue and Diana Avenue	TWSC	D	AM	**Yes**	**562.4**	**F**	**Yes**	**593.6**	**F**	**N/A**	**N/A**
				PM	**Yes**	**3064.8**	**F**	**Yes**	**2658.2**	**F**	**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 one- and 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 an adverse effect on intersection operations.

10. Condit Road and Tennant Avenue (PM Peak Hour)
11. Murphy Avenue and Main Avenue (AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
25. Murphy Avenue and Diana Avenue (AM and PM Peak Hours)

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2035 General Plan with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2035 General Plan with project conditions.

11. Murphy Avenue and Main Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal with protected phasing on Main Avenue at this intersection would improve the level of service to acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2035 General Plan with the project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at the intersection would consist of the implementation of a traffic signal with protected phasing on all approaches and a separate eastbound right-turn lane. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of these improvements would improve the level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2035 General Plan no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2035 General Plan with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at unacceptable levels of service (LOS E or F) during the AM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2035 General Plan with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2035 General Plan with project conditions.

25. Murphy Avenue and Diana Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal with protected phasing on Murphy Avenue at this intersection would improve the level of service to an acceptable LOS B during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only. The following seven freeway segments were evaluated:

Study Freeway Segments

1. US 101 between SR-85 and Bailey Avenue
2. US 101 between Bailey Avenue and Coyote Creek Golf Drive
3. US 101 between Coyote Creek Golf Drive and Cochrane Road
4. US 101 between Cochrane Road and Dunne Avenue
5. US 101 between Dunne Avenue and Tennant Avenue
6. US 101 between Tennant Avenue and San Martin Avenue
7. US 101 between San Martin Avenue and Masten Avenue

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 9. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Freeway Segment Analysis

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 10. Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2018 CMP Monitoring and Conformance Report.

The results show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to proposed project. All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Table 9
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Table 10
Freeway Segment Levels of Service

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/h)	# of Lanes	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed[1] (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34.20	3	2,300	1,810	53	E	--	--	--	--	--	2	0.1	--	--
			NB	PM	51.80	3	2,300	2,007	39	D	--	--	--	--	--	7	0.3	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	10.40	3	2,300	867	**83**	**F**	--	--	--	--	--	2	0.1	--	--
			NB	PM	60.00	3	2,300	1,803	30	D	--	--	--	--	--	7	0.3	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	3	2,300	796	**85**	**F**	--	--	--	--	--	0	0.0	--	--
			NB	PM	59.80	3	2,300	1,793	30	D	--	--	--	--	--	0	0.0	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	21.00	3	2,300	1,482	**71**	**F**	--	--	--	--	--	28	1.2	--	--
			NB	PM	61.60	3	2,300	1,729	28	D	--	--	--	--	--	18	0.8	--	--
5	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	AM	22.20	3	2,300	1,516	**68**	**F**	71.41	1,650	826	12.0	B	23	1.0	13	0.8
			NB	PM	64.20	3	2,300	1,418	22	C	72.66	1,650	629	9.0	A	16	0.7	7	0.4
6	US 101	from Coyote Creek Golf Drive to Bailey Avenue	NB	AM	32.20	3	2,300	1,840	57	E	75.29	1,650	--[2]	--[2]	--[2]	28	1.2	0	0.0
			NB	PM	64.00	3	2,300	1,457	23	C	76.15	1,650	--[2]	--[2]	--[2]	18	0.8	0	0.0
7	US 101	from Bailey Avenue to SR 85	NB	AM	37.60	3	2,300	1,939	52	E	65.21	1,650	1,345	21.0	C	22	1.0	16	1.0
			NB	PM	63.40	3	2,300	1,536	24	C	72.91	1,650	582	8.0	A	16	0.7	6	0.4
8	US 101	from SR 85 to Bailey Avenue	SB	AM	62.40	3	2,300	1,627	26	D	73.82	1,650	391	5.0	A	9	0.4	2	0.1
			SB	PM	16.00	3	2,300	1,239	**77**	**F**	39.99	1,650	1,783	45.0	D	21	0.9	31	1.9
9	US 101	from Bailey Avenue to Coyote Creek Golf Drive	SB	AM	64.00	3	2,300	1,428	22	C	73.79	1,650	397	5.0	A	9	0.4	2	0.1
			SB	PM	14.80	3	2,300	1,177	**80**	**F**	41.99	1,650	1,780	42.0	D	21	0.9	32	1.9
10	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	AM	62.80	3	2,300	1,580	25	C	63.14	1,650	1,428	23.0	C	7	0.3	7	0.4
			SB	PM	12.60	3	2,300	1,054	**84**	**F**	21.57	1,650	1,688	**78.0**	**F**	20	0.9	34	2.1
11	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	62.00	3	2,300	1,667	27	D	--	--	--	--	--	9	0.4	--	--
			SB	PM	25.00	3	2,300	1,641	**66**	**F**	--	--	--	--	--	31	1.4	--	--
12	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	3	2,300	1,537	24	C	--	--	--	--	--	0	0.0	--	--
			SB	PM	27.00	3	2,300	1,612	**60**	**F**	--	--	--	--	--	0	0.0	--	--
13	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	63.00	3	2,300	1,556	25	C	--	--	--	--	--	6	0.3	--	--
			SB	PM	25.40	3	2,300	1,573	**62**	**F**	--	--	--	--	--	4	0.2	--	--
14	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60.00	3	2,300	1,801	30	D	--	--	--	--	--	6	0.3	--	--
			SB	PM	37.80	3	2,300	1,888	50	E	--	--	--	--	--	4	0.2	--	--

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Bold indicates unacceptable LOS.

5.
Other Transportation Issues

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

- Vehicular site access and on-site circulation review
- A review of required parking spaces
- Roadway segment analysis
- Potential impacts to pedestrian, bicycle, and transit facilities
- Freeway ramp queuing analysis

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

The site plan for the proposed project was reviewed to determine if adequate site access is provided and to identify any access and circulation issues that should be improved. This review was completed in accordance with generally accepted traffic engineering standards.

Site Access

Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue.

On-Site Circulation

An internal private street network would provide access to each of the single-family residential units, senior single-family cottages, and senior duets from each of the proposed access points. In addition, the on-site roadway network will provide for the missing connection between Sorrell Way and Sorrel Drive. Most of the streets that front the single-family homes include on-street parallel parking. Five of the on-site streets would have dead-ends. However, cul-de-sacs are proposed at these locations to provide adequate turnaround space.

On-street travel way is typically a minimum of 26 feet. The travel way on each of the internal streets is shown to be at least 26 feet wide. The straight nature of the internal roadways could result in drivers traveling at speeds greater than 25 mph. Therefore, it may be desirable to implement speed-reducing measures along the internal roadways. These measures could include the installation of speed bumps/humps along the internal roadways and/or bulb-outs at intersections and mid-block.

Emergency Vehicle Circulation

The internal roadways with a minimum of 26 feet wide would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units on-site. There are several dead-end drive aisles located at the residential units along Hill Road 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, emergency vehicles would be able to back out of the roadways.

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 trucks, and delivery trucks) throughout the project site. Adhering to the City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

Site Access Point Operations

The estimated project trips at the project site access points are shown in Figure 17. Based on the project trip generation and trip assignment, the maximum number of peak hour project trips projected at each of the three site access points are as follows.

- Sorrell Drive: 30 PM inbound trips and 27 AM outbound trips
- Fountain Avenue: 79 PM inbound trips and 71 AM outbound trips
- Barrett Avenue: 98 PM inbound trips and 87 AM outbound trips

The results of the site access point operations analyses are summarized in Table 11. The calculations for the project access point operations analyses are included in Appendix F.

The results of the level of service analysis indicate that all intersections that provide primary access to the project site are projected to operate at acceptable levels of service (LOS D or better) during each of the peak hours analyzed under existing plus project conditions.

The results of the signal warrant analysis indicate all unsignalized intersections providing access to the project site are projected to have traffic volumes during each of the peak hours analyzed under existing plus project conditions that fall below the thresholds that warrant signalization.

The results of the queuing analysis indicate that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the existing storage provided at all study locations.

Recommendation: Per the Year 2030 intersection operations analysis, the Barret Avenue and Hill Road intersection would meet signal warrants and require protected left-turn phasing on Hill Road. Therefore, based on the queuing and operations analysis a separate southbound left-turn lane that provides a minimum of 50 feet of storage capacity should be provided along Hill Road at Barrett Avenue to eliminate left-turning vehicles from blocking southbound through traffic on Hill Road. A center-striped median is currently provided along Hill Road north of San Pedro Avenue. The current

Figure 17
Project Trips at Site Access Points

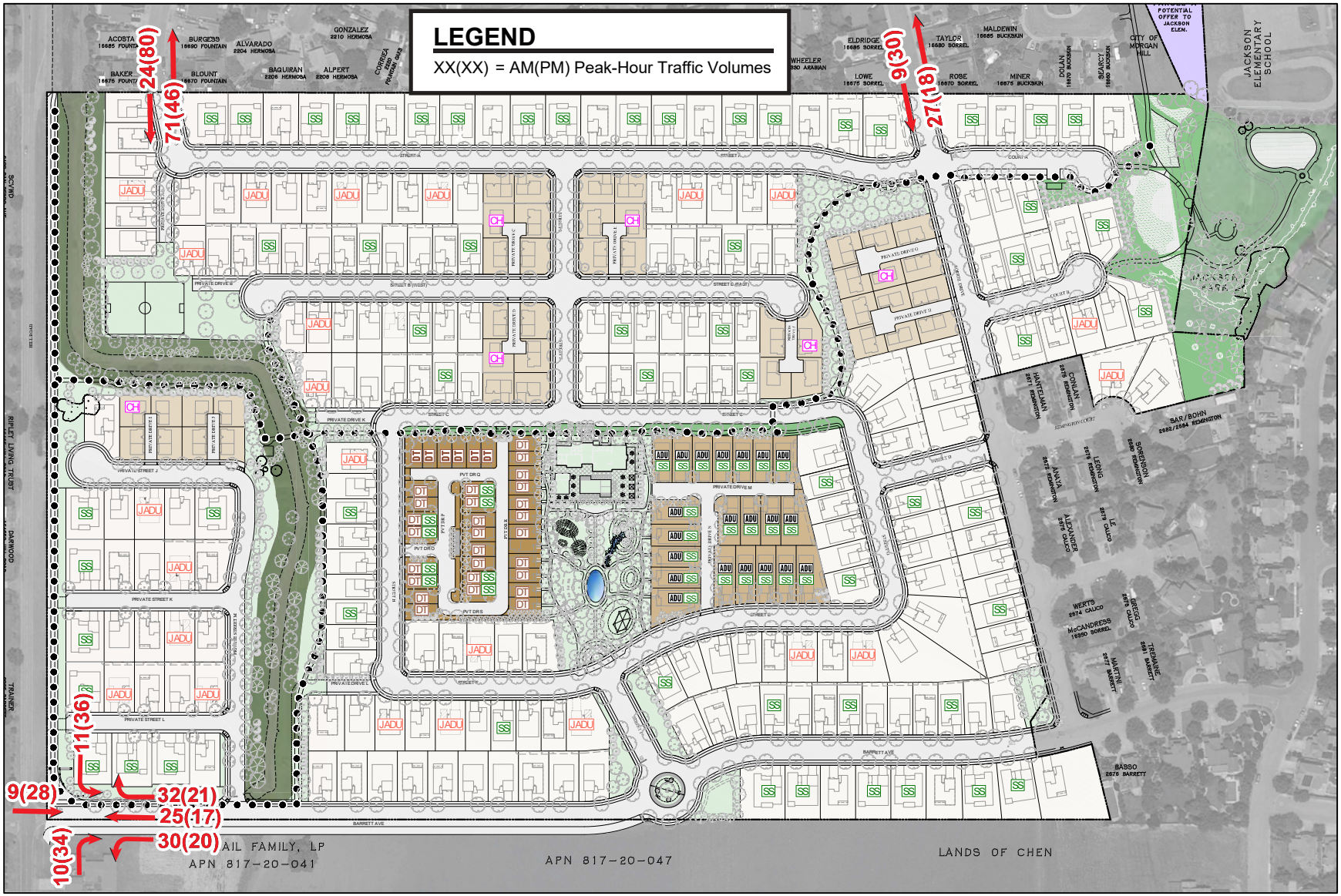


Table 11
Site Access Point Operations

Int. #	Intersection	Control	Peak Hour	Existing Plus Project Warrant Met?	Delay[1]	LOS	Queue Length (ft) NBL	SBL	WB
18	Hill Road and Dunne Avenue	Signal	AM	--	19.9	B	225	--	--
			PM	--	18.4	B	100	--	--
19	Hill Road and Fountain Oaks Drive	OWSC	AM	No	25.4	D	--	25	--
			PM	No	13.9	B	--	25	--
21	Hill Road and Barrett Avenue	TWSC	AM	No	29.4	D	--	25	100
			PM	No	17.2	C	--	25	50
23	Sorrel Way and Dunne Avenue	TWSC	AM	No	22.6	C	--	--	--
			PM	No	16.3	C	--	--	--
27	Street I and Barrett Avenue	Roundabout	AM	--	3.5	A	--	--	--
			PM	--	3.5	A	--	--	--

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

width of Hill Road along the project frontage is not adequate to provide a left-turn pocket into the project site at Barrett Avenue. Hill Road would need to be widened along its east side, along the project frontage, to provide a striped left-turn pocket into the project site. The project should widen Hill Road along its frontage to match the curb line north of the project site.

Alternatively, a roundabout could also be implemented at the Barrett Avenue and Hill Road intersection in lieu of a traffic signal and left-turn pocket described above. However, the widening of Hill Road would still be necessary to accommodate the planned bike lanes that are described in the following sections.

Recommendation: Due to the close proximity of the Hill Road project driveway to Barrett Avenue, where a new traffic signal or roundabout may be implemented, it is recommended that turn-movements at the Hill Road project driveway be restricted to right-turns in and out only. The Barrett Avenue and Fountain Avenue access points can accommodate the restricted left-turning traffic.

The site plan indicates all-way stop-control at the on-site intersection of Sorrel Way and Court A/Street A. All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Recommendation: All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Parking

Based on Tables 18.72-2 and 18.72-3 of Section 18.72.030 of the Morgan Hill City Code, single-family residential units are required to provide two covered parking spaces per unit, and one guest parking space is required for every four residential units. Senior single-family residential units are required to provide 50% of units with two covered parking spaces and 50% of units with one covered parking space, and one guest parking space is required for every four residential units. Senior multi-family residential units are required to provide one covered parking space per unit, and one guest parking space is required for every five residential units.

Based on these requirements, the project would be required to provide 684 resident and 89 guest parking spaces for a total of 773 parking spaces for the proposed 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs). The project is proposing to provide 632 covered parking spaces and 938 open parking spaces for a total of 1,570 parking spaces. Therefore, the provided number of parking spaces would exceed the City's parking requirement.

Effects on Surrounding Residential Streets

The proposed project site is located in close proximity to two major thoroughfares: Dunne Avenue, and Hill Road. As discussed in the site access section, it is projected that the majority of the project traffic would access the project site via Hill Road. However, some project traffic could utilize other adjacent local facilities for travel between the project site and other major thoroughfares or nearby destinations, such as schools, parks, shopping centers, and others. For this reason, an evaluation of the effects of project traffic along other streets in the immediate vicinity of the project site was completed. The study roadway segments are listed below and shown in Figure 18:

1. Tennant Avenue, west of Hill Road
2. Hill Road, between Tennant Avenue and Barret Avenue
3. Hill Road, between San Pedro Avenue and Dunne Avenue
4. Barrett Avenue, east of Hill Road
5. Sorrel Drive, north of Barrett Avenue
6. Sorrel Way, south of Fountain Oaks Drive
7. Fountain Oaks Drive, between Sorrel Drive and Hill Road
8. Fountain Avenue, south of Fountain Oaks Drive
9. Sorrel Way, south of Dunne Avenue

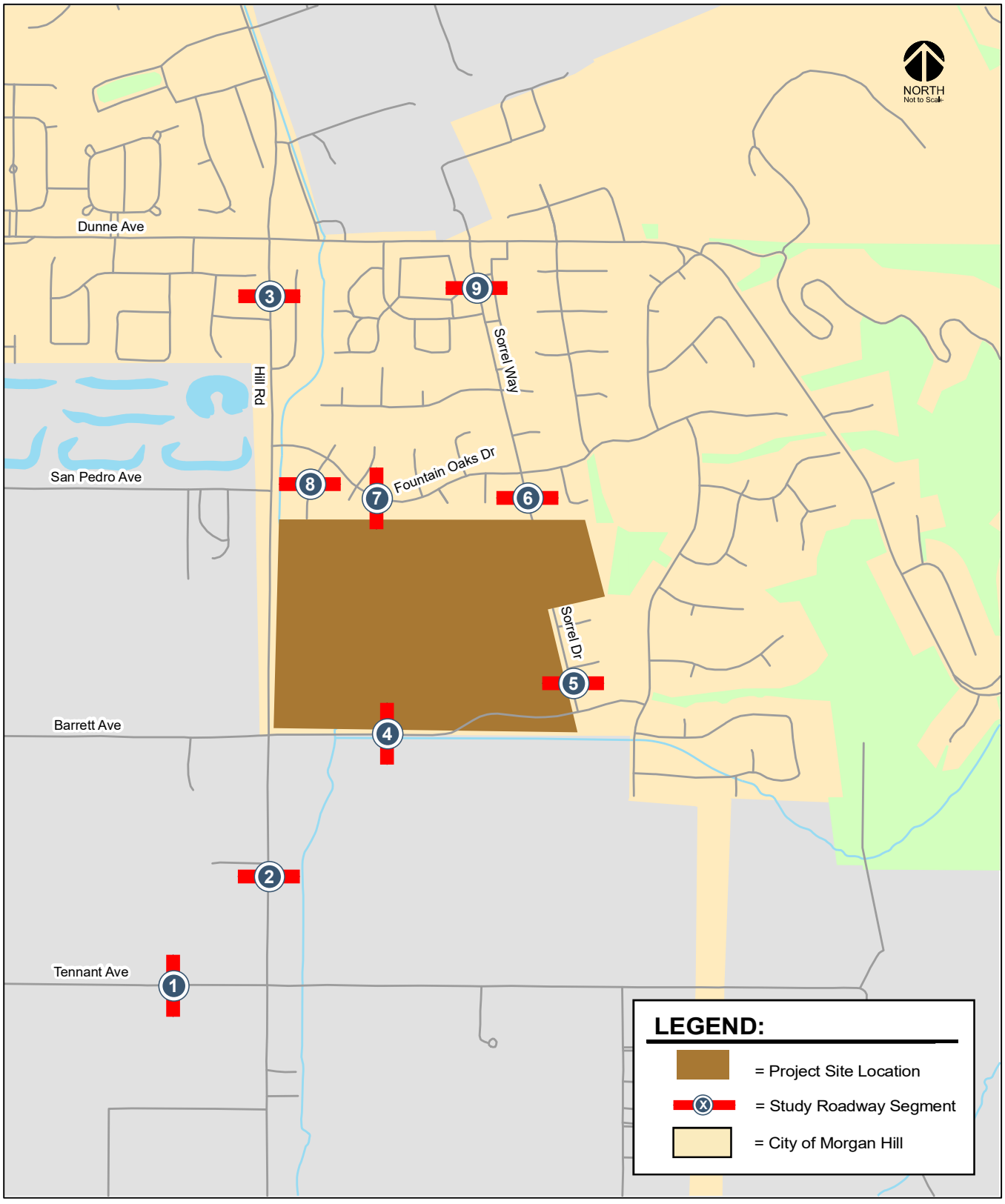
The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to volume thresholds for each roadway segment to determine if the projected change in traffic volume would be considered significant.

Unlike the intersection level of service analysis methodology, which has established impact thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect impacts of traffic on residential neighborhoods. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include the socioeconomic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

Existing Surrounding Roadway Characteristics

All roadway segments evaluated consist of two-lane undivided roadways that provide access to residential areas and provide a connection between the residential neighborhoods and arterial

Figure 18
Study Roadway Segment Locations



roadways (Dunne Avenue and Hill Road). A brief description of each of the selected surrounding roadways is provided in Chapter 2.

The City of Morgan Hill does not have a formally adopted roadway segment operating standard. Thus, for the purposes of this analysis, LOS D was used as a guideline for the evaluation of daily segment volumes. The General Plan has identified LOS D for a 2-lane local street with a maximum ADT of 8,200 for both directions, for a 2-lane collector street with a maximum ADT of 11,000 for both directions, and for a 2-lane undivided arterial with a maximum ADT of 16,700 for both directions.

Existing Roadway Conditions

Speed and count (twenty-four-hour tube counts) data were collected on June 4, 2019 along the study roadway segments. The ADT were factored with a 1.5% annual compound growth rate to represent 2021 conditions because the counts are older than two years. The traffic count data revealed that the study roadway segments currently carry between 60 (along Sorrel Way) and 6,800 (along Hill Road) daily vehicles (both directions combined) near the project site.

All of the study roadways have posted speed limits ranging from 25-45 mph. The speed surveys revealed that the 85th percentile speeds along the study roadway segment of Tennant Avenue, Hill Road, Barrett Avenue, Fountain Oaks Drive, and Sorrel Way in the northbound direction were measured to exceed the posted speed limits by at least 5 mph. The speeds along the remainder of the study segments were measured to be lower than the posted speed limit or within 5 mph of the posted speed limit. Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys, vehicular speeds along the study roadway segments identified to exceed 5 mph above would be considered excessive.

Table 12 summarizes the existing traffic volumes and 85th percentile speeds collected along each of the studied roadway segments.

Project's Effect on Study Roadway Segments

The effects of project traffic on each of the study roadway segments were evaluated based on field observations, the collected traffic volume and speed data, and project traffic projections.

As was presented in the project trip assignment, the majority of the project trips would utilize Hill Road and Barrett Avenue to access the project site. The remainder of the project traffic would utilize Sorrell Way to access the project site. The addition of project trips to some of the study roadway segments resulted in large percent changes due to the low existing volumes. However, the existing plus project ADT for both directions at each of the study roadways are still projected to be below the identified volume thresholds for LOS D operations. However, the added project trips to the study roadway segments that constitute an increase in traffic of approximately 50% from the existing daily traffic volumes would be measurable and perceptible to residents of the adjacent neighborhood.

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for LOS D or better operations based on volume thresholds identified in the City of Morgan Hill 2035 General Plan.

Table 12
Roadway Segment Analysis

#	Roadway Segment	Date	Direction	Speed (mph) Limit	85th %tile Speed (mph)	Difference	Average Daily Traffic Volumes (ADT) Factored Count[1]	Project Trips	Existing + Project	% Change
1	Tennant Avenue,	6/4/19	EB	45	52.5	**7.5**	2,624	330	2,954	13%
	west of Hill Road	6/4/19	WB	45	51.7	**6.7**	2,656	330	2,986	12%
			Total				5,280	660	5,940	13%
2	Hill Road,	6/4/19	NB	40	46.2	**6.2**	3,994	330	4,324	8%
	between Tennant Avenue and Barret Avenue	6/4/19	SB	40	47.2	**7.2**	2,789	330	3,119	12%
			Total				6,782	660	7,442	10%
3	Hill Road,	6/4/19	NB	40	48.8	**8.8**	3,856	692	4,548	18%
	between San Pedro Avenue and Dunne Avenue	6/4/19	SB	40	46.8	**6.8**	2,721	692	3,413	25%
			Total				6,576	1,384	7,960	21%
4	Barrett Avenue,	6/4/19	EB	30	44.0	**14.0**	760	749	1,509	99%
	east of Hill Road	6/4/19	WB	30	41.4	**11.4**	810	749	1,559	92%
			Total				1,570	1,498	3,068	95%
5	Sorrel Drive,	6/4/19	NB	25*	27.4	2.4	74	216	290	292%
	north of Barrett Avenue	6/4/19	SB	25*	27.8	2.8	72	216	288	300%
			Total				145	432	577	298%
6	Sorrel Way,	6/4/19	NB	25	14.9	-10.1	28	232	260	829%
	south of Fountain Oaks Drive	6/4/19	SB	25	17.5	-7.5	34	232	266	682%
			Total				62	464	526	748%
7	Fountain Oaks Drive,	6/4/19	EB	25	30.8	**5.8**	808	30	838	4%
	between Sorrel Drive and Hill Road	6/4/19	WB	25	31.9	**6.9**	906	30	936	3%
			Total				1,714	60	1,774	4%
8	Fountain Avenue,	6/4/19	NB	25*	19.1	-5.9	41	605	646	1476%
	south of Fountain Oaks Drive	6/4/19	SB	25*	20.6	-4.4	39	605	644	1551%
			Total				79	1,210	1,289	1532%
9	Sorrel Way,	6/4/19	NB	25	32.1	**7.1**	390	202	592	52%
	south of Dunne Avenue	6/4/19	SB	25	30.0	5.0	421	202	623	48%
			Total				810	404	1,214	50%

Notes:
*Assumed speed limit, based on the California Vehicle Code which states that the speed limit for residential districts is 25 miles per hour, unless otherwise posted.
[1]Counts older than two years old were factored to 2021 conditions using 1.5% compounded annual growth.

- Speeds along six of the nine study roadway segments currently exceed the posted speed limit by more than 5 mph in at least one direction. Speeding is occurring under existing conditions and the addition of project traffic may exacerbate the speeding issues.
- The added project trips to the study roadway segments that constitute an increase in traffic of approximately 50% from the existing daily traffic volumes would be measurable and perceptible to residents of the adjacent neighborhood.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on surrounding streets, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and in coordination with the local neighborhood association.

- Radar speed signs on Hill Road between Tennant Avenue and San Pedro Avenue along with chokers near San Pedro Avenue.
- Radar speed signs on Barrett Avenue between Murphy Avenue and Hill Road.
- Curb extensions along Fountain Oaks Drive. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.
- Traffic circles or four-way stop control along Fountain Oaks Drive particularly at its intersections with Fountain Avenue and Sorrel Way. Traffic circles and stop-control force vehicles to slow down in advance of intersections. Stop-control at intersections also minimize vehicular, pedestrian, and bicyclist conflicts at intersections. Stop-control and traffic circles have the potential to reduce the number of collisions and maintain low travel speeds through the intersections. However, the implementation of stop-control may result in increased speeds at intersection departures and traffic circles would result in a loss of parking spaces and limit access for large vehicles, including fire trucks. The Fire Department would need to review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.

Pedestrian, Bicycle, and Transit Analyses

Pedestrian Facilities

The project site is located within a primarily undeveloped area where continuous sidewalks along the surrounding streets are not available. Sidewalks are provided along at least one of the sides of the following roadways in the vicinity of the project site:

Dunne Avenue – sidewalks are provided on both sides of the street between Magnolia Way and Dewitt Avenue, except for an approximately 500-foot segment on the north side of the street just east of Hill Road.

Hill Road – sidewalks are provided on at least one side of the street between Fountain Oaks Drive and Diana Avenue.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project site is located within walking distance from various commercial uses near Dunne Avenue and US 101, Jackson Elementary School located along Fountain Oaks Drive, and Nordstrom Elementary School located along Dunne Avenue.

Controlled crossings at the intersection of Hill Road and Dunne Avenue along with the sidewalks provided on-site would provide a connection between the project site and the pedestrian generators in the project vicinity mentioned above.

The project would provide sidewalks along its frontages along Hill Road, Barrett Avenue (east of Hill Road), and its internal on-site street network to provide a safe connection between the project site and other surrounding land uses in the area.

Bicycle Facilities

Bike lanes in the project vicinity are currently provided along Dunne Avenue, west of Gallop Drive and Hill Road, between Dunne Avenue and Diana Avenue. These bike lanes provide a connection to other bicycle facilities throughout Morgan Hill. However, no bike lanes currently serve the project site directly.

Project's Effect on Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate up to three new bicycle trips during each of the peak hours.

Recommendation: The Bikeways Master Plan map contained within the City of Morgan Hill General Plan shows proposed bike lanes along both sides of Hill Road, between Dunne Avenue and Maple Avenue, and a proposed bike route on Barrett Avenue, west of Hill Road. Improvements along the project frontage including the recommended widening of Hill Road should be planned to accommodate the implementation of the planned bike lanes along Hill Road.

Transit Services

Although the City of Morgan Hill is served by various local and express bus routes (bus routes 68, 87, and 168), none of the existing bus routes currently serve the project site directly. The nearest bus stop to the project site is located near the Half Road/Elm Road intersection served by Route 87, approximately 1.5 miles north of the project site. Additionally, the Morgan Hill Caltrain Station, located on the east side of Depot Street, is approximately 2 ¼ miles west of the project site and provides a connection to most transit lines serving Morgan Hill in addition to Caltrain.

Project's Effect on Transit Services

Since no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill, and there is currently only one local bus route (Route 87) serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 1.5 miles away, the use of public transportation by residents of the proposed project would be limited. Nevertheless, assuming an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately no more than nine new transit riders during each of the peak hours.

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Hill Road in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of the City, which is currently underserved. A bus stop could be provided along the project site frontage to serve the project site and adjacent residential neighborhoods directly.

Freeway Ramp Analyses

Freeway On-Ramp Queuing Analysis

An analysis of the effect of the addition of project traffic on the queues at metered freeway on-ramps that provide access to the project site was performed. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The project would add trips to the US 101 northbound on-ramp from westbound Dunne Avenue and US 101 southbound on-ramp from Tennant Avenue. Based on field observation, the meter is currently inactive during both the AM and PM peak hours at the US 101 northbound on-ramp from westbound Dunne Avenue and only active during the PM peak hour at the US 101 southbound on-ramp from Tennant Avenue.

The project is projected to add at most 12 trips during the PM peak hour (or approximately one vehicle every five minutes on average) to the US 101 southbound on-ramp from Tennant Avenue and would not lengthen the projected queues at this location.

Freeway Off-Ramp Queuing Analysis

A queuing analysis was completed for freeway off-ramps, where the project will result in the addition of peak-hour trips. These freeway off-ramps are controlled by a traffic signal at their intersection with the local arterial. The project is expected to add peak hour trips to the following freeway off-ramps in the project vicinity:

- US 101 northbound off-ramp to Tennant Avenue
- US 101 southbound off-ramp to Dunne Avenue

The results of the analysis (see Table 13) show that the 95th percentile queue lengths at each of the US 101 off-ramps to Dunne Avenue and Tennant Avenue are projected to be accommodated entirely on the ramps and would not extend back and disrupt operations on the freeway mainline. The freeway off-ramp queuing calculations are included in Appendix D.

Table 13
Freeway Off-Ramp Vehicle Queuing Analysis

Scenario		Queue Length[1] (feet)					
		US 101 SB Ramps and Dunne Avenue			US 101 NB Ramps and Tennant Avenue		
		SBT/L[2]	SBR[2]	Total	NBL[2]	NBT/R[2]	Total
Storage				**2,025**			**2,225**
Existing	AM	200	350	550	175	100	275
	PM	225	350	575	150	50	200
Existing Plus Project	AM	225	350	575	175	100	275
	PM	325	350	675	175	75	250
Year 2030 Cumulative without Project	AM	275	425	700	250	150	400
	PM	275	425	700	200	100	300
Year 2030 Cumulative with Project	AM	300	425	725	250	175	425
	PM	400	425	825	200	125	325
Year 2035 General Plan No Project	AM	250	425	675	275	200	475
	PM	225	525	750	225	150	375
Year 2035 General Plan with Project	AM	250	425	675	275	200	475
	PM	225	525	750	225	150	375
Maximum				**825**			**475**
Storage - Maximum				**1,200**			**1,750**

Notes:
[1]Queue lengths were obtained from Traffix assuming 25 feet per vehicle.
[2]SBT/L = southbound through/left; SBR = southbound right; NBL = northbound left; NBT/R = northbound through/right

6. Conclusions

The potential impacts of the project were evaluated in accordance with the California Environmental Quality Act (CEQA) guidelines and the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

A supplemental traffic operations analysis also was completed to demonstrate the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 36.94 VMT per capita.

The results also indicate that the project is projected to generate VMT per capita (33.25), which would exceed the OPR's recommended impact threshold of 20.94 VMT per capita. Therefore, the project would result in an impact on the transportation system based on OPR's VMT impact criteria.

VMT Impacts and Mitigation

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 37% reduction (33.25 to 20.94) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool, the maximum reduction possible is 29.55 (11%). Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City.

OPR's recommended 15% below the existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, many communities such as Morgan Hill have very limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The lack of employment in these communities along with minimal transit options results in a greater number and longer commute trips.

Therefore, it is highly unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Per its condition of approval, the project applicant shall develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan shall be prepared by a qualified traffic consultant and in coordination with the City of Morgan Hill Development Services Director or Designee. The TDM plan shall quantify the reduction in VMT. The TDM shall require the following measures:

- Prior to project occupancy, the project applicant will be required to make a financial contribution to the City's on-site demand rideshare service (MoGo), as a one-time or annual financial contribution based on City's approval, **or**
- During project operations, the management entity/HOA shall provide fully (100 percent) subsidized annual VTA transit passes for all project homeowners (a maximum of one transit subsidy per residential unit, which would result in up to 364 transit passes per year). This subsidized transit program shall be approved by the City of Morgan Hill's Public Services Director prior to issuance of occupancy.
- The project must improve the surrounding pedestrian network by including sidewalks, which terminate at the common property line, allowing for connections to the adjacent property in the event there is development in the future. Continuous sidewalks are proposed along the project frontages. The proposed frontage improvements along Hill Road include sidewalk improvements; the street section will be wide enough to accommodate future bicycle lanes.

Traffic Operations Analysis

Project Trip Generation

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 3,170 daily trips, with 248 trips (63 inbound and 185 outbound) occurring during the AM peak hour and 330 trips (208 inbound and 122 outbound) occurring during the PM peak hour.

Year 2030 Intersection Operations Analyses

The results of the traffic operations analysis indicate that the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2030 Cumulative with project conditions based on the City's operating standards.

8. Condit Road and Main Avenue (AM and PM Peak Hours)
10. Condit Road and Tennant Avenue (PM Peak Hour)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
24. Condit Road and Diana Avenue (AM Peak Hour)

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 Cumulative with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

8. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The addition of an exclusive southbound right-turn lane on Condit Road would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications, pavement widening, and lane striping on the southbound approach. The improvement also will require improvement of the northwest corner of the intersection to accommodate a relocated trail access, sidewalks, and new ADA curb ramps. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2030 Cumulative with project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on all four approaches. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection

corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to acceptable LOS D during both the AM and PM peak hours under Year 2030 Cumulative with project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS C during the AM peak hour under Year 2030 Cumulative no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2030 Cumulative with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2030 Cumulative without project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS F during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2030 Cumulative with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2030 Cumulative with project conditions.

24. Condit Road and Diana Avenue

This intersection is projected to operate at an unacceptable LOS E during the AM peak hour under Year 2030 Cumulative without and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the AM peak hour under Year 2030 Cumulative without and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Condit Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the AM peak hour under Year 2030 Cumulative with project conditions.

Year 2035 Intersection Operations Analyses

The results of the traffic operations analysis indicate that the proposed project would have an adverse effect on intersection operations at the following six study intersections under Year 2035 General Plan with project conditions based on the City's operating standards.

10. Condit Road and Tennant Avenue (PM Peak Hour)
11. Murphy Avenue and Main Avenue (AM and PM Peak Hours)
13. Murphy Avenue and Tennant Avenue (AM and PM Peak Hours)
19. Hill Road and Fountain Oaks Drive (AM Peak Hour)
21. Hill Road and Barrett Avenue (AM Peak Hour)
25. Murphy Avenue and Diana Avenue (AM and PM Peak Hours)

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2035 General Plan with project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

10. Condit Road and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the PM peak hour under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS B during the PM peak hour under Year 2035 General Plan with project conditions.

11. Murphy Avenue and Main Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal

with protected phasing on Main Avenue at this intersection would improve the level of service to acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2035 General Plan with the project conditions.

13. Murphy Avenue and Tennant Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at the intersection would consist of the implementation of a traffic signal with protected phasing on all approaches and a separate eastbound right-turn lane. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of these improvements would improve the level of service to an acceptable LOS D during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

19. Hill Road and Fountain Oaks Drive

This intersection is projected to operate at an acceptable LOS D during the AM peak hour under Year 2035 General Plan no project conditions. Traffic associated with the proposed project would degrade the level of service to an unacceptable LOS E during the AM peak hour. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the provision of a separate westbound left-turn lane on Fountain Oaks Drive. The improvement will require approximately 5 feet of right-of-way along the northside of Fountain Oaks Drive to accommodate pavement widening and relocation of curb, gutter, trees, and sidewalks. Implementation of this improvement would improve the intersection's level of service to an acceptable LOS C during the AM peak hour under Year 2035 General Plan with project conditions.

21. Hill Road and Barrett Avenue

This intersection is projected to operate at unacceptable levels of service (LOS E or F) during the AM peak hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during AM peak hour under Year 2035 General Plan with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the implementation of a traffic signal with protected phasing on Hill Road. The new traffic signal may require the acquisition of right-of-way and removal of trees at each of the intersection corners to accommodate signal poles and new curb ramps. Utility poles also will need to be removed and relocated. Implementation of this improvement would improve the intersection's level of service to

an acceptable LOS B during the AM peak hour under Year 2035 General Plan with project conditions.

Alternatively, a roundabout could also be implemented at this intersection in lieu of a traffic signal. Implementation of a roundabout in lieu of a traffic signal would improve the intersection's level of service to an acceptable LOS A during the AM peak hour under Year 2035 General Plan with project conditions.

25. Murphy Avenue and Diana Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks hour under Year 2035 General Plan no project and with project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2035 General Plan no project and with project conditions that meet thresholds that warrant signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The signalization of the future intersection would likely be completed concurrently with the planned extension of Murphy Avenue from Diana Avenue to Half Road. Implementation of a traffic signal with protected phasing on Murphy Avenue at this intersection would improve the level of service to an acceptable LOS B during both the AM and PM peak hours under Year 2035 General Plan with the project conditions.

Freeway Segment Level of Service Analysis

The results show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to proposed project. All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Other Transportation Issues

Site Access

Access to the project site is proposed via Barrett Avenue, Sorrel Way, Sorrel Drive, and Fountain Avenue.

On-street travel way is typically a minimum of 26 feet. The travel way on each of the internal streets is shown to be at least 26 feet wide. The straight nature of the internal roadways could result in drivers traveling at speeds greater than 25 mph. Therefore, it may be desirable to implement speed-reducing

measures along the internal roadways. These measures could include the installation of speed bumps/humps along the internal roadways and/or bulb-outs at intersections and mid-block.

Emergency Vehicle Circulation

The internal roadways with a minimum of 26 feet wide would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units on-site. There are several dead-end drive aisles located at the residential units along Hill Road 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, emergency vehicles would be able to back out of the roadways.

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 trucks, and delivery trucks) throughout the project site. Adhering to the City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

Site Access Point Operations

The results of the level of service analysis indicate that all intersections that provide primary access to the project site are projected to operate at acceptable levels of service (LOS D or better) during each of the peak hours analyzed under existing plus project conditions.

The results of the signal warrant analysis indicate all unsignalized intersections providing access to the project site are projected to have traffic volumes during each of the peak hours analyzed under existing plus project conditions that fall below the thresholds that warrant signalization.

The results of the queuing analysis indicate that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the existing storage provided at all study locations.

Recommendation: Per the Year 2030 intersection operations analysis, the Barret Avenue and Hill Road intersection would meet signal warrants and require protected left-turn phasing on Hill Road. Therefore, based on the queuing and operations analysis a separate southbound left-turn lane that provides a minimum of 50 feet of storage capacity should be provided along Hill Road at Barrett Avenue to eliminate left-turning vehicles from blocking southbound through traffic on Hill Road. A center-striped median is currently provided along Hill Road north of San Pedro Avenue. The current width of Hill Road along the project frontage is not adequate to provide a left-turn pocket into the project site at Barrett Avenue. Hill Road would need to be widened along its east side, along the project frontage, to provide a striped left-turn pocket into the project site. The project should widen Hill Road along its frontage to match the curb line north of the project site.

Alternatively, a roundabout could also be implemented at the Barrett Avenue and Hill Road intersection in lieu of a traffic signal and left-turn pocket described above. However, the widening of Hill Road would still be necessary to accommodate the planned bike lanes that are described in the following sections.

Recommendation: Due to the close proximity of the Hill Road project driveway to Barrett Avenue, where a new traffic signal or roundabout may be implemented, it is recommended that turn movements at the Hill Road project driveway be restricted to right turns in and out only. The Barrett Avenue and Fountain Avenue access points can accommodate the restricted left-turning traffic.

The site plan indicates all-way stop-control at the on-site intersection of Sorrel Way and Court A/Street A. All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Recommendation: All-way stop-control should also be implemented at the Street D/Remington Court and Barrett Avenue intersections along Sorrel Way.

Parking

Based on Tables 18.72-2 and 18.72-3 of Section 18.72.030 of the Morgan Hill City Code, the project would be required to provide 684 resident and 89 guest parking spaces for a total of 773 parking spaces for the proposed 364 residential units including 223 single-family detached houses, 42 court homes, 21 senior cottages, 34 senior duets, and 44 accessory dwelling units (ADUs). The project is proposing to provide 632 covered parking spaces and 938 open parking spaces for a total of 1,570 parking spaces. Therefore, the provided number of parking spaces would exceed the City's parking requirement.

Effects on Surrounding Residential Streets

An evaluation of the effects of project traffic along other streets in the immediate vicinity of the project site was completed. The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be considered significant.

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for LOS D or better operations based on volume thresholds identified in the City of Morgan Hill 2035 General Plan.
- Speeds along six of the nine study roadway segments currently exceed the posted speed limit by more than 5 mph in at least one direction. Speeding is occurring under existing conditions and the addition of project traffic may exacerbate the speeding issues.
- The added project trips to the study roadway segments that constitute an increase in traffic of approximately 50% from the existing daily traffic volumes would be measurable and perceptible to residents of the adjacent neighborhood.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on surrounding streets, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and in coordination with the local neighborhood association.

- Radar speed signs on Hill Road between Tennant Avenue and San Pedro Avenue along with chokers near San Pedro Avenue.
- Radar speed signs on Barrett Avenue between Murphy Avenue and Hill Road.
- Curb extensions along Fountain Oaks Drive. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.

- Traffic circles or four-way stop control along Fountain Oaks Drive particularly at its intersections with Fountain Avenue and Sorrel Way. Traffic circles and stop-control force vehicles to slow down in advance of intersections. Stop-control at intersections also minimize vehicular, pedestrian, and bicyclist conflicts at intersections. Stop-control and traffic circles have the potential to reduce the number of collisions and maintain low travel speeds through the intersections. However, the implementation of stop-control may result in increased speeds at intersection departures and traffic circles would result in a loss of parking spaces and limit access for large vehicles, including fire trucks. The Fire Department would need to review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.

Pedestrian, Bicycle, and Transit Analyses

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project site is located within walking distance from various commercial uses near Dunne Avenue and US 101, Jackson Elementary School located along Fountain Oaks Drive, and Nordstrom Elementary School located along Dunne Avenue.

Controlled crossings at the intersection of Hill Road and Dunne Avenue along with the sidewalks provided on-site would provide a connection between the project site and the pedestrian generators in the project vicinity mentioned above.

The project would provide sidewalks along its frontages along Hill Road, Barrett Avenue (east of Hill Road), and its internal on-site street network to provide a safe connection between the project site and other surrounding land uses in the area.

Project's Effect on Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate up to three new bicycle trips during each of the peak hours.

Recommendation: The Bikeways Master Plan map contained within the City of Morgan Hill General Plan shows proposed bike lanes along both sides of Hill Road, between Dunne Avenue and Maple Avenue, and a proposed bike route on Barrett Avenue, west of Hill Road. Improvements along the project frontage including the recommended widening of Hill Road should be planned to accommodate the implementation of the planned bike lanes along Hill Road.

Project's Effect on Transit Services

Since no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill, and there is currently only one local bus route (Route 87) serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 1.5 miles away, the use of public transportation by residents of the proposed project would be limited. Nevertheless, assuming an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately no more than nine new transit riders during each of the peak hours.

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Hill Road in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of the City, which is currently

underserved. A bus stop could be provided along the project site frontage to serve the project site and adjacent residential neighborhoods directly.

Freeway Ramp Analysis

Freeway On-Ramp Queuing Analysis

The project would add trips to the US 101 northbound on-ramp from westbound Dunne Avenue and US 101 southbound on-ramp from Tennant Avenue. Based on field observation, the meter is currently inactive during both the AM and PM peak hours at the US 101 northbound on-ramp from westbound Dunne Avenue and only active during the PM peak hour at the US 101 southbound on-ramp from Tennant Avenue.

The project is projected to add at most 12 trips during the PM peak hour (or approximately one vehicle every five minutes on average) to the US 101 southbound on-ramp from Tennant Avenue and would not lengthen the projected queues at this location.

Freeway Off-Ramp Queuing Analysis

The results of the analysis show that the 95th percentile queue lengths at each of the US 101 off-ramps to Dunne Avenue and Tennant Avenue are projected to be accommodated entirely on the ramps and would not extend back and disrupt operations on the freeway mainline.

New Horizons Residential Development

Technical Appendices

May 22, 2023

Appendix A

VTA VMT Evaluation Tool Output Sheets

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

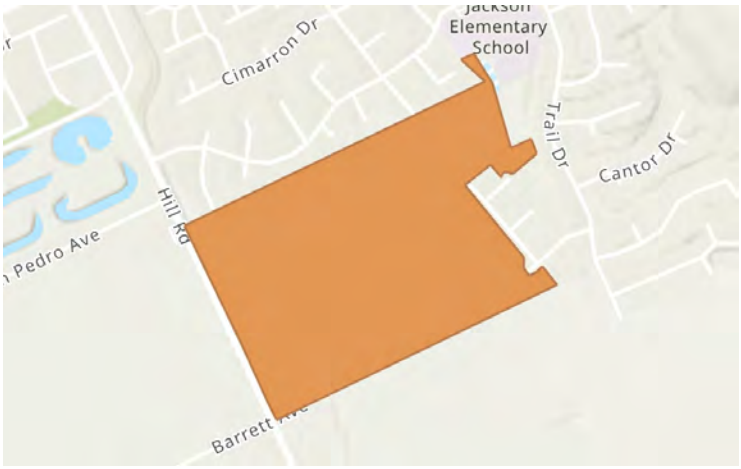
Timestamp of Analysis	May 19, 2023, 12:32:09 PM
Project Name	New Horizons
Project Description	223 single family, 42 court homes, 21 senior cottages, 34 senior duets, and 44 ADUs, for a total of 364 units

Project Location Map

Jurisdiction:

Morgan Hill

APN	TAZ
81720031	353



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2021

Project Land Use

Residential:

Single Family DU:	330
Multifamily DU:	34
Total DUs:	364

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? No (Fail)

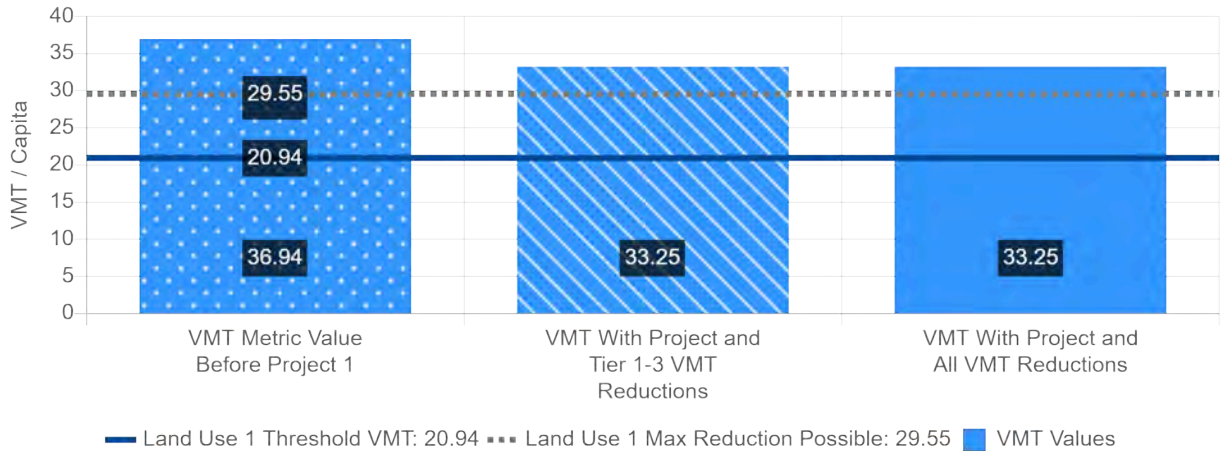
Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 20.94
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	36.94	33.25	33.25
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.73
With Project Residential Density:	4.6

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.2
With Project Residential Diversity Index:	0.13

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	4.94
With Project Employment Density:	4.94

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Project Details

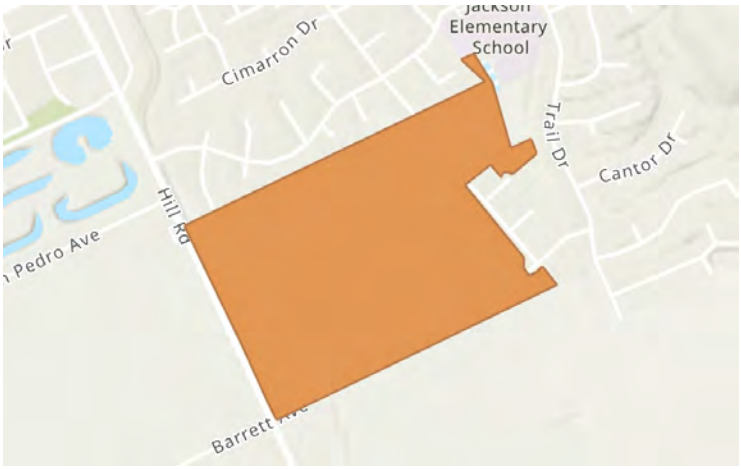
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Project Name	New Horizons
Project Description	223 single family, 42 court homes, 21 senior cottages, 34 senior duets, and 44 ADUs, for a total of 364 units

Project Location Map

Jurisdiction:

Morgan Hill

APN	TAZ
81720031	353



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2021

Project Land Use

Residential:

Single Family DU:	330
Multifamily DU:	34
Total DUs:	364

Non-Residential:

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Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? No (Fail)

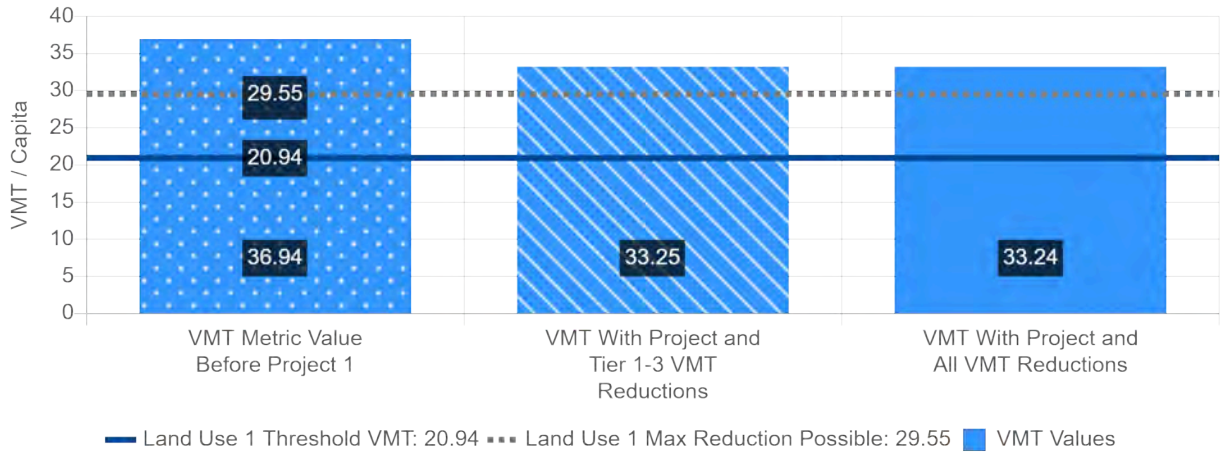
Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

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VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 20.94
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	36.94	33.25	33.24
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.73
With Project Residential Density:	4.6

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.2
With Project Residential Diversity Index:	0.13

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	4.94
With Project Employment Density:	4.94

Tier 2 Multimodal Infrastructure

MI05 Pedestrian Networks

Pedestrian Improvements Beyond Development Frontage:	

Tier 4 TDM Programs

TP07 Subsidized Transit Program

Percent of Transit Subsidy:	100 %

TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	100 %

Appendix B

Traffic Counts

About the Data

E-1: City/County Population Estimates with Annual Percent Change

January 1, 2019 and 2020

State/County/City	Total Population 1/1/2019	Total Population 1/1/2020	Percent Change
California	39,695,376	39,782,870	0.2
Santa Clara	1,954,833	1,961,969	0.4
Campbell	42,168	42,288	0.3
Cupertino	59,504	59,549	0.1
Gilroy	56,854	57,084	0.4
Los Altos	30,881	30,876	0.0
Los Altos Hills	8,394	8,413	0.2
Los Gatos	30,720	31,439	2.3
Milpitas	76,211	77,961	2.3
Monte Sereno	3,586	3,594	0.2
Morgan Hill	**45,745**	**46,454**	**1.5**
Mountain View	81,639	82,272	0.8
Palo Alto	69,109	69,226	0.2
San Jose	1,047,871	1,049,187	0.1
Santa Clara	127,401	129,104	1.3
Saratoga	31,002	31,030	0.1
Sunnyvale	155,766	156,503	0.5
Balance of County	87,982	86,989	-1.1

Department of Finance
Demographic Research Unit
Phone: (916) 323-4086

For more information: http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php

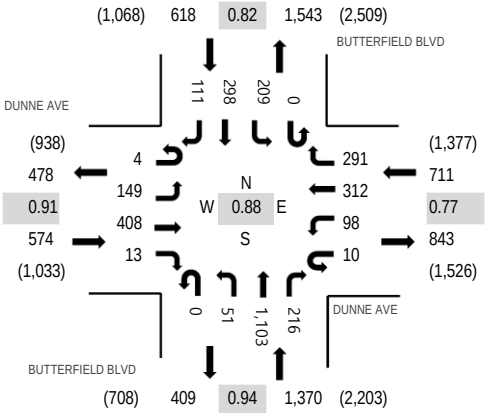
Released on May 1, 2020

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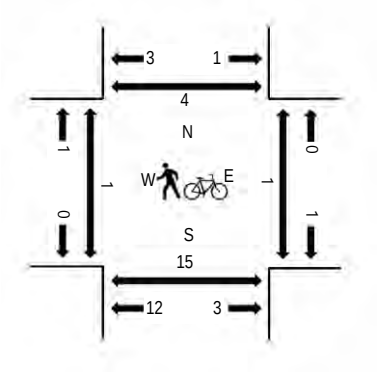
Location: 23 BUTTERFIELD BLVD & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD 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	26	76	7	1	9	48	44	0	6	207	65	0	29	37	10	565	3,006	0	0	0	2
7:15 AM	0	34	72	2	2	19	31	59	0	8	269	74	0	50	43	4	667	3,273	0	0	1	1
7:30 AM	1	34	112	5	3	21	66	65	0	14	302	47	0	51	93	25	839	3,246	0	1	13	1
7:45 AM	2	51	110	1	4	36	124	98	0	14	289	50	0	39	81	36	935	3,034	1	0	0	0
8:00 AM	1	30	114	5	1	22	91	69	0	15	243	45	0	69	81	46	832	2,675	0	0	1	2
8:15 AM	2	25	101	4	3	19	85	66	0	6	166	40	0	40	61	22	640		0	0	1	0
8:30 AM	2	23	87	4	2	20	93	75	0	13	163	32	0	45	46	22	627		0	0	1	0
8:45 AM	0	16	81	5	1	22	116	62	0	10	93	32	0	48	65	25	576		0	0	1	0

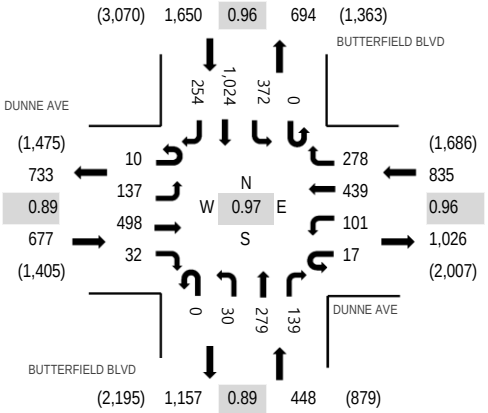
Peak Rolling Hour Flow Rates

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	1	0	1	4	0	0	0	2	2	0	1	2	0	13
Lights	4	141	400	12	9	94	307	285	0	51	1,089	207	0	204	290	110	3,203
Mediums	0	8	8	0	1	3	1	6	0	0	12	7	0	4	6	1	57
Total	4	149	408	13	10	98	312	291	0	51	1,103	216	0	209	298	111	3,273

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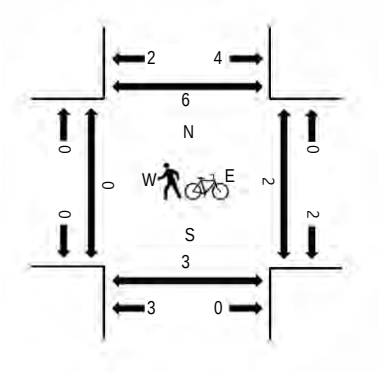
Location: 23 BUTTERFIELD BLVD & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	42	123	6	2	31	131	69	0	8	67	34	0	80	236	71	906	3,566	0	0	2	0
4:15 PM	1	47	149	9	2	36	93	62	0	17	70	31	0	86	220	48	871	3,587	0	1	0	0
4:30 PM	1	27	123	10	3	26	96	67	0	8	78	44	0	99	263	67	912	3,610	0	0	0	1
4:45 PM	2	42	124	6	3	24	107	74	0	4	73	31	0	81	238	68	877	3,546	0	0	2	1
5:00 PM	3	44	135	7	4	33	112	76	0	6	51	37	0	86	268	65	927	3,474	0	0	0	1
5:15 PM	4	24	116	9	7	18	124	61	0	12	77	27	0	106	255	54	894		0	2	0	3
5:30 PM	2	46	125	15	2	33	121	62	0	10	71	33	0	74	208	46	848		0	0	0	3
5:45 PM	2	17	125	13	4	23	115	65	0	10	51	29	0	82	208	61	805		1	0	0	1

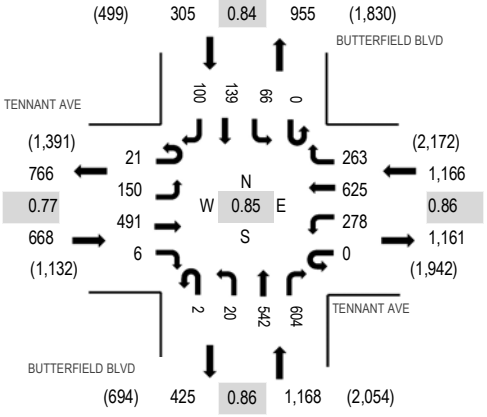
Peak Rolling Hour Flow Rates

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	0	0	0	1	0	0	0	0	0	0	0	1	1	1	4
Lights	10	136	490	32	17	100	432	277	0	30	276	138	0	369	1,012	244	3,563
Mediums	0	1	8	0	0	0	7	1	0	0	3	1	0	2	11	9	43
Total	10	137	498	32	17	101	439	278	0	30	279	139	0	372	1,024	254	3,610

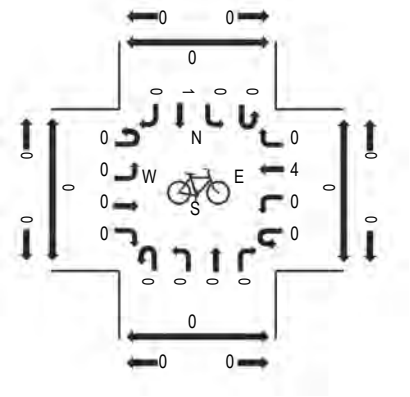
All Traffic Data Services Inc.
(303) 216-2439
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Location: 4 BUTTERFIELD BLVD & TENNANT AVE AM
Date: Thursday, February 6, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

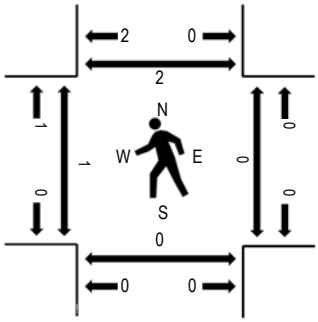
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	29	61	1	0	37	109	85	0	5	145	85	0	7	15	6	587	3,073	0	0	0	0
7:15 AM	4	28	73	1	0	45	91	87	1	2	162	110	0	10	27	13	654	3,229	0	0	0	0
7:30 AM	4	45	132	0	0	63	126	52	0	6	174	167	0	19	47	25	860	3,307	0	0	0	0
7:45 AM	11	40	164	2	0	89	186	72	1	3	155	163	0	15	40	31	972	3,105	0	0	0	1
8:00 AM	2	36	93	4	0	76	143	66	1	3	96	152	0	23	26	22	743	2,784	0	0	0	0
8:15 AM	4	29	102	0	0	50	170	73	0	8	117	122	0	9	26	22	732		1	0	0	1
8:30 AM	4	23	102	3	0	46	157	70	0	5	91	113	0	13	15	16	658		0	0	0	1
8:45 AM	9	25	96	3	1	50	170	58	2	4	71	90	1	20	23	28	651		0	0	1	0

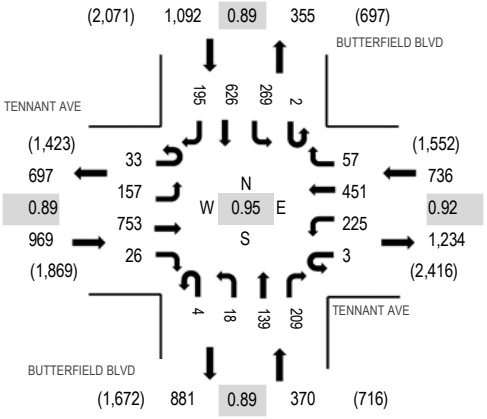
Peak Rolling Hour Flow Rates

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	1	1	0	0	0	5	4	0	0	1	1	0	0	0	0	13
Lights	21	144	478	6	0	267	608	255	2	20	528	598	0	64	137	94	3,222
Mediums	0	5	12	0	0	11	12	4	0	0	13	5	0	2	2	6	72
Total	21	150	491	6	0	278	625	263	2	20	542	604	0	66	139	100	3,307

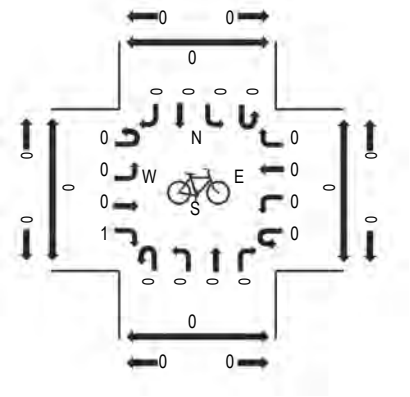
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Peak 15-Minutes: 05:15 PM - 05:30 PM

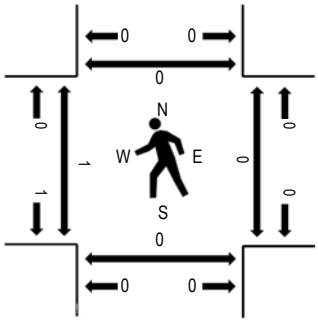
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	7	35	196	8	1	61	134	21	4	4	31	62	0	53	135	45	797	3,097	0	0	1	0
4:15 PM	8	44	178	0	1	62	97	18	1	6	32	55	0	78	131	46	757	3,091	0	0	0	0
4:30 PM	6	29	193	7	1	58	93	14	1	2	40	66	0	88	166	53	817	3,167	1	0	0	0
4:45 PM	11	37	176	7	1	49	128	11	3	8	27	48	0	56	117	47	726	3,079	0	0	0	0
5:00 PM	9	48	172	3	1	59	103	15	0	6	44	44	1	66	175	45	791	3,111	0	0	0	0
5:15 PM	7	43	212	9	0	59	127	17	0	2	28	51	1	59	168	50	833		0	0	0	0
5:30 PM	4	36	160	2	0	60	127	17	1	1	24	50	0	69	134	44	729		1	0	0	0
5:45 PM	3	46	170	3	0	63	139	15	1	5	23	46	0	63	125	56	758		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	2	0	0	1	1	2	0	0	0	0	0	0	2	0	8
Lights	33	156	744	26	3	222	443	54	4	18	137	208	2	265	617	194	3,126
Mediums	0	1	7	0	0	2	7	1	0	0	2	1	0	4	7	1	33
Total	33	157	753	26	3	225	451	57	4	18	139	209	2	269	626	195	3,167

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File Name : 5AM FINAL
Site Code : 00000005
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Groups Printed- Vehicles

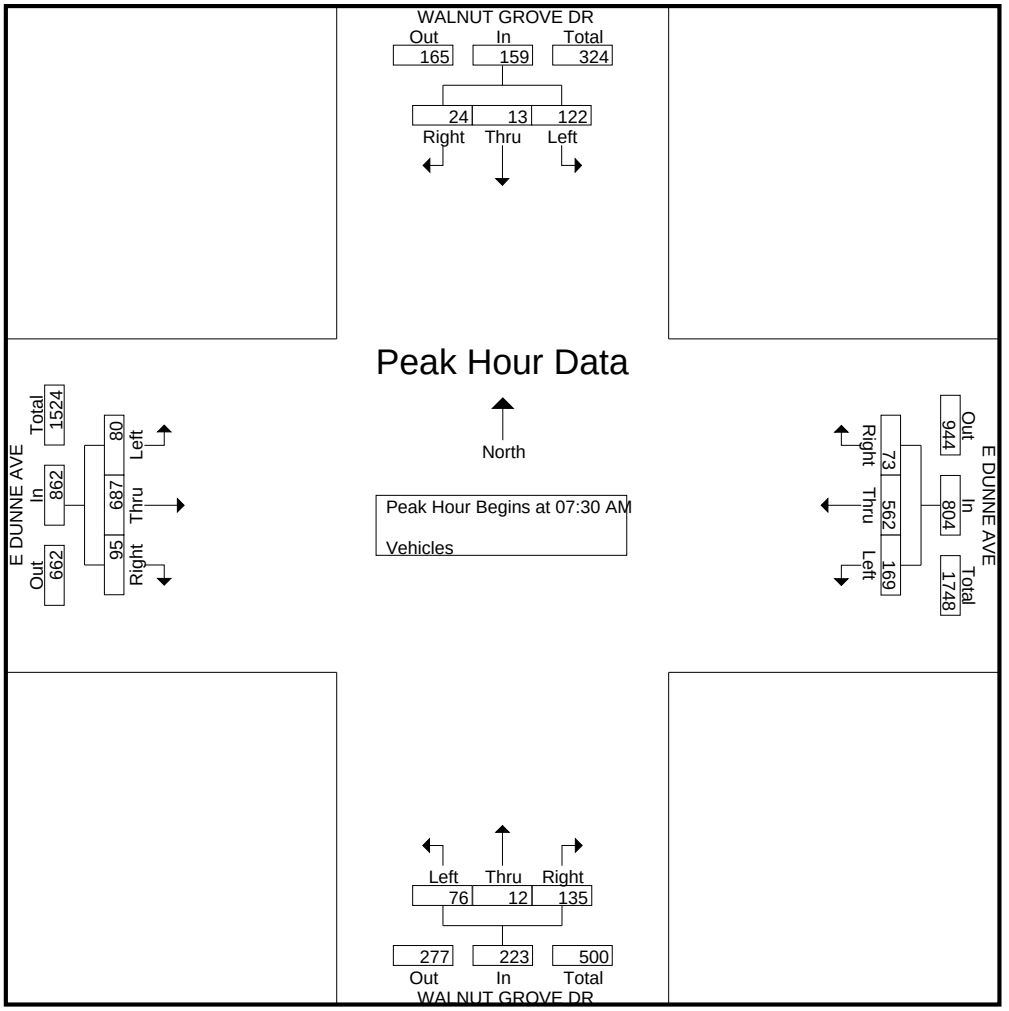
	WALNUT GROVE DR Southbound					E DUNNE AVE Westbound					WALNUT GROVE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	30	1	33	13	76	20	0	109	32	1	7	0	40	21	146	12	0	179	361
07:15 AM	7	3	27	0	37	13	101	27	0	141	32	1	8	0	41	14	151	17	0	182	401
07:30 AM	5	3	21	0	29	13	116	27	1	157	29	1	13	1	44	17	219	14	0	250	480
07:45 AM	11	2	36	1	50	22	177	39	0	238	47	5	20	0	72	30	160	29	0	219	579
Total	25	8	114	2	149	61	470	113	1	645	140	8	48	1	197	82	676	72	0	830	1821
08:00 AM	1	4	35	0	40	27	152	55	0	234	32	5	21	0	58	27	149	16	2	194	526
08:15 AM	7	4	30	0	41	11	117	48	0	176	27	1	22	2	52	21	159	21	0	201	470
08:30 AM	7	3	27	0	37	11	98	47	3	159	25	1	25	0	51	33	141	20	0	194	441
08:45 AM	4	0	18	0	22	14	137	37	2	190	34	6	20	0	60	30	147	17	0	194	466
Total	19	11	110	0	140	63	504	187	5	759	118	13	88	2	221	111	596	74	2	783	1903
Grand Total	44	19	224	2	289	124	974	300	6	1404	258	21	136	3	418	193	1272	146	2	1613	3724
Apprch %	15.2	6.6	77.5	0.7		8.8	69.4	21.4	0.4		61.7	5	32.5	0.7		12	78.9	9.1	0.1		
Total %	1.2	0.5	6	0.1	7.8	3.3	26.2	8.1	0.2	37.7	6.9	0.6	3.7	0.1	11.2	5.2	34.2	3.9	0.1	43.3	

	WALNUT GROVE DR Southbound				E DUNNE AVE Westbound				WALNUT GROVE DR Northbound				E DUNNE 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	5	3	21	29	13	116	27	156	29	1	13	43	17	**219**	14	**250**	478
07:45 AM	**11**	2	**36**	**49**	22	**177**	39	**238**	**47**	**5**	20	**72**	**30**	160	**29**	219	**578**
08:00 AM	1	**4**	35	40	**27**	152	**55**	234	32	5	21	58	27	149	16	192	524
08:15 AM	7	4	30	41	11	117	48	176	27	1	**22**	50	21	159	21	201	468
Total Volume	24	13	122	159	73	562	169	804	135	12	76	223	95	687	80	862	2048
% App. Total	15.1	8.2	76.7		9.1	69.9	21		60.5	5.4	34.1		11	79.7	9.3		
PHF	.545	.813	.847	.811	.676	.794	.768	.845	.718	.600	.864	.774	.792	.784	.690	.862	.886

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Site Code : 00000005
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Groups Printed- Vehicles

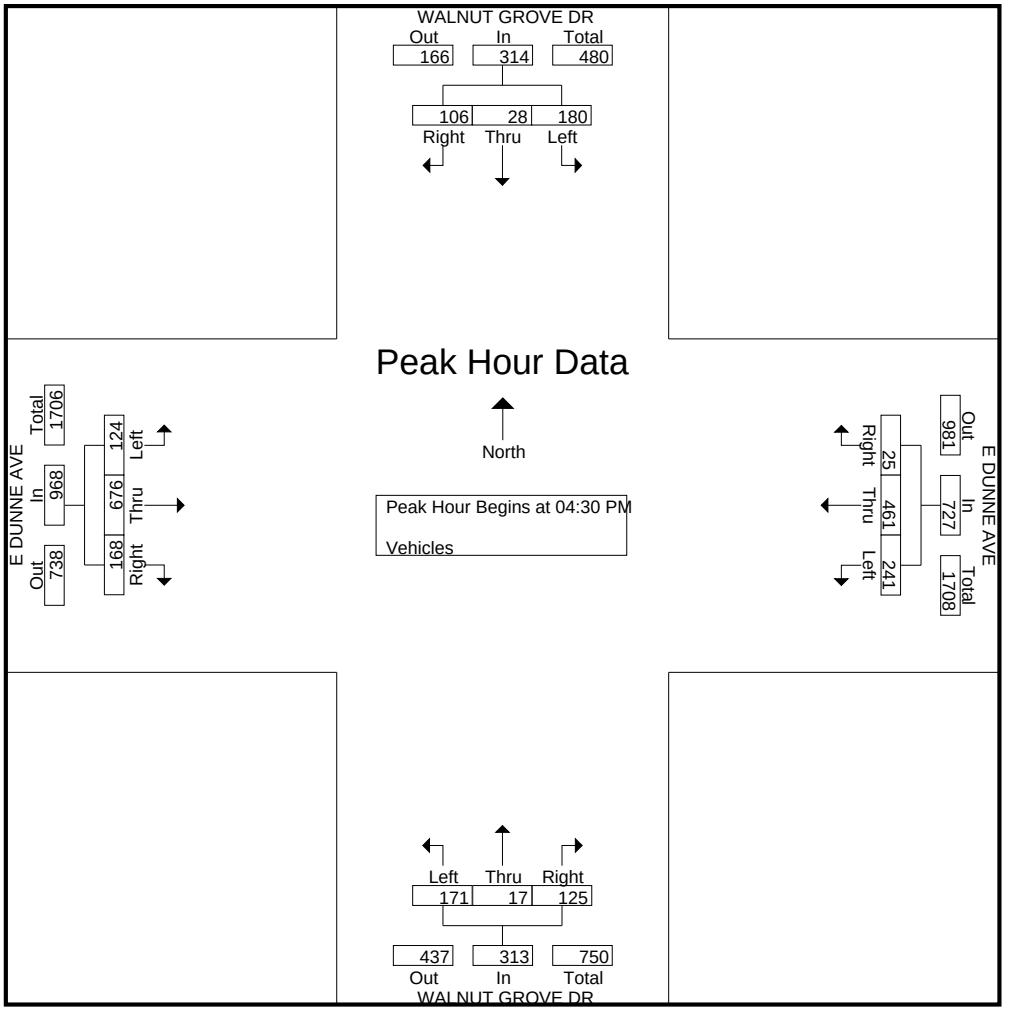
	WALNUT GROVE DR Southbound					E DUNNE AVE Westbound					WALNUT GROVE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	7	42	3	69	8	121	61	0	190	25	6	27	2	60	47	152	34	1	234	553
04:15 PM	31	4	51	3	89	5	111	69	0	185	30	7	36	1	74	53	154	29	0	236	584
04:30 PM	26	4	49	0	79	2	105	64	0	171	35	12	62	1	110	50	178	42	1	271	631
04:45 PM	32	4	33	0	69	7	126	58	1	192	34	0	35	2	71	49	156	31	0	236	568
Total	106	19	175	6	306	22	463	252	1	738	124	25	160	6	315	199	640	136	2	977	2336
05:00 PM	29	6	46	1	82	12	105	55	0	172	26	3	38	1	68	31	171	25	0	227	549
05:15 PM	19	14	52	0	85	4	125	64	1	194	30	2	36	3	71	38	171	26	0	235	585
05:30 PM	13	9	37	0	59	7	127	50	0	184	21	7	52	0	80	37	153	28	0	218	541
05:45 PM	13	7	46	5	71	8	143	47	3	201	24	5	38	3	70	44	160	37	2	243	585
Total	74	36	181	6	297	31	500	216	4	751	101	17	164	7	289	150	655	116	2	923	2260
Grand Total	180	55	356	12	603	53	963	468	5	1489	225	42	324	13	604	349	1295	252	4	1900	4596
Apprch %	29.9	9.1	59	2		3.6	64.7	31.4	0.3		37.3	7	53.6	2.2		18.4	68.2	13.3	0.2		
Total %	3.9	1.2	7.7	0.3	13.1	1.2	21	10.2	0.1	32.4	4.9	0.9	7	0.3	13.1	7.6	28.2	5.5	0.1	41.3	

	WALNUT GROVE DR Southbound				E DUNNE AVE Westbound				WALNUT GROVE DR Northbound				E DUNNE 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 04:30 PM																	
04:30 PM	26	4	49	79	2	105	**64**	171	**35**	**12**	**62**	**109**	**50**	**178**	**42**	**270**	**629**
04:45 PM	**32**	4	33	69	7	**126**	58	191	34	0	35	69	49	156	31	236	565
05:00 PM	29	6	46	81	**12**	105	55	172	26	3	38	67	31	171	25	227	547
05:15 PM	19	**14**	**52**	**85**	4	125	64	**193**	30	2	36	68	38	171	26	235	581
Total Volume	106	28	180	314	25	461	241	727	125	17	171	313	168	676	124	968	2322
% App. Total	33.8	8.9	57.3		3.4	63.4	33.1		39.9	5.4	54.6		17.4	69.8	12.8		
PHF	.828	.500	.865	.924	.521	.915	.941	.942	.893	.354	.690	.718	.840	.949	.738	.896	.923

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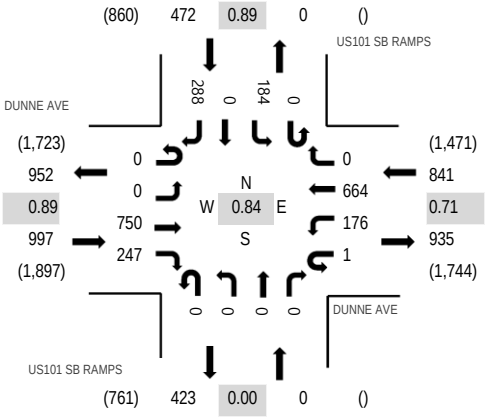
File Name : 5PM FINAL
Site Code : 00000005
Start Date : 3/28/2019
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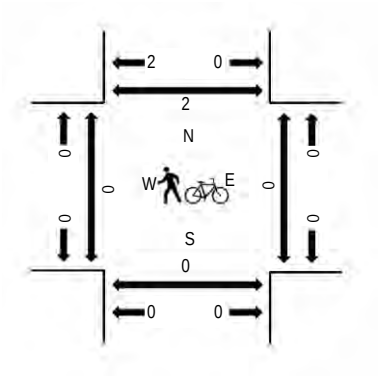
Location: 24 US101 SB RAMPS & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE 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	185	49	0	23	116	0	0	0	0	0	0	23	0	41	437	2,190	0	0	0	0
7:15 AM	0	0	205	49	0	28	90	0	0	0	0	0	0	37	0	59	468	2,297	0	0	0	3
7:30 AM	0	0	226	68	1	42	159	0	0	0	0	0	0	45	0	55	596	2,310	0	0	0	0
7:45 AM	0	0	211	48	0	54	241	0	0	0	0	0	0	48	0	87	689	2,207	0	0	0	0
8:00 AM	0	0	180	65	0	45	132	0	0	0	0	0	0	51	0	71	544	2,038	0	0	0	0
8:15 AM	0	0	133	66	0	35	132	0	0	0	0	0	0	40	0	75	481		0	0	0	2
8:30 AM	0	0	148	67	0	24	143	0	0	0	0	0	0	39	0	72	493		1	0	0	2
8:45 AM	0	0	138	59	0	39	167	0	0	0	0	0	0	34	0	83	520		0	0	0	1

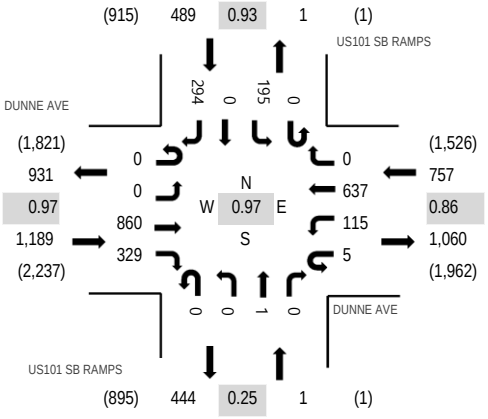
Peak Rolling Hour Flow Rates

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	4	4	0	1	1	0	0	0	0	0	0	2	0	6	18
Lights	0	0	729	238	1	174	653	0	0	0	0	0	0	175	0	266	2,236
Mediums	0	0	17	5	0	1	10	0	0	0	0	0	0	7	0	16	56
Total	0	0	750	247	1	176	664	0	0	0	0	0	0	184	0	288	2,310

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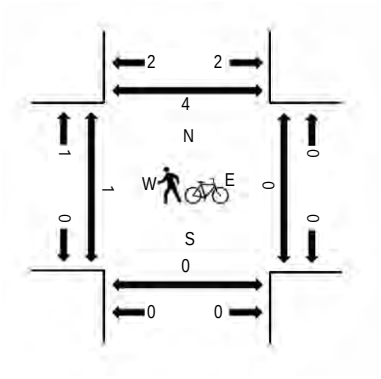
Location: 24 US101 SB RAMPS & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE 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	182	88	0	41	147	0	0	0	0	0	0	43	0	67	568	2,339	0	0	0	1
4:15 PM	0	0	168	79	0	21	160	0	0	0	0	0	0	37	1	68	534	2,365	0	0	0	0
4:30 PM	0	0	211	96	2	40	159	0	0	0	1	0	0	45	0	76	630	2,436	1	0	0	2
4:45 PM	0	0	214	84	3	24	150	0	0	0	0	0	0	50	0	82	607	2,415	0	0	0	0
5:00 PM	0	0	223	77	0	21	160	0	0	0	0	0	0	46	0	67	594	2,340	0	0	0	0
5:15 PM	0	0	212	72	0	30	168	0	0	0	0	0	0	54	0	69	605		0	0	0	2
5:30 PM	0	0	196	82	0	41	186	0	0	0	0	0	0	48	0	56	609		0	0	0	0
5:45 PM	0	0	184	69	1	29	143	0	0	0	0	0	0	43	0	63	532		0	0	0	0

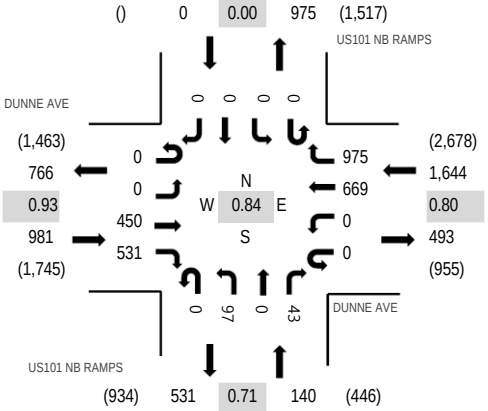
Peak Rolling Hour Flow Rates

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	1	1	0	2	0	0	0	0	0	0	0	1	0	1	6
Lights	0	0	851	326	5	111	632	0	0	0	1	0	0	193	0	291	2,410
Mediums	0	0	8	2	0	2	5	0	0	0	0	0	0	1	0	2	20
Total	0	0	860	329	5	115	637	0	0	0	1	0	0	195	0	294	2,436

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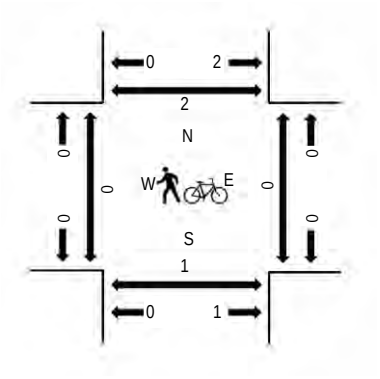
Location: 25 US101 NB RAMPS & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	61	147	0	0	123	267	0	13	0	9	0	0	0	0	620	2,765	0	0	0	0
7:15 AM	0	0	115	128	0	0	111	220	0	18	0	10	0	0	0	0	602	2,725	0	0	0	2
7:30 AM	0	0	144	127	0	0	160	248	0	32	0	12	0	0	0	0	723	2,621	0	0	1	0
7:45 AM	0	0	130	129	0	0	275	240	0	34	0	12	0	0	0	0	820	2,423	0	0	0	0
8:00 AM	0	0	103	128	0	0	146	160	0	24	0	19	0	0	0	0	580	2,104	0	0	0	1
8:15 AM	0	0	95	78	0	0	113	152	0	42	0	18	0	0	0	0	498		0	0	0	1
8:30 AM	0	0	81	107	0	0	116	125	0	66	0	30	0	0	0	0	525		0	0	0	1
8:45 AM	0	0	82	90	0	0	117	105	0	73	0	34	0	0	0	0	501		0	0	0	2

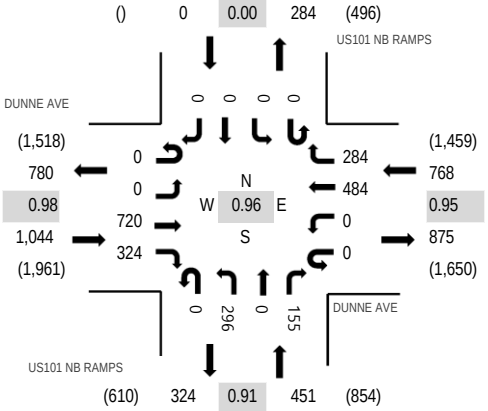
Peak Rolling Hour Flow Rates

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	0	2	2	0	0	4	4	0	1	0	2	0	0	0	0	15
Lights	0	0	436	514	0	0	660	966	0	93	0	39	0	0	0	0	2,708
Mediums	0	0	12	15	0	0	5	5	0	3	0	2	0	0	0	0	42
Total	0	0	450	531	0	0	669	975	0	97	0	43	0	0	0	0	2,765

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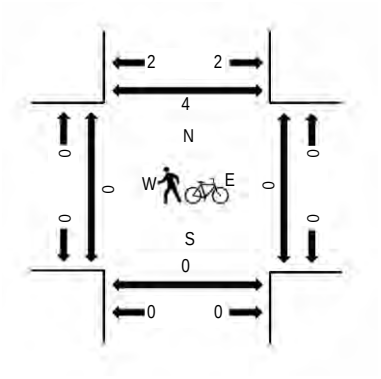
Location: 25 US101 NB RAMPS & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	165	62	0	0	119	56	0	66	0	26	0	0	0	0	494	2,089	0	0	0	0
4:15 PM	0	0	135	71	0	0	119	51	0	72	0	35	0	0	0	0	483	2,143	0	0	0	1
4:30 PM	0	0	159	98	0	0	133	56	0	57	0	47	0	0	0	0	550	2,249	0	0	0	1
4:45 PM	0	0	194	71	0	0	115	84	0	64	0	34	0	0	0	0	562	2,263	0	0	0	0
5:00 PM	0	0	173	96	0	0	101	69	0	71	0	38	0	0	0	0	548	2,185	0	0	0	1
5:15 PM	0	0	177	89	0	0	129	74	0	81	0	39	0	0	0	0	589		0	0	0	2
5:30 PM	0	0	176	68	0	0	139	57	0	80	0	44	0	0	0	0	564		0	0	0	1
5:45 PM	0	0	172	55	0	0	108	49	0	64	0	36	0	0	0	0	484		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	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	715	319	0	0	479	279	0	293	0	153	0	0	0	0	2,238
Mediums	0	0	4	4	0	0	4	5	0	3	0	2	0	0	0	0	22
Total	0	0	720	324	0	0	484	284	0	296	0	155	0	0	0	0	2,263

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File Name : 1AM FINAL
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Groups Printed- Vehicles

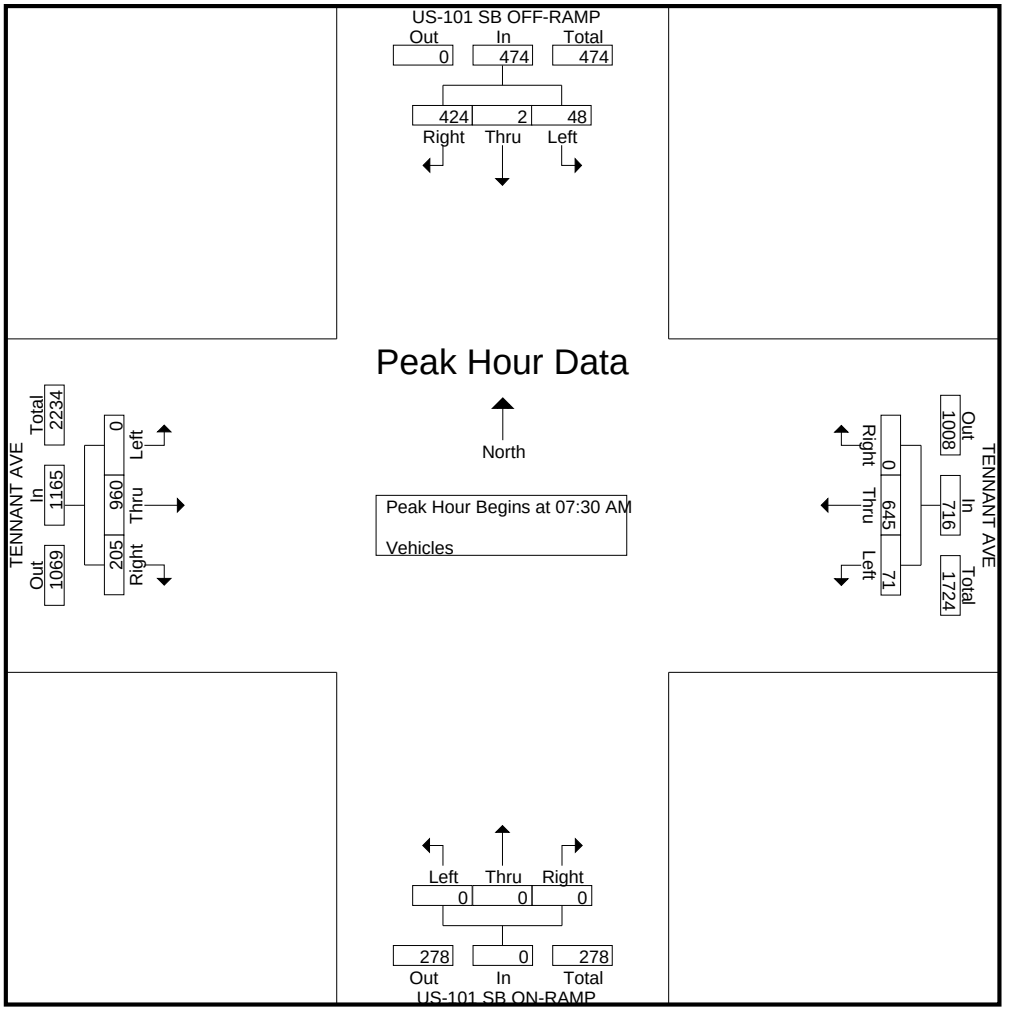
	US-101 SB OFF-RAMP Southbound					TENNANT AVE Westbound					US-101 SB ON-RAMP Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	66	0	4	0	70	0	119	17	0	136	0	0	0	0	0	36	174	0	0	210	416
07:15 AM	76	0	8	0	84	0	123	14	0	137	0	0	0	0	0	41	214	0	0	255	476
07:30 AM	78	0	12	1	91	0	141	18	0	159	0	0	0	0	0	56	263	0	0	319	569
07:45 AM	126	0	16	0	142	0	168	18	0	186	0	0	0	0	0	52	276	0	0	328	656
Total	346	0	40	1	387	0	551	67	0	618	0	0	0	0	0	185	927	0	0	1112	2117
08:00 AM	120	2	13	0	135	0	152	14	0	166	0	0	0	0	0	45	219	0	0	264	565
08:15 AM	100	0	7	1	108	0	184	21	0	205	0	0	0	0	0	52	202	0	0	254	567
08:30 AM	107	0	4	0	111	0	162	14	0	176	0	0	0	0	0	41	194	0	0	235	522
08:45 AM	115	1	15	0	131	0	156	12	0	168	0	0	0	0	0	43	192	0	0	235	534
Total	442	3	39	1	485	0	654	61	0	715	0	0	0	0	0	181	807	0	0	988	2188
Grand Total	788	3	79	2	872	0	1205	128	0	1333	0	0	0	0	0	366	1734	0	0	2100	4305
Apprch %	90.4	0.3	9.1	0.2		0	90.4	9.6	0		0	0	0	0		17.4	82.6	0	0		
Total %	18.3	0.1	1.8	0	20.3	0	28	3	0	31	0	0	0	0	0	8.5	40.3	0	0	48.8	

	US-101 SB OFF-RAMP Southbound				TENNANT AVE Westbound				US-101 SB ON-RAMP Northbound				TENNANT 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	78	0	12	90	0	141	18	159	0	0	0	0	**56**	263	0	319	568
07:45 AM	**126**	0	**16**	**142**	0	168	18	186	0	0	0	0	52	**276**	0	**328**	**656**
08:00 AM	120	**2**	13	135	0	152	14	166	0	0	0	0	45	219	0	264	565
08:15 AM	100	0	7	107	0	**184**	**21**	**205**	0	0	0	0	52	202	0	254	566
Total Volume	424	2	48	474	0	645	71	716	0	0	0	0	205	960	0	1165	2355
% App. Total	89.5	0.4	10.1		0	90.1	9.9		0	0	0		17.6	82.4	0		
PHF	.841	.250	.750	.835	.000	.876	.845	.873	.000	.000	.000	.000	.915	.870	.000	.888	.897

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Groups Printed- Vehicles

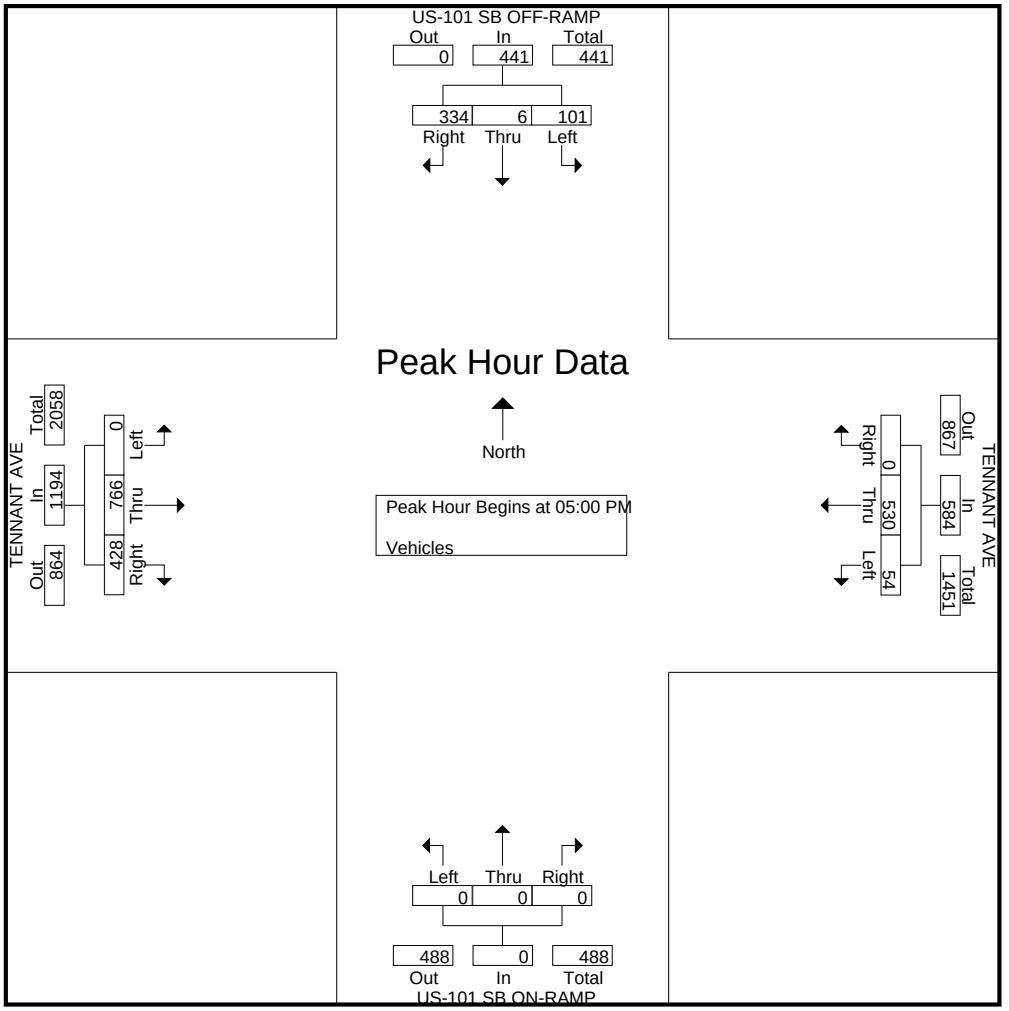
	US-101 SB OFF-RAMP Southbound					TENNANT AVE Westbound					US-101 SB ON-RAMP Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	71	2	14	0	87	0	111	11	0	122	0	0	0	0	0	93	166	0	0	259	468
04:15 PM	68	1	17	0	86	0	112	13	0	125	0	0	0	0	0	115	178	0	0	293	504
04:30 PM	62	0	14	1	77	0	107	10	0	117	0	0	0	0	0	115	199	0	0	314	508
04:45 PM	58	1	22	0	81	0	129	10	0	139	0	0	0	0	0	109	193	0	0	302	522
Total	259	4	67	1	331	0	459	44	0	503	0	0	0	0	0	432	736	0	0	1168	2002
05:00 PM	66	1	15	0	82	0	120	20	0	140	0	0	0	0	0	128	205	0	0	333	555
05:15 PM	90	0	26	0	116	0	132	15	0	147	0	0	0	0	0	115	195	0	0	310	573
05:30 PM	95	1	27	1	124	0	129	11	0	140	0	0	0	0	0	86	211	0	0	297	561
05:45 PM	83	4	33	0	120	0	149	8	0	157	0	0	0	0	0	99	155	0	0	254	531
Total	334	6	101	1	442	0	530	54	0	584	0	0	0	0	0	428	766	0	0	1194	2220
Grand Total	593	10	168	2	773	0	989	98	0	1087	0	0	0	0	0	860	1502	0	0	2362	4222
Apprch %	76.7	1.3	21.7	0.3		0	91	9	0		0	0	0	0		36.4	63.6	0	0		
Total %	14	0.2	4	0	18.3	0	23.4	2.3	0	25.7	0	0	0	0	0	20.4	35.6	0	0	55.9	

	US-101 SB OFF-RAMP Southbound				TENNANT AVE Westbound				US-101 SB ON-RAMP Northbound				TENNANT 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	66	1	15	82	0	120	**20**	140	0	0	0	0	**128**	205	0	**333**	555
05:15 PM	90	0	26	116	0	132	15	147	0	0	0	0	115	195	0	310	**573**
05:30 PM	**95**	1	27	**123**	0	129	11	140	0	0	0	0	86	**211**	0	297	560
05:45 PM	83	**4**	**33**	120	0	**149**	8	**157**	0	0	0	0	99	155	0	254	531
Total Volume	334	6	101	441	0	530	54	584	0	0	0	0	428	766	0	1194	2219
% App. Total	75.7	1.4	22.9		0	90.8	9.2		0	0	0		35.8	64.2	0		
PHF	.879	.375	.765	.896	.000	.889	.675	.930	.000	.000	.000	.000	.836	.908	.000	.896	.968

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File Name : 2AM FINAL
Site Code : 00000002
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Groups Printed- Vehicles

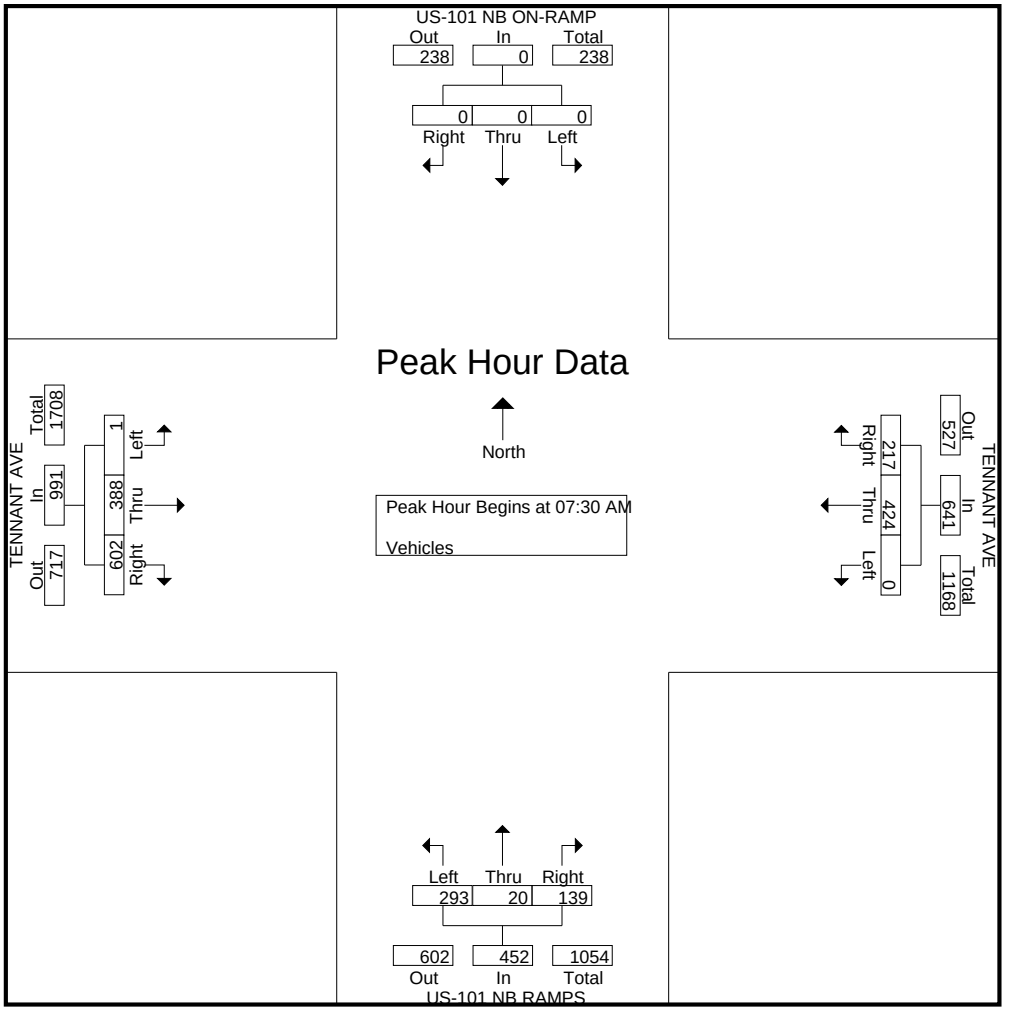
	US-101 NB ON-RAMP Southbound					TENNANT AVE Westbound					US-101 NB RAMPS Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	36	67	0	0	103	38	3	70	0	111	121	54	0	0	175	389
07:15 AM	0	0	0	0	0	42	73	0	0	115	28	5	65	0	98	130	90	0	0	220	433
07:30 AM	0	0	0	1	1	65	94	0	0	159	32	4	66	0	102	156	112	0	0	268	530
07:45 AM	0	0	0	0	0	74	118	0	0	192	41	8	81	0	130	172	114	1	0	287	609
Total	0	0	0	1	1	217	352	0	0	569	139	20	282	0	441	579	370	1	0	950	1961
08:00 AM	0	0	0	2	2	56	112	0	0	168	31	7	53	0	91	145	86	0	0	231	492
08:15 AM	0	0	0	0	0	22	100	0	0	122	35	1	93	0	129	129	76	0	0	205	456
08:30 AM	0	0	0	0	0	32	85	0	0	117	32	1	96	0	129	139	60	0	0	199	445
08:45 AM	0	0	0	0	0	27	73	0	1	101	39	1	100	0	140	118	87	0	0	205	446
Total	0	0	0	2	2	137	370	0	1	508	137	10	342	0	489	531	309	0	0	840	1839
Grand Total	0	0	0	3	3	354	722	0	1	1077	276	30	624	0	930	1110	679	1	0	1790	3800
Apprch %	0	0	0	100		32.9	67	0	0.1		29.7	3.2	67.1	0		62	37.9	0.1	0		
Total %	0	0	0	0.1	0.1	9.3	19	0	0	28.3	7.3	0.8	16.4	0	24.5	29.2	17.9	0	0	47.1	

	US-101 NB ON-RAMP Southbound				TENNANT AVE Westbound				US-101 NB RAMPS Northbound				TENNANT 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	0	0	0	0	65	94	0	159	32	4	66	102	156	112	0	268	529
07:45 AM	0	0	0	0	**74**	**118**	0	**192**	**41**	**8**	81	**130**	**172**	**114**	**1**	**287**	**609**
08:00 AM	0	0	0	0	56	112	0	168	31	7	53	91	145	86	0	231	490
08:15 AM	0	0	0	0	22	100	0	122	35	1	**93**	129	129	76	0	205	456
Total Volume	0	0	0	0	217	424	0	641	139	20	293	452	602	388	1	991	2084
% App. Total	0	0	0		33.9	66.1	0		30.8	4.4	64.8		60.7	39.2	0.1		
PHF	.000	.000	.000	.000	.733	.898	.000	.835	.848	.625	.788	.869	.875	.851	.250	.863	.856

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/4/2019
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Groups Printed- Vehicles

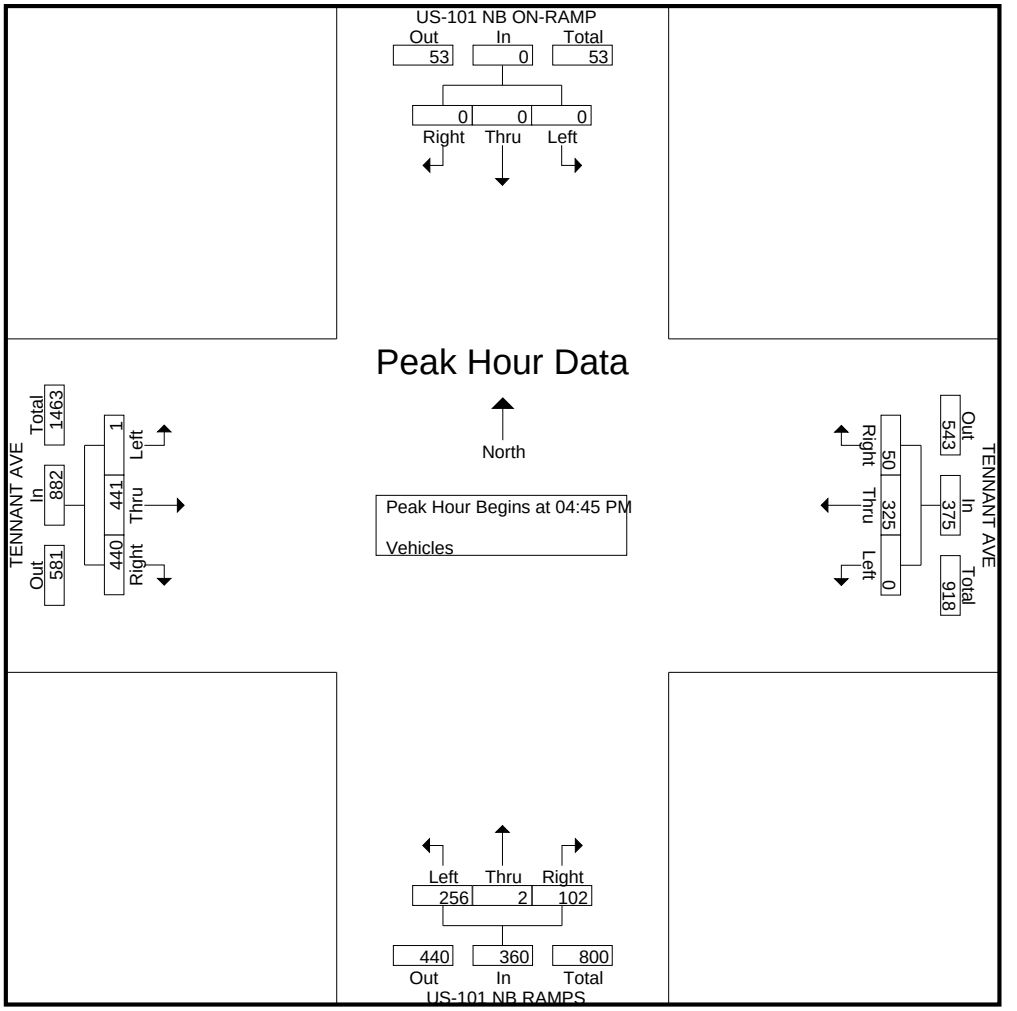
	US-101 NB ON-RAMP Southbound					TENNANT AVE Westbound					US-101 NB RAMPS Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	11	72	0	0	83	18	1	63	0	82	91	90	0	0	181	346
04:15 PM	0	0	0	1	1	11	71	0	0	82	17	0	60	0	77	96	95	0	0	191	351
04:30 PM	0	0	0	0	0	14	73	0	0	87	29	0	56	0	85	108	102	0	0	210	382
04:45 PM	0	0	0	0	0	15	86	0	0	101	20	1	70	0	91	101	109	0	0	210	402
Total	0	0	0	1	1	51	302	0	0	353	84	2	249	0	335	396	396	0	0	792	1481
05:00 PM	0	0	0	0	0	11	74	0	0	85	23	1	61	0	85	112	102	1	0	215	385
05:15 PM	0	0	0	0	0	14	79	0	0	93	23	0	68	0	91	122	97	0	0	219	403
05:30 PM	0	0	0	1	1	10	86	0	0	96	36	0	57	0	93	105	133	0	0	238	428
05:45 PM	0	0	0	0	0	12	104	0	0	116	23	1	55	0	79	66	123	0	0	189	384
Total	0	0	0	1	1	47	343	0	0	390	105	2	241	0	348	405	455	1	0	861	1600
Grand Total	0	0	0	2	2	98	645	0	0	743	189	4	490	0	683	801	851	1	0	1653	3081
Apprch %	0	0	0	100		13.2	86.8	0	0		27.7	0.6	71.7	0		48.5	51.5	0.1	0		
Total %	0	0	0	0.1	0.1	3.2	20.9	0	0	24.1	6.1	0.1	15.9	0	22.2	26	27.6	0	0	53.7	

	US-101 NB ON-RAMP Southbound				TENNANT AVE Westbound				US-101 NB RAMPS Northbound				TENNANT 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 04:45 PM																	
04:45 PM	0	0	0	0	**15**	**86**	0	**101**	20	**1**	**70**	91	101	109	0	210	402
05:00 PM	0	0	0	0	11	74	0	85	23	1	61	85	112	102	**1**	215	385
05:15 PM	0	0	0	0	14	79	0	93	23	0	68	91	**122**	97	0	219	403
05:30 PM	0	0	0	0	10	86	0	96	**36**	0	57	**93**	105	**133**	0	**238**	**427**
Total Volume	0	0	0	0	50	325	0	375	102	2	256	360	440	441	1	882	1617
% App. Total	0	0	0		13.3	86.7	0		28.3	0.6	71.1		49.9	50	0.1		
PHF	.000	.000	.000	.000	.833	.945	.000	.928	.708	.500	.914	.968	.902	.829	.250	.926	.947

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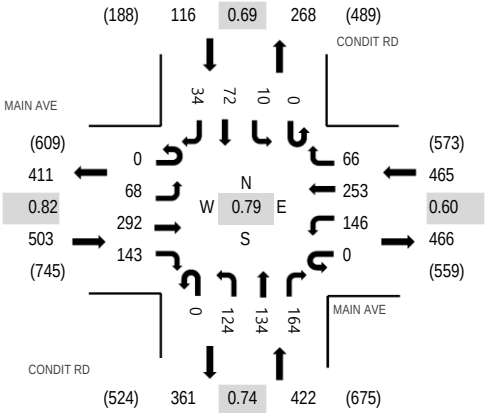
File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/4/2019
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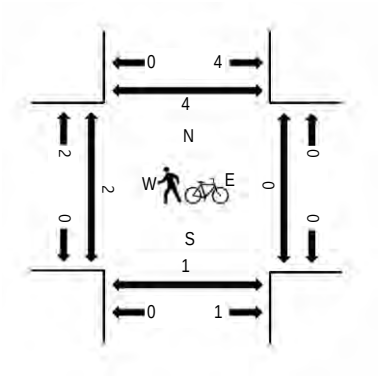
Location: 20 CONDIT RD & MAIN AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

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				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	24	4	16	0	3	15	2	0	18	39	8	0	0	6	7	142	1,169	0	0	0	0
7:15 AM	0	24	14	33	0	7	14	8	0	26	35	13	0	0	15	7	196	1,504	0	0	1	0
7:30 AM	0	21	62	60	0	26	48	8	0	30	37	28	0	1	36	5	362	1,506	0	0	0	0
7:45 AM	0	8	120	29	0	41	88	19	0	38	43	63	0	4	5	11	469	1,325	2	0	0	3
8:00 AM	0	20	94	28	0	71	91	32	0	27	23	61	0	2	16	12	477	1,012	0	0	0	0
8:15 AM	0	19	16	26	0	8	26	7	0	29	31	12	0	3	15	6	198		0	0	0	0
8:30 AM	0	15	20	33	0	10	17	3	0	28	32	7	0	0	8	8	181		0	0	0	0
8:45 AM	0	15	21	23	0	6	22	1	0	20	23	4	0	2	3	16	156		0	1	0	0

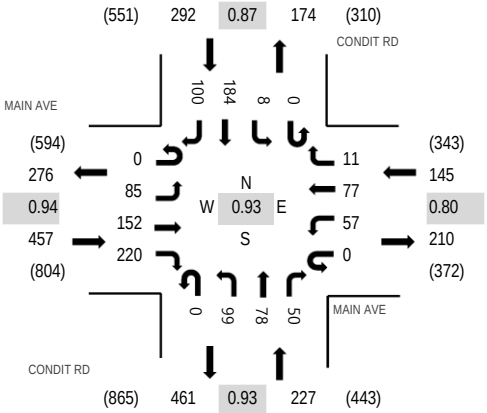
Peak Rolling Hour Flow Rates

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	1	1	0	0	0	0	0	0	3	1	0	0	0	0	6
Lights	0	68	289	139	0	143	249	66	0	122	127	162	0	10	72	34	1,481
Mediums	0	0	2	3	0	3	4	0	0	2	4	1	0	0	0	0	19
Total	0	68	292	143	0	146	253	66	0	124	134	164	0	10	72	34	1,506

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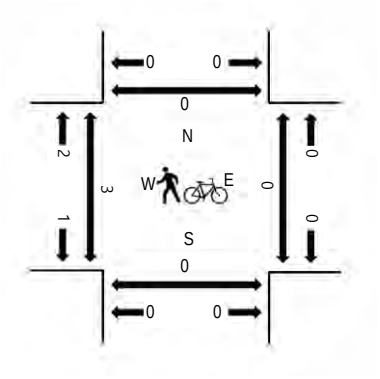
Location: 20 CONDIT RD & MAIN AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

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				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	26	35	0	23	30	5	0	25	22	12	0	1	41	23	259	1,020	0	0	0	2
4:15 PM	0	15	34	52	0	13	32	3	0	28	15	3	0	4	35	21	255	1,031	0	1	0	0
4:30 PM	0	14	31	49	0	20	37	5	0	35	18	14	0	3	33	20	279	1,049	0	0	0	0
4:45 PM	0	10	22	43	0	12	17	1	0	24	12	8	0	4	48	26	227	1,047	0	0	0	0
5:00 PM	0	22	31	57	0	6	14	0	0	25	23	7	0	1	59	25	270	1,121	0	0	0	0
5:15 PM	0	26	41	55	0	13	9	5	0	21	24	10	0	4	39	26	273		1	0	0	0
5:30 PM	0	18	39	55	0	14	27	3	0	27	17	12	0	1	41	23	277		2	0	0	0
5:45 PM	0	19	41	53	0	24	27	3	0	26	14	21	0	2	45	26	301		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	0	0	0	0	0	0	0	0	0	0
Lights	0	85	151	218	0	56	76	11	0	99	74	50	0	8	183	100	1,111
Mediums	0	0	1	2	0	1	1	0	0	0	4	0	0	0	1	0	10
Total	0	85	152	220	0	57	77	11	0	99	78	50	0	8	184	100	1,121

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Groups Printed- Vehicles

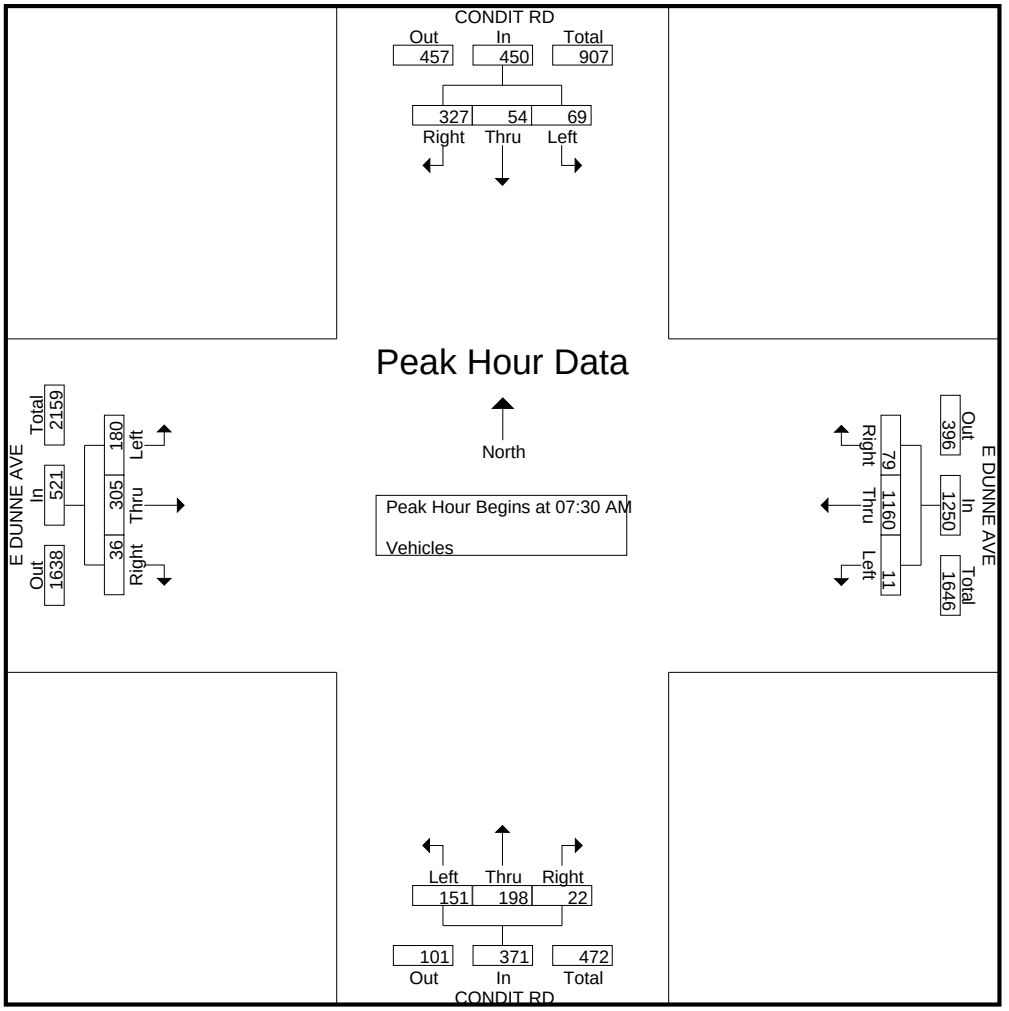
	CONDIT RD Southbound					E DUNNE AVE Westbound					CONDIT RD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	38	8	4	1	51	10	269	0	0	279	6	35	41	0	82	3	37	26	0	66	478
07:15 AM	60	11	14	2	87	12	270	2	0	284	7	26	46	0	79	7	81	16	2	106	556
07:30 AM	62	6	33	1	102	23	292	5	0	320	5	45	43	0	93	7	112	39	1	159	674
07:45 AM	73	17	12	0	102	20	350	1	0	371	4	60	34	0	98	8	50	54	2	114	685
Total	233	42	63	4	342	65	1181	8	0	1254	22	166	164	0	352	25	280	135	5	445	2393
08:00 AM	105	19	15	1	140	25	272	3	0	300	8	56	38	0	102	7	71	41	0	119	661
08:15 AM	87	12	9	0	108	11	246	2	0	259	5	37	36	0	78	14	72	46	0	132	577
08:30 AM	76	9	8	0	93	32	225	2	0	259	2	35	33	0	70	9	50	41	0	100	522
08:45 AM	66	6	8	0	80	15	193	3	0	211	1	36	37	0	74	9	50	50	0	109	474
Total	334	46	40	1	421	83	936	10	0	1029	16	164	144	0	324	39	243	178	0	460	2234
Grand Total	567	88	103	5	763	148	2117	18	0	2283	38	330	308	0	676	64	523	313	5	905	4627
Apprch %	74.3	11.5	13.5	0.7		6.5	92.7	0.8	0		5.6	48.8	45.6	0		7.1	57.8	34.6	0.6		
Total %	12.3	1.9	2.2	0.1	16.5	3.2	45.8	0.4	0	49.3	0.8	7.1	6.7	0	14.6	1.4	11.3	6.8	0.1	19.6	

	CONDIT RD Southbound				E DUNNE AVE Westbound				CONDIT RD Northbound				E DUNNE 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	62	6	**33**	101	23	292	**5**	320	5	45	**43**	93	7	**112**	39	**158**	672
07:45 AM	73	17	12	102	20	**350**	1	**371**	4	**60**	34	98	8	50	**54**	112	**683**
08:00 AM	**105**	**19**	15	**139**	**25**	272	3	300	**8**	56	38	**102**	7	71	41	119	660
08:15 AM	87	12	9	108	11	246	2	259	5	37	36	78	**14**	72	46	132	577
Total Volume	327	54	69	450	79	1160	11	1250	22	198	151	371	36	305	180	521	2592
% App. Total	72.7	12	15.3		6.3	92.8	0.9		5.9	53.4	40.7		6.9	58.5	34.5		
PHF	.779	.711	.523	.809	.790	.829	.550	.842	.688	.825	.878	.909	.643	.681	.833	.824	.949

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Groups Printed- Vehicles

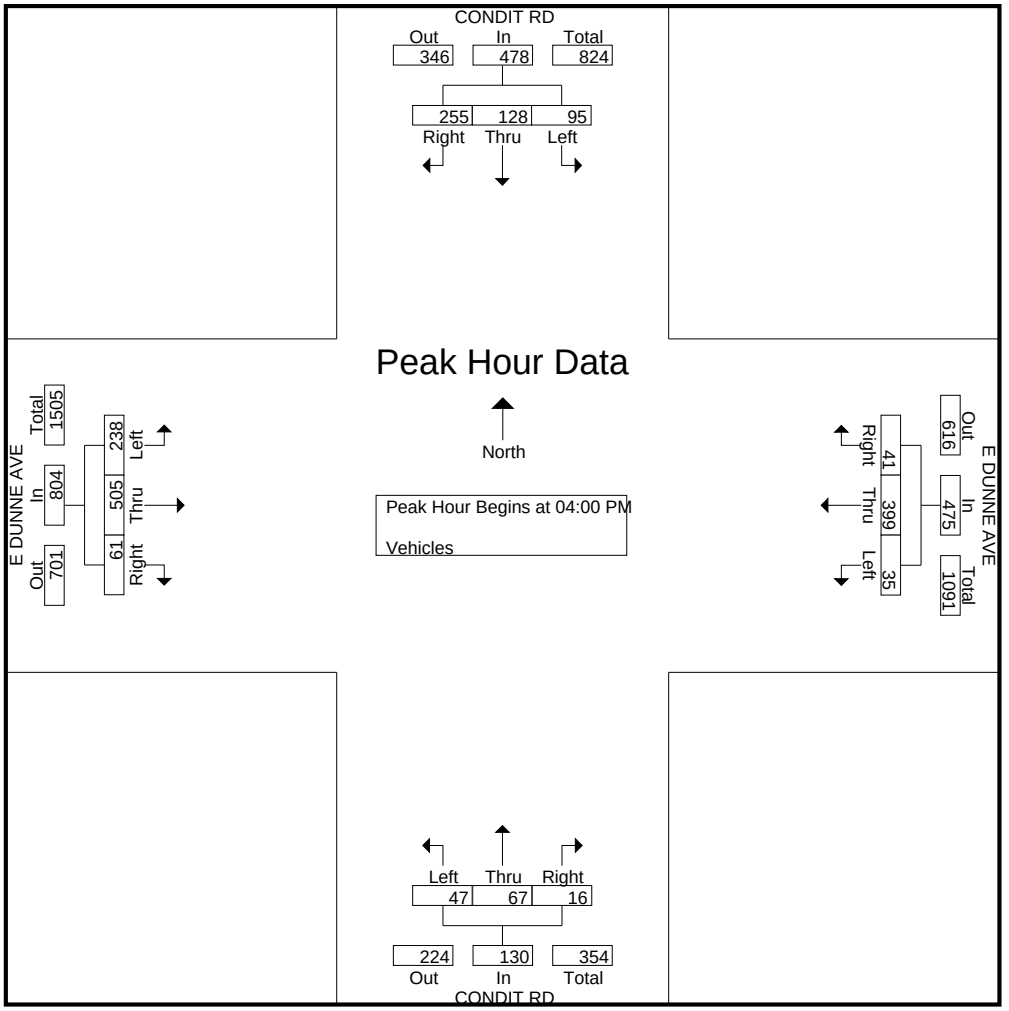
	CONDIT RD Southbound					E DUNNE AVE Westbound					CONDIT RD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	66	36	21	0	123	8	109	3	0	120	2	11	9	0	22	15	132	70	1	218	483
04:15 PM	68	31	30	0	129	11	99	6	0	116	5	20	11	0	36	17	124	52	0	193	474
04:30 PM	66	22	18	0	106	11	98	6	0	115	5	18	11	0	34	13	129	62	0	204	459
04:45 PM	55	39	26	0	120	11	93	20	0	124	4	18	16	0	38	16	120	54	1	191	473
Total	255	128	95	0	478	41	399	35	0	475	16	67	47	0	130	61	505	238	2	806	1889
05:00 PM	58	32	18	2	110	14	89	6	0	109	6	18	21	0	45	13	133	45	0	191	455
05:15 PM	52	25	31	0	108	9	89	9	0	107	2	12	15	0	29	17	158	67	0	242	486
05:30 PM	48	25	24	0	97	16	95	3	0	114	7	23	15	0	45	12	146	51	0	209	465
05:45 PM	54	23	20	2	99	25	80	7	0	112	4	17	15	0	36	20	151	55	0	226	473
Total	212	105	93	4	414	64	353	25	0	442	19	70	66	0	155	62	588	218	0	868	1879
Grand Total	467	233	188	4	892	105	752	60	0	917	35	137	113	0	285	123	1093	456	2	1674	3768
Apprch %	52.4	26.1	21.1	0.4		11.5	82	6.5	0		12.3	48.1	39.6	0		7.3	65.3	27.2	0.1		
Total %	12.4	6.2	5	0.1	23.7	2.8	20	1.6	0	24.3	0.9	3.6	3	0	7.6	3.3	29	12.1	0.1	44.4	

	CONDIT RD Southbound				E DUNNE AVE Westbound				CONDIT RD Northbound				E DUNNE 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 04:00 PM																	
04:00 PM	66	36	21	123	8	**109**	3	120	2	11	9	22	15	**132**	**70**	**217**	**482**
04:15 PM	**68**	31	**30**	**129**	**11**	99	6	116	**5**	**20**	11	36	**17**	124	52	193	474
04:30 PM	66	22	18	106	11	98	6	115	5	18	11	34	13	129	62	204	459
04:45 PM	55	**39**	26	120	11	93	**20**	**124**	4	18	**16**	**38**	16	120	54	190	472
Total Volume	255	128	95	478	41	399	35	475	16	67	47	130	61	505	238	804	1887
% App. Total	53.3	26.8	19.9		8.6	84	7.4		12.3	51.5	36.2		7.6	62.8	29.6		
PHF	.938	.821	.792	.926	.932	.915	.438	.958	.800	.838	.734	.855	.897	.956	.850	.926	.979

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Groups Printed- Vehicles

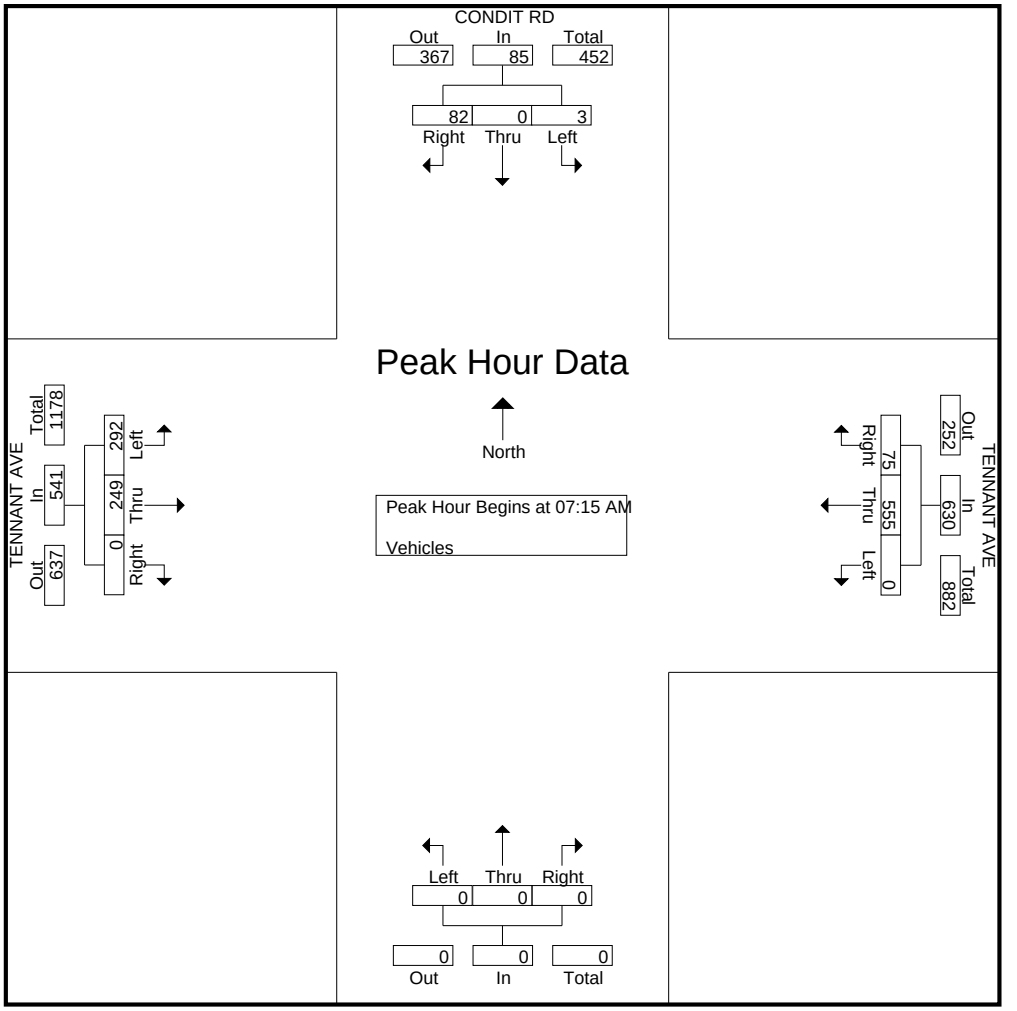
	CONDIT RD Southbound					TENNANT AVE Westbound					Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	0	3	0	18	19	85	0	0	104	0	0	0	0	0	0	31	60	0	91	213
07:15 AM	15	0	1	0	16	17	99	0	0	116	0	0	0	0	0	0	47	66	0	113	245
07:30 AM	17	0	1	0	18	12	140	0	0	152	0	0	0	0	0	0	79	70	0	149	319
07:45 AM	17	0	0	0	17	21	175	0	0	196	0	0	0	0	0	0	64	88	0	152	365
Total	64	0	5	0	69	69	499	0	0	568	0	0	0	0	0	0	221	284	0	505	1142
08:00 AM	33	0	1	0	34	25	141	0	0	166	0	0	0	0	0	0	59	68	0	127	327
08:15 AM	27	0	2	0	29	5	90	0	0	95	0	0	0	0	0	0	55	55	0	110	234
08:30 AM	19	0	1	1	21	9	96	0	0	105	0	0	0	0	0	0	40	53	0	93	219
08:45 AM	9	0	2	0	11	3	85	0	0	88	0	0	0	0	0	0	56	72	0	128	227
Total	88	0	6	1	95	42	412	0	0	454	0	0	0	0	0	0	210	248	0	458	1007
Grand Total	152	0	11	1	164	111	911	0	0	1022	0	0	0	0	0	0	431	532	0	963	2149
Apprch %	92.7	0	6.7	0.6		10.9	89.1	0	0		0	0	0	0		0	44.8	55.2	0		
Total %	7.1	0	0.5	0	7.6	5.2	42.4	0	0	47.6	0	0	0	0	0	0	20.1	24.8	0	44.8	

	CONDIT RD Southbound				TENNANT AVE Westbound				Northbound				TENNANT 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 07:15 AM																	
07:15 AM	15	0	**1**	16	17	99	0	116	0	0	0	0	0	47	66	113	245
07:30 AM	17	0	1	18	12	140	0	152	0	0	0	0	0	**79**	70	149	319
07:45 AM	17	0	0	17	21	**175**	0	**196**	0	0	0	0	0	64	**88**	**152**	**365**
08:00 AM	**33**	0	1	**34**	**25**	141	0	166	0	0	0	0	0	59	68	127	327
Total Volume	82	0	3	85	75	555	0	630	0	0	0	0	0	249	292	541	1256
% App. Total	96.5	0	3.5		11.9	88.1	0		0	0	0		0	46	54		
PHF	.621	.000	.750	.625	.750	.793	.000	.804	.000	.000	.000	.000	.000	.788	.830	.890	.860

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Groups Printed- Vehicles

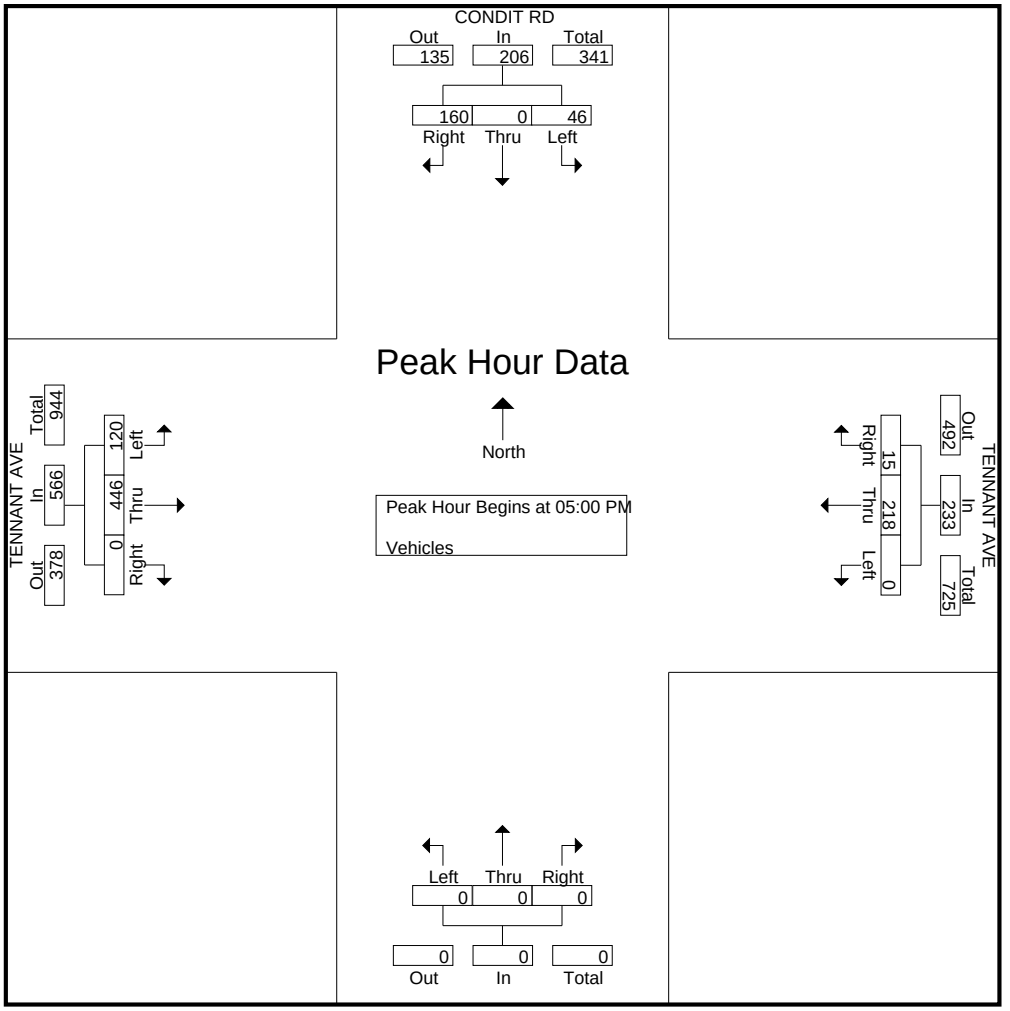
	CONDIT RD Southbound					TENNANT AVE Westbound					Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	0	12	0	45	4	50	0	0	54	0	0	0	0	0	0	88	20	0	108	207
04:15 PM	26	0	13	1	40	4	56	0	0	60	0	0	0	0	0	0	97	18	0	115	215
04:30 PM	35	0	12	0	47	5	52	0	0	57	0	0	0	0	0	0	99	29	0	128	232
04:45 PM	44	0	19	0	63	8	56	0	0	64	0	0	0	0	0	0	95	40	0	135	262
Total	138	0	56	1	195	21	214	0	0	235	0	0	0	0	0	0	379	107	0	486	916
05:00 PM	45	0	14	0	59	6	43	0	0	49	0	0	0	0	0	0	91	33	0	124	232
05:15 PM	31	0	10	0	41	2	61	0	0	63	0	0	0	0	0	0	107	17	0	124	228
05:30 PM	30	0	7	0	37	4	58	0	0	62	0	0	0	0	0	0	125	46	0	171	270
05:45 PM	54	0	15	0	69	3	56	0	0	59	0	0	0	0	0	0	123	24	0	147	275
Total	160	0	46	0	206	15	218	0	0	233	0	0	0	0	0	0	446	120	0	566	1005
Grand Total	298	0	102	1	401	36	432	0	0	468	0	0	0	0	0	0	825	227	0	1052	1921
Apprch %	74.3	0	25.4	0.2		7.7	92.3	0	0		0	0	0	0		0	78.4	21.6	0		
Total %	15.5	0	5.3	0.1	20.9	1.9	22.5	0	0	24.4	0	0	0	0	0	0	42.9	11.8	0	54.8	

	CONDIT RD Southbound				TENNANT AVE Westbound				Northbound				TENNANT 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	45	0	14	59	**6**	43	0	49	0	0	0	0	0	91	33	124	232
05:15 PM	31	0	10	41	2	**61**	0	**63**	0	0	0	0	0	107	17	124	228
05:30 PM	30	0	7	37	4	58	0	62	0	0	0	0	0	**125**	**46**	**171**	270
05:45 PM	**54**	0	**15**	**69**	3	56	0	59	0	0	0	0	0	123	24	147	**275**
Total Volume	160	0	46	206	15	218	0	233	0	0	0	0	0	446	120	566	1005
% App. Total	77.7	0	22.3		6.4	93.6	0		0	0	0		0	78.8	21.2		
PHF	.741	.000	.767	.746	.625	.893	.000	.925	.000	.000	.000	.000	.000	.892	.652	.827	.914

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Groups Printed- Vehicles

	MURPHY AVE Southbound					E DUNNE AVE Westbound					MURPHY AVE Northbound					E DUNNE 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	5	2	6	1	14	7	197	7	0	211	4	11	71	0	86	4	44	2	0	50	361
07:15 AM	6	4	8	1	19	13	191	12	0	216	9	8	83	0	100	7	87	7	0	101	436
07:30 AM	17	6	20	2	45	41	247	35	0	323	13	21	60	0	94	8	118	26	0	152	614
07:45 AM	30	6	6	2	44	33	284	25	0	342	8	18	82	0	108	10	49	8	0	67	561
Total	58	18	40	6	122	94	919	79	0	1092	34	58	296	0	388	29	298	43	0	370	1972
08:00 AM	17	4	9	1	31	18	214	8	0	240	6	33	70	0	109	12	74	11	0	97	477
08:15 AM	9	4	4	0	17	9	195	6	0	210	7	16	72	0	95	13	69	6	0	88	410
08:30 AM	10	2	4	0	16	8	147	4	0	159	3	15	85	0	103	10	45	6	0	61	339
08:45 AM	2	6	6	0	14	2	141	4	0	147	4	17	65	0	86	14	44	4	0	62	309
Total	38	16	23	1	78	37	697	22	0	756	20	81	292	0	393	49	232	27	0	308	1535
Grand Total	96	34	63	7	200	131	1616	101	0	1848	54	139	588	0	781	78	530	70	0	678	3507
Apprch %	48	17	31.5	3.5		7.1	87.4	5.5	0		6.9	17.8	75.3	0		11.5	78.2	10.3	0		
Total %	2.7	1	1.8	0.2	5.7	3.7	46.1	2.9	0	52.7	1.5	4	16.8	0	22.3	2.2	15.1	2	0	19.3	

	MURPHY AVE Southbound				E DUNNE AVE Westbound				MURPHY AVE Northbound				E DUNNE 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 07:15 AM																	
07:15 AM	6	4	8	18	13	191	12	216	9	8	**83**	100	7	87	7	101	435
07:30 AM	17	**6**	**20**	**43**	**41**	247	**35**	323	**13**	21	60	94	8	**118**	**26**	**152**	**612**
07:45 AM	**30**	6	6	42	33	**284**	25	**342**	8	18	82	108	10	49	8	67	559
08:00 AM	17	4	9	30	18	214	8	240	6	**33**	70	**109**	**12**	74	11	97	476
Total Volume	70	20	43	133	105	936	80	1121	36	80	295	411	37	328	52	417	2082
% App. Total	52.6	15	32.3		9.4	83.5	7.1		8.8	19.5	71.8		8.9	78.7	12.5		
PHF	.583	.833	.538	.773	.640	.824	.571	.819	.692	.606	.889	.943	.771	.695	.500	.686	.850

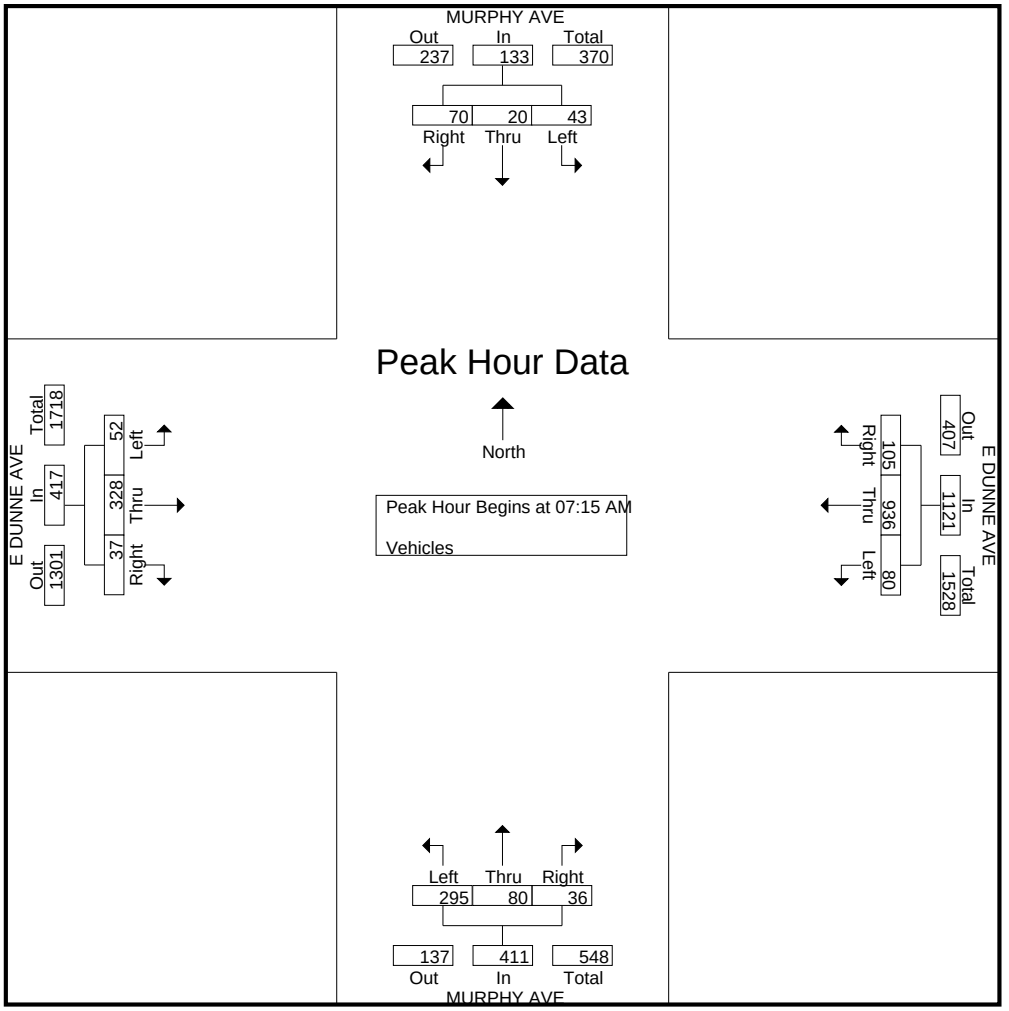
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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 3/28/2019
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Traffic Data Service

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Groups Printed- Vehicles

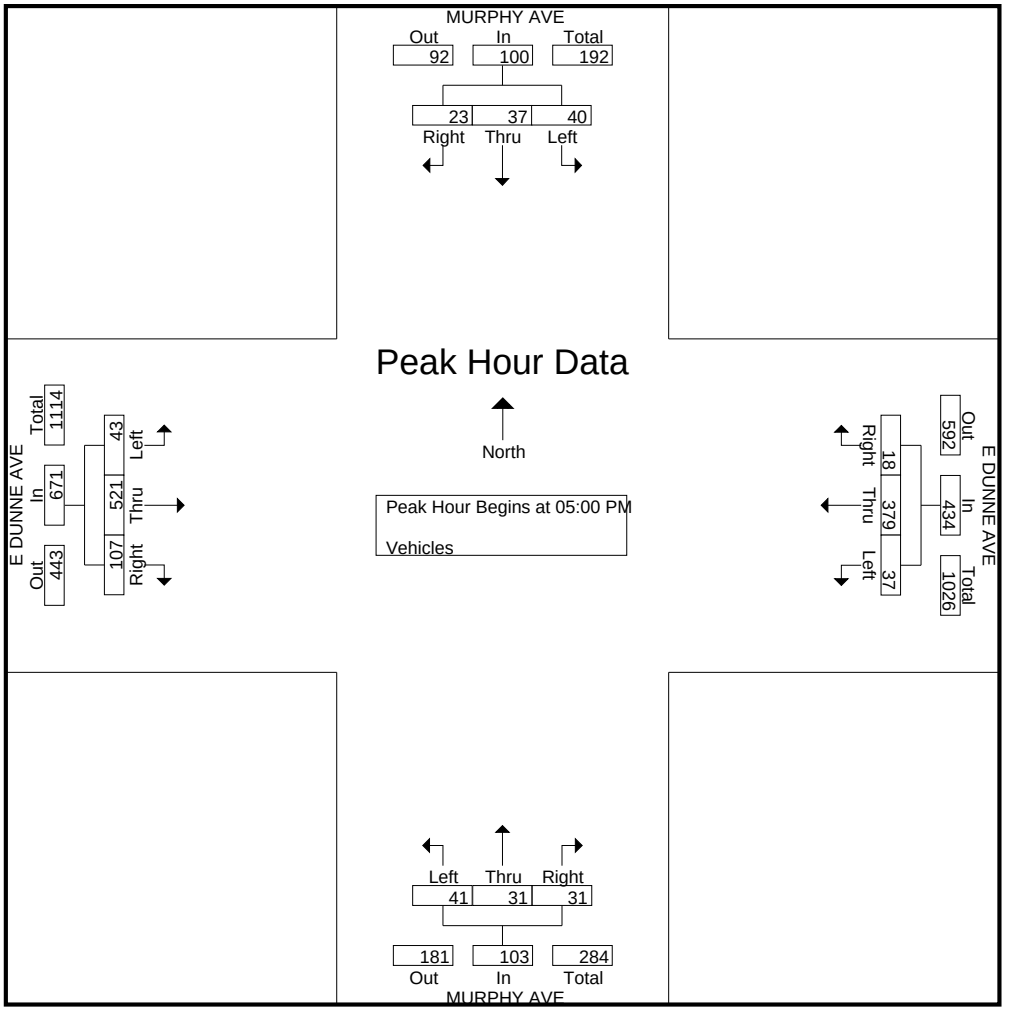
	MURPHY AVE Southbound					E DUNNE AVE Westbound					MURPHY AVE Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	10	9	0	29	7	98	9	0	114	7	12	8	0	27	25	112	8	0	145	315
04:15 PM	12	13	8	0	33	6	93	10	0	109	7	15	8	0	30	18	131	11	0	160	332
04:30 PM	3	12	10	3	28	4	98	8	0	110	6	8	12	0	26	27	112	10	0	149	313
04:45 PM	11	8	12	2	33	5	96	10	0	111	9	4	15	0	28	24	112	10	0	146	318
Total	36	43	39	5	123	22	385	37	0	444	29	39	43	0	111	94	467	39	0	600	1278
05:00 PM	4	9	10	1	24	5	88	7	0	100	8	11	10	0	29	22	119	10	0	151	304
05:15 PM	6	14	14	0	34	4	102	7	0	113	4	2	9	0	15	29	151	7	0	187	349
05:30 PM	7	11	5	0	23	3	89	9	0	101	10	12	8	0	30	29	130	14	0	173	327
05:45 PM	6	3	11	2	22	6	100	14	0	120	9	6	14	0	29	27	121	12	0	160	331
Total	23	37	40	3	103	18	379	37	0	434	31	31	41	0	103	107	521	43	0	671	1311
Grand Total	59	80	79	8	226	40	764	74	0	878	60	70	84	0	214	201	988	82	0	1271	2589
Apprch %	26.1	35.4	35	3.5		4.6	87	8.4	0		28	32.7	39.3	0		15.8	77.7	6.5	0		
Total %	2.3	3.1	3.1	0.3	8.7	1.5	29.5	2.9	0	33.9	2.3	2.7	3.2	0	8.3	7.8	38.2	3.2	0	49.1	

	MURPHY AVE Southbound				E DUNNE AVE Westbound				MURPHY AVE Northbound				E DUNNE 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	4	9	10	23	5	88	7	100	8	11	10	29	22	119	10	151	303
05:15 PM	6	**14**	**14**	**34**	4	**102**	7	113	4	2	9	15	**29**	**151**	7	**187**	**349**
05:30 PM	**7**	11	5	23	3	89	9	101	**10**	**12**	8	**30**	29	130	**14**	173	327
05:45 PM	6	3	11	20	**6**	100	**14**	**120**	9	6	**14**	29	27	121	12	160	329
Total Volume	23	37	40	100	18	379	37	434	31	31	41	103	107	521	43	671	1308
% App. Total	23	37	40		4.1	87.3	8.5		30.1	30.1	39.8		15.9	77.6	6.4		
PHF	.821	.661	.714	.735	.750	.929	.661	.904	.775	.646	.732	.858	.922	.863	.768	.897	.937

Traffic Data Service

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Traffic Data Service

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File Name : 6AM FINAL
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Groups Printed- Vehicles

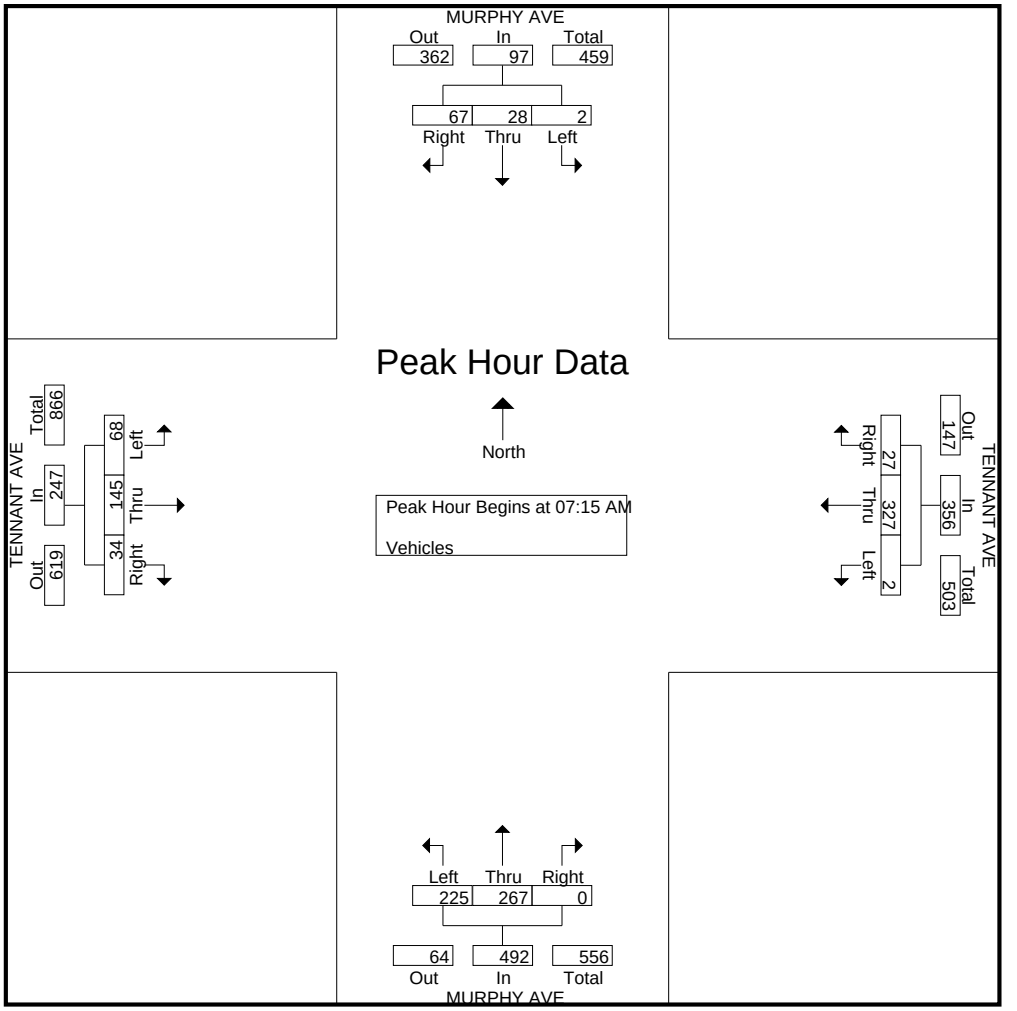
	MURPHY AVE Southbound					TENNANT AVE Westbound					MURPHY AVE Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	5	0	0	13	2	45	0	0	47	1	71	51	0	123	4	19	9	0	32	215
07:15 AM	13	1	0	0	14	8	60	0	0	68	0	76	45	0	121	10	27	12	0	49	252
07:30 AM	18	8	0	0	26	5	83	1	0	89	0	81	47	0	128	9	43	19	0	71	314
07:45 AM	23	14	2	0	39	10	99	1	0	110	0	50	68	0	118	6	43	18	0	67	334
Total	62	28	2	0	92	25	287	2	0	314	1	278	211	0	490	29	132	58	0	219	1115
08:00 AM	13	5	0	0	18	4	85	0	0	89	0	60	65	0	125	9	32	19	0	60	292
08:15 AM	10	5	0	0	15	5	57	0	0	62	0	39	29	0	68	11	23	35	0	69	214
08:30 AM	8	5	2	0	15	6	47	0	0	53	0	41	49	0	90	5	17	29	0	51	209
08:45 AM	14	4	0	0	18	1	46	2	0	49	1	33	28	0	62	8	22	27	0	57	186
Total	45	19	2	0	66	16	235	2	0	253	1	173	171	0	345	33	94	110	0	237	901
Grand Total	107	47	4	0	158	41	522	4	0	567	2	451	382	0	835	62	226	168	0	456	2016
Apprch %	67.7	29.7	2.5	0		7.2	92.1	0.7	0		0.2	54	45.7	0		13.6	49.6	36.8	0		
Total %	5.3	2.3	0.2	0	7.8	2	25.9	0.2	0	28.1	0.1	22.4	18.9	0	41.4	3.1	11.2	8.3	0	22.6	

	MURPHY AVE Southbound				TENNANT AVE Westbound				MURPHY AVE Northbound				TENNANT 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 07:15 AM																	
07:15 AM	13	1	0	14	8	60	0	68	0	76	45	121	**10**	27	12	49	252
07:30 AM	18	8	0	26	5	83	**1**	89	0	**81**	47	**128**	9	**43**	**19**	**71**	314
07:45 AM	**23**	**14**	**2**	**39**	**10**	**99**	1	**110**	0	50	**68**	118	6	43	18	67	**334**
08:00 AM	13	5	0	18	4	85	0	89	0	60	65	125	9	32	19	60	292
Total Volume	67	28	2	97	27	327	2	356	0	267	225	492	34	145	68	247	1192
% App. Total	69.1	28.9	2.1		7.6	91.9	0.6		0	54.3	45.7		13.8	58.7	27.5		
PHF	.728	.500	.250	.622	.675	.826	.500	.809	.000	.824	.827	.961	.850	.843	.895	.870	.892

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Groups Printed- Vehicles

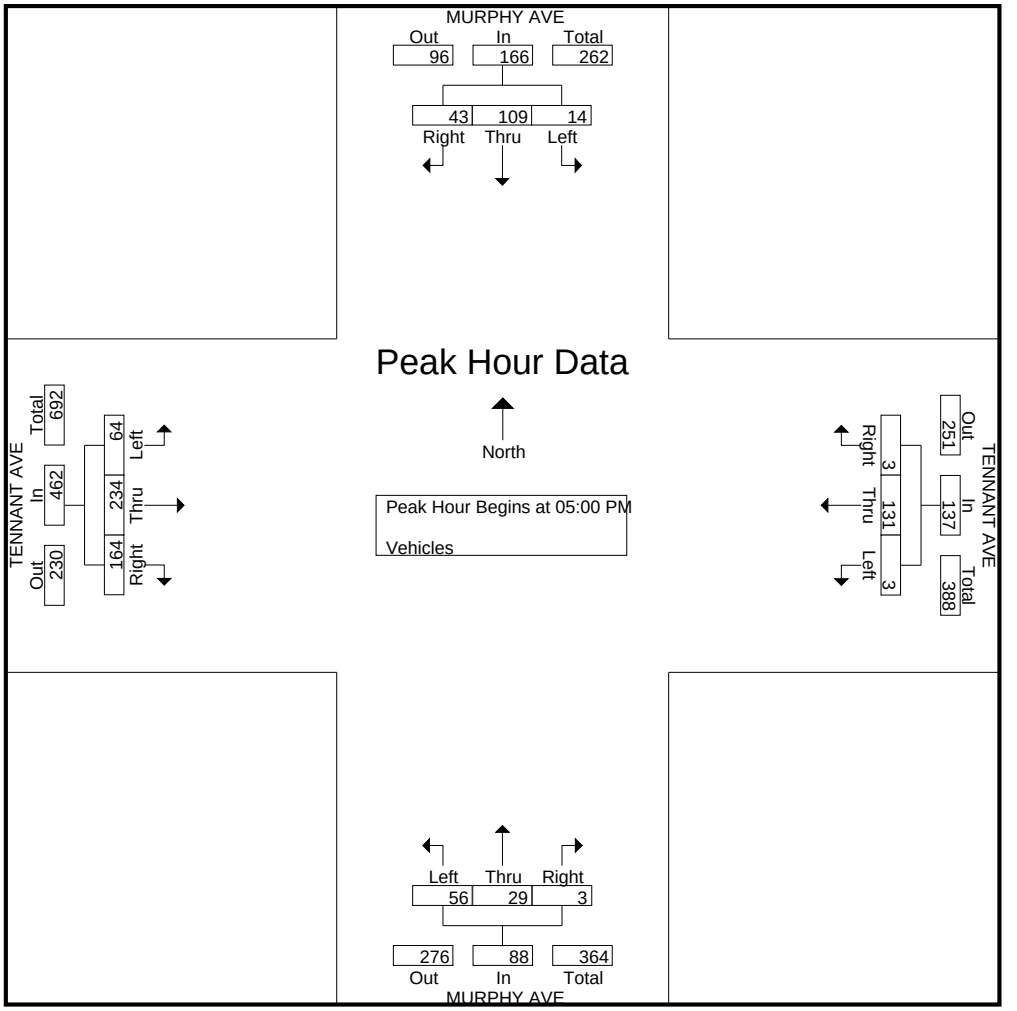
	MURPHY AVE Southbound					TENNANT AVE Westbound					MURPHY AVE Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	20	2	0	38	1	25	0	0	26	0	1	9	0	10	32	51	17	0	100	174
04:15 PM	14	14	4	0	32	1	31	0	0	32	0	4	15	0	19	37	55	16	0	108	191
04:30 PM	12	16	4	0	32	2	25	0	0	27	0	3	18	0	21	43	46	21	0	110	190
04:45 PM	10	24	3	0	37	1	42	0	0	43	0	5	11	0	16	46	51	12	0	109	205
Total	52	74	13	0	139	5	123	0	0	128	0	13	53	0	66	158	203	66	0	427	760
05:00 PM	8	25	4	0	37	1	26	0	0	27	0	4	10	0	14	26	55	22	0	103	181
05:15 PM	9	24	5	0	38	1	37	2	0	40	1	2	17	0	20	51	50	14	0	115	213
05:30 PM	13	24	1	0	38	0	37	1	0	38	2	11	14	0	27	38	60	20	0	118	221
05:45 PM	13	36	4	0	53	1	31	0	0	32	0	12	15	0	27	49	69	8	0	126	238
Total	43	109	14	0	166	3	131	3	0	137	3	29	56	0	88	164	234	64	0	462	853
Grand Total	95	183	27	0	305	8	254	3	0	265	3	42	109	0	154	322	437	130	0	889	1613
Apprch %	31.1	60	8.9	0		3	95.8	1.1	0		1.9	27.3	70.8	0		36.2	49.2	14.6	0		
Total %	5.9	11.3	1.7	0	18.9	0.5	15.7	0.2	0	16.4	0.2	2.6	6.8	0	9.5	20	27.1	8.1	0	55.1	

	MURPHY AVE Southbound				TENNANT AVE Westbound				MURPHY AVE Northbound				TENNANT 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	8	25	4	37	**1**	26	0	27	0	4	10	14	26	55	**22**	103	181
05:15 PM	9	24	**5**	38	1	**37**	**2**	**40**	1	2	**17**	20	**51**	50	14	115	213
05:30 PM	**13**	24	1	38	0	37	1	38	**2**	11	14	**27**	38	60	20	118	221
05:45 PM	13	**36**	4	**53**	1	31	0	32	0	**12**	15	27	49	**69**	8	**126**	**238**
Total Volume	43	109	14	166	3	131	3	137	3	29	56	88	164	234	64	462	853
% App. Total	25.9	65.7	8.4		2.2	95.6	2.2		3.4	33	63.6		35.5	50.6	13.9		
PHF	.827	.757	.700	.783	.750	.885	.375	.856	.375	.604	.824	.815	.804	.848	.727	.917	.896

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Groups Printed- Vehicles

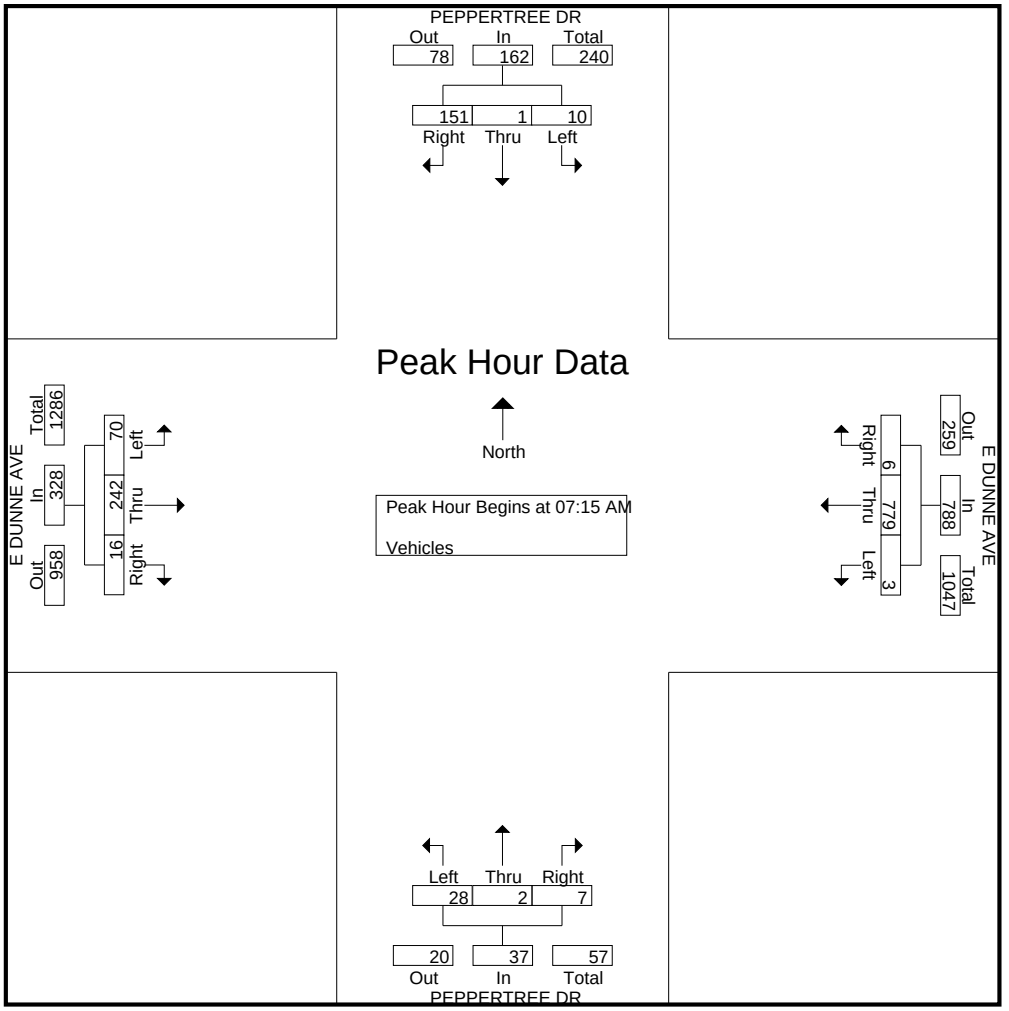
	PEPPERTREE DR Southbound					E DUNNE AVE Westbound					PEPPERTREE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	0	2	3	17	0	168	1	0	169	1	0	4	1	6	0	27	5	0	32	224
07:15 AM	36	0	0	6	42	0	198	0	0	198	0	0	7	0	7	2	27	5	2	36	283
07:30 AM	60	0	5	60	125	2	224	0	5	231	2	1	10	3	16	5	82	36	24	147	519
07:45 AM	30	0	5	25	60	3	212	2	1	218	3	0	8	1	12	5	63	18	6	92	382
Total	138	0	12	94	244	5	802	3	6	816	6	1	29	5	41	12	199	64	32	307	1408
08:00 AM	25	1	0	4	30	1	145	1	1	148	2	1	3	0	6	4	70	11	0	85	269
08:15 AM	20	0	0	3	23	3	131	1	1	136	0	0	9	1	10	2	59	15	0	76	245
08:30 AM	23	0	0	6	29	2	154	0	1	157	0	0	5	0	5	1	50	13	0	64	255
08:45 AM	21	0	1	4	26	1	132	1	0	134	0	0	8	2	10	5	44	5	1	55	225
Total	89	1	1	17	108	7	562	3	3	575	2	1	25	3	31	12	223	44	1	280	994
Grand Total	227	1	13	111	352	12	1364	6	9	1391	8	2	54	8	72	24	422	108	33	587	2402
Apprch %	64.5	0.3	3.7	31.5		0.9	98.1	0.4	0.6		11.1	2.8	75	11.1		4.1	71.9	18.4	5.6		
Total %	9.5	0	0.5	4.6	14.7	0.5	56.8	0.2	0.4	57.9	0.3	0.1	2.2	0.3	3	1	17.6	4.5	1.4	24.4	

	PEPPERTREE DR Southbound				E DUNNE AVE Westbound				PEPPERTREE DR Northbound				E DUNNE 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 07:15 AM																	
07:15 AM	36	0	0	36	0	198	0	198	0	0	7	7	2	27	5	34	275
07:30 AM	**60**	0	**5**	**65**	2	**224**	0	**226**	2	**1**	**10**	**13**	**5**	**82**	**36**	**123**	**427**
07:45 AM	30	0	5	35	**3**	212	**2**	217	**3**	0	8	11	5	63	18	86	349
08:00 AM	25	**1**	0	26	1	145	1	147	2	1	3	6	4	70	11	85	264
Total Volume	151	1	10	162	6	779	3	788	7	2	28	37	16	242	70	328	1315
% App. Total	93.2	0.6	6.2		0.8	98.9	0.4		18.9	5.4	75.7		4.9	73.8	21.3		
PHF	.629	.250	.500	.623	.500	.869	.375	.872	.583	.500	.700	.712	.800	.738	.486	.667	.770

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Groups Printed- Vehicles

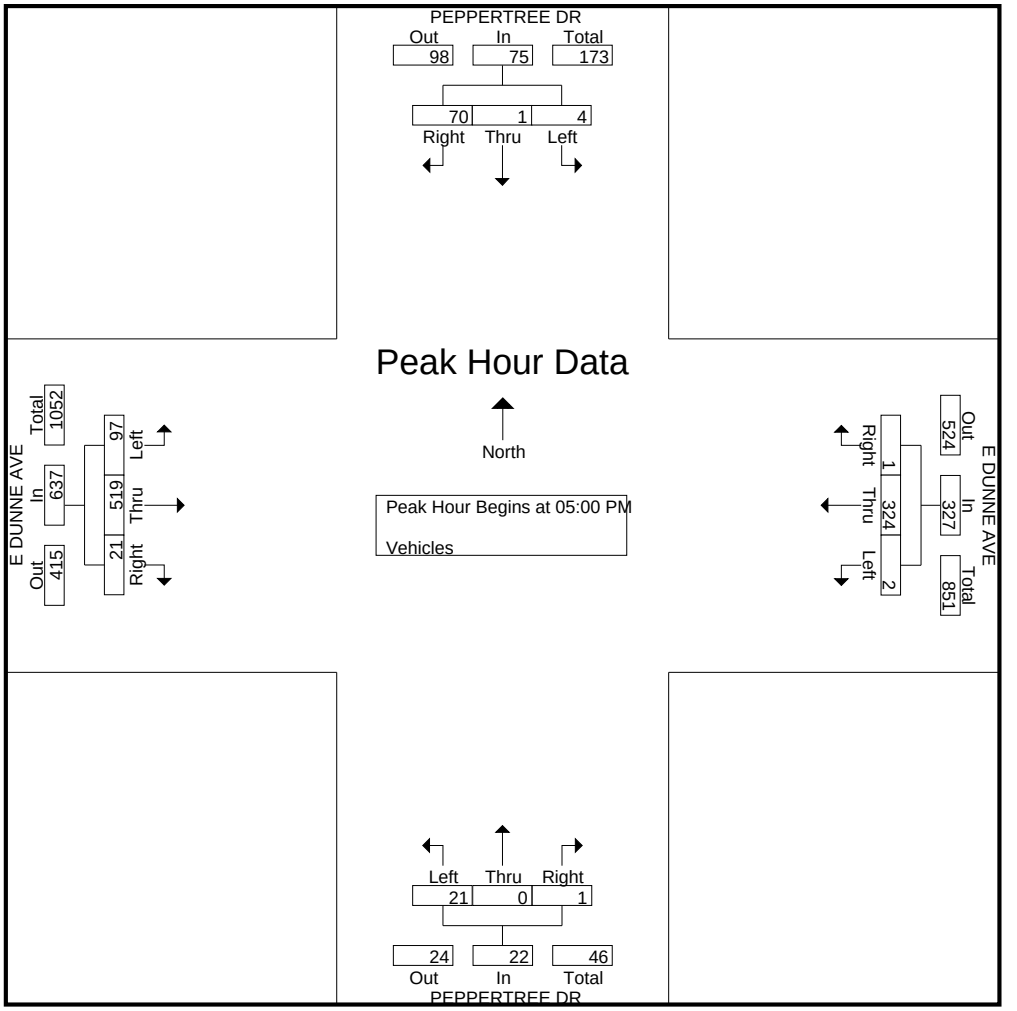
	PEPPERTREE DR Southbound					E DUNNE AVE Westbound					PEPPERTREE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	1	1	0	13	0	80	0	0	80	0	1	1	0	2	6	84	13	1	104	199
04:15 PM	12	0	0	0	12	0	86	0	0	86	0	0	7	0	7	3	111	15	3	132	237
04:30 PM	10	0	1	0	11	0	80	0	0	80	0	0	2	0	2	3	119	19	0	141	234
04:45 PM	10	0	2	1	13	0	84	1	0	85	1	0	7	0	8	7	86	18	0	111	217
Total	43	1	4	1	49	0	330	1	0	331	1	1	17	0	19	19	400	65	4	488	887
05:00 PM	16	1	1	0	18	1	75	1	0	77	0	0	2	0	2	2	128	26	0	156	253
05:15 PM	18	0	0	0	18	0	85	1	0	86	1	0	6	0	7	10	126	26	0	162	273
05:30 PM	23	0	2	0	25	0	77	0	0	77	0	0	7	0	7	5	145	25	1	176	285
05:45 PM	13	0	1	0	14	0	87	0	0	87	0	0	6	0	6	4	120	20	0	144	251
Total	70	1	4	0	75	1	324	2	0	327	1	0	21	0	22	21	519	97	1	638	1062
Grand Total	113	2	8	1	124	1	654	3	0	658	2	1	38	0	41	40	919	162	5	1126	1949
Apprch %	91.1	1.6	6.5	0.8		0.2	99.4	0.5	0		4.9	2.4	92.7	0		3.6	81.6	14.4	0.4		
Total %	5.8	0.1	0.4	0.1	6.4	0.1	33.6	0.2	0	33.8	0.1	0.1	1.9	0	2.1	2.1	47.2	8.3	0.3	57.8	

	PEPPERTREE DR Southbound				E DUNNE AVE Westbound				PEPPERTREE DR Northbound				E DUNNE 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	16	**1**	1	18	**1**	75	**1**	77	0	0	2	2	2	128	**26**	156	253
05:15 PM	18	0	0	18	0	85	1	86	**1**	0	6	**7**	**10**	126	26	162	273
05:30 PM	**23**	0	**2**	**25**	0	77	0	77	0	0	**7**	7	5	**145**	25	**175**	**284**
05:45 PM	13	0	1	14	0	**87**	0	**87**	0	0	6	6	4	120	20	144	251
Total Volume	70	1	4	75	1	324	2	327	1	0	21	22	21	519	97	637	1061
% App. Total	93.3	1.3	5.3		0.3	99.1	0.6		4.5	0	95.5		3.3	81.5	15.2		
PHF	.761	.250	.500	.750	.250	.931	.500	.940	.250	.000	.750	.786	.525	.895	.933	.910	.934

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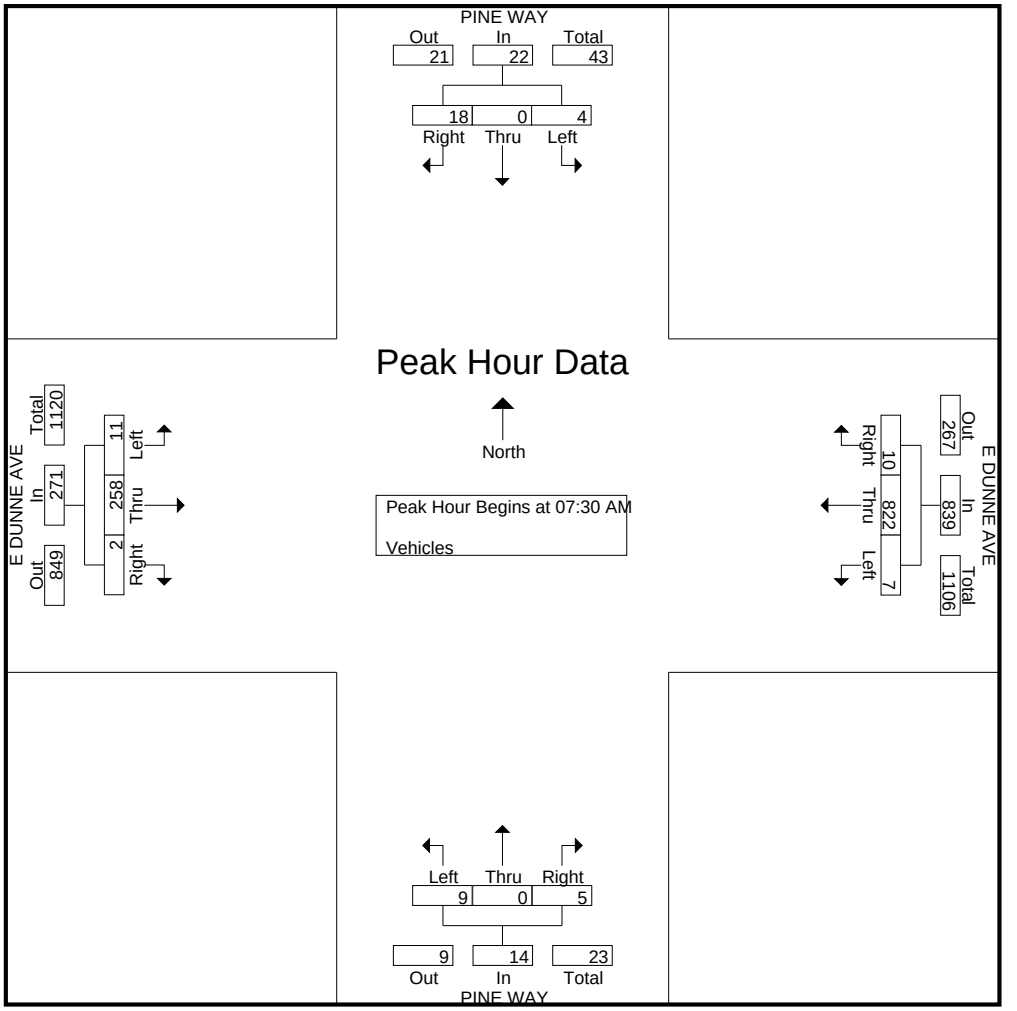
	PINE WAY Southbound					E DUNNE AVE Westbound					PINE WAY Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	1	1	4	3	171	2	0	176	0	0	2	2	4	1	29	1	0	31	215
07:15 AM	3	0	3	3	9	0	171	0	1	172	1	0	6	2	9	0	36	0	0	36	226
07:30 AM	10	0	2	5	17	9	252	1	0	262	3	0	2	3	8	0	65	3	0	68	355
07:45 AM	2	0	1	2	5	0	213	4	0	217	2	0	2	3	7	1	74	5	0	80	309
Total	17	0	7	11	35	12	807	7	1	827	6	0	12	10	28	2	204	9	0	215	1105
08:00 AM	2	0	1	4	7	0	192	0	0	192	0	0	1	3	4	1	68	2	0	71	274
08:15 AM	4	0	0	7	11	1	165	2	0	168	0	0	4	0	4	0	51	1	0	52	235
08:30 AM	3	0	0	0	3	0	139	0	1	140	0	0	1	1	2	3	45	2	0	50	195
08:45 AM	4	0	0	1	5	0	138	0	0	138	0	1	3	1	5	3	54	1	0	58	206
Total	13	0	1	12	26	1	634	2	1	638	0	1	9	5	15	7	218	6	0	231	910
Grand Total	30	0	8	23	61	13	1441	9	2	1465	6	1	21	15	43	9	422	15	0	446	2015
Apprch %	49.2	0	13.1	37.7		0.9	98.4	0.6	0.1		14	2.3	48.8	34.9		2	94.6	3.4	0		
Total %	1.5	0	0.4	1.1	3	0.6	71.5	0.4	0.1	72.7	0.3	0	1	0.7	2.1	0.4	20.9	0.7	0	22.1	

	PINE WAY Southbound				E DUNNE AVE Westbound				PINE WAY Northbound				E DUNNE 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	**10**	0	**2**	**12**	**9**	**252**	1	**262**	**3**	0	2	**5**	0	65	3	68	**347**
07:45 AM	2	0	1	3	0	213	**4**	217	2	0	2	4	**1**	**74**	**5**	**80**	304
08:00 AM	2	0	1	3	0	192	0	192	0	0	1	1	1	68	2	71	267
08:15 AM	4	0	0	4	1	165	2	168	0	0	**4**	4	0	51	1	52	228
Total Volume	18	0	4	22	10	822	7	839	5	0	9	14	2	258	11	271	1146
% App. Total	81.8	0	18.2		1.2	98	0.8		35.7	0	64.3		0.7	95.2	4.1		
PHF	.450	.000	.500	.458	.278	.815	.438	.801	.417	.000	.563	.700	.500	.872	.550	.847	.826

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Groups Printed- Vehicles

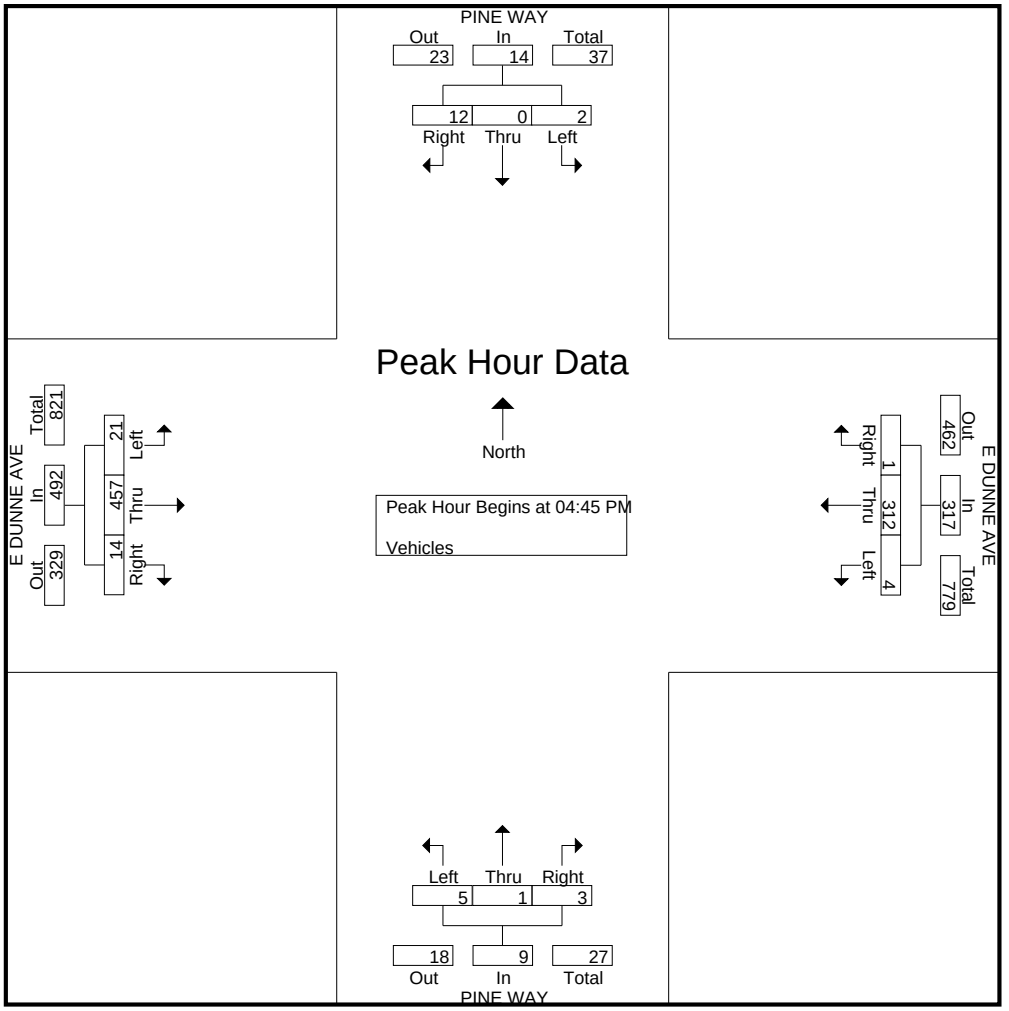
	PINE WAY Southbound					E DUNNE AVE Westbound					PINE WAY Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	0	1	0	4	1	77	1	0	79	1	0	1	0	2	3	93	5	0	101	186
04:15 PM	3	0	3	0	6	2	79	0	0	81	0	0	2	0	2	1	92	8	0	101	190
04:30 PM	2	0	1	0	3	2	72	3	0	77	1	1	1	0	3	3	84	10	0	97	180
04:45 PM	7	0	1	0	8	1	92	1	0	94	0	1	1	2	4	5	101	9	0	115	221
Total	15	0	6	0	21	6	320	5	0	331	2	2	5	2	11	12	370	32	0	414	777
05:00 PM	0	0	1	0	1	0	81	1	0	82	0	0	1	0	1	1	106	2	0	109	193
05:15 PM	2	0	0	0	2	0	74	0	0	74	3	0	1	0	4	6	128	4	0	138	218
05:30 PM	3	0	0	0	3	0	65	2	0	67	0	0	2	1	3	2	122	6	0	130	203
05:45 PM	1	0	0	3	4	2	80	0	1	83	0	0	3	0	3	2	117	7	0	126	216
Total	6	0	1	3	10	2	300	3	1	306	3	0	7	1	11	11	473	19	0	503	830
Grand Total	21	0	7	3	31	8	620	8	1	637	5	2	12	3	22	23	843	51	0	917	1607
Apprch %	67.7	0	22.6	9.7		1.3	97.3	1.3	0.2		22.7	9.1	54.5	13.6		2.5	91.9	5.6	0		
Total %	1.3	0	0.4	0.2	1.9	0.5	38.6	0.5	0.1	39.6	0.3	0.1	0.7	0.2	1.4	1.4	52.5	3.2	0	57.1	

	PINE WAY Southbound				E DUNNE AVE Westbound				PINE WAY Northbound				E DUNNE 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 04:45 PM																	
04:45 PM	**7**	0	**1**	**8**	**1**	**92**	1	**94**	0	**1**	1	2	5	101	**9**	115	**219**
05:00 PM	0	0	1	1	0	81	1	82	0	0	1	1	1	106	2	109	193
05:15 PM	2	0	0	2	0	74	0	74	**3**	0	1	**4**	**6**	**128**	4	**138**	218
05:30 PM	3	0	0	3	0	65	**2**	67	0	0	**2**	2	2	122	6	130	202
Total Volume	12	0	2	14	1	312	4	317	3	1	5	9	14	457	21	492	832
% App. Total	85.7	0	14.3		0.3	98.4	1.3		33.3	11.1	55.6		2.8	92.9	4.3		
PHF	.429	.000	.500	.438	.250	.848	.500	.843	.250	.250	.625	.563	.583	.893	.583	.891	.950

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Groups Printed- Vehicles

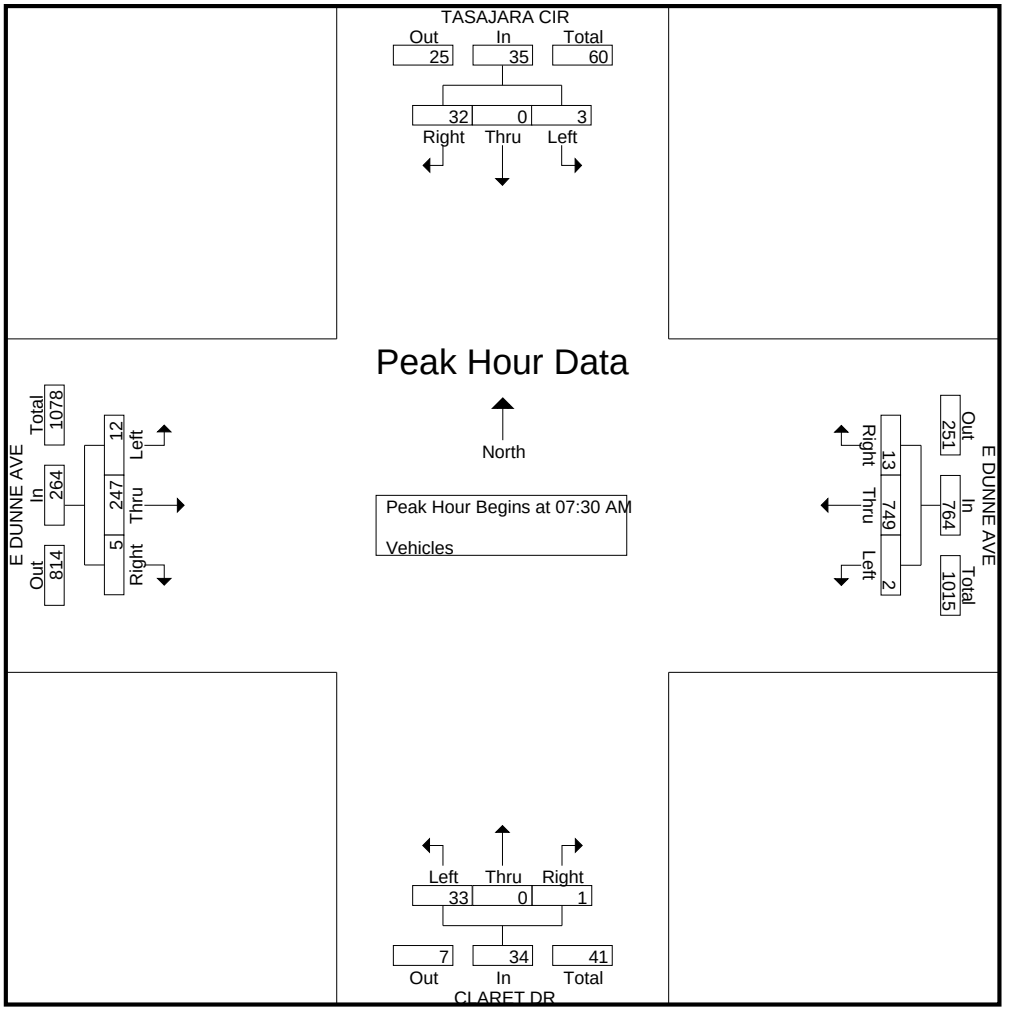
	TASAJARA CIR Southbound					E DUNNE AVE Westbound					CLARET DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	0	0	2	10	1	155	0	0	156	0	0	6	1	7	1	30	1	0	32	205
07:15 AM	8	0	0	1	9	0	153	0	0	153	0	0	1	5	6	0	36	3	0	39	207
07:30 AM	13	0	1	2	16	1	230	0	0	231	0	0	13	0	13	1	65	3	0	69	329
07:45 AM	5	0	1	1	7	5	200	1	1	207	0	0	7	1	8	0	70	5	0	75	297
Total	34	0	2	6	42	7	738	1	1	747	0	0	27	7	34	2	201	12	0	215	1038
08:00 AM	5	0	0	3	8	4	175	1	0	180	0	0	6	1	7	2	62	3	0	67	262
08:15 AM	9	0	1	7	17	3	144	0	0	147	1	0	7	0	8	2	50	1	0	53	225
08:30 AM	8	0	1	2	11	1	125	0	0	126	0	0	4	2	6	2	38	5	2	47	190
08:45 AM	4	0	1	3	8	1	112	0	1	114	0	0	7	0	7	1	47	3	0	51	180
Total	26	0	3	15	44	9	556	1	1	567	1	0	24	3	28	7	197	12	2	218	857
Grand Total	60	0	5	21	86	16	1294	2	2	1314	1	0	51	10	62	9	398	24	2	433	1895
Apprch %	69.8	0	5.8	24.4		1.2	98.5	0.2	0.2		1.6	0	82.3	16.1		2.1	91.9	5.5	0.5		
Total %	3.2	0	0.3	1.1	4.5	0.8	68.3	0.1	0.1	69.3	0.1	0	2.7	0.5	3.3	0.5	21	1.3	0.1	22.8	

	TASAJARA CIR Southbound				E DUNNE AVE Westbound				CLARET DR Northbound				E DUNNE 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	**13**	0	**1**	**14**	1	**230**	0	**231**	0	0	**13**	**13**	1	65	3	69	**327**
07:45 AM	5	0	1	6	**5**	200	**1**	206	0	0	7	7	0	**70**	**5**	**75**	294
08:00 AM	5	0	0	5	4	175	1	180	0	0	6	6	**2**	62	3	67	258
08:15 AM	9	0	1	10	3	144	0	147	**1**	0	7	8	2	50	1	53	218
Total Volume	32	0	3	35	13	749	2	764	1	0	33	34	5	247	12	264	1097
% App. Total	91.4	0	8.6		1.7	98	0.3		2.9	0	97.1		1.9	93.6	4.5		
PHF	.615	.000	.750	.625	.650	.814	.500	.827	.250	.000	.635	.654	.625	.882	.600	.880	.839

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Groups Printed- Vehicles

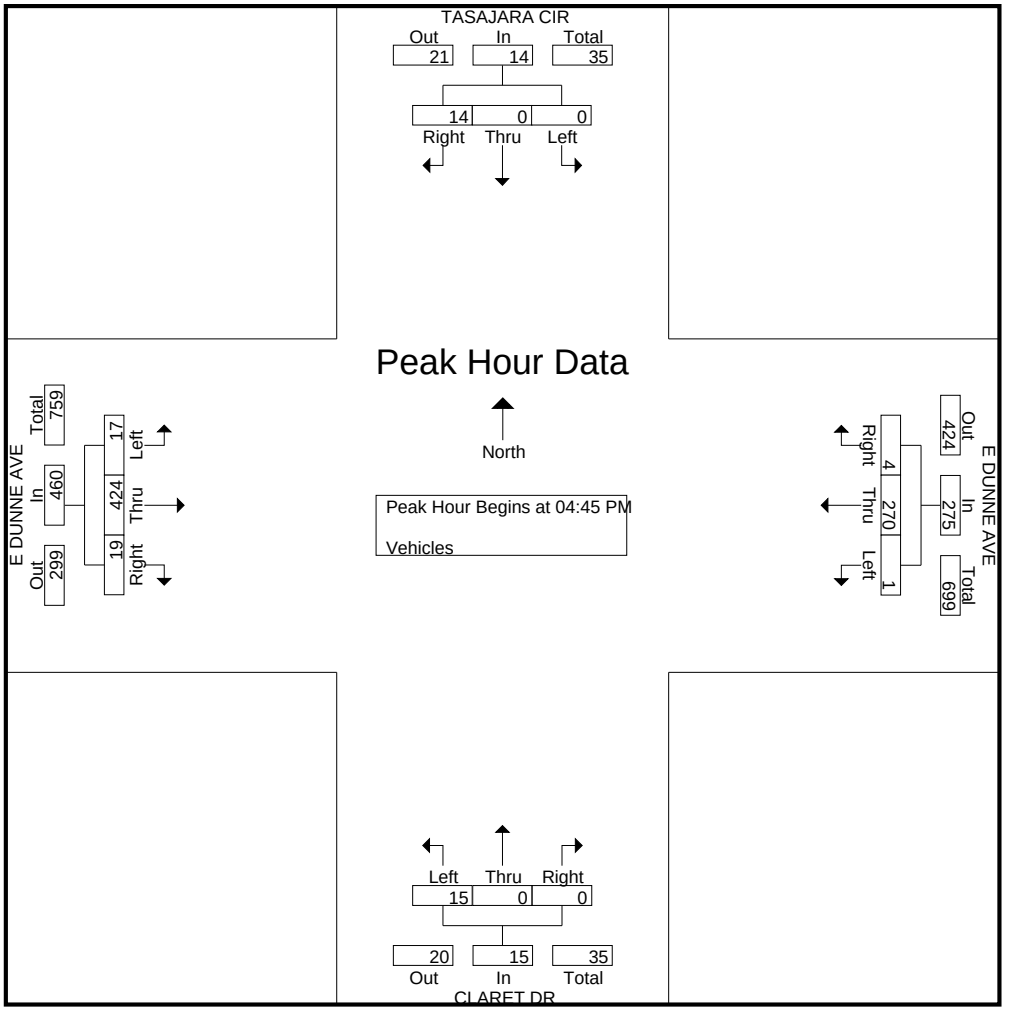
	TASAJARA CIR Southbound					E DUNNE AVE Westbound					CLARET DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	0	0	2	1	67	0	0	68	2	0	2	0	4	7	88	3	0	98	172
04:15 PM	0	0	0	0	0	0	74	1	0	75	2	0	4	0	6	7	82	4	0	93	174
04:30 PM	9	0	2	0	11	1	62	1	0	64	1	0	1	2	4	1	72	5	0	78	157
04:45 PM	3	0	0	0	3	2	86	0	0	88	0	0	7	0	7	5	92	3	0	100	198
Total	14	0	2	0	16	4	289	2	0	295	5	0	14	2	21	20	334	15	0	369	701
05:00 PM	5	0	0	0	5	1	70	0	0	71	0	0	3	0	3	3	102	3	0	108	187
05:15 PM	4	0	0	1	5	0	63	0	0	63	0	0	3	1	4	7	110	8	0	125	197
05:30 PM	2	0	0	0	2	1	51	1	0	53	0	0	2	1	3	4	120	3	0	127	185
05:45 PM	3	0	0	1	4	1	59	0	0	60	0	0	4	0	4	9	92	6	0	107	175
Total	14	0	0	2	16	3	243	1	0	247	0	0	12	2	14	23	424	20	0	467	744
Grand Total	28	0	2	2	32	7	532	3	0	542	5	0	26	4	35	43	758	35	0	836	1445
Apprch %	87.5	0	6.2	6.2		1.3	98.2	0.6	0		14.3	0	74.3	11.4		5.1	90.7	4.2	0		
Total %	1.9	0	0.1	0.1	2.2	0.5	36.8	0.2	0	37.5	0.3	0	1.8	0.3	2.4	3	52.5	2.4	0	57.9	

	TASAJARA CIR Southbound				E DUNNE AVE Westbound				CLARET DR Northbound				E DUNNE 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 04:45 PM																	
04:45 PM	3	0	0	3	**2**	**86**	0	**88**	0	0	**7**	**7**	5	92	3	100	**198**
05:00 PM	**5**	0	0	**5**	1	70	0	71	0	0	3	3	3	102	3	108	187
05:15 PM	4	0	0	4	0	63	0	63	0	0	3	3	**7**	110	**8**	125	195
05:30 PM	2	0	0	2	1	51	**1**	53	0	0	2	2	4	**120**	3	**127**	184
Total Volume	14	0	0	14	4	270	1	275	0	0	15	15	19	424	17	460	764
% App. Total	100	0	0		1.5	98.2	0.4		0	0	100		4.1	92.2	3.7		
PHF	.700	.000	.000	.700	.500	.785	.250	.781	.000	.000	.536	.536	.679	.883	.531	.906	.965

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Groups Printed- Vehicles

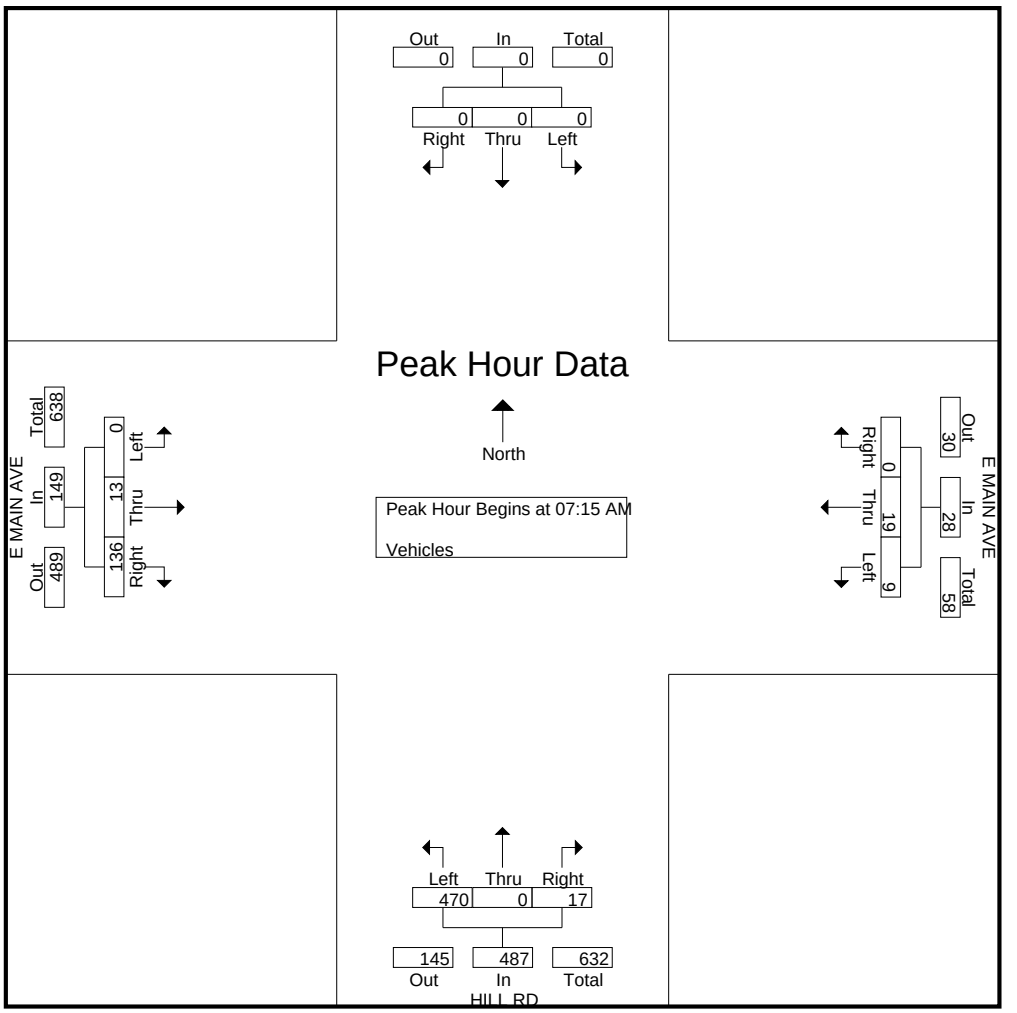
	Southbound					E MAIN AVE Westbound					HILL RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	5	0	7	8	0	59	0	67	1	4	0	0	5	79
07:15 AM	0	0	0	0	0	0	7	3	0	10	7	0	64	0	71	21	4	0	0	25	106
07:30 AM	0	0	0	0	0	0	6	6	0	12	8	0	109	0	117	34	3	0	0	37	166
07:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	171	0	173	24	2	0	0	26	203
Total	0	0	0	0	0	0	19	14	0	33	25	0	403	0	428	80	13	0	0	93	554
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	126	0	126	57	4	0	0	61	189
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	40	0	40	17	5	0	0	22	66
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	28	0	28	8	2	0	0	10	42
08:45 AM	0	0	0	0	0	0	4	1	2	7	1	0	39	0	40	5	1	0	0	6	53
Total	0	0	0	0	0	0	14	1	2	17	1	0	233	0	234	87	12	0	0	99	350
Grand Total	0	0	0	0	0	0	33	15	2	50	26	0	636	0	662	167	25	0	0	192	904
Apprch %	0	0	0	0		0	66	30	4		3.9	0	96.1	0		87	13	0	0		
Total %	0	0	0	0	0	0	3.7	1.7	0.2	5.5	2.9	0	70.4	0	73.2	18.5	2.8	0	0	21.2	

	Southbound				E MAIN AVE Westbound				HILL RD Northbound				E MAIN 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 07:15 AM																	
07:15 AM	0	0	0	0	0	**7**	3	10	7	0	64	71	21	**4**	0	25	106
07:30 AM	0	0	0	0	0	6	**6**	**12**	**8**	0	109	117	34	3	0	37	166
07:45 AM	0	0	0	0	0	4	0	4	2	0	**171**	**173**	24	2	0	26	**203**
08:00 AM	0	0	0	0	0	2	0	2	0	0	126	126	**57**	4	0	**61**	189
Total Volume	0	0	0	0	0	19	9	28	17	0	470	487	136	13	0	149	664
% App. Total	0	0	0		0	67.9	32.1		3.5	0	96.5		91.3	8.7	0		
PHF	.000	.000	.000	.000	.000	.679	.375	.583	.531	.000	.687	.704	.596	.813	.000	.611	.818

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Groups Printed- Vehicles

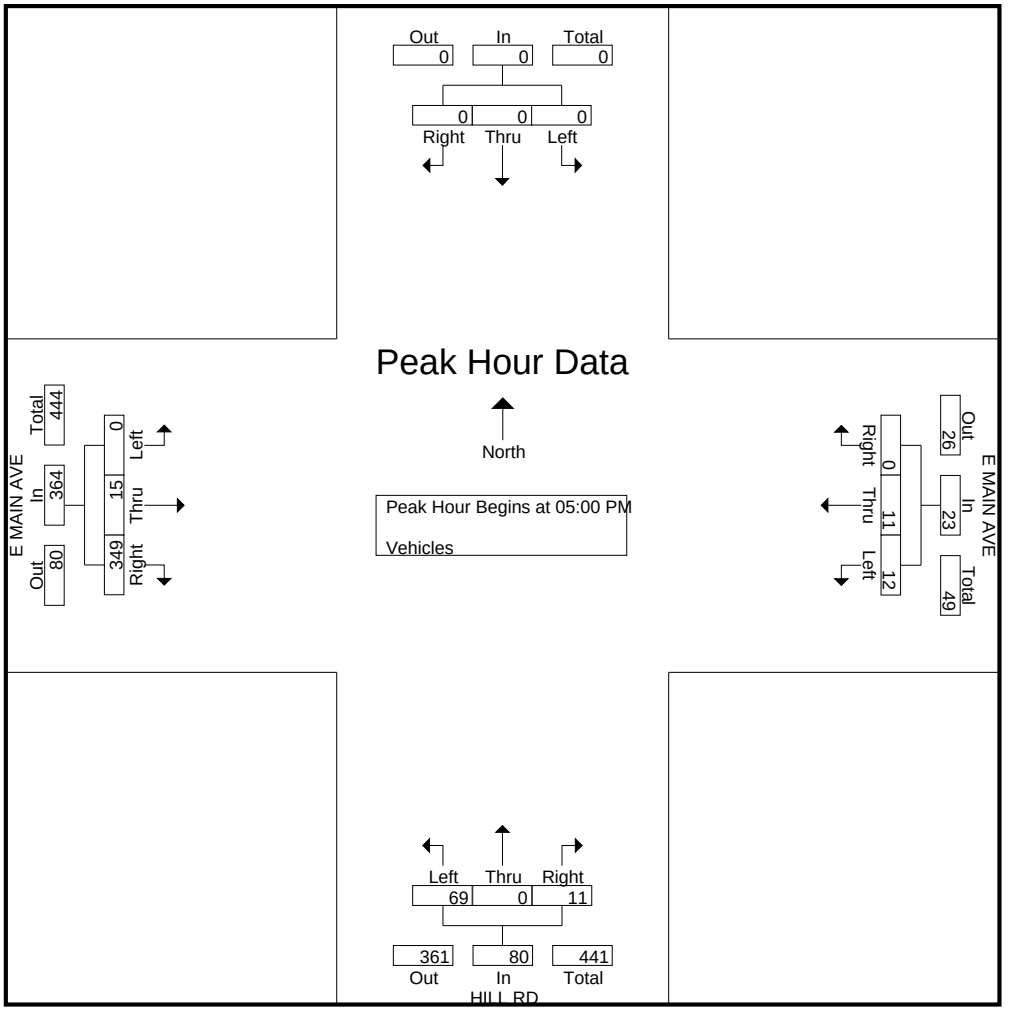
	Southbound					E MAIN AVE Westbound					HILL RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	2	0	6	0	0	16	0	16	56	1	0	0	57	79
04:15 PM	0	0	0	0	0	0	5	2	0	7	0	0	14	0	14	75	1	0	0	76	97
04:30 PM	0	0	0	0	0	0	4	3	0	7	0	0	21	0	21	82	2	0	0	84	112
04:45 PM	0	0	0	0	0	0	2	2	0	4	1	0	20	0	21	93	0	0	0	93	118
Total	0	0	0	0	0	0	15	9	0	24	1	0	71	0	72	306	4	0	0	310	406
05:00 PM	0	0	0	0	0	0	1	2	0	3	1	0	17	0	18	86	2	0	0	88	109
05:15 PM	0	0	0	0	0	0	4	2	0	6	2	0	19	0	21	87	3	0	0	90	117
05:30 PM	0	0	0	0	0	0	1	0	0	1	3	0	16	0	19	93	4	0	0	97	117
05:45 PM	0	0	0	0	0	0	5	8	0	13	5	0	17	0	22	83	6	0	0	89	124
Total	0	0	0	0	0	0	11	12	0	23	11	0	69	0	80	349	15	0	0	364	467
Grand Total	0	0	0	0	0	0	26	21	0	47	12	0	140	0	152	655	19	0	0	674	873
Apprch %	0	0	0	0		0	55.3	44.7	0		7.9	0	92.1	0		97.2	2.8	0	0		
Total %	0	0	0	0	0	0	3	2.4	0	5.4	1.4	0	16	0	17.4	75	2.2	0	0	77.2	

	Southbound				E MAIN AVE Westbound				HILL RD Northbound				E MAIN 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	0	0	0	0	0	1	2	3	1	0	17	18	86	2	0	88	109
05:15 PM	0	0	0	0	0	4	2	6	2	0	**19**	21	87	3	0	90	117
05:30 PM	0	0	0	0	0	1	0	1	3	0	16	19	**93**	4	0	**97**	117
05:45 PM	0	0	0	0	0	**5**	**8**	**13**	**5**	0	17	**22**	83	**6**	0	89	**124**
Total Volume	0	0	0	0	0	11	12	23	11	0	69	80	349	15	0	364	467
% App. Total	0	0	0		0	47.8	52.2		13.8	0	86.2		95.9	4.1	0		
PHF	.000	.000	.000	.000	.000	.550	.375	.442	.550	.000	.908	.909	.938	.625	.000	.938	.942

Traffic Data Service

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tdsbay@cs.com

File Name : 10PM FINAL
Site Code : 00000010
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Page No : 2



Traffic Data Service

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(408) 622-4787
tdsbay@cs.com

File Name : 11AM FINAL
Site Code : 00000011
Start Date : 6/4/2019
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Groups Printed- Vehicles

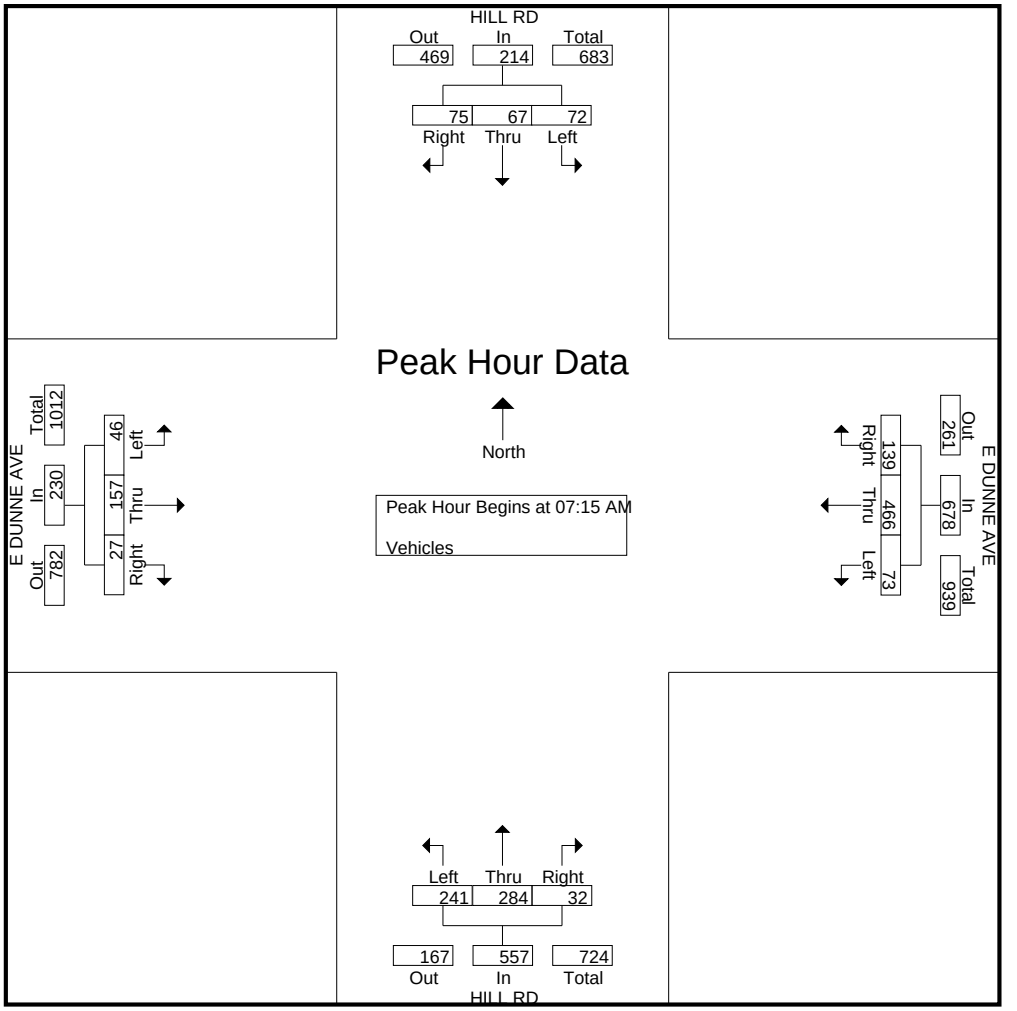
	HILL RD Southbound					E DUNNE AVE Westbound					HILL RD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	7	2	0	17	18	93	9	1	121	5	53	54	1	113	3	21	4	0	28	279
07:15 AM	21	6	8	2	37	18	101	12	0	131	5	45	37	2	89	6	23	5	0	34	291
07:30 AM	28	20	30	0	78	38	141	23	0	202	4	79	61	2	146	7	37	13	0	57	483
07:45 AM	10	17	10	0	37	60	129	27	1	217	13	109	73	1	196	4	57	16	1	78	528
Total	67	50	50	2	169	134	464	71	2	671	27	286	225	6	544	20	138	38	1	197	1581
08:00 AM	16	24	24	0	64	23	95	11	0	129	10	51	70	0	131	10	40	12	2	64	388
08:15 AM	12	14	5	1	32	12	81	17	0	110	12	26	42	4	84	4	39	10	2	55	281
08:30 AM	8	6	3	0	17	15	95	10	0	120	7	15	20	0	42	6	31	4	4	45	224
08:45 AM	16	6	4	0	26	13	79	13	0	105	15	25	15	0	55	3	37	9	5	54	240
Total	52	50	36	1	139	63	350	51	0	464	44	117	147	4	312	23	147	35	13	218	1133
Grand Total	119	100	86	3	308	197	814	122	2	1135	71	403	372	10	856	43	285	73	14	415	2714
Apprch %	38.6	32.5	27.9	1		17.4	71.7	10.7	0.2		8.3	47.1	43.5	1.2		10.4	68.7	17.6	3.4		
Total %	4.4	3.7	3.2	0.1	11.3	7.3	30	4.5	0.1	41.8	2.6	14.8	13.7	0.4	31.5	1.6	10.5	2.7	0.5	15.3	

	HILL RD Southbound				E DUNNE AVE Westbound				HILL RD Northbound				E DUNNE 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 07:15 AM																	
07:15 AM	21	6	8	35	18	101	12	131	5	45	37	87	6	23	5	34	287
07:30 AM	**28**	20	**30**	**78**	38	**141**	23	202	4	79	61	144	7	37	13	57	481
07:45 AM	10	17	10	37	**60**	129	**27**	**216**	**13**	**109**	**73**	**195**	4	**57**	**16**	**77**	**525**
08:00 AM	16	**24**	24	64	23	95	11	129	10	51	70	131	**10**	40	12	62	386
Total Volume	75	67	72	214	139	466	73	678	32	284	241	557	27	157	46	230	1679
% App. Total	35	31.3	33.6		20.5	68.7	10.8		5.7	51	43.3		11.7	68.3	20		
PHF	.670	.698	.600	.686	.579	.826	.676	.785	.615	.651	.825	.714	.675	.689	.719	.747	.800

Traffic Data Service

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tdsbay@cs.com

File Name : 11AM FINAL
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Traffic Data Service

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(408) 622-4787
tdsbay@cs.com

File Name : 11PM FINAL
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Groups Printed- Vehicles

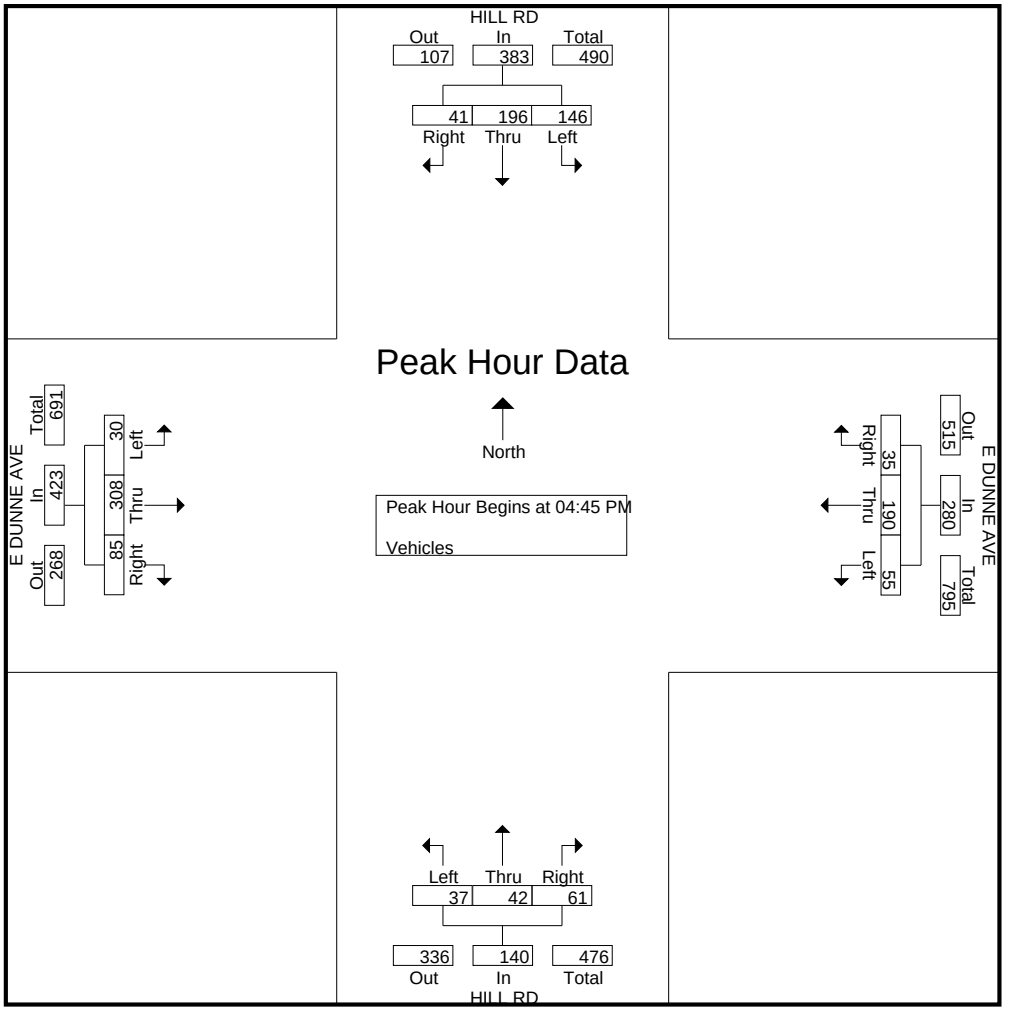
	HILL RD Southbound					E DUNNE AVE Westbound					HILL RD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	46	24	0	82	3	48	15	2	68	20	7	9	1	37	15	73	6	1	95	282
04:15 PM	7	43	25	0	75	8	49	14	0	71	20	9	13	0	42	19	53	8	0	80	268
04:30 PM	16	60	28	0	104	7	40	16	0	63	19	16	11	2	48	11	54	12	1	78	293
04:45 PM	11	58	27	0	96	12	54	11	0	77	10	6	15	0	31	17	69	3	0	89	293
Total	46	207	104	0	357	30	191	56	2	279	69	38	48	3	158	62	249	29	2	342	1136
05:00 PM	12	44	40	0	96	8	49	10	0	67	19	7	7	0	33	23	76	8	0	107	303
05:15 PM	9	54	40	0	103	6	49	16	0	71	15	12	6	0	33	21	79	9	0	109	316
05:30 PM	9	40	39	0	88	9	38	18	0	65	17	17	9	0	43	24	84	10	0	118	314
05:45 PM	12	40	33	0	85	8	39	10	0	57	18	9	18	2	47	27	66	8	2	103	292
Total	42	178	152	0	372	31	175	54	0	260	69	45	40	2	156	95	305	35	2	437	1225
Grand Total	88	385	256	0	729	61	366	110	2	539	138	83	88	5	314	157	554	64	4	779	2361
Apprch %	12.1	52.8	35.1	0		11.3	67.9	20.4	0.4		43.9	26.4	28	1.6		20.2	71.1	8.2	0.5		
Total %	3.7	16.3	10.8	0	30.9	2.6	15.5	4.7	0.1	22.8	5.8	3.5	3.7	0.2	13.3	6.6	23.5	2.7	0.2	33	

	HILL RD Southbound				E DUNNE AVE Westbound				HILL RD Northbound				E DUNNE 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 04:45 PM																	
04:45 PM	11	**58**	27	96	**12**	**54**	11	**77**	10	6	**15**	31	17	69	3	89	293
05:00 PM	**12**	44	**40**	96	8	49	10	67	**19**	7	7	33	23	76	8	107	303
05:15 PM	9	54	40	**103**	6	49	16	71	15	12	6	33	21	79	9	109	**316**
05:30 PM	9	40	39	88	9	38	**18**	65	17	**17**	9	**43**	**24**	**84**	**10**	**118**	314
Total Volume	41	196	146	383	35	190	55	280	61	42	37	140	85	308	30	423	1226
% App. Total	10.7	51.2	38.1		12.5	67.9	19.6		43.6	30	26.4		20.1	72.8	7.1		
PHF	.854	.845	.913	.930	.729	.880	.764	.909	.803	.618	.617	.814	.885	.917	.750	.896	.970

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tdsbay@cs.com

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Traffic Data Service

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(408) 622-4787
tdsbay@cs.com

File Name : 12AM FINAL
Site Code : 00000012
Start Date : 6/4/2019
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Groups Printed- Vehicles

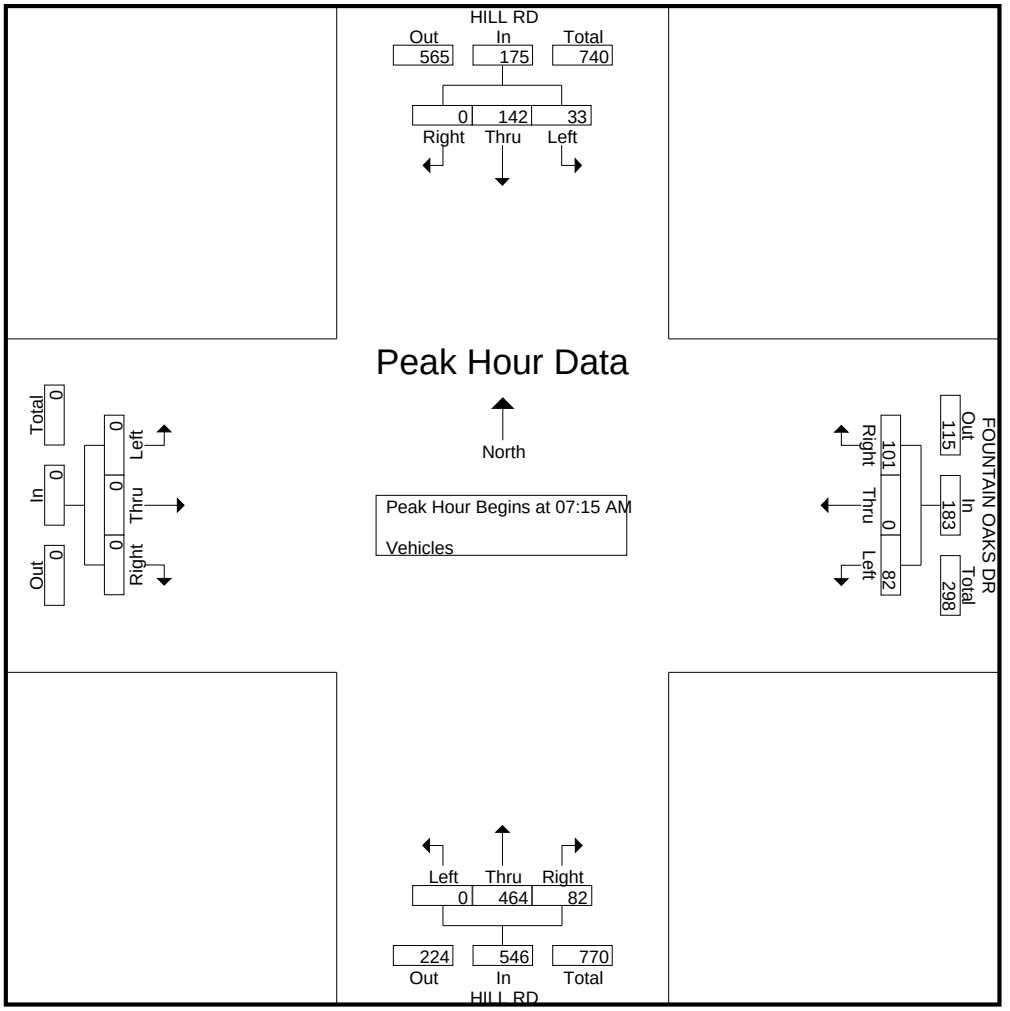
	HILL RD Southbound					FOUNTAIN OAKS DR Westbound					HILL RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	15	4	0	19	10	0	4	0	14	6	98	0	0	104	0	0	0	0	0	137
07:15 AM	0	17	6	0	23	10	0	12	1	23	13	87	0	0	100	0	0	0	0	0	146
07:30 AM	0	38	18	0	56	34	0	21	1	56	44	107	0	0	151	0	0	0	0	0	263
07:45 AM	0	49	4	0	53	44	0	38	0	82	18	152	0	0	170	0	0	0	0	0	305
Total	0	119	32	0	151	98	0	75	2	175	81	444	0	0	525	0	0	0	0	0	851
08:00 AM	0	38	5	0	43	13	0	11	0	24	7	118	0	0	125	0	0	0	0	0	192
08:15 AM	0	36	3	0	39	7	0	8	0	15	9	68	0	0	77	0	0	0	0	0	131
08:30 AM	0	23	2	0	25	8	0	6	0	14	9	32	0	0	41	0	0	0	0	0	80
08:45 AM	0	17	3	0	20	5	0	11	0	16	3	49	0	0	52	0	0	0	0	0	88
Total	0	114	13	0	127	33	0	36	0	69	28	267	0	0	295	0	0	0	0	0	491
Grand Total	0	233	45	0	278	131	0	111	2	244	109	711	0	0	820	0	0	0	0	0	1342
Apprch %	0	83.8	16.2	0		53.7	0	45.5	0.8		13.3	86.7	0	0		0	0	0	0		
Total %	0	17.4	3.4	0	20.7	9.8	0	8.3	0.1	18.2	8.1	53	0	0	61.1	0	0	0	0	0	

	HILL RD Southbound				FOUNTAIN OAKS DR Westbound				HILL RD Northbound				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 07:15 AM																	
07:15 AM	0	17	6	23	10	0	12	22	13	87	0	100	0	0	0	0	145
07:30 AM	0	38	**18**	**56**	34	0	21	55	**44**	107	0	151	0	0	0	0	262
07:45 AM	0	**49**	4	53	**44**	0	**38**	**82**	18	**152**	0	**170**	0	0	0	0	**305**
08:00 AM	0	38	5	43	13	0	11	24	7	118	0	125	0	0	0	0	192
Total Volume	0	142	33	175	101	0	82	183	82	464	0	546	0	0	0	0	904
% App. Total	0	81.1	18.9		55.2	0	44.8		15	85	0		0	0	0		
PHF	.000	.724	.458	.781	.574	.000	.539	.558	.466	.763	.000	.803	.000	.000	.000	.000	.741

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tdsbay@cs.com

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Traffic Data Service

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tdsbay@cs.com

File Name : 12PM FINAL
Site Code : 00000012
Start Date : 6/4/2019
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Groups Printed- Vehicles

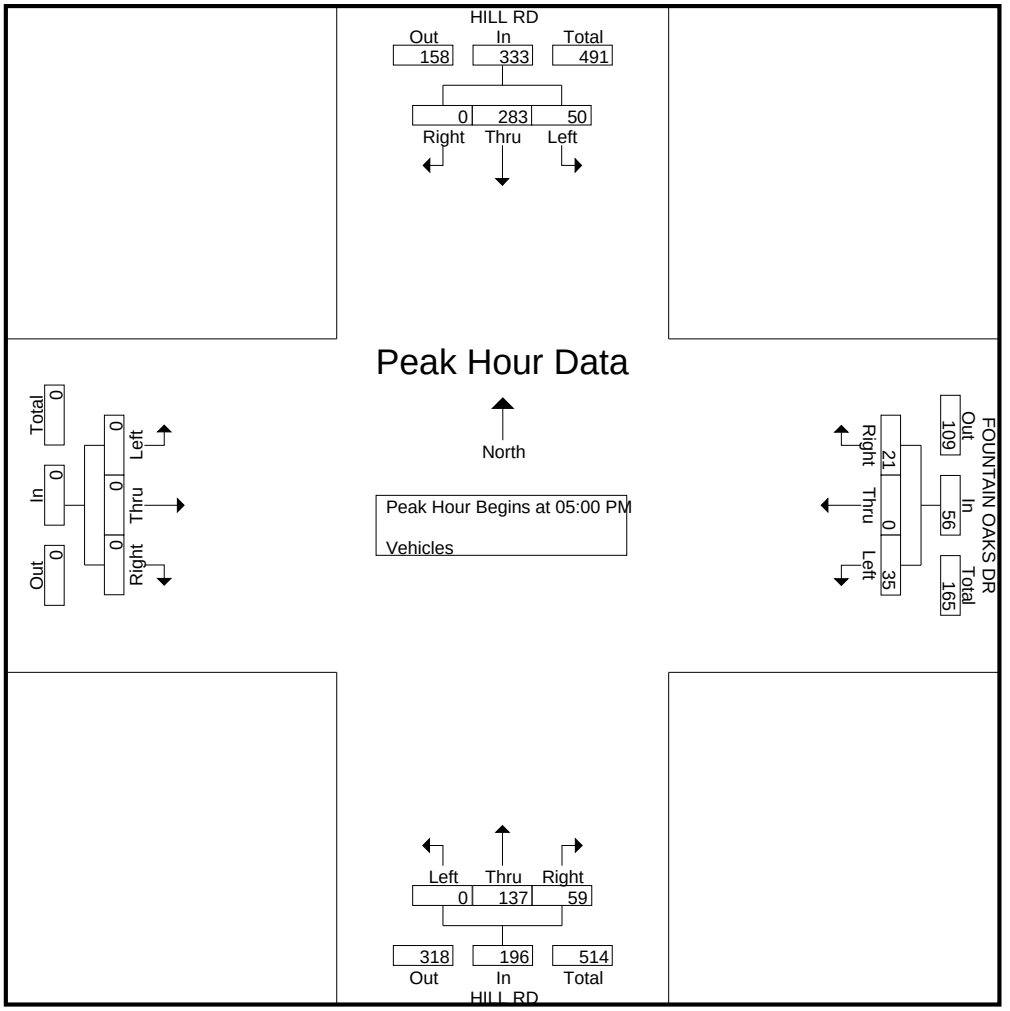
	HILL RD Southbound					FOUNTAIN OAKS DR Westbound					HILL RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	65	4	0	69	3	0	7	0	10	7	40	0	0	47	0	0	0	0	0	126
04:15 PM	0	75	8	0	83	2	0	3	0	5	10	34	0	0	44	0	0	0	0	0	132
04:30 PM	0	79	3	0	82	6	0	7	0	13	6	39	0	0	45	0	0	0	0	0	140
04:45 PM	0	76	5	0	81	7	0	9	0	16	13	24	0	0	37	0	0	0	0	0	134
Total	0	295	20	0	315	18	0	26	0	44	36	137	0	0	173	0	0	0	0	0	532
05:00 PM	0	74	8	0	82	5	0	6	0	11	9	30	0	0	39	0	0	0	0	0	132
05:15 PM	0	66	19	0	85	5	0	13	0	18	11	30	0	0	41	0	0	0	0	0	144
05:30 PM	0	73	12	0	85	3	0	6	0	9	23	42	0	0	65	0	0	0	0	0	159
05:45 PM	0	70	11	0	81	8	0	10	0	18	16	35	0	0	51	0	0	0	0	0	150
Total	0	283	50	0	333	21	0	35	0	56	59	137	0	0	196	0	0	0	0	0	585
Grand Total	0	578	70	0	648	39	0	61	0	100	95	274	0	0	369	0	0	0	0	0	1117
Apprch %	0	89.2	10.8	0		39	0	61	0		25.7	74.3	0	0		0	0	0	0		
Total %	0	51.7	6.3	0	58	3.5	0	5.5	0	9	8.5	24.5	0	0	33	0	0	0	0	0	

	HILL RD Southbound				FOUNTAIN OAKS DR Westbound				HILL RD Northbound				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	0	**74**	8	82	5	0	6	11	9	30	0	39	0	0	0	0	132
05:15 PM	0	66	**19**	**85**	5	0	**13**	**18**	11	30	0	41	0	0	0	0	144
05:30 PM	0	73	12	85	3	0	6	9	**23**	**42**	0	**65**	0	0	0	0	**159**
05:45 PM	0	70	11	81	**8**	0	10	18	16	35	0	51	0	0	0	0	150
Total Volume	0	283	50	333	21	0	35	56	59	137	0	196	0	0	0	0	585
% App. Total	0	85	15		37.5	0	62.5		30.1	69.9	0		0	0	0		
PHF	.000	.956	.658	.979	.656	.000	.673	.778	.641	.815	.000	.754	.000	.000	.000	.000	.920

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tdsbay@cs.com

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tdsbay@cs.com

File Name : 13AM FINAL
Site Code : 00000013
Start Date : 6/4/2019
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Groups Printed- Vehicles

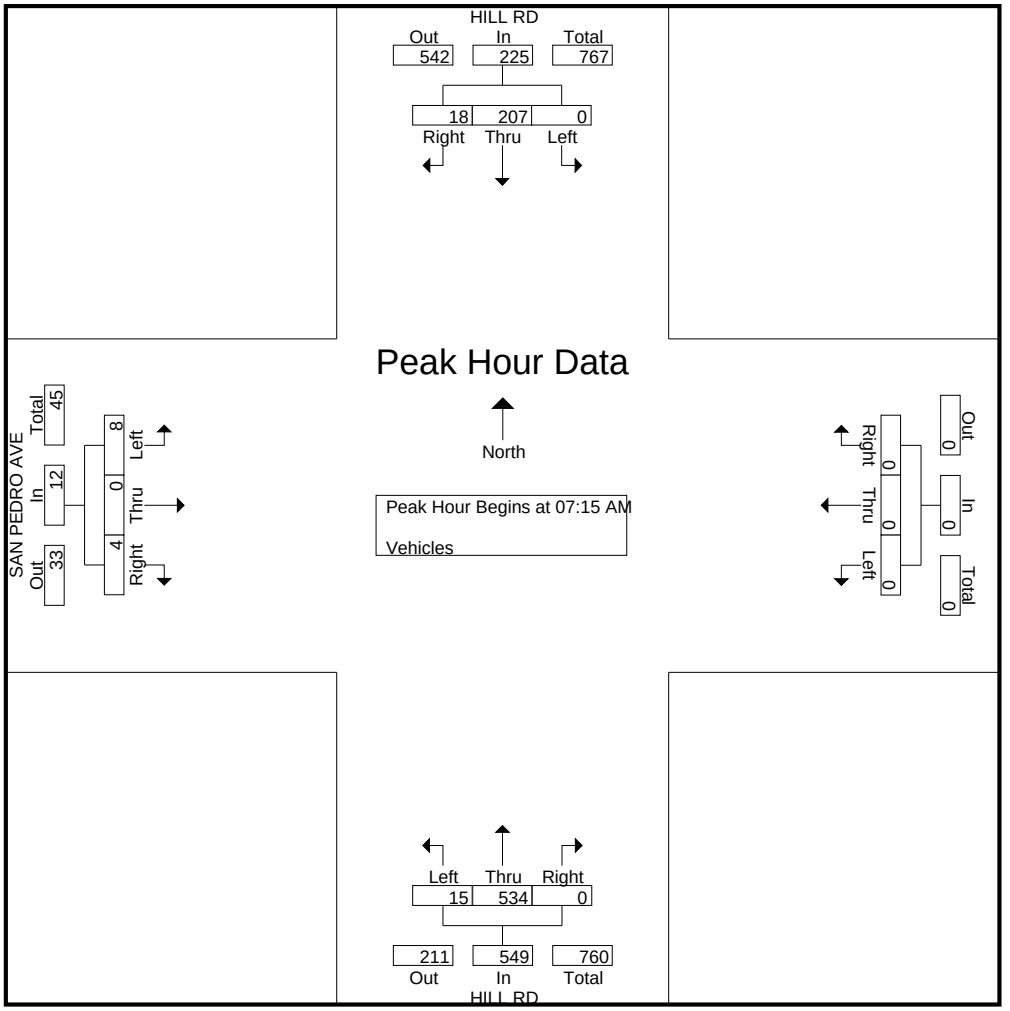
	HILL RD Southbound					Westbound					HILL RD Northbound					SAN PEDRO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	18	0	0	18	0	0	0	0	0	0	106	2	0	108	0	0	1	0	1	127
07:15 AM	3	26	0	0	29	0	0	0	0	0	0	97	2	0	99	1	0	1	0	2	130
07:30 AM	4	55	0	0	59	0	0	0	0	0	0	149	4	0	153	0	0	2	0	2	214
07:45 AM	8	79	0	0	87	0	0	0	0	0	0	165	7	0	172	2	0	4	0	6	265
Total	15	178	0	0	193	0	0	0	0	0	0	517	15	0	532	3	0	8	0	11	736
08:00 AM	3	47	0	0	50	0	0	0	0	0	0	123	2	0	125	1	0	1	0	2	177
08:15 AM	0	44	0	0	44	0	0	0	0	0	0	77	1	0	78	0	0	1	0	1	123
08:30 AM	1	27	0	0	28	0	0	0	0	0	0	41	2	0	43	0	0	1	0	1	72
08:45 AM	3	25	0	0	28	0	0	0	0	0	0	51	1	0	52	0	0	2	0	2	82
Total	7	143	0	0	150	0	0	0	0	0	0	292	6	0	298	1	0	5	0	6	454
Grand Total	22	321	0	0	343	0	0	0	0	0	0	809	21	0	830	4	0	13	0	17	1190
Apprch %	6.4	93.6	0	0		0	0	0	0		0	97.5	2.5	0		23.5	0	76.5	0		
Total %	1.8	27	0	0	28.8	0	0	0	0	0	0	68	1.8	0	69.7	0.3	0	1.1	0	1.4	

	HILL RD Southbound				Westbound				HILL RD Northbound				SAN PEDRO 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 07:15 AM																	
07:15 AM	3	26	0	29	0	0	0	0	0	97	2	99	1	0	1	2	130
07:30 AM	4	55	0	59	0	0	0	0	0	149	4	153	0	0	2	2	214
07:45 AM	**8**	**79**	0	**87**	0	0	0	0	0	**165**	**7**	**172**	**2**	0	**4**	**6**	**265**
08:00 AM	3	47	0	50	0	0	0	0	0	123	2	125	1	0	1	2	177
Total Volume	18	207	0	225	0	0	0	0	0	534	15	549	4	0	8	12	786
% App. Total	8	92	0		0	0	0		0	97.3	2.7		33.3	0	66.7		
PHF	.563	.655	.000	.647	.000	.000	.000	.000	.000	.809	.536	.798	.500	.000	.500	.500	.742

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tdsbay@cs.com

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Site Code : 00000013
Start Date : 6/4/2019
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Groups Printed- Vehicles

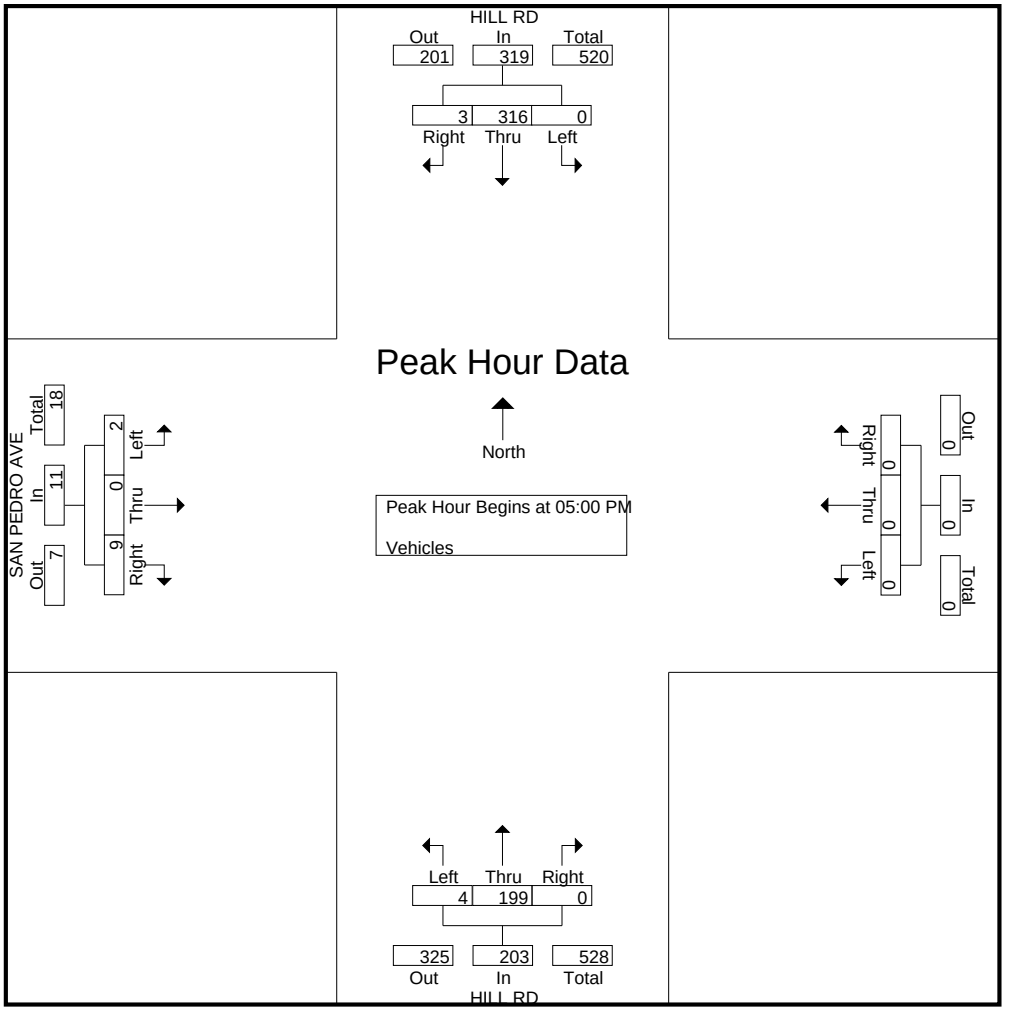
	HILL RD Southbound					Westbound					HILL RD Northbound					SAN PEDRO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	71	0	0	71	0	0	0	0	0	0	44	0	0	44	1	0	1	0	2	117
04:15 PM	0	78	0	0	78	0	0	0	0	0	0	46	0	0	46	0	0	1	0	1	125
04:30 PM	1	84	0	0	85	0	0	0	0	0	0	40	2	0	42	2	0	1	0	3	130
04:45 PM	1	84	0	0	85	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	122
Total	2	317	0	0	319	0	0	0	0	0	0	166	2	0	168	3	0	4	0	7	494
05:00 PM	1	78	0	0	79	0	0	0	0	0	0	40	0	0	40	2	0	0	0	2	121
05:15 PM	2	79	0	0	81	0	0	0	0	0	0	44	3	0	47	3	0	0	0	3	131
05:30 PM	0	79	0	0	79	0	0	0	0	0	0	67	1	0	68	1	0	1	0	2	149
05:45 PM	0	80	0	0	80	0	0	0	0	0	0	48	0	0	48	3	0	1	0	4	132
Total	3	316	0	0	319	0	0	0	0	0	0	199	4	0	203	9	0	2	0	11	533
Grand Total	5	633	0	0	638	0	0	0	0	0	0	365	6	0	371	12	0	6	0	18	1027
Apprch %	0.8	99.2	0	0		0	0	0	0		0	98.4	1.6	0		66.7	0	33.3	0		
Total %	0.5	61.6	0	0	62.1	0	0	0	0	0	0	35.5	0.6	0	36.1	1.2	0	0.6	0	1.8	

	HILL RD Southbound				Westbound				HILL RD Northbound				SAN PEDRO 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	1	78	0	79	0	0	0	0	0	40	0	40	2	0	0	2	121
05:15 PM	**2**	79	0	**81**	0	0	0	0	0	44	**3**	47	**3**	0	0	3	131
05:30 PM	0	79	0	79	0	0	0	0	0	**67**	1	**68**	1	0	**1**	2	**149**
05:45 PM	0	**80**	0	80	0	0	0	0	0	48	0	48	3	0	1	**4**	132
Total Volume	3	316	0	319	0	0	0	0	0	199	4	203	9	0	2	11	533
% App. Total	0.9	99.1	0		0	0	0		0	98	2		81.8	0	18.2		
PHF	.375	.988	.000	.985	.000	.000	.000	.000	.000	.743	.333	.746	.750	.000	.500	.688	.894

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File Name : 13PM FINAL
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Traffic Data Service

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File Name : 14AM FINAL
Site Code : 00000014
Start Date : 6/4/2019
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Groups Printed- Vehicles

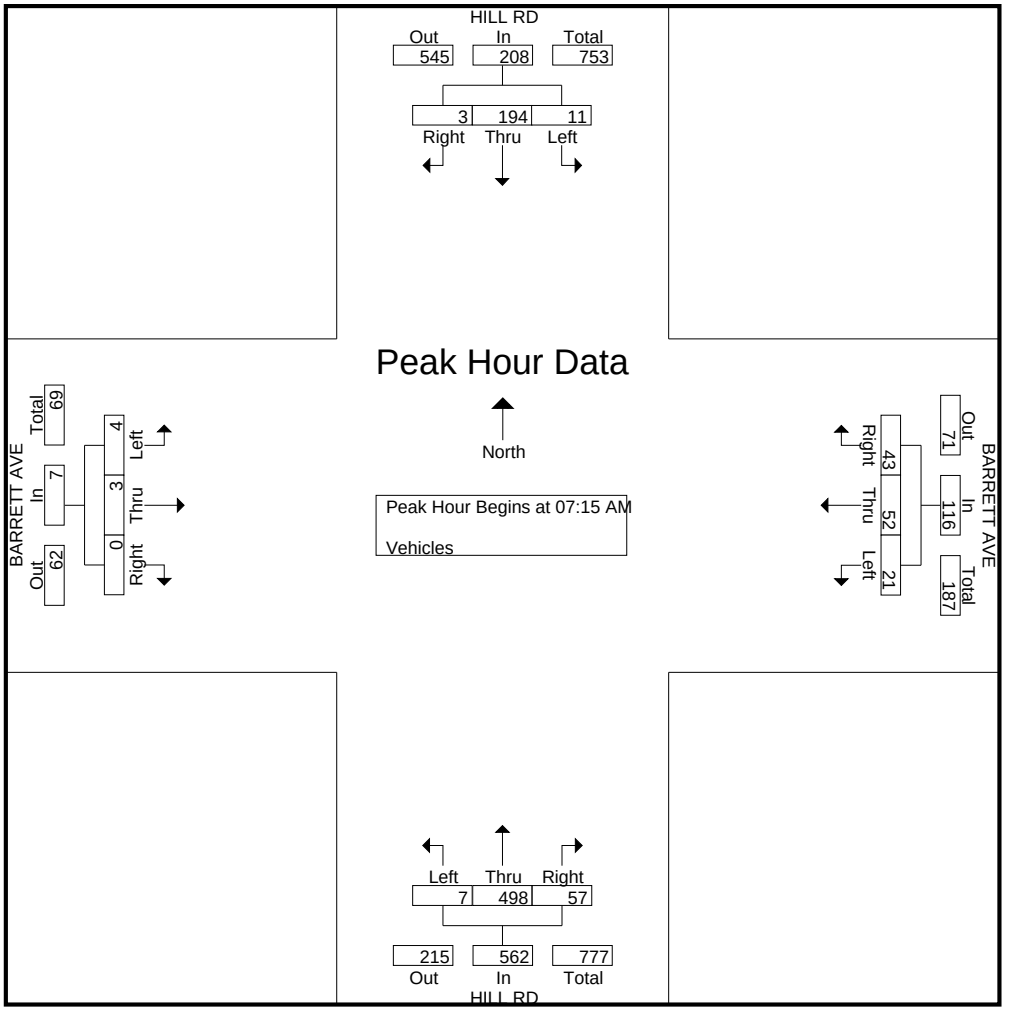
	HILL RD Southbound					BARRETT AVE Westbound					HILL RD Northbound					BARRETT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	20	0	0	20	9	5	6	0	20	2	96	1	0	99	0	0	0	0	0	139
07:15 AM	0	23	1	0	24	10	9	3	0	22	4	94	1	0	99	0	0	0	0	0	145
07:30 AM	1	50	4	0	55	11	12	5	0	28	23	135	1	0	159	0	3	2	0	5	247
07:45 AM	1	74	5	0	80	16	22	10	0	48	28	155	4	1	188	0	0	2	0	2	318
Total	2	167	10	0	179	46	48	24	0	118	57	480	7	1	545	0	3	4	0	7	849
08:00 AM	1	47	1	0	49	6	9	3	0	18	2	114	1	0	117	0	0	0	0	0	184
08:15 AM	1	43	1	0	45	5	7	4	0	16	2	69	2	0	73	0	2	0	0	2	136
08:30 AM	0	26	1	0	27	3	3	7	0	13	1	43	0	0	44	0	0	1	0	1	85
08:45 AM	1	23	0	0	24	3	4	6	0	13	2	44	1	0	47	0	0	1	0	1	85
Total	3	139	3	0	145	17	23	20	0	60	7	270	4	0	281	0	2	2	0	4	490
Grand Total	5	306	13	0	324	63	71	44	0	178	64	750	11	1	826	0	5	6	0	11	1339
Apprch %	1.5	94.4	4	0		35.4	39.9	24.7	0		7.7	90.8	1.3	0.1		0	45.5	54.5	0		
Total %	0.4	22.9	1	0	24.2	4.7	5.3	3.3	0	13.3	4.8	56	0.8	0.1	61.7	0	0.4	0.4	0	0.8	

	HILL RD Southbound				BARRETT AVE Westbound				HILL RD Northbound				BARRETT 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 07:15 AM																	
07:15 AM	0	23	1	24	10	9	3	22	4	94	1	99	0	0	0	0	145
07:30 AM	**1**	50	4	55	11	12	5	28	23	135	1	159	0	**3**	**2**	**5**	247
07:45 AM	1	**74**	**5**	**80**	**16**	**22**	**10**	**48**	**28**	**155**	**4**	**187**	0	0	2	2	**317**
08:00 AM	1	47	1	49	6	9	3	18	2	114	1	117	0	0	0	0	184
Total Volume	3	194	11	208	43	52	21	116	57	498	7	562	0	3	4	7	893
% App. Total	1.4	93.3	5.3		37.1	44.8	18.1		10.1	88.6	1.2		0	42.9	57.1		
PHF	.750	.655	.550	.650	.672	.591	.525	.604	.509	.803	.438	.751	.000	.250	.500	.350	.704

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Groups Printed- Vehicles

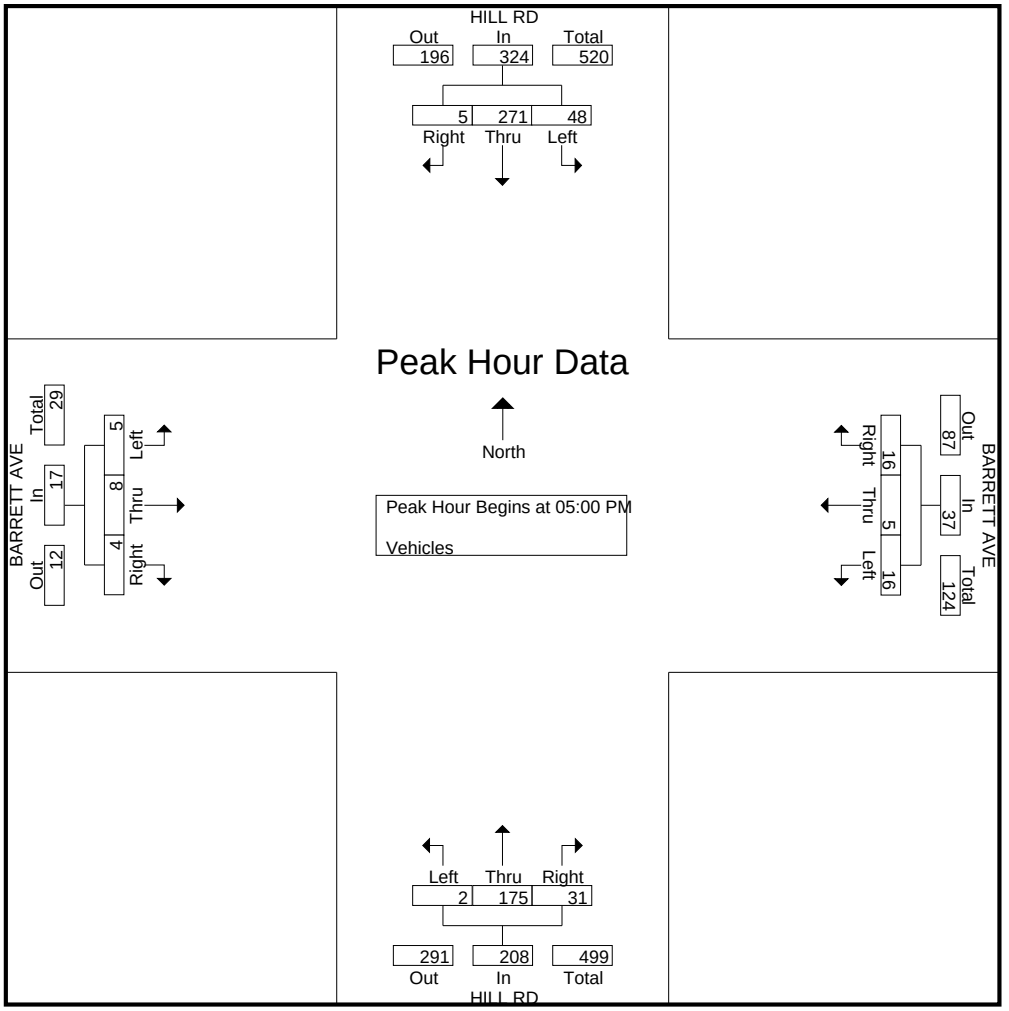
	HILL RD Southbound					BARRETT AVE Westbound					HILL RD Northbound					BARRETT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	70	3	0	73	2	6	4	0	12	5	44	1	0	50	0	3	0	0	3	138
04:15 PM	1	70	7	0	78	5	1	2	0	8	6	41	1	0	48	0	1	0	0	1	135
04:30 PM	0	79	4	0	83	4	0	5	0	9	3	38	0	0	41	0	3	1	0	4	137
04:45 PM	0	81	7	0	88	2	2	6	0	10	3	35	0	0	38	0	1	0	0	1	137
Total	1	300	21	0	322	13	9	17	0	39	17	158	2	0	177	0	8	1	0	9	547
05:00 PM	1	72	8	0	81	5	0	3	0	8	12	33	0	0	45	0	4	0	0	4	138
05:15 PM	1	71	9	0	81	3	2	7	0	12	5	45	1	0	51	3	3	0	0	6	150
05:30 PM	2	58	16	0	76	5	2	4	0	11	8	53	1	0	62	0	0	4	0	4	153
05:45 PM	1	70	15	0	86	3	1	2	0	6	6	44	0	0	50	1	1	1	0	3	145
Total	5	271	48	0	324	16	5	16	0	37	31	175	2	0	208	4	8	5	0	17	586
Grand Total	6	571	69	0	646	29	14	33	0	76	48	333	4	0	385	4	16	6	0	26	1133
Apprch %	0.9	88.4	10.7	0		38.2	18.4	43.4	0		12.5	86.5	1	0		15.4	61.5	23.1	0		
Total %	0.5	50.4	6.1	0	57	2.6	1.2	2.9	0	6.7	4.2	29.4	0.4	0	34	0.4	1.4	0.5	0	2.3	

	HILL RD Southbound				BARRETT AVE Westbound				HILL RD Northbound				BARRETT 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	1	**72**	8	81	**5**	0	3	8	**12**	33	0	45	0	**4**	0	4	138
05:15 PM	1	71	9	81	3	**2**	**7**	**12**	5	45	**1**	51	**3**	3	0	**6**	150
05:30 PM	**2**	58	**16**	76	5	2	4	11	8	**53**	1	**62**	0	0	**4**	4	**153**
05:45 PM	1	70	15	**86**	3	1	2	6	6	44	0	50	1	1	1	3	145
Total Volume	5	271	48	324	16	5	16	37	31	175	2	208	4	8	5	17	586
% App. Total	1.5	83.6	14.8		43.2	13.5	43.2		14.9	84.1	1		23.5	47.1	29.4		
PHF	.625	.941	.750	.942	.800	.625	.571	.771	.646	.825	.500	.839	.333	.500	.313	.708	.958

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tdsbay@cs.com

File Name : 15AM FINAL
Site Code : 00000015
Start Date : 6/4/2019
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Groups Printed- Vehicles

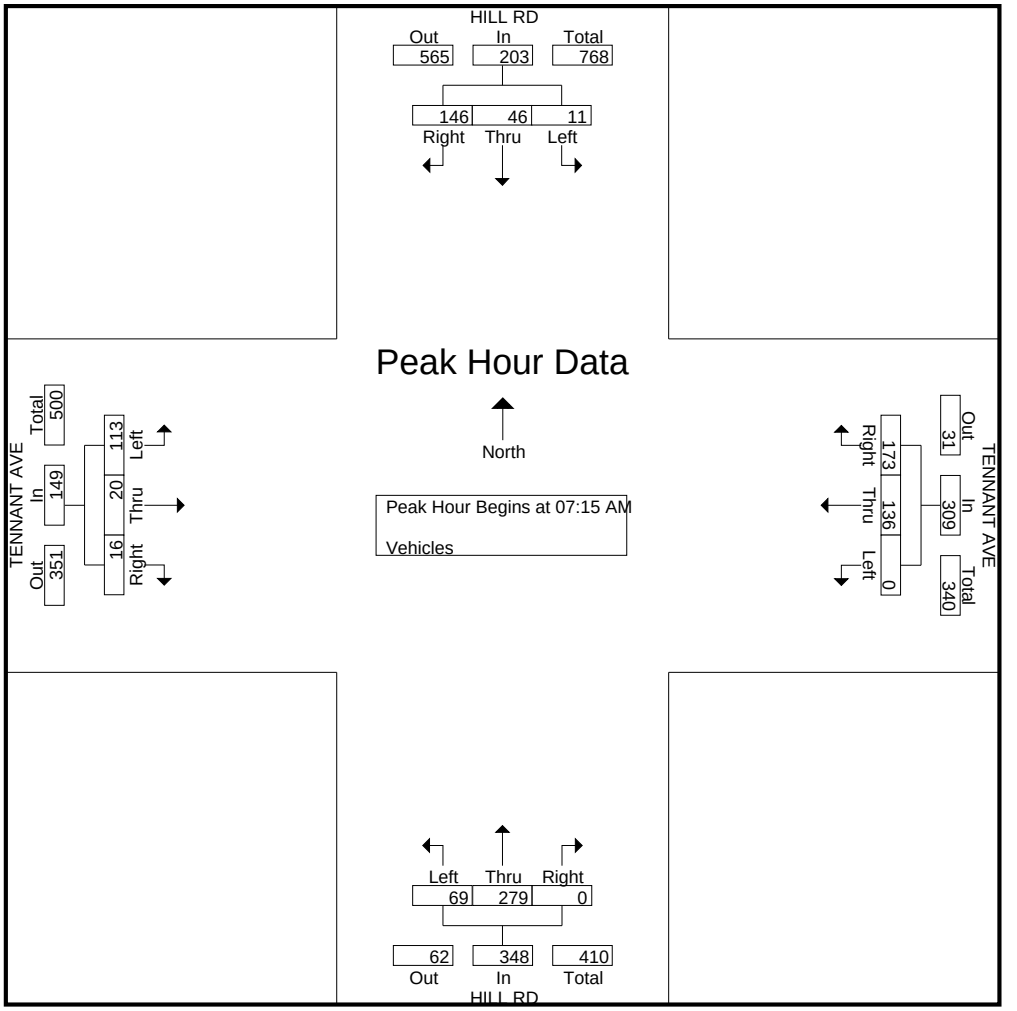
	HILL RD Southbound					TENNANT AVE Westbound					HILL RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	6	0	0	27	46	23	1	0	70	0	36	11	0	47	2	1	15	0	18	162
07:15 AM	25	2	0	0	27	46	30	0	0	76	0	41	11	0	52	8	2	21	0	31	186
07:30 AM	37	11	1	0	49	60	37	0	0	97	0	72	17	0	89	4	4	32	0	40	275
07:45 AM	55	21	3	0	79	41	48	0	0	89	0	101	26	0	127	2	9	39	0	50	345
Total	138	40	4	0	182	193	138	1	0	332	0	250	65	0	315	16	16	107	0	139	968
08:00 AM	29	12	7	0	48	26	21	0	0	47	0	65	15	0	80	2	5	21	0	28	203
08:15 AM	30	11	5	0	46	26	27	0	0	53	0	30	6	0	36	4	4	18	0	26	161
08:30 AM	31	5	1	0	37	19	16	0	0	35	0	14	4	0	18	2	5	10	0	17	107
08:45 AM	25	3	3	0	31	15	14	0	0	29	0	18	5	0	23	5	8	15	0	28	111
Total	115	31	16	0	162	86	78	0	0	164	0	127	30	0	157	13	22	64	0	99	582
Grand Total	253	71	20	0	344	279	216	1	0	496	0	377	95	0	472	29	38	171	0	238	1550
Apprch %	73.5	20.6	5.8	0		56.2	43.5	0.2	0		0	79.9	20.1	0		12.2	16	71.8	0		
Total %	16.3	4.6	1.3	0	22.2	18	13.9	0.1	0	32	0	24.3	6.1	0	30.5	1.9	2.5	11	0	15.4	

	HILL RD Southbound				TENNANT AVE Westbound				HILL RD Northbound				TENNANT 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 07:15 AM																	
07:15 AM	25	2	0	27	46	30	0	76	0	41	11	52	**8**	2	21	31	186
07:30 AM	37	11	1	49	**60**	37	0	**97**	0	72	17	89	4	4	32	40	275
07:45 AM	**55**	**21**	3	**79**	41	**48**	0	89	0	**101**	**26**	**127**	2	**9**	**39**	**50**	**345**
08:00 AM	29	12	**7**	48	26	21	0	47	0	65	15	80	2	5	21	28	203
Total Volume	146	46	11	203	173	136	0	309	0	279	69	348	16	20	113	149	1009
% App. Total	71.9	22.7	5.4		56	44	0		0	80.2	19.8		10.7	13.4	75.8		
PHF	.664	.548	.393	.642	.721	.708	.000	.796	.000	.691	.663	.685	.500	.556	.724	.745	.731

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File Name : 15PM FINAL
Site Code : 00000015
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Groups Printed- Vehicles

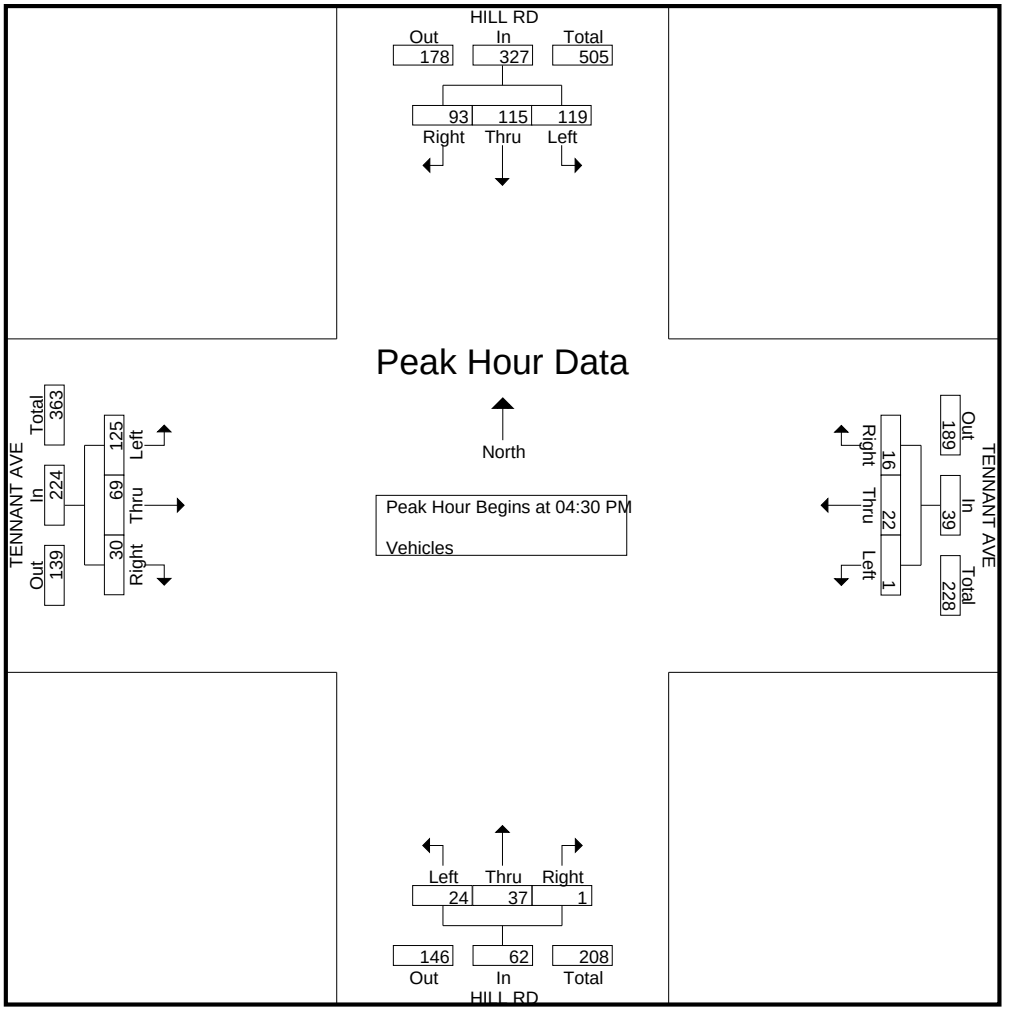
	HILL RD Southbound					TENNANT AVE Westbound					HILL RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	33	24	0	74	1	4	1	0	6	3	10	8	0	21	7	12	34	0	53	154
04:15 PM	16	21	26	0	63	4	11	1	0	16	0	7	3	0	10	11	14	37	0	62	151
04:30 PM	20	31	35	0	86	4	3	0	0	7	0	11	6	0	17	9	13	28	0	50	160
04:45 PM	26	32	31	0	89	2	6	1	0	9	1	9	12	0	22	9	20	27	0	56	176
Total	79	117	116	0	312	11	24	3	0	38	4	37	29	0	70	36	59	126	0	221	641
05:00 PM	20	27	27	0	74	5	4	0	0	9	0	7	3	0	10	5	21	36	0	62	155
05:15 PM	27	25	26	0	78	5	9	0	0	14	0	10	3	0	13	7	15	34	0	56	161
05:30 PM	24	24	17	0	65	10	8	0	0	18	1	11	2	0	14	2	14	41	0	57	154
05:45 PM	25	17	22	0	64	4	4	0	0	8	0	8	3	0	11	8	22	40	0	70	153
Total	96	93	92	0	281	24	25	0	0	49	1	36	11	0	48	22	72	151	0	245	623
Grand Total	175	210	208	0	593	35	49	3	0	87	5	73	40	0	118	58	131	277	0	466	1264
Apprch %	29.5	35.4	35.1	0		40.2	56.3	3.4	0		4.2	61.9	33.9	0		12.4	28.1	59.4	0		
Total %	13.8	16.6	16.5	0	46.9	2.8	3.9	0.2	0	6.9	0.4	5.8	3.2	0	9.3	4.6	10.4	21.9	0	36.9	

	HILL RD Southbound				TENNANT AVE Westbound				HILL RD Northbound				TENNANT 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 04:30 PM																	
04:30 PM	20	31	**35**	86	4	3	0	7	0	**11**	6	17	**9**	13	28	50	160
04:45 PM	26	**32**	31	**89**	2	6	**1**	9	**1**	9	**12**	**22**	9	20	27	56	**176**
05:00 PM	20	27	27	74	**5**	4	0	9	0	7	3	10	5	**21**	**36**	**62**	155
05:15 PM	**27**	25	26	78	5	**9**	0	**14**	0	10	3	13	7	15	34	56	161
Total Volume	93	115	119	327	16	22	1	39	1	37	24	62	30	69	125	224	652
% App. Total	28.4	35.2	36.4		41	56.4	2.6		1.6	59.7	38.7		13.4	30.8	55.8		
PHF	.861	.898	.850	.919	.800	.611	.250	.696	.250	.841	.500	.705	.833	.821	.868	.903	.926

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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 6/4/2019
Page No : 1

Groups Printed- Vehicles

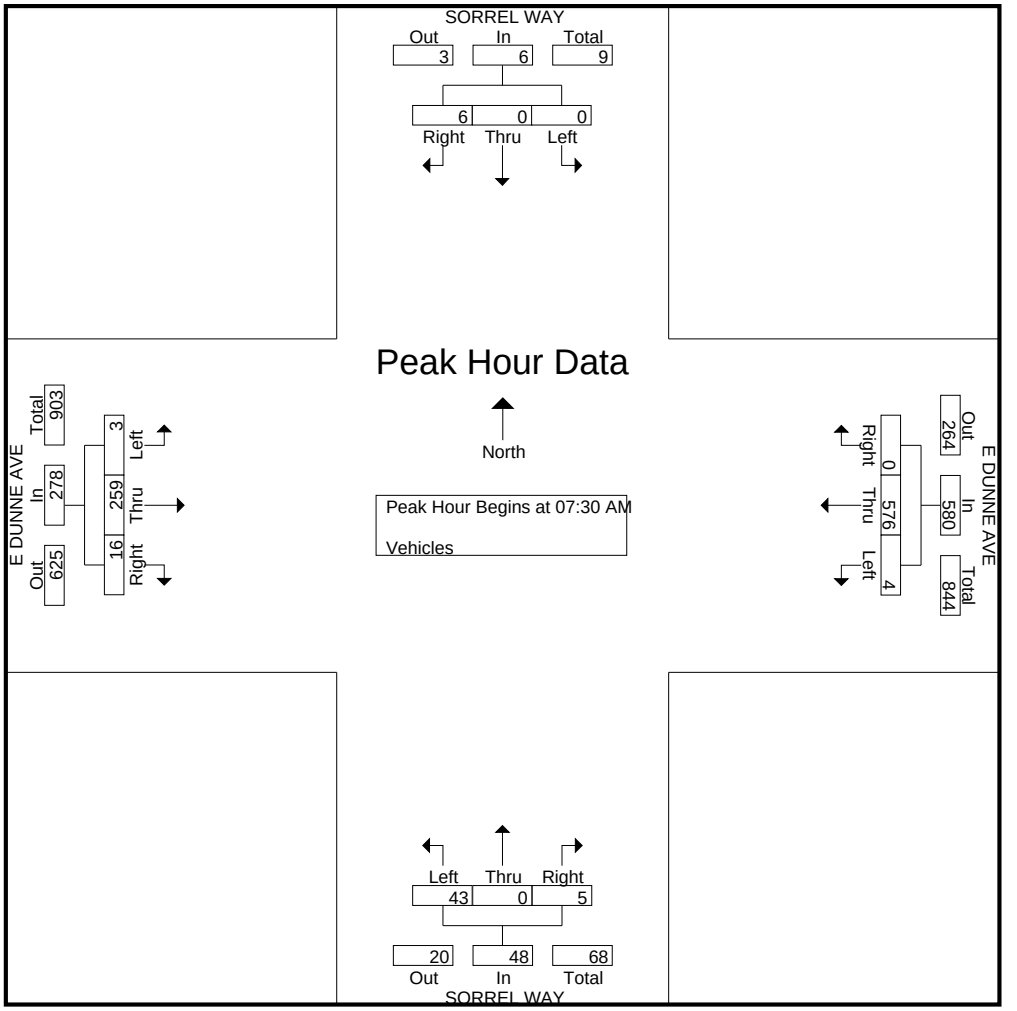
	SORREL WAY Southbound					E DUNNE AVE Westbound					SORREL WAY Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	1	2	0	95	0	0	95	0	0	9	1	10	2	23	0	0	25	132
07:15 AM	1	0	0	0	1	0	111	0	0	111	0	0	17	1	18	4	30	0	0	34	164
07:30 AM	1	0	0	1	2	0	177	0	0	177	2	0	12	0	14	2	72	0	0	74	267
07:45 AM	1	0	0	0	1	0	193	3	0	196	3	0	15	0	18	4	76	1	0	81	296
Total	4	0	0	2	6	0	576	3	0	579	5	0	53	2	60	12	201	1	0	214	859
08:00 AM	1	0	0	0	1	0	102	0	0	102	0	0	9	1	10	6	61	1	0	68	181
08:15 AM	3	0	0	1	4	0	104	1	0	105	0	0	7	3	10	4	50	1	0	55	174
08:30 AM	0	0	0	0	0	0	92	1	0	93	1	1	12	0	14	4	33	0	0	37	144
08:45 AM	1	0	0	0	1	0	85	1	0	86	0	0	9	2	11	5	48	0	0	53	151
Total	5	0	0	1	6	0	383	3	0	386	1	1	37	6	45	19	192	2	0	213	650
Grand Total	9	0	0	3	12	0	959	6	0	965	6	1	90	8	105	31	393	3	0	427	1509
Apprch %	75	0	0	25		0	99.4	0.6	0		5.7	1	85.7	7.6		7.3	92	0.7	0		
Total %	0.6	0	0	0.2	0.8	0	63.6	0.4	0	63.9	0.4	0.1	6	0.5	7	2.1	26	0.2	0	28.3	

	SORREL WAY Southbound				E DUNNE AVE Westbound				SORREL WAY Northbound				E DUNNE 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	1	0	0	1	0	177	0	177	2	0	12	14	2	72	0	74	266
07:45 AM	1	0	0	1	0	**193**	**3**	**196**	**3**	0	**15**	**18**	4	**76**	**1**	**81**	**296**
08:00 AM	1	0	0	1	0	102	0	102	0	0	9	9	**6**	61	1	68	180
08:15 AM	**3**	0	0	**3**	0	104	1	105	0	0	7	7	4	50	1	55	170
Total Volume	6	0	0	6	0	576	4	580	5	0	43	48	16	259	3	278	912
% App. Total	100	0	0		0	99.3	0.7		10.4	0	89.6		5.8	93.2	1.1		
PHF	.500	.000	.000	.500	.000	.746	.333	.740	.417	.000	.717	.667	.667	.852	.750	.858	.770

Traffic Data Service

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File Name : 16AM FINAL
Site Code : 00000016
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Traffic Data Service

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File Name : 16PM FINAL
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Groups Printed- Vehicles

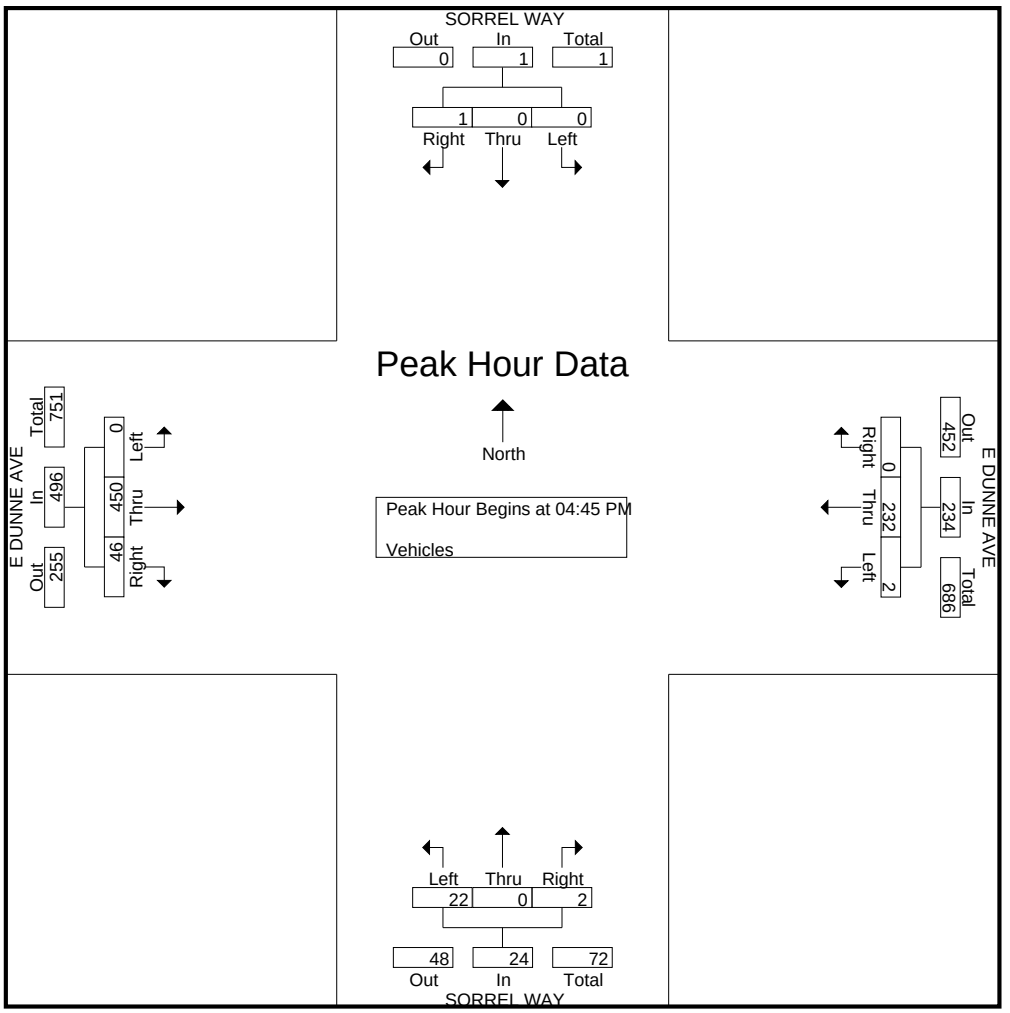
	SORREL WAY Southbound					E DUNNE AVE Westbound					SORREL WAY Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	59	0	0	59	2	0	4	2	8	6	103	3	0	112	181
04:15 PM	1	0	0	0	1	0	66	0	0	66	0	1	3	0	4	8	87	0	0	95	166
04:30 PM	0	0	0	0	0	0	55	1	0	56	0	0	7	0	7	11	82	0	0	93	156
04:45 PM	1	0	0	0	1	0	58	0	0	58	0	0	4	0	4	16	95	0	0	111	174
Total	2	2	0	0	4	0	238	1	0	239	2	1	18	2	23	41	367	3	0	411	677
05:00 PM	0	0	0	1	1	0	57	0	0	57	0	0	5	1	6	8	117	0	0	125	189
05:15 PM	0	0	0	0	0	0	67	2	0	69	2	0	6	1	9	10	116	0	0	126	204
05:30 PM	0	0	0	0	0	0	50	0	0	50	0	0	7	0	7	12	122	0	0	134	191
05:45 PM	0	0	0	0	0	0	52	1	0	53	1	0	4	0	5	9	99	2	0	110	168
Total	0	0	0	1	1	0	226	3	0	229	3	0	22	2	27	39	454	2	0	495	752
Grand Total	2	2	0	1	5	0	464	4	0	468	5	1	40	4	50	80	821	5	0	906	1429
Apprch %	40	40	0	20		0	99.1	0.9	0		10	2	80	8		8.8	90.6	0.6	0		
Total %	0.1	0.1	0	0.1	0.3	0	32.5	0.3	0	32.8	0.3	0.1	2.8	0.3	3.5	5.6	57.5	0.3	0	63.4	

	SORREL WAY Southbound				E DUNNE AVE Westbound				SORREL WAY Northbound				E DUNNE 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 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	58	0	58	0	0	4	4	**16**	95	0	111	174
05:00 PM	0	0	0	0	0	57	0	57	0	0	5	5	8	117	0	125	187
05:15 PM	0	0	0	0	0	**67**	**2**	**69**	**2**	0	6	**8**	10	116	0	126	**203**
05:30 PM	0	0	0	0	0	50	0	50	0	0	**7**	7	12	**122**	0	**134**	191
Total Volume	1	0	0	1	0	232	2	234	2	0	22	24	46	450	0	496	755
% App. Total	100	0	0		0	99.1	0.9		8.3	0	91.7		9.3	90.7	0		
PHF	.250	.000	.000	.250	.000	.866	.250	.848	.250	.000	.786	.750	.719	.922	.000	.925	.930

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Traffic Data Service

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File Name : 3AM FINAL
Site Code : 00000003
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Groups Printed- Vehicles

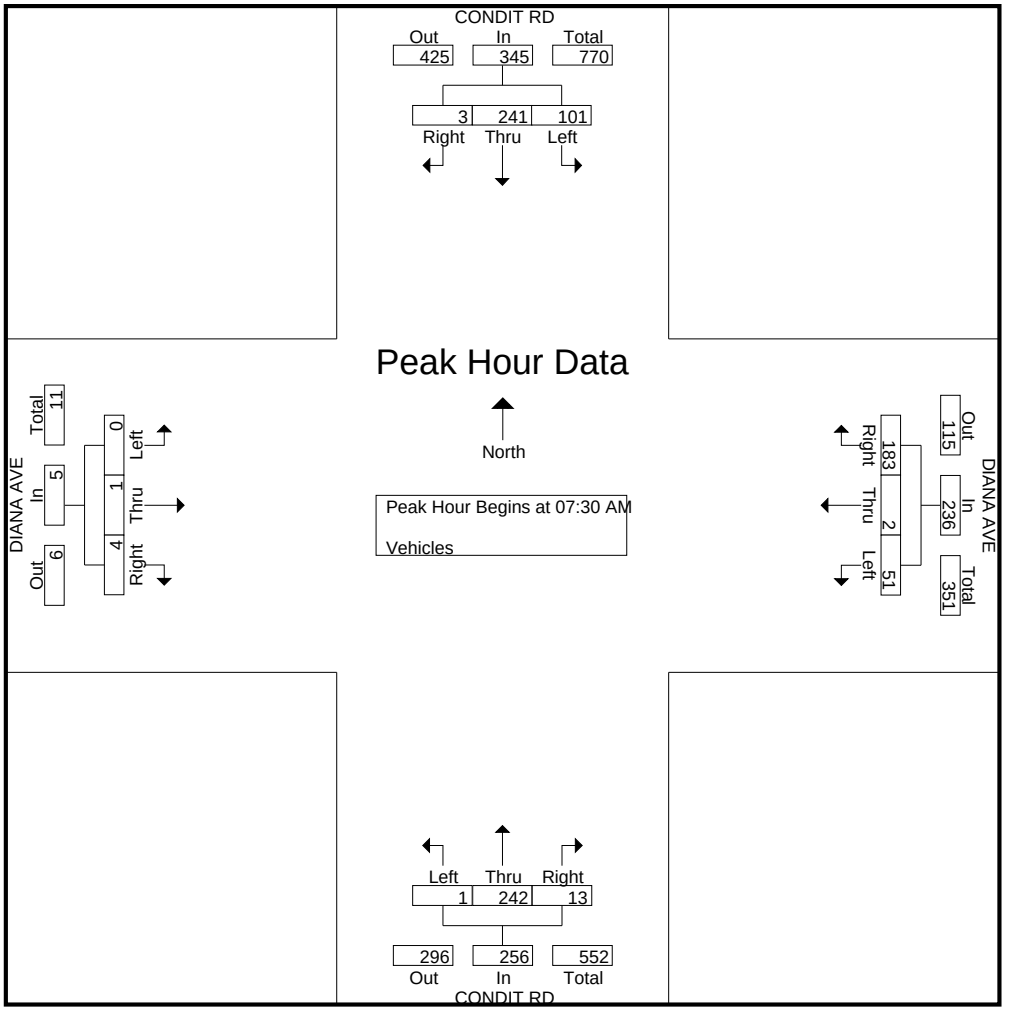
	CONDIT RD Southbound					DIANA AVE Westbound					CONDIT RD Northbound					DIANA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	18	1	0	20	9	0	13	0	22	0	28	0	0	28	1	0	0	0	1	71
07:15 AM	0	30	18	0	48	19	1	9	0	29	4	39	1	1	45	1	0	0	0	1	123
07:30 AM	1	56	61	0	118	51	0	13	0	64	1	58	0	1	60	0	0	0	0	0	242
07:45 AM	1	74	16	0	91	69	0	15	0	84	5	77	0	0	82	0	0	0	1	1	258
Total	3	178	96	0	277	148	1	50	0	199	10	202	1	2	215	2	0	0	1	3	694
08:00 AM	0	68	8	0	76	35	2	12	0	49	4	62	0	0	66	1	0	0	0	1	192
08:15 AM	1	43	16	0	60	28	0	11	0	39	3	45	1	0	49	3	1	0	0	4	152
08:30 AM	0	36	7	0	43	21	0	14	0	35	2	58	0	0	60	0	0	0	0	0	138
08:45 AM	0	34	9	0	43	30	0	9	0	39	5	46	0	1	52	1	0	0	0	1	135
Total	1	181	40	0	222	114	2	46	0	162	14	211	1	1	227	5	1	0	0	6	617
Grand Total	4	359	136	0	499	262	3	96	0	361	24	413	2	3	442	7	1	0	1	9	1311
Apprch %	0.8	71.9	27.3	0		72.6	0.8	26.6	0		5.4	93.4	0.5	0.7		77.8	11.1	0	11.1		
Total %	0.3	27.4	10.4	0	38.1	20	0.2	7.3	0	27.5	1.8	31.5	0.2	0.2	33.7	0.5	0.1	0	0.1	0.7	

	CONDIT RD Southbound				DIANA AVE Westbound				CONDIT RD Northbound				DIANA 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	**1**	56	**61**	**118**	51	0	13	64	1	58	0	59	0	0	0	0	241
07:45 AM	1	**74**	16	91	**69**	0	**15**	**84**	**5**	**77**	0	**82**	0	0	0	0	**257**
08:00 AM	0	68	8	76	35	**2**	12	49	4	62	0	66	1	0	0	1	192
08:15 AM	1	43	16	60	28	0	11	39	3	45	**1**	49	**3**	**1**	0	**4**	152
Total Volume	3	241	101	345	183	2	51	236	13	242	1	256	4	1	0	5	842
% App. Total	0.9	69.9	29.3		77.5	0.8	21.6		5.1	94.5	0.4		80	20	0		
PHF	.750	.814	.414	.731	.663	.250	.850	.702	.650	.786	.250	.780	.333	.250	.000	.313	.819

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tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Vehicles

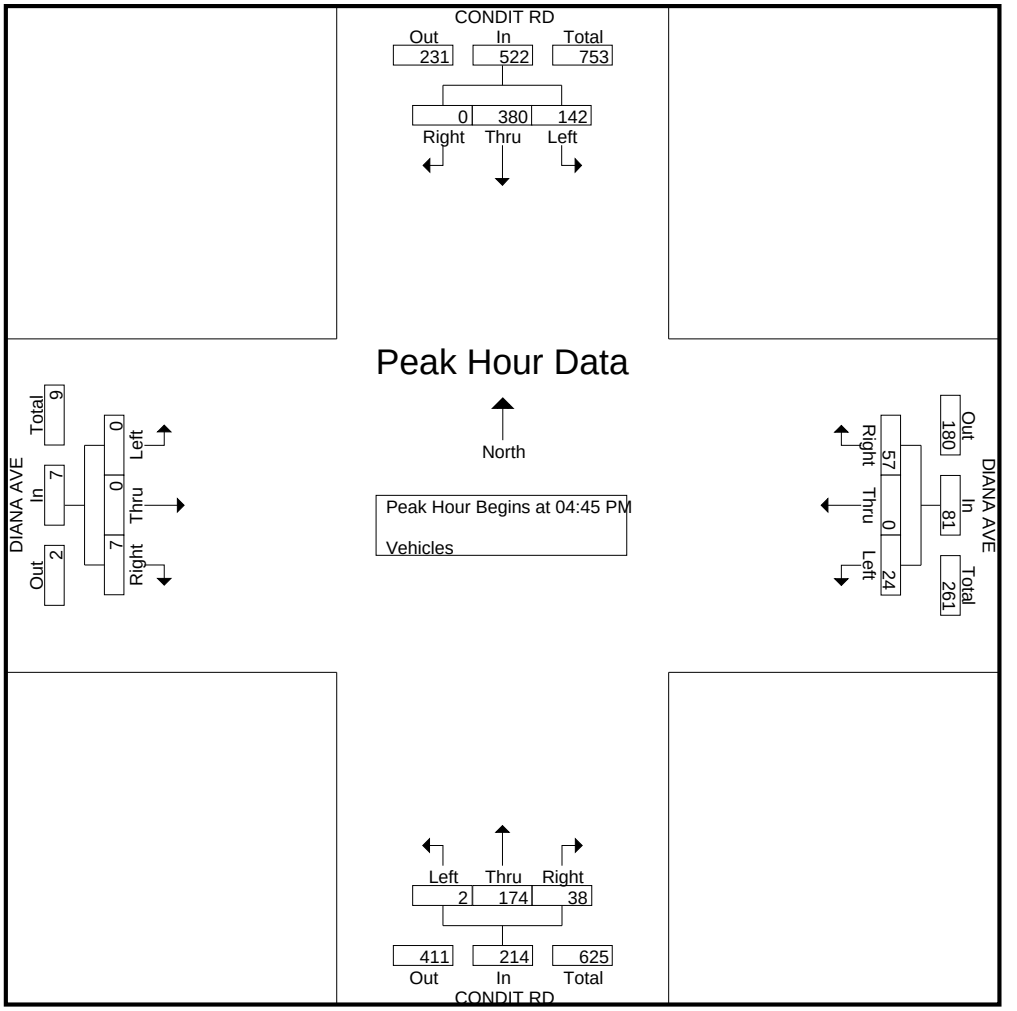
	CONDIT RD Southbound					DIANA AVE Westbound					CONDIT RD Northbound					DIANA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	87	27	0	115	10	0	10	0	20	3	33	0	0	36	0	0	0	0	0	171
04:15 PM	2	78	37	0	117	11	0	5	0	16	6	25	1	0	32	1	1	1	0	3	168
04:30 PM	0	86	31	0	117	14	0	6	0	20	5	32	0	0	37	0	0	0	0	0	174
04:45 PM	0	114	33	0	147	16	0	9	0	25	11	27	1	0	39	2	0	0	0	2	213
Total	3	365	128	0	496	51	0	30	0	81	25	117	2	0	144	3	1	1	0	5	726
05:00 PM	0	89	33	0	122	9	0	4	0	13	10	43	1	0	54	2	0	0	0	2	191
05:15 PM	0	83	40	0	123	16	0	7	0	23	8	49	0	0	57	3	0	0	0	3	206
05:30 PM	0	94	36	0	130	16	0	4	0	20	9	55	0	0	64	0	0	0	0	0	214
05:45 PM	0	77	32	0	109	14	0	5	0	19	6	47	2	0	55	0	0	0	0	0	183
Total	0	343	141	0	484	55	0	20	0	75	33	194	3	0	230	5	0	0	0	5	794
Grand Total	3	708	269	0	980	106	0	50	0	156	58	311	5	0	374	8	1	1	0	10	1520
Apprch %	0.3	72.2	27.4	0		67.9	0	32.1	0		15.5	83.2	1.3	0		80	10	10	0		
Total %	0.2	46.6	17.7	0	64.5	7	0	3.3	0	10.3	3.8	20.5	0.3	0	24.6	0.5	0.1	0.1	0	0.7	

	CONDIT RD Southbound				DIANA AVE Westbound				CONDIT RD Northbound				DIANA 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 04:45 PM																	
04:45 PM	0	**114**	33	**147**	**16**	0	**9**	**25**	**11**	27	**1**	39	2	0	0	2	213
05:00 PM	0	89	33	122	9	0	4	13	10	43	1	54	2	0	0	2	191
05:15 PM	0	83	**40**	123	16	0	7	23	8	49	0	57	**3**	0	0	**3**	206
05:30 PM	0	94	36	130	16	0	4	20	9	**55**	0	**64**	0	0	0	0	**214**
Total Volume	0	380	142	522	57	0	24	81	38	174	2	214	7	0	0	7	824
% App. Total	0	72.8	27.2		70.4	0	29.6		17.8	81.3	0.9		100	0	0		
PHF	.000	.833	.888	.888	.891	.000	.667	.810	.864	.791	.500	.836	.583	.000	.000	.583	.963

Traffic Data Service

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File Name : 3PM FINAL
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Traffic Data Service

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 6/4/2019
Page No : 1

Groups Printed- Vehicles

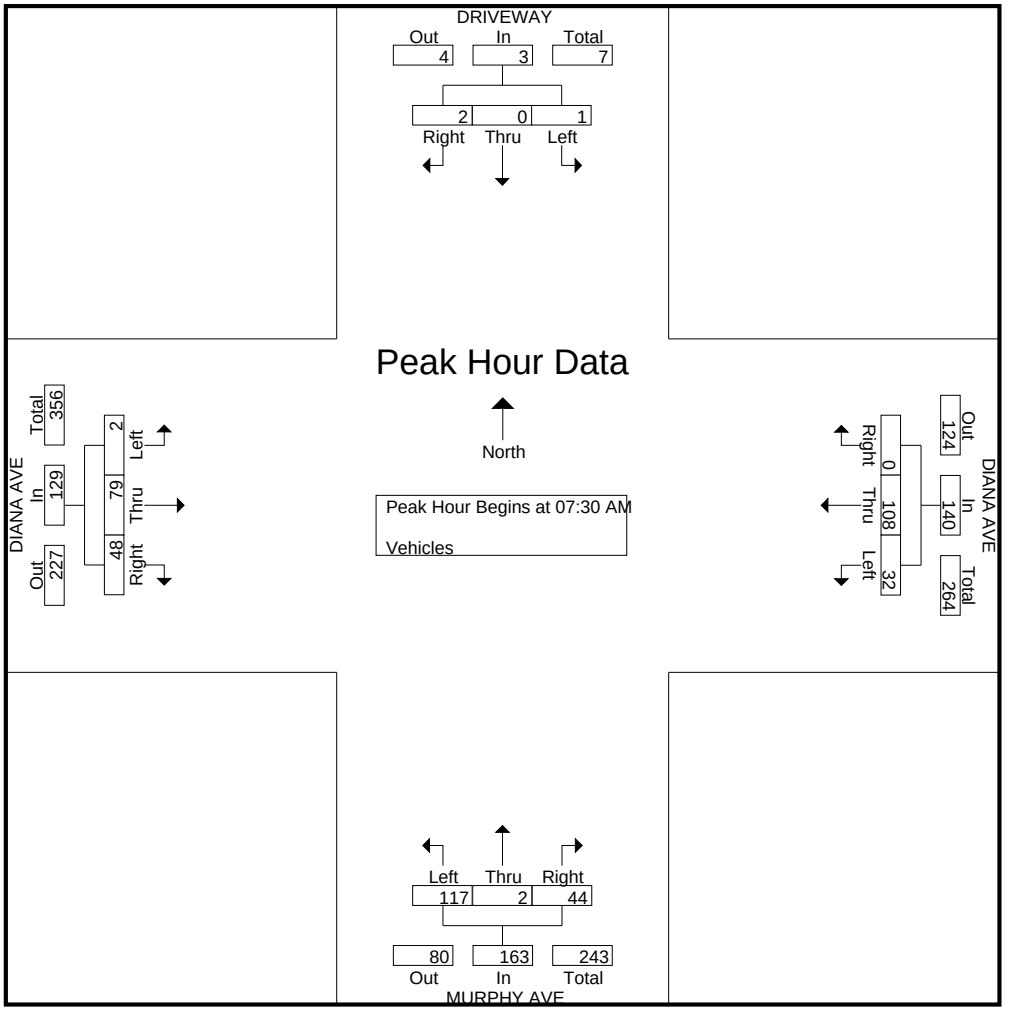
	DRIVEWAY Southbound					DIANA AVE Westbound					MURPHY AVE Northbound					DIANA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	17	4	0	21	2	0	4	0	6	0	1	0	0	1	28
07:15 AM	0	0	0	0	0	1	19	3	0	23	9	0	13	0	22	12	11	0	0	23	68
07:30 AM	1	0	1	0	2	0	36	13	0	49	10	1	27	1	39	37	29	0	0	66	156
07:45 AM	0	0	0	0	0	0	39	6	0	45	18	1	45	0	64	7	17	0	0	24	133
Total	1	0	1	0	2	1	111	26	0	138	39	2	89	1	131	56	58	0	0	114	385
08:00 AM	1	0	0	0	1	0	18	8	0	26	9	0	23	2	34	0	15	1	0	16	77
08:15 AM	0	0	0	0	0	0	15	5	0	20	7	0	22	2	31	4	18	1	0	23	74
08:30 AM	1	0	0	1	2	0	22	7	0	29	2	0	10	0	12	2	7	0	0	9	52
08:45 AM	0	0	0	0	0	0	22	4	0	26	3	0	18	2	23	2	12	0	0	14	63
Total	2	0	0	1	3	0	77	24	0	101	21	0	73	6	100	8	52	2	0	62	266
Grand Total	3	0	1	1	5	1	188	50	0	239	60	2	162	7	231	64	110	2	0	176	651
Apprch %	60	0	20	20		0.4	78.7	20.9	0		26	0.9	70.1	3		36.4	62.5	1.1	0		
Total %	0.5	0	0.2	0.2	0.8	0.2	28.9	7.7	0	36.7	9.2	0.3	24.9	1.1	35.5	9.8	16.9	0.3	0	27	

	DRIVEWAY Southbound				DIANA AVE Westbound				MURPHY AVE Northbound				DIANA 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	**1**	0	**1**	**2**	0	36	**13**	**49**	10	**1**	27	38	**37**	**29**	0	**66**	**155**
07:45 AM	0	0	0	0	0	**39**	6	45	**18**	1	**45**	**64**	7	17	0	24	133
08:00 AM	1	0	0	1	0	18	8	26	9	0	23	32	0	15	**1**	16	75
08:15 AM	0	0	0	0	0	15	5	20	7	0	22	29	4	18	1	23	72
Total Volume	2	0	1	3	0	108	32	140	44	2	117	163	48	79	2	129	435
% App. Total	66.7	0	33.3		0	77.1	22.9		27	1.2	71.8		37.2	61.2	1.6		
PHF	.500	.000	.250	.375	.000	.692	.615	.714	.611	.500	.650	.637	.324	.681	.500	.489	.702

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File Name : 5PM FINAL
Site Code : 00000005
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Groups Printed- Vehicles

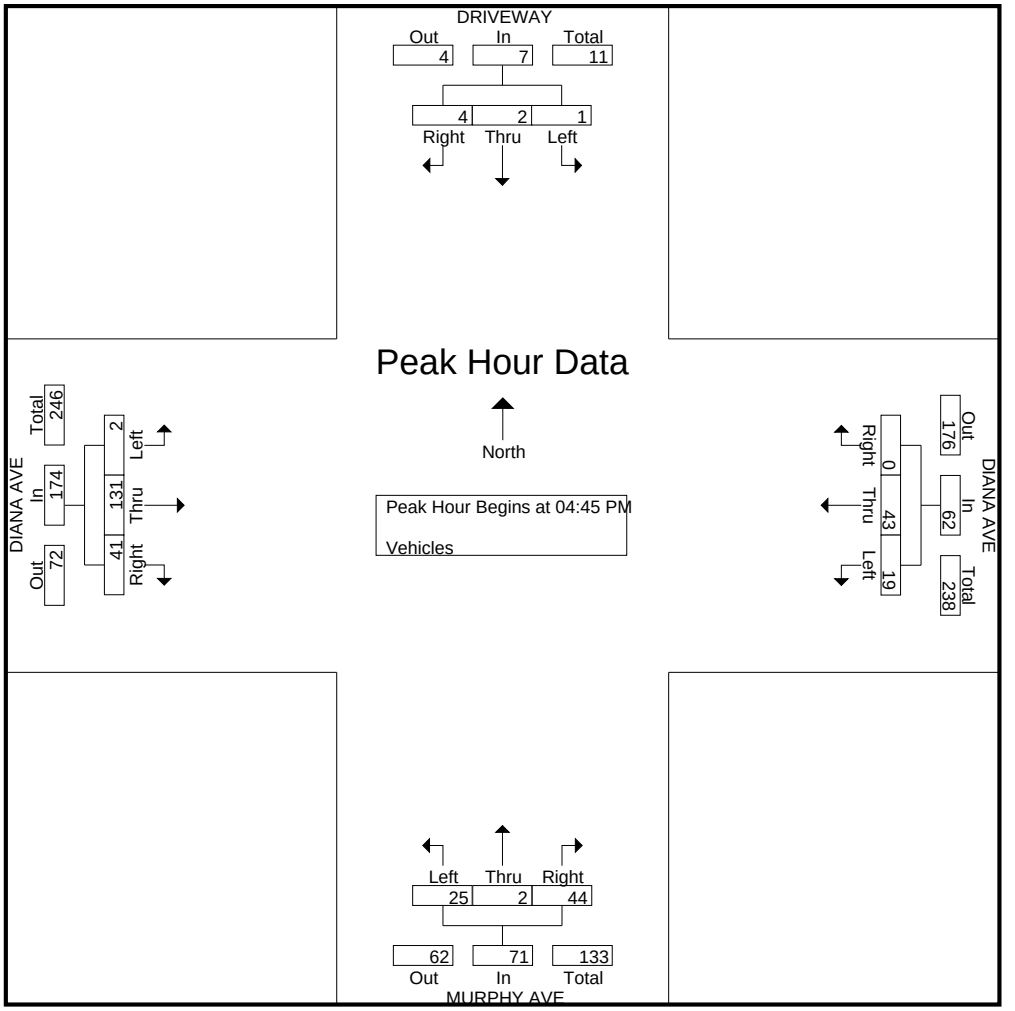
	DRIVEWAY Southbound					DIANA AVE Westbound					MURPHY AVE Northbound					DIANA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	19	6	0	25	3	0	3	0	6	11	23	0	0	34	65
04:15 PM	0	0	0	0	0	0	11	1	0	12	4	0	5	0	9	8	38	0	0	46	67
04:30 PM	1	2	0	0	3	0	13	3	0	16	5	0	7	0	12	8	29	0	0	37	68
04:45 PM	0	0	0	0	0	0	12	4	0	16	9	0	8	0	17	12	30	0	0	42	75
Total	1	2	0	0	3	0	55	14	0	69	21	0	23	0	44	39	120	0	0	159	275
05:00 PM	1	0	0	0	1	0	10	5	0	15	7	2	5	0	14	8	36	1	0	45	75
05:15 PM	2	0	1	0	3	0	12	3	0	15	15	0	5	0	20	13	31	0	0	44	82
05:30 PM	1	2	0	0	3	0	9	7	0	16	13	0	7	0	20	8	34	1	0	43	82
05:45 PM	0	0	0	0	0	0	11	4	0	15	8	0	9	0	17	5	28	1	0	34	66
Total	4	2	1	0	7	0	42	19	0	61	43	2	26	0	71	34	129	3	0	166	305
Grand Total	5	4	1	0	10	0	97	33	0	130	64	2	49	0	115	73	249	3	0	325	580
Apprch %	50	40	10	0		0	74.6	25.4	0		55.7	1.7	42.6	0		22.5	76.6	0.9	0		
Total %	0.9	0.7	0.2	0	1.7	0	16.7	5.7	0	22.4	11	0.3	8.4	0	19.8	12.6	42.9	0.5	0	56	

	DRIVEWAY Southbound				DIANA AVE Westbound				MURPHY AVE Northbound				DIANA 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 04:45 PM																	
04:45 PM	0	0	0	0	0	**12**	4	**16**	9	0	**8**	17	12	30	0	42	75
05:00 PM	1	0	0	1	0	10	5	15	7	**2**	5	14	8	**36**	**1**	**45**	75
05:15 PM	**2**	0	**1**	**3**	0	12	3	15	**15**	0	5	**20**	**13**	31	0	44	**82**
05:30 PM	1	**2**	0	3	0	9	**7**	16	13	0	7	20	8	34	1	43	82
Total Volume	4	2	1	7	0	43	19	62	44	2	25	71	41	131	2	174	314
% App. Total	57.1	28.6	14.3		0	69.4	30.6		62	2.8	35.2		23.6	75.3	1.1		
PHF	.500	.250	.250	.583	.000	.896	.679	.969	.733	.250	.781	.888	.788	.910	.500	.967	.957

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File Name : 5PM FINAL
Site Code : 00000005
Start Date : 6/4/2019
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Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4499 -- English (ENU)

Datasets:
Site: **[1] TENNANT AVE W OF HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	18	0	0	0	0	0	0	0	6	4	6	2	0	0	0	0	0	38.0	72.22	43.4	48.2
0100	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	38.3	100.0	41.8	-
0200	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	30.0	66.67	45.1	-
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	31.2	100.0	41.0	-
0400	8	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	39.8	75.00	46.0	-
0500	13	0	0	0	0	0	0	0	1	2	3	2	4	1	0	0	0	46.4	61.54	50.5	58.4
0600	58	0	0	1	0	4	3	7	11	10	11	8	1	1	1	0	0	36.9	48.28	41.0	51.3
0700	142	0	0	0	0	0	2	6	17	46	41	22	4	3	1	0	0	40.3	61.97	45.2	51.4
0800	100	0	0	0	0	1	3	8	12	28	25	15	6	1	1	0	0	39.5	56.00	44.6	52.5
0900	85	0	0	0	0	0	2	2	14	28	27	6	3	3	0	0	0	38.0	68.24	44.6	49.7
1000	110	0	0	0	0	0	4	5	12	27	42	12	6	1	1	0	0	41.4	63.64	45.2	50.9
1100	123	0	0	0	0	1	1	5	13	40	43	9	10	0	1	0	0	39.3	69.92	45.0	50.4
1200	159	0	0	1	1	2	8	7	22	46	40	20	11	1	0	0	0	38.0	55.35	43.8	51.2
1300	169	0	0	0	0	0	3	2	20	52	50	30	10	1	0	1	0	41.0	63.91	46.0	52.2
1400	193	0	1	0	0	1	2	1	26	53	67	33	9	0	0	0	0	41.7	64.25	45.4	51.6
1500	217	0	0	0	0	0	0	1	17	52	81	47	17	1	1	0	0	42.1	67.74	47.4	53.1
1600	216	0	0	1	1	0	0	1	5	50	94	47	12	4	0	1	0	40.6	69.91	47.6	52.8
1700	249	0	0	0	0	0	0	3	9	66	97	54	15	3	1	1	0	42.1	67.47	47.7	53.0
1800	222	0	0	0	0	0	0	0	16	52	80	46	20	5	3	0	0	42.8	64.86	48.2	54.4
1900	163	0	0	0	0	0	0	3	17	39	54	33	12	3	1	0	1	40.5	58.90	47.2	53.5
2000	123	0	0	0	0	0	0	2	16	34	39	20	8	2	0	2	0	40.5	62.60	46.8	52.7
2100	106	0	0	0	0	0	2	3	22	32	29	11	6	1	0	0	0	38.3	65.09	44.3	51.0
2200	42	0	0	0	0	0	0	2	8	13	11	6	0	2	0	0	0	41.4	59.52	45.2	51.6
2300	24	0	0	0	0	0	0	1	7	3	7	3	1	0	1	0	1	38.8	62.50	46.8	54.3
07-19	**1985**	**0**	**1**	**2**	**2**	**5**	**25**	**41**	**183**	**540**	**687**	**341**	**123**	**23**	**9**	**3**	**0**	**41.0**	**63.02**	**46.3**	**52.5**
06-22	**2435**	**0**	**1**	**3**	**2**	**9**	**30**	**56**	**249**	**655**	**820**	**413**	**150**	**30**	**11**	**5**	**1**	**40.6**	**61.48**	**46.1**	**52.5**
06-00	**2501**	**0**	**1**	**3**	**2**	**9**	**30**	**59**	**264**	**671**	**838**	**422**	**151**	**32**	**12**	**5**	**2**	**40.6**	**61.18**	**46.1**	**52.5**
00-00	**2547**	**0**	**1**	**3**	**2**	**9**	**30**	**59**	**276**	**680**	**852**	**427**	**156**	**33**	**12**	**5**	**2**	**40.6**	**60.97**	**46.1**	**52.5**

Peak step 17:00 (249) **AM Peak step** 7:00 (142) **PM Peak step** 17:00 (249)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**2547**	**0**	**1**	**3**	**2**	**9**	**30**	**59**	**276**	**680**	**852**	**427**	**156**	**33**	**12**	**5**	**2**	**40.6**	**60.97**	**46.1**	**52.5**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4498 -- English (ENU)

Datasets:

Site: **[1] TENNANT AVE W OF HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	11	0	0	0	0	0	0	1	3	2	3	2	0	0	0	0	0	40.3	63.64	42.9	50.0
0100	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	27.4	66.67	36.2	-
0200	8	0	0	0	0	0	0	0	2	5	0	0	0	1	0	0	0	34.4	87.50	44.0	-
0300	8	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	40.2	62.50	44.8	-
0400	13	0	0	0	0	0	1	1	3	2	4	1	1	0	0	0	0	38.8	53.85	43.1	54.2
0500	172	0	0	0	0	0	0	1	4	27	59	43	18	14	3	3	0	44.7	59.30	50.6	57.5
0600	199	0	0	0	0	1	1	2	14	42	53	51	23	6	4	0	2	41.3	53.27	48.9	56.0
0700	340	0	0	0	0	2	3	9	32	103	110	65	13	2	1	0	0	40.6	64.41	45.8	51.9
0800	234	0	0	0	0	2	4	8	19	67	91	34	7	2	0	0	0	41.5	69.23	45.4	50.9
0900	159	0	0	0	1	1	1	13	17	45	51	25	4	1	0	0	0	41.7	63.52	44.4	50.4
1000	129	0	0	0	0	1	3	4	17	36	47	13	7	1	0	0	0	41.5	65.89	44.9	50.4
1100	114	0	0	0	2	0	1	6	19	35	34	11	3	3	0	0	0	37.7	65.79	43.8	50.1
1200	150	0	0	0	0	5	2	9	11	53	49	19	0	1	1	0	0	40.7	70.67	43.9	49.5
1300	135	0	0	0	2	2	4	2	18	37	43	17	7	3	0	0	0	40.4	61.48	44.6	51.3
1400	151	0	0	0	0	2	3	4	18	52	49	16	4	2	1	0	0	37.9	68.87	44.5	50.0
1500	140	0	0	0	0	9	4	2	21	48	37	14	5	0	0	0	0	38.3	61.43	42.7	49.8
1600	130	0	0	0	0	1	0	3	17	40	39	19	6	3	1	1	0	41.4	61.54	46.1	53.4
1700	137	0	0	0	0	2	2	1	19	41	51	15	6	0	0	0	0	39.0	68.61	45.0	50.3
1800	112	0	0	0	0	0	0	1	5	37	40	22	6	1	0	0	0	41.6	76.79	46.9	51.7
1900	104	0	0	0	0	2	0	0	10	31	37	17	6	0	0	1	0	39.4	67.31	46.1	51.8
2000	67	0	0	0	0	0	0	7	13	18	21	4	2	1	0	1	0	39.3	61.19	43.7	49.1
2100	35	0	0	0	0	0	1	6	5	11	10	2	0	0	0	0	0	36.7	60.00	41.7	48.0
2200	22	0	0	0	0	0	2	2	4	8	3	3	0	0	0	0	0	37.5	59.09	41.7	49.3
2300	5	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	22.3	40.00	40.9	-
07-19	**1931**	**0**	**0**	**0**	**5**	**27**	**27**	**62**	**213**	**594**	**641**	**270**	**68**	**19**	**4**	**1**	**0**	**40.6**	**64.47**	**44.9**	**50.8**
06-22	**2336**	**0**	**0**	**0**	**5**	**30**	**29**	**77**	**255**	**696**	**762**	**344**	**99**	**26**	**8**	**3**	**2**	**40.6**	**62.63**	**45.2**	**51.3**
06-00	**2363**	**0**	**0**	**0**	**5**	**30**	**32**	**80**	**259**	**705**	**766**	**348**	**99**	**26**	**8**	**3**	**2**	**40.6**	**62.46**	**45.2**	**51.2**
00-00	**2578**	**0**	**0**	**0**	**5**	**30**	**34**	**84**	**273**	**744**	**834**	**395**	**119**	**41**	**11**	**6**	**2**	**41.5**	**61.60**	**45.5**	**51.7**

Peak step 7:00 (340) **AM Peak step** 7:00 (340) **PM Peak step** 14:00 (151)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	2578	0	0	0	5	30	34	84	273	744	834	395	119	41	11	6	2	41.5	61.60	45.5	51.7

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4510 -- English (ENU)

Datasets:
Site: **[2] HILL RD BT TENNANT AVE AND BARRETT AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	14	0	0	0	0	0	2	6	4	2	0	0	0	0	0	0	0	28.3	71.43	34.7	41.4
0100	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	25.2	100.0	32.7	-
0200	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	23.2	75.00	32.7	-
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	27.5	100.0	33.8	-
0400	19	0	0	0	0	0	1	5	8	4	1	0	0	0	0	0	0	31.9	84.21	37.8	41.7
0500	447	0	0	0	0	1	9	138	207	87	4	1	0	0	0	0	0	32.3	82.77	36.8	40.7
0600	559	0	0	0	0	2	14	126	300	96	19	2	0	0	0	0	0	32.2	83.18	37.3	40.8
0700	547	0	0	0	0	8	83	234	180	38	3	0	1	0	0	0	0	28.4	80.26	34.1	38.0
0800	278	0	0	0	0	5	19	104	117	30	3	0	0	0	0	0	0	30.4	80.58	35.3	39.0
0900	107	0	0	0	0	2	4	50	41	8	2	0	0	0	0	0	0	30.3	85.98	35.0	39.2
1000	109	0	0	0	0	1	16	41	43	7	0	0	1	0	0	0	0	27.8	80.73	34.3	37.6
1100	132	0	0	1	2	1	20	55	44	8	0	1	0	0	0	0	0	29.5	75.76	33.8	38.6
1200	159	0	2	0	1	7	21	63	54	11	0	0	0	0	0	0	0	29.1	79.25	33.6	37.9
1300	178	0	0	0	2	7	27	68	61	12	1	0	0	0	0	0	0	29.3	76.40	33.7	38.7
1400	188	0	0	0	1	3	26	89	56	12	1	0	0	0	0	0	0	28.1	81.91	33.9	37.8
1500	170	0	0	0	2	0	1	9	34	56	38	24	6	0	0	0	0	37.8	57.06	43.9	50.9
1600	176	0	0	0	1	0	1	6	40	50	43	26	9	0	0	0	0	38.1	59.09	44.4	51.2
1700	211	0	1	0	0	2	4	4	28	39	72	49	9	2	0	1	0	42.6	63.51	45.9	52.1
1800	179	0	0	0	0	0	1	6	14	55	55	33	11	4	0	0	0	41.3	65.36	46.5	52.6
1900	141	0	0	0	0	0	0	1	7	37	53	33	7	3	0	0	0	42.5	70.92	47.5	52.3
2000	111	0	0	0	0	1	0	2	7	28	46	17	7	1	1	0	1	40.0	66.67	47.3	52.8
2100	89	0	0	0	0	0	1	4	11	18	34	18	2	0	1	0	0	42.3	67.42	45.7	51.6
2200	34	0	0	0	0	0	0	0	6	12	7	5	4	0	0	0	0	36.5	64.71	45.6	51.3
2300	19	0	0	0	0	0	0	0	1	1	7	6	2	2	0	0	0	44.2	68.42	50.6	57.7
07-19	**2434**	**0**	**3**	**1**	**9**	**36**	**223**	**729**	**712**	**326**	**218**	**133**	**37**	**6**	**0**	**1**	**0**	**29.4**	**59.49**	**37.5**	**45.7**
06-22	**3334**	**0**	**3**	**1**	**9**	**39**	**238**	**862**	**1037**	**505**	**370**	**203**	**53**	**10**	**2**	**1**	**1**	**30.3**	**57.02**	**38.5**	**46.8**
06-00	**3387**	**0**	**3**	**1**	**9**	**39**	**238**	**862**	**1044**	**518**	**384**	**214**	**59**	**12**	**2**	**1**	**1**	**30.3**	**56.33**	**38.6**	**47.1**
00-00	**3876**	**0**	**3**	**1**	**9**	**40**	**251**	**1017**	**1264**	**612**	**389**	**215**	**59**	**12**	**2**	**1**	**1**	**31.4**	**59.34**	**38.4**	**46.2**

Peak step 6:00 (559) **AM Peak step** 6:00 (559) **PM Peak step** 17:00 (211)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**3876**	**0**	**3**	**1**	**9**	**40**	**251**	**1017**	**1264**	**612**	**389**	**215**	**59**	**12**	**2**	**1**	**1**	**31.4**	**59.34**	**38.4**	**46.2**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4511 -- English (ENU)

Datasets:
Site: **[2] HILL RD BT TENNANT AVE AND BARRETT AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	3	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	42.5	66.67	42.8	-
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	24.5	100.0	32.4	-
0200	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	29.3	100.0	34.8	-
0300	4	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	7.2	50.00	27.9	-
0400	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	27.5	66.67	37.0	-
0500	32	0	0	0	0	1	4	8	9	6	2	2	0	0	0	0	0	27.8	56.25	37.1	44.7
0600	53	0	0	0	0	0	1	8	14	22	7	1	0	0	0	0	0	35.2	69.81	40.4	45.1
0700	193	0	0	0	2	0	3	47	85	43	8	4	1	0	0	0	0	32.5	76.17	37.8	42.4
0800	160	0	0	0	1	1	2	32	56	51	15	2	0	0	0	0	0	32.4	72.50	39.0	44.0
0900	120	0	0	1	0	1	8	14	47	41	6	2	0	0	0	0	0	35.0	74.17	38.7	44.2
1000	118	0	0	1	0	2	7	26	41	33	6	1	0	1	0	0	0	33.4	66.95	37.6	42.9
1100	106	0	0	0	2	1	6	23	35	29	7	3	0	0	0	0	0	33.1	65.09	38.0	44.1
1200	148	0	0	0	0	2	9	26	63	35	9	1	2	0	1	0	0	33.2	74.32	38.3	42.8
1300	147	0	0	0	0	0	2	21	56	57	10	1	0	0	0	0	0	35.1	76.87	39.5	44.0
1400	203	0	0	0	0	2	6	29	84	66	11	5	0	0	0	0	0	34.4	74.38	38.7	43.7
1500	226	0	0	0	0	5	5	21	49	72	49	20	2	1	1	1	0	38.1	58.41	42.0	48.8
1600	314	0	0	0	1	1	2	15	74	102	83	31	3	2	0	0	0	37.5	63.38	43.2	48.9
1700	285	0	0	0	0	1	4	5	60	115	77	17	4	2	0	0	0	38.3	71.58	43.3	48.1
1800	276	0	0	0	0	0	0	6	44	104	89	22	9	2	0	0	0	38.7	72.10	44.6	49.4
1900	157	0	0	0	1	0	1	3	35	59	29	21	8	0	0	0	0	37.8	68.79	44.1	50.9
2000	82	0	0	0	0	0	1	3	11	30	20	9	3	2	2	1	0	39.8	60.98	45.6	53.7
2100	40	0	0	0	0	1	0	2	11	8	11	5	2	0	0	0	0	38.8	55.00	43.8	52.3
2200	24	0	0	0	0	0	1	1	2	8	7	2	2	1	0	0	0	39.1	70.83	46.4	56.0
2300	7	0	0	0	0	0	0	0	1	3	0	3	0	0	0	0	0	34.0	57.14	45.6	-
07-19	**2296**	**0**	**0**	**2**	**6**	**16**	**54**	**265**	**694**	**748**	**370**	**109**	**21**	**8**	**2**	**1**	**0**	**35.7**	**63.24**	**40.8**	**46.6**
06-22	**2628**	**0**	**0**	**2**	**7**	**17**	**57**	**281**	**765**	**867**	**437**	**145**	**34**	**10**	**4**	**2**	**0**	**35.7**	**62.60**	**41.2**	**47.1**
06-00	**2659**	**0**	**0**	**2**	**7**	**17**	**58**	**282**	**768**	**878**	**444**	**150**	**36**	**11**	**4**	**2**	**0**	**35.7**	**62.43**	**41.2**	**47.2**
00-00	**2707**	**0**	**0**	**2**	**9**	**18**	**63**	**296**	**780**	**887**	**446**	**153**	**36**	**11**	**4**	**2**	**0**	**35.7**	**62.10**	**41.2**	**47.2**

Peak step 16:00 (314) **AM Peak step** 7:00 (193) **PM Peak step** 16:00 (314)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	2707	0	0	2	9	18	63	296	780	887	446	153	36	11	4	2	0	35.7	62.10	41.2	47.2

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4512 -- English (ENU)

Datasets:

Site: **[3] HILL RD BT SAN PEDRO AVE AND DUNNE AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	6	0	0	0	0	0	0	1	1	1	1	2	0	0	0	0	0	41.4	66.67	43.8	-
0100	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	26.8	100.0	36.1	-
0200	6	0	0	0	0	0	0	1	2	1	1	0	1	0	0	0	0	30.2	66.67	41.7	-
0300	5	0	0	0	0	0	0	0	2	1	0	1	0	1	0	0	0	32.5	60.00	45.9	-
0400	22	0	0	0	0	0	3	1	0	4	6	6	2	0	0	0	0	41.6	72.73	44.9	51.2
0500	464	0	0	0	0	0	5	12	23	137	175	88	22	1	1	0	0	42.1	70.26	46.5	51.8
0600	587	0	0	0	0	1	1	14	60	167	237	85	18	4	0	0	0	40.9	70.36	45.8	50.8
0700	540	0	0	0	0	3	31	95	155	143	81	27	5	0	0	0	0	35.3	55.56	39.8	46.7
0800	299	0	0	0	0	1	13	41	45	115	66	12	5	0	0	1	0	38.5	63.55	41.6	47.1
0900	133	0	0	0	1	0	10	24	28	37	22	10	1	0	0	0	0	35.8	54.89	40.1	46.6
1000	108	0	0	0	0	0	5	9	32	28	26	5	2	1	0	0	0	36.7	60.19	41.5	47.7
1100	129	0	0	0	0	1	5	18	37	40	23	5	0	0	0	0	0	36.6	65.12	40.3	46.4
1200	149	0	1	0	0	1	8	23	45	49	15	5	2	0	0	0	0	34.3	63.09	39.5	45.1
1300	139	0	0	0	0	0	5	20	37	37	22	16	1	0	0	1	0	36.4	56.12	41.4	48.9
1400	178	0	0	0	0	1	20	43	42	43	21	6	1	1	0	0	0	33.8	52.81	38.3	46.0
1500	152	0	0	0	0	1	6	20	36	45	32	10	2	0	0	0	0	37.8	55.26	41.2	48.4
1600	155	0	0	1	1	0	6	19	37	53	30	7	1	0	0	0	0	37.0	65.81	40.8	46.8
1700	159	0	0	0	0	0	2	16	31	56	44	9	1	0	0	0	0	37.7	64.15	42.4	48.2
1800	166	0	0	1	0	1	4	22	27	62	36	8	5	0	0	0	0	37.2	60.84	41.7	48.0
1900	123	0	0	0	0	1	7	12	24	42	28	9	0	0	0	0	0	37.8	61.79	41.4	47.6
2000	100	0	0	0	0	2	4	14	26	34	17	3	0	0	0	0	0	37.5	68.00	39.9	45.7
2100	85	0	0	0	0	0	2	8	26	36	9	4	0	0	0	0	0	35.1	74.12	40.6	45.0
2200	20	0	0	0	0	0	1	0	8	6	1	4	0	0	0	0	0	33.8	70.00	42.3	51.9
2300	15	0	0	0	0	0	0	1	1	6	4	3	0	0	0	0	0	40.0	66.67	44.6	53.1
07-19	**2307**	**0**	**1**	**2**	**2**	**9**	**115**	**350**	**552**	**708**	**418**	**120**	**26**	**2**	**0**	**2**	**0**	**37.0**	**57.09**	**40.6**	**47.1**
06-22	**3202**	**0**	**1**	**2**	**2**	**13**	**129**	**398**	**688**	**987**	**709**	**221**	**44**	**6**	**0**	**2**	**0**	**37.7**	**56.75**	**41.6**	**48.1**
06-00	**3237**	**0**	**1**	**2**	**2**	**13**	**130**	**399**	**697**	**999**	**714**	**228**	**44**	**6**	**0**	**2**	**0**	**37.8**	**56.75**	**41.6**	**48.1**
00-00	**3742**	**0**	**1**	**2**	**2**	**13**	**138**	**414**	**727**	**1143**	**897**	**325**	**69**	**8**	**1**	**2**	**0**	**38.6**	**56.52**	**42.2**	**48.8**

Peak step 6:00 (587) **AM Peak step** 6:00 (587) **PM Peak step** 14:00 (178)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**3742**	**0**	**1**	**2**	**2**	**13**	**138**	**414**	**727**	**1143**	**897**	**325**	**69**	**8**	**1**	**2**	**0**	**38.6**	**56.52**	**42.2**	**48.8**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4513 -- English (ENU)

Datasets:

Site: **[3] HILL RD BT SAN PEDRO AVE AND DUNNE AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	6	0	0	0	0	0	0	3	1	0	1	1	0	0	0	0	0	29.4	66.67	39.7	-
0100	3	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	24.6	66.67	39.5	-
0200	4	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	30.6	75.00	32.2	-
0300	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	34.6	100.0	41.0	-
0400	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	32.7	100.0	41.2	-
0500	25	0	0	0	0	0	2	2	5	6	6	2	1	1	0	0	0	39.3	52.00	43.0	51.7
0600	42	0	0	0	0	0	0	4	7	19	7	5	0	0	0	0	0	40.2	66.67	42.7	49.0
0700	151	0	0	0	0	1	2	12	58	61	13	4	0	0	0	0	0	36.0	80.79	40.2	43.8
0800	129	0	0	0	1	0	5	19	37	45	18	4	0	0	0	0	0	35.0	64.34	39.9	45.5
0900	96	0	0	0	1	2	2	10	23	38	19	1	0	0	0	0	0	36.5	67.71	40.0	46.0
1000	99	0	0	0	1	0	1	5	30	34	24	4	0	0	0	0	0	35.5	67.68	41.6	47.2
1100	87	0	0	0	1	1	1	9	30	26	11	6	1	0	1	0	0	34.4	65.52	40.9	48.1
1200	139	0	0	0	0	0	2	20	43	50	18	4	1	0	1	0	0	35.0	66.91	40.5	45.6
1300	146	0	0	1	0	0	7	12	46	49	23	8	0	0	0	0	0	34.9	65.75	40.4	46.5
1400	165	0	0	0	0	0	12	16	46	61	27	2	1	0	0	0	0	35.5	65.45	40.1	46.0
1500	241	0	0	0	0	1	9	18	68	76	48	17	2	2	0	0	0	35.9	61.41	41.7	48.1
1600	318	0	0	0	0	0	1	15	74	129	80	12	4	3	0	0	0	36.8	70.75	42.9	47.6
1700	328	0	0	0	0	1	4	33	92	128	56	13	0	0	0	0	1	35.7	68.90	41.3	46.6
1800	274	0	0	0	0	0	8	11	69	107	63	13	3	0	0	0	0	37.7	70.44	42.2	47.1
1900	168	0	0	0	1	1	3	24	43	57	32	7	0	0	0	0	0	37.6	64.29	40.6	46.5
2000	96	0	0	0	0	1	4	19	26	34	8	4	0	0	0	0	0	33.4	63.54	39.3	44.7
2100	65	0	0	0	0	0	3	14	18	18	11	1	0	0	0	0	0	33.8	61.54	39.3	46.3
2200	39	0	0	0	0	1	1	5	13	10	5	2	2	0	0	0	0	33.7	66.67	40.2	47.5
2300	14	0	0	0	0	0	1	1	4	4	3	1	0	0	0	0	0	33.6	57.14	41.3	49.6
07-19	**2173**	**0**	**0**	**1**	**4**	**6**	**54**	**180**	**616**	**804**	**400**	**88**	**12**	**5**	**2**	**0**	**1**	**35.9**	**66.22**	**41.3**	**46.7**
06-22	**2544**	**0**	**0**	**1**	**5**	**8**	**64**	**241**	**710**	**932**	**458**	**105**	**12**	**5**	**2**	**0**	**1**	**36.0**	**65.13**	**41.1**	**46.6**
06-00	**2597**	**0**	**0**	**1**	**5**	**9**	**66**	**247**	**727**	**946**	**466**	**108**	**14**	**5**	**2**	**0**	**1**	**36.0**	**64.96**	**41.1**	**46.6**
00-00	**2641**	**0**	**0**	**1**	**6**	**9**	**68**	**255**	**736**	**957**	**473**	**112**	**15**	**6**	**2**	**0**	**1**	**36.0**	**64.60**	**41.1**	**46.8**

Peak step 17:00 (328) **AM Peak step** 7:00 (151) **PM Peak step** 17:00 (328)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**2641**	**0**	**0**	**1**	**6**	**9**	**68**	**255**	**736**	**957**	**473**	**112**	**15**	**6**	**2**	**0**	**1**	**36.0**	**64.60**	**41.1**	**46.8**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4516 -- English (ENU)

Datasets:
Site: **[4] BARRETT AVE E OF HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	6	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	30.9	83.33	38.3	-
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.9	100.0	38.9	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30.8	100.0	40.6	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26.8	100.0	36.7	-
0400	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.0	100.0	34.4	-
0500	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	31.1	100.0	36.3	-
0600	8	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	0	29.2	75.00	35.8	-
0700	72	0	0	0	0	0	6	13	30	21	1	1	0	0	0	0	0	31.8	77.78	37.4	41.5
0800	13	0	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	30.0	76.92	35.8	41.3
0900	25	0	1	0	0	1	3	9	9	1	1	0	0	0	0	0	0	28.9	80.00	33.2	38.3
1000	29	0	0	0	1	0	3	3	11	7	4	0	0	0	0	0	0	32.1	62.07	37.5	45.1
1100	31	0	0	1	1	0	4	7	12	4	1	1	0	0	0	0	0	29.5	67.74	35.4	41.7
1200	32	0	0	1	0	0	1	8	13	6	3	0	0	0	0	0	0	32.2	78.13	37.2	42.1
1300	42	0	0	0	0	1	0	7	12	13	8	0	1	0	0	0	0	36.4	66.67	40.3	45.5
1400	62	0	0	0	0	0	2	10	21	18	9	1	0	1	0	0	0	35.1	62.90	40.0	46.0
1500	62	0	0	0	0	0	3	5	27	16	7	3	0	1	0	0	0	34.0	69.35	40.1	46.0
1600	47	0	0	0	0	0	2	7	19	11	6	2	0	0	0	0	0	32.0	68.09	39.3	45.6
1700	88	0	0	0	0	0	3	17	35	23	9	1	0	0	0	0	0	33.4	73.86	39.0	43.6
1800	65	0	0	0	0	0	2	12	22	24	2	1	1	0	1	0	0	32.4	76.92	39.5	43.8
1900	43	0	0	0	0	0	1	12	14	7	8	1	0	0	0	0	0	31.1	72.09	38.8	46.1
2000	39	0	0	0	0	0	3	12	10	10	3	1	0	0	0	0	0	31.0	64.10	37.5	44.0
2100	38	0	0	0	0	1	3	12	10	7	4	1	0	0	0	0	0	30.0	57.89	37.0	43.2
2200	18	0	0	0	0	1	1	8	6	2	0	0	0	0	0	0	0	27.7	83.33	34.6	38.0
2300	8	0	0	0	0	0	0	3	4	0	1	0	0	0	0	0	0	28.6	87.50	37.3	-
07-19	**568**	**0**	**1**	**2**	**2**	**2**	**30**	**103**	**216**	**146**	**51**	**10**	**2**	**2**	**1**	**0**	**0**	**33.8**	**65.85**	**38.5**	**44.2**
06-22	**696**	**0**	**1**	**2**	**2**	**3**	**38**	**140**	**255**	**171**	**66**	**13**	**2**	**2**	**1**	**0**	**0**	**33.8**	**64.80**	**38.4**	**44.2**
06-00	**722**	**0**	**1**	**2**	**2**	**4**	**39**	**151**	**265**	**173**	**67**	**13**	**2**	**2**	**1**	**0**	**0**	**32.8**	**65.10**	**38.2**	**44.1**
00-00	**737**	**0**	**1**	**2**	**2**	**4**	**39**	**156**	**270**	**178**	**67**	**13**	**2**	**2**	**1**	**0**	**0**	**32.8**	**65.40**	**38.2**	**44.0**

Peak step 17:00 (88) **AM Peak step** 7:00 (72) **PM Peak step** 17:00 (88)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	737	0	1	2	2	4	39	156	270	178	67	13	2	2	1	0	0	32.8	65.40	38.2	44.0

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4515 -- English (ENU)

Datasets:

Site: **[4] BARRETT AVE E OF HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.9	100.0	27.8	-
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	25.5	100.0	34.1	-
0300	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	27.4	66.67	38.0	-
0400	8	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	28.0	62.50	36.0	-
0500	25	0	0	0	0	0	2	3	13	4	2	0	1	0	0	0	0	32.7	72.00	38.9	44.6
0600	41	0	0	1	0	1	2	5	20	9	3	0	0	0	0	0	0	32.5	73.17	37.3	42.3
0700	119	0	0	0	0	1	10	43	48	13	3	1	0	0	0	0	0	30.2	78.15	35.7	39.8
0800	58	0	0	0	2	2	6	12	24	9	2	1	0	0	0	0	0	30.5	65.52	35.5	41.5
0900	40	0	1	0	2	2	4	13	12	4	2	0	0	0	0	0	0	28.1	65.00	33.9	40.9
1000	28	0	0	1	0	0	5	13	6	3	0	0	0	0	0	0	0	26.7	78.57	33.0	37.4
1100	50	0	0	0	0	3	2	17	15	9	4	0	0	0	0	0	0	31.3	70.00	36.0	41.3
1200	37	0	0	0	1	1	1	12	13	8	1	0	0	0	0	0	0	31.3	70.27	35.8	41.5
1300	44	0	0	0	0	0	2	14	16	9	3	0	0	0	0	0	0	30.4	70.45	37.3	42.4
1400	74	0	0	0	0	1	9	22	27	12	2	0	1	0	0	0	0	29.3	67.57	36.1	42.1
1500	43	0	0	0	0	0	4	17	10	7	3	2	0	0	0	0	0	30.3	67.44	36.7	43.4
1600	39	0	0	0	0	3	4	9	13	8	2	0	0	0	0	0	0	30.3	64.10	35.6	42.2
1700	37	0	0	0	0	1	2	9	15	10	0	0	0	0	0	0	0	32.4	83.78	36.6	40.9
1800	44	0	0	0	0	1	2	12	19	10	0	0	0	0	0	0	0	31.3	81.82	36.6	41.0
1900	42	0	0	0	0	0	4	12	15	11	0	0	0	0	0	0	0	31.3	71.43	36.5	41.4
2000	24	0	0	0	1	0	1	11	6	3	1	1	0	0	0	0	0	32.0	75.00	35.8	41.9
2100	19	0	0	0	0	0	6	3	6	3	1	0	0	0	0	0	0	26.6	57.89	35.6	41.9
2200	6	0	0	0	1	0	1	1	0	2	0	0	0	1	0	0	0	17.0	33.33	37.7	-
2300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	27.4	100.0	36.0	-
07-19	**613**	**0**	**1**	**1**	**5**	**15**	**51**	**193**	**218**	**102**	**22**	**4**	**1**	**0**	**0**	**0**	**0**	**31.3**	**69.49**	**35.8**	**41.2**
06-22	**739**	**0**	**1**	**2**	**6**	**16**	**64**	**224**	**265**	**128**	**27**	**5**	**1**	**0**	**0**	**0**	**0**	**31.3**	**68.88**	**35.9**	**41.2**
06-00	**747**	**0**	**1**	**2**	**7**	**16**	**65**	**226**	**266**	**130**	**27**	**5**	**1**	**1**	**0**	**0**	**0**	**31.3**	**68.54**	**35.9**	**41.2**
00-00	**786**	**0**	**1**	**2**	**7**	**16**	**71**	**232**	**283**	**135**	**31**	**5**	**2**	**1**	**0**	**0**	**0**	**31.3**	**68.19**	**36.0**	**41.4**

Peak step 7:00 (119) **AM Peak step** 7:00 (119) **PM Peak step** 14:00 (74)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**786**	**0**	**1**	**2**	**7**	**16**	**71**	**232**	**283**	**135**	**31**	**5**	**2**	**1**	**0**	**0**	**0**	**31.3**	**68.19**	**36.0**	**41.4**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4517 -- English (ENU)

Datasets:

Site: **[5] SORREL DR N OF BARRETT AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0800	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	15.7	100.0	22.6	-
0900	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	9.2	50.00	25.6	-
1000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	16.6	100.0	23.9	-
1100	3	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	20.2	66.67	20.7	-
1200	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	12.9	100.0	19.3	-
1300	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	12.5	100.0	19.9	-
1400	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	17.2	100.0	22.5	-
1500	8	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	15.7	75.00	23.7	-
1600	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	19.9	100.0	24.9	-
1700	9	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	18.0	100.0	24.0	-
1800	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	20.4	100.0	26.7	-
1900	9	0	1	0	1	4	2	1	0	0	0	0	0	0	0	0	0	17.8	77.78	22.7	-
2000	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	15.4	100.0	22.2	-
2100	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	16.9	100.0	23.1	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	3.5	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13.2	100.0	23.1	-
07-19	**47**	**0**	**0**	**2**	**6**	**22**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**80.85**	**23.3**	**27.8**
06-22	**69**	**0**	**1**	**2**	**9**	**34**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**81.16**	**23.1**	**27.5**
06-00	**71**	**1**	**1**	**2**	**9**	**35**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**80.28**	**22.8**	**27.4**
00-00	**71**	**1**	**1**	**2**	**9**	**35**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**80.28**	**22.8**	**27.4**

Peak step 17:00 (9) **AM Peak step** 11:00 (3) **PM Peak step** 17:00 (9)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	71	1	1	2	9	35	18	5	0	0	0	0	0	0	0	0	0	18.7	80.28	22.8	27.4

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4518 -- English (ENU)

Datasets:

Site: **[5] SORREL DR N OF BARRETT AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	4	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	10.7	75.00	19.7	-
0600	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	14.2	100.0	19.2	-
0700	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	16.0	100.0	22.3	-
0800	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	17.4	100.0	25.3	-
0900	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15.3	75.00	22.4	-
1000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	20.1	100.0	28.5	-
1100	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	17.3	100.0	23.4	-
1200	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	15.8	100.0	21.0	-
1300	4	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	9.5	75.00	18.4	-
1400	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	17.6	100.0	24.3	-
1500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	20.6	100.0	27.1	-
1600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.1	100.0	25.2	-
1700	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	19.9	100.0	25.0	-
1800	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	18.5	80.00	25.0	-
1900	5	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	17.1	100.0	22.7	-
2000	5	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	20.8	80.00	22.9	-
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.8	100.0	19.8	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10.5	100.0	20.3	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.9	100.0	22.7	-
07-19	**46**	**0**	**0**	**1**	**8**	**17**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**80.43**	**23.8**	**28.9**
06-22	**63**	**0**	**0**	**3**	**13**	**23**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**74.60**	**23.1**	**28.5**
06-00	**65**	**0**	**0**	**3**	**13**	**25**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**75.38**	**23.1**	**28.3**
00-00	**69**	**0**	**0**	**4**	**14**	**26**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**75.36**	**22.9**	**27.8**

Peak step 17:00 (6) **AM Peak step** 6:00 (5) **PM Peak step** 17:00 (6)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	69	0	0	4	14	26	21	4	0	0	0	0	0	0	0	0	0	19.1	75.36	22.9	27.8

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4519 -- English (ENU)

Datasets:
Site: **[6] SORREL WAY S OF FOUNTAIN OAKS DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	100.0	12.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.9	100.0	17.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.3	100.0	16.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4.6	100.0	13.6	-
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3.8	100.0	12.8	-
0900	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5.1	100.0	10.8	-
1000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	100.0	10.2	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
1200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	100.0	10.4	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	7.7	-
1500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	100.0	12.7	-
1600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	100.0	9.4	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	9.0	-
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	100.0	7.9	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	9.3	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.0	100.0	15.9	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	6.0	-
07-19	**21**	**1**	**8**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.6**	**95.24**	**10.5**	**13.5**
06-22	**23**	**1**	**9**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.0**	**95.65**	**10.6**	**14.0**
06-00	**24**	**1**	**10**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.0**	**95.83**	**10.5**	**13.8**
00-00	**27**	**1**	**10**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.0**	**88.89**	**11.0**	**14.9**

Peak step 9:00 (5) **AM Peak step** 9:00 (5) **PM Peak step** 12:00 (2)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**27**	**1**	**10**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.0**	**88.89**	**11.0**	**14.9**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4520 -- English (ENU)

Datasets:

Site: **[6] SORREL WAY S OF FOUNTAIN OAKS DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5.5	100.0	15.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.4	100.0	17.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.8	100.0	18.7	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	100.0	19.1	-
0800	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7.7	100.0	15.1	-
0900	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	100.0	10.2	-
1000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.9	100.0	12.4	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
1200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	100.0	11.0	-
1300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8.9	100.0	17.7	-
1400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6.5	100.0	14.2	-
1500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	4.9	-
1600	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5.1	66.67	13.7	-
1700	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5.9	100.0	13.9	-
1800	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3.4	100.0	10.9	-
1900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3	100.0	11.4	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.8	100.0	16.7	-
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4.1	100.0	11.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1	100.0	12.0	-
07-19	**24**	**1**	**5**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**75.00**	**12.7**	**17.9**
06-22	**29**	**1**	**6**	**13**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**79.31**	**12.6**	**17.2**
06-00	**30**	**1**	**6**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**80.00**	**12.6**	**17.1**
00-00	**33**	**1**	**6**	**14**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7.7**	**78.79**	**13.0**	**17.5**

Peak step 9:00 (3) **AM Peak step** 9:00 (3) **PM Peak step** 16:00 (3)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	33	1	6	14	12	0	0	0	0	0	0	0	0	0	0	0	0	7.7	78.79	13.0	17.5

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4522 -- English (ENU)

Datasets:

Site: **[7] FOUNTAIN OAKS DR BT SORREL WAY AND HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	20.6	75.00	29.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.0	100.0	21.8	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	100.0	28.2	-
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20.7	100.0	30.5	-
0600	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	21.6	100.0	27.7	-
0700	111	0	0	2	7	27	53	22	0	0	0	0	0	0	0	0	0	21.1	84.68	26.2	30.4
0800	35	0	0	0	0	7	19	8	1	0	0	0	0	0	0	0	0	22.3	88.57	27.5	31.3
0900	17	0	0	1	2	2	9	2	1	0	0	0	0	0	0	0	0	20.9	70.59	25.8	31.4
1000	24	0	0	0	0	4	14	6	0	0	0	0	0	0	0	0	0	21.9	83.33	27.8	32.3
1100	35	0	1	0	0	8	17	5	4	0	0	0	0	0	0	0	0	22.6	80.00	27.7	32.3
1200	44	0	0	0	0	14	17	13	0	0	0	0	0	0	0	0	0	22.1	86.36	27.2	31.4
1300	72	0	0	1	9	24	27	11	0	0	0	0	0	0	0	0	0	19.6	72.22	25.3	30.2
1400	90	0	0	2	2	23	44	18	1	0	0	0	0	0	0	0	0	22.0	81.11	26.8	31.0
1500	54	0	1	1	0	18	17	17	0	0	0	0	0	0	0	0	0	22.1	77.78	26.7	31.7
1600	49	0	0	0	0	13	24	9	3	0	0	0	0	0	0	0	0	22.0	89.80	27.7	31.1
1700	88	0	0	1	2	15	51	19	0	0	0	0	0	0	0	0	0	22.6	88.64	27.4	30.5
1800	41	0	0	0	1	12	20	5	3	0	0	0	0	0	0	0	0	21.5	85.37	27.3	31.3
1900	47	0	0	3	3	14	21	5	1	0	0	0	0	0	0	0	0	21.7	76.60	25.3	29.3
2000	29	0	0	1	1	12	9	6	0	0	0	0	0	0	0	0	0	21.8	82.76	25.7	31.4
2100	14	0	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	20.4	85.71	26.1	29.9
2200	17	0	0	0	0	5	9	2	1	0	0	0	0	0	0	0	0	20.6	88.24	26.7	30.9
2300	4	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	19.1	50.00	33.3	-
07-19	**660**	**0**	**2**	**8**	**23**	**167**	**312**	**135**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**81.52**	**26.8**	**30.9**
06-22	**756**	**0**	**2**	**12**	**28**	**197**	**354**	**149**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**80.95**	**26.7**	**30.8**
06-00	**777**	**0**	**2**	**12**	**28**	**203**	**364**	**151**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**80.69**	**26.7**	**30.8**
00-00	**784**	**0**	**2**	**12**	**28**	**205**	**366**	**153**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**80.61**	**26.7**	**30.8**

Peak step 7:00 (111) **AM Peak step** 7:00 (111) **PM Peak step** 14:00 (90)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**784**	**0**	**2**	**12**	**28**	**205**	**366**	**153**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**80.61**	**26.7**	**30.8**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4521 -- English (ENU)

Datasets:

Site: **[7] FOUNTAIN OAKS DR BT SORREL WAY AND HILL RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	21.1	100.0	31.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	100.0	27.5	-
0400	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	20.1	100.0	28.9	-
0500	17	0	0	1	0	7	8	1	0	0	0	0	0	0	0	0	0	18.8	88.24	23.9	28.2
0600	24	0	1	1	1	5	7	5	3	1	0	0	0	0	0	0	0	21.1	62.50	27.3	36.0
0700	152	0	0	0	1	37	84	25	5	0	0	0	0	0	0	0	0	22.0	88.82	27.2	30.4
0800	55	0	0	0	5	10	30	9	1	0	0	0	0	0	0	0	0	22.8	78.18	26.8	31.2
0900	50	0	0	0	0	7	25	14	3	1	0	0	0	0	0	0	0	23.6	80.00	29.2	34.0
1000	41	0	1	0	0	3	19	18	0	0	0	0	0	0	0	0	0	23.2	90.24	28.7	32.6
1100	35	0	0	1	1	7	8	15	3	0	0	0	0	0	0	0	0	22.4	74.29	28.8	34.4
1200	47	0	0	0	1	5	24	13	3	1	0	0	0	0	0	0	0	23.9	80.85	28.9	33.1
1300	52	0	0	3	3	11	19	13	3	0	0	0	0	0	0	0	0	22.8	67.31	27.1	32.7
1400	127	0	0	0	3	31	62	29	2	0	0	0	0	0	0	0	0	23.0	84.25	27.2	31.2
1500	57	0	0	0	3	3	26	24	1	0	0	0	0	0	0	0	0	24.2	87.72	29.0	33.2
1600	39	0	0	0	0	6	19	12	2	0	0	0	0	0	0	0	0	24.6	79.49	28.9	33.4
1700	48	0	1	0	0	3	25	17	2	0	0	0	0	0	0	0	0	24.7	89.58	28.6	33.1
1800	52	0	0	0	1	7	31	13	0	0	0	0	0	0	0	0	0	22.7	88.46	27.6	31.3
1900	37	0	0	0	5	6	20	6	0	0	0	0	0	0	0	0	0	21.8	81.08	25.9	30.2
2000	24	0	0	1	2	7	9	4	0	1	0	0	0	0	0	0	0	19.2	70.83	26.1	31.8
2100	8	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	23.3	87.50	29.4	-
2200	8	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	24.6	100.0	28.8	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13.6	100.0	23.5	-
07-19	**755**	**0**	**2**	**4**	**18**	**130**	**372**	**202**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**80.66**	**27.9**	**32.1**
06-22	**848**	**0**	**3**	**6**	**26**	**149**	**412**	**219**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**79.48**	**27.8**	**32.0**
06-00	**857**	**0**	**3**	**6**	**26**	**150**	**418**	**221**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**79.46**	**27.8**	**32.0**
00-00	**879**	**0**	**3**	**7**	**26**	**157**	**430**	**223**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**78.95**	**27.7**	**31.9**

Peak step 7:00 (152) **AM Peak step** 7:00 (152) **PM Peak step** 14:00 (127)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	879	0	3	7	26	157	430	223	29	4	0	0	0	0	0	0	0	23.6	78.95	27.7	31.9

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4523 -- English (ENU)

Datasets:

Site: **[8] FOUNTAIN AVE S OF FOUNTAIN OAKS DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1.6	66.67	13.3	-
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8.1	100.0	16.8	-
0700	5	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7.4	80.00	13.1	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0900	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7.7	75.00	14.9	-
1000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5.9	100.0	15.8	-
1100	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5.9	100.0	11.8	-
1200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	100.0	11.7	-
1300	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	9.2	83.33	16.0	-
1400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10.6	100.0	19.0	-
1500	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10.2	100.0	17.3	-
1600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9.3	100.0	16.8	-
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	100.0	14.5	-
1800	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8.3	100.0	17.7	-
1900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6.8	100.0	15.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
07-19	**31**	**0**	**4**	**11**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**83.87**	**15.1**	**19.1**
06-22	**36**	**0**	**4**	**13**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**86.11**	**15.3**	**19.1**
06-00	**36**	**0**	**4**	**13**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**86.11**	**15.3**	**19.1**
00-00	**39**	**0**	**5**	**14**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**84.62**	**15.1**	**19.1**

Peak step 13:00 (6) **AM Peak step** 7:00 (5) **PM Peak step** 13:00 (6)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**39**	**0**	**5**	**14**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10.6**	**84.62**	**15.1**	**19.1**

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4524 -- English (ENU)

Datasets:
Site: **[8] FOUNTAIN AVE S OF FOUNTAIN OAKS DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6.6	100.0	16.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	6.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10.5	100.0	17.3	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	8.0	-
1000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	100.0	10.1	-
1100	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9.7	100.0	15.4	-
1200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	100.0	11.1	-
1300	7	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	11.4	85.71	16.4	-
1400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.8	100.0	22.6	-
1500	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4.9	75.00	14.3	-
1600	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	14.2	100.0	23.9	-
1700	7	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	12.0	85.71	17.0	-
1800	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	10.5	100.0	17.9	-
1900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9.4	100.0	16.6	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	100.0	19.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
07-19	**32**	**0**	**4**	**8**	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.8**	**71.88**	**16.4**	**21.3**
06-22	**34**	**0**	**4**	**9**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.8**	**73.53**	**16.4**	**21.0**
06-00	**35**	**0**	**4**	**9**	**14**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.8**	**74.29**	**16.5**	**20.9**
00-00	**37**	**0**	**5**	**9**	**15**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.8**	**72.97**	**16.2**	**20.6**

Peak step 13:00 (7) **AM Peak step** 11:00 (3) **PM Peak step** 13:00 (7)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	37	0	5	9	15	8	0	0	0	0	0	0	0	0	0	0	0	12.8	72.97	16.2	20.6

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4525 -- English (ENU)

Datasets:
Site: **[9] SORREL WAY S OF DUNNE AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22.0	100.0	31.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	25.2	100.0	31.5	-
0400	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	22.8	100.0	29.9	-
0500	15	0	0	0	4	1	5	5	0	0	0	0	0	0	0	0	0	24.7	66.67	26.6	33.6
0600	28	0	0	1	2	7	10	6	2	0	0	0	0	0	0	0	0	21.0	75.00	26.6	32.3
0700	51	0	0	0	5	15	20	10	1	0	0	0	0	0	0	0	0	19.5	68.63	26.3	32.3
0800	29	0	0	1	1	7	8	9	3	0	0	0	0	0	0	0	0	22.3	68.97	27.9	34.4
0900	24	0	0	0	1	8	9	5	1	0	0	0	0	0	0	0	0	22.1	83.33	26.8	31.1
1000	15	0	0	0	2	3	8	1	1	0	0	0	0	0	0	0	0	21.3	80.00	26.3	30.6
1100	17	0	0	0	1	1	5	7	3	0	0	0	0	0	0	0	0	22.4	76.47	29.9	36.3
1200	14	0	0	0	1	3	5	5	0	0	0	0	0	0	0	0	0	24.5	71.43	27.9	34.1
1300	27	0	0	2	4	9	5	5	2	0	0	0	0	0	0	0	0	21.6	59.26	25.4	33.2
1400	23	0	0	1	0	11	6	3	2	0	0	0	0	0	0	0	0	19.6	73.91	25.6	32.6
1500	10	0	1	1	0	2	4	2	0	0	0	0	0	0	0	0	0	19.9	60.00	25.0	-
1600	20	0	0	0	2	6	7	3	2	0	0	0	0	0	0	0	0	21.3	70.00	27.0	34.7
1700	23	0	0	1	2	4	7	8	0	1	0	0	0	0	0	0	0	22.6	73.91	27.2	31.7
1800	25	0	1	1	5	7	4	7	0	0	0	0	0	0	0	0	0	17.4	56.00	24.1	32.8
1900	16	0	1	0	2	2	7	4	0	0	0	0	0	0	0	0	0	22.3	75.00	26.7	32.0
2000	16	0	0	1	4	7	2	1	1	0	0	0	0	0	0	0	0	15.7	81.25	22.5	27.8
2100	10	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	17.7	80.00	22.7	-
2200	6	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	20.5	66.67	23.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
07-19	**278**	**0**	**2**	**7**	**24**	**76**	**88**	**65**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**65.11**	**26.5**	**32.1**
06-22	**348**	**0**	**3**	**9**	**35**	**96**	**110**	**76**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**64.37**	**26.3**	**32.1**
06-00	**354**	**0**	**3**	**10**	**36**	**97**	**111**	**78**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**64.12**	**26.2**	**32.1**
00-00	**378**	**0**	**3**	**10**	**40**	**98**	**120**	**87**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**64.29**	**26.3**	**32.1**

Peak step 7:00 (51) **AM Peak step** 7:00 (51) **PM Peak step** 13:00 (27)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	378	0	3	10	40	98	120	87	19	1	0	0	0	0	0	0	0	22.6	64.29	26.3	32.1

Traffic Data Service -- San Jose, CA
Speed Report

CustomList-4526 -- English (ENU)

Datasets:
Site: **[9] SORREL WAY S OF DUNNE AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Vbin] Speed bin totals
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Tuesday, June 4, 2019**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.1	100.0	24.0	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18.8	100.0	24.5	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10.7	100.0	20.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.1	100.0	17.9	-
0600	6	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	7.7	50.00	19.0	-
0700	16	0	0	1	4	5	4	2	0	0	0	0	0	0	0	0	0	13.3	56.25	22.9	30.0
0800	17	0	1	0	2	5	6	3	0	0	0	0	0	0	0	0	0	20.9	76.47	24.2	30.4
0900	15	0	0	0	1	5	8	1	0	0	0	0	0	0	0	0	0	20.0	86.67	25.0	29.2
1000	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	17.6	100.0	23.4	-
1100	15	0	0	0	1	3	8	2	1	0	0	0	0	0	0	0	0	19.3	73.33	26.3	31.5
1200	21	0	0	0	2	10	6	3	0	0	0	0	0	0	0	0	0	19.9	76.19	25.2	30.5
1300	25	0	0	2	0	8	11	3	1	0	0	0	0	0	0	0	0	20.1	76.00	25.3	30.6
1400	32	0	0	4	3	15	8	2	0	0	0	0	0	0	0	0	0	19.5	75.00	22.9	28.7
1500	28	0	0	1	0	7	9	9	2	0	0	0	0	0	0	0	0	23.0	78.57	27.4	32.8
1600	40	0	1	3	2	11	16	6	1	0	0	0	0	0	0	0	0	21.9	77.50	25.0	31.0
1700	37	0	0	1	1	4	21	7	2	1	0	0	0	0	0	0	0	23.0	83.78	28.0	32.6
1800	38	0	0	0	6	15	12	3	2	0	0	0	0	0	0	0	0	18.6	76.32	24.7	30.0
1900	37	0	0	3	4	12	13	5	0	0	0	0	0	0	0	0	0	18.7	72.97	24.0	29.1
2000	24	0	0	0	5	10	8	1	0	0	0	0	0	0	0	0	0	17.8	79.17	23.9	28.3
2100	22	0	0	1	4	7	9	1	0	0	0	0	0	0	0	0	0	19.0	72.73	23.3	28.2
2200	20	0	0	0	1	12	6	1	0	0	0	0	0	0	0	0	0	18.5	95.00	24.1	27.3
2300	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	10.6	75.00	22.1	-
07-19	**290**	**0**	**2**	**12**	**23**	**91**	**111**	**41**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.0**	**68.62**	**25.3**	**30.5**
06-22	**379**	**0**	**3**	**17**	**38**	**120**	**143**	**48**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**68.87**	**24.8**	**30.1**
06-00	**403**	**0**	**3**	**17**	**41**	**133**	**149**	**50**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**69.48**	**24.8**	**30.0**
00-00	**408**	**0**	**3**	**17**	**42**	**136**	**150**	**50**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**69.61**	**24.7**	**30.0**

Peak step 16:00 (40) **AM Peak step** 8:00 (17) **PM Peak step** 16:00 (40)

*** Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	**408**	**0**	**3**	**17**	**42**	**136**	**150**	**50**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**69.61**	**24.7**	**30.0**

Appendix C

Volume Summary

Intersection Number: 1
Traffix Node Number: 123
Intersection Name: Butterfield Boulevard and Dunne Avenue
Peak Hour: AM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	111	298	209	291	312	108	216	1103	51	13	408	153	3273
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**117**	**312**	**219**	**305**	**327**	**113**	**226**	**1154**	**54**	**14**	**427**	**160**	**3428**
Project Trips (b)	0	0	4	11	9	0	0	0	0	0	3	0	27
Existing Plus Project Conditions (c)	**117**	**312**	**223**	**316**	**336**	**113**	**226**	**1154**	**54**	**14**	**430**	**160**	**3455**
Model - Year 2015 (d)	180	201	331	230	365	118	141	614	130	51	470	249	3080
Model - Year 2030 No Project (e)	223	314	404	341	391	150	185	754	147	78	502	354	3841
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**160**	**425**	**292**	**416**	**353**	**145**	**270**	**1294**	**71**	**41**	**459**	**265**	**4189**
Year 2030 with Project Conditions (f+b)	**160**	**425**	**296**	**427**	**362**	**145**	**270**	**1294**	**71**	**41**	**462**	**265**	**4216**
Model - Year 2035 GP No Project (g)	223	346	404	291	400	154	161	599	142	83	527	310	3640
Year 2035 GP No Project Conditions (a+max(g-d,0)	**160**	**457**	**292**	**366**	**362**	**149**	**246**	**1154**	**66**	**46**	**484**	**221**	**4003**
Model - Year 2035 GP Plus Project (h)	223	345	405	299	406	154	161	599	141	83	528	310	3654
Year 2035 GP with Project Conditions (a+max(h-d,0)	**160**	**456**	**293**	**374**	**368**	**149**	**246**	**1154**	**65**	**46**	**485**	**221**	**4017**

Intersection Number: 2
Traffix Node Number: 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: AM
Count Date: 02/06/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	100	139	66	263	625	278	604	542	22	6	491	171	3307
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**100**	**139**	**66**	**263**	**625**	**278**	**604**	**542**	**22**	**6**	**491**	**171**	**3307**
Project Trips (b)	0	0	2	6	15	9	3	0	0	0	5	0	40
Existing Plus Project Conditions (c)	**100**	**139**	**68**	**269**	**640**	**287**	**607**	**542**	**22**	**6**	**496**	**171**	**3347**
Model - Year 2015 (d)	60	67	100	236	595	279	486	370	31	4	506	34	2768
Model - Year 2030 No Project (e)	92	130	159	346	638	371	738	442	42	8	568	68	3601
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**132**	**202**	**125**	**373**	**668**	**370**	**856**	**614**	**33**	**10**	**553**	**205**	**4140**
Year 2030 with Project Conditions (f+b)	**132**	**202**	**127**	**379**	**683**	**379**	**859**	**614**	**33**	**10**	**558**	**205**	**4180**
Model - Year 2035 GP No Project (g)	92	98	207	287	688	434	919	322	46	8	593	37	3731
Year 2035 GP No Project Conditions (a+max(g-d,0)	**132**	**170**	**173**	**314**	**718**	**433**	**1037**	**542**	**37**	**10**	**578**	**174**	**4318**
Model - Year 2035 GP Plus Project (h)	92	99	206	288	700	436	917	321	45	8	594	37	3743
Year 2035 GP with Project Conditions (a+max(h-d,0)	**132**	**171**	**172**	**315**	**730**	**435**	**1035**	**542**	**36**	**10**	**579**	**174**	**4331**

Intersection Number: 3
Traffix Node Number: 1646
Intersection Name: Walnut Grove Drive and Dunne Avenue
Peak Hour: AM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	24	13	122	73	562	169	135	12	76	95	687	80	2048
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**25**	**14**	**126**	**76**	**579**	**175**	**140**	**13**	**79**	**98**	**708**	**83**	**2116**
Project Trips (b)	0	0	0	0	20	0	0	0	0	0	7	0	27
Existing Plus Project Conditions (c)	**25**	**14**	**126**	**76**	**599**	**175**	**140**	**13**	**79**	**98**	**715**	**83**	**2143**
Model - Year 2015 (d)	5	0	96	24	671	207	59	1	32	0	927	14	2036
Model - Year 2030 No Project (e)	12	1	111	25	811	210	70	1	36	2	1081	18	2377
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**32**	**15**	**141**	**77**	**719**	**178**	**151**	**13**	**83**	**100**	**862**	**87**	**2457**
Year 2030 with Project Conditions (f+b)	**32**	**15**	**141**	**77**	**739**	**178**	**151**	**13**	**83**	**100**	**869**	**87**	**2484**
Model - Year 2035 GP No Project (g)	13	1	151	26	757	229	73	1	37	2	1094	17	2401
Year 2035 GP No Project Conditions (a+max(g-d,0)	**33**	**15**	**181**	**78**	**665**	**197**	**154**	**13**	**84**	**100**	**875**	**86**	**2481**
Model - Year 2035 GP Plus Project (h)	13	1	152	26	772	230	73	1	37	2	1096	16	2419
Year 2035 GP with Project Conditions (a+max(h-d,0)	**33**	**15**	**182**	**78**	**680**	**198**	**154**	**13**	**84**	**100**	**877**	**85**	**2499**

Intersection Number: 4
Traffix Node Number: 124
Intersection Name: US 101 Southbound Ramps and Dunne Avenue
Peak Hour: AM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	288	0	184	0	664	177	0	0	0	247	750	0	2310
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**302**	**0**	**193**	**0**	**695**	**186**	**0**	**0**	**0**	**259**	**785**	**0**	**2420**
Project Trips (b)	0	0	28	0	20	0	0	0	0	0	7	0	55
Existing Plus Project Conditions (c)	**302**	**0**	**221**	**0**	**715**	**186**	**0**	**0**	**0**	**259**	**792**	**0**	**2475**
Model - Year 2015 (d)	348	0	253	0	692	241	0	0	0	314	646	0	2494
Model - Year 2030 No Project (e)	392	0	308	0	772	305	0	0	0	367	747	0	2890
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**346**	**0**	**248**	**0**	**775**	**250**	**0**	**0**	**0**	**312**	**886**	**0**	**2816**
Year 2030 with Project Conditions (f+b)	**346**	**0**	**276**	**0**	**795**	**250**	**0**	**0**	**0**	**312**	**893**	**0**	**2871**
Model - Year 2035 GP No Project (g)	388	0	278	0	749	310	0	0	0	393	792	0	2910
Year 2035 GP No Project Conditions (a+max(g-d,0)	**342**	**0**	**218**	**0**	**752**	**255**	**0**	**0**	**0**	**338**	**931**	**0**	**2836**
Model - Year 2035 GP Plus Project (h)	388	0	287	0	767	314	0	0	0	394	794	0	2944
Year 2035 GP with Project Conditions (a+max(h-d,0)	**342**	**0**	**227**	**0**	**770**	**259**	**0**	**0**	**0**	**339**	**933**	**0**	**2870**

Intersection Number: 5
Traffix Node Number: 125
Intersection Name: US 101 Northbound Ramps and Dunne Avenue
Peak Hour: AM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	669	0	43	0	97	0	450	0	1259
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**700**	**0**	**45**	**0**	**102**	**0**	**471**	**0**	**1318**
Project Trips (b)	0	0	0	83	20	0	0	0	0	0	35	0	138
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**83**	**720**	**0**	**45**	**0**	**102**	**0**	**506**	**0**	**1456**
Model - Year 2015 (d)	0	0	0	0	750	0	180	0	183	0	489	0	1602
Model - Year 2030 No Project (e)	0	0	0	0	938	0	273	0	183	0	619	0	2013
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**888**	**0**	**138**	**0**	**102**	**0**	**601**	**0**	**1729**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**83**	**908**	**0**	**138**	**0**	**102**	**0**	**636**	**0**	**1867**
Model - Year 2035 GP No Project (g)	0	0	0	0	867	0	284	0	192	0	630	0	1973
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**0**	**0**	**0**	**817**	**0**	**149**	**0**	**111**	**0**	**612**	**0**	**1689**
Model - Year 2035 GP Plus Project (h)	0	0	0	11	890	0	285	0	191	0	643	0	2020
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**0**	**0**	**11**	**840**	**0**	**150**	**0**	**110**	**0**	**625**	**0**	**1736**

Intersection Number: 6
Traffix Node Number: 554
Intersection Name: US 101 Southbound Ramps and Tennant Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	424	2	48	0	645	71	0	0	0	205	960	0	2355
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**437**	**3**	**50**	**0**	**665**	**74**	**0**	**0**	**0**	**212**	**990**	**0**	**2431**
Project Trips (b)	0	0	0	0	30	19	0	0	0	0	10	0	59
Existing Plus Project Conditions (c)	**437**	**3**	**50**	**0**	**695**	**93**	**0**	**0**	**0**	**212**	**1000**	**0**	**2490**
Model - Year 2015 (d)	509	0	41	0	599	50	0	0	0	222	869	0	2290
Model - Year 2030 No Project (e)	659	0	112	0	845	107	0	0	0	258	1204	0	3185
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**587**	**3**	**121**	**0**	**911**	**131**	**0**	**0**	**0**	**248**	**1325**	**0**	**3326**
Year 2030 with Project Conditions (f+b)	**587**	**3**	**121**	**0**	**941**	**150**	**0**	**0**	**0**	**248**	**1335**	**0**	**3385**
Model - Year 2035 GP No Project (g)	677	0	129	0	880	136	0	0	0	284	1369	0	3475
Year 2035 GP No Project Conditions (a+max(g-d,0)	**605**	**3**	**138**	**0**	**946**	**160**	**0**	**0**	**0**	**274**	**1490**	**0**	**3616**
Model - Year 2035 GP Plus Project (h)	678	0	129	0	898	149	0	0	0	285	1371	0	3510
Year 2035 GP with Project Conditions (a+max(h-d,0)	**606**	**3**	**138**	**0**	**964**	**173**	**0**	**0**	**0**	**275**	**1492**	**0**	**3651**

Intersection Number: 7
Traffix Node Number: 344
Intersection Name: US 101 Northbound Ramps and Tennant Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	217	424	0	139	20	293	602	388	0	2083
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**224**	**437**	**0**	**144**	**21**	**302**	**621**	**400**	**0**	**2149**
Project Trips (b)	0	0	0	0	48	0	6	0	0	0	10	0	64
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**224**	**485**	**0**	**150**	**21**	**302**	**621**	**410**	**0**	**2213**
Model - Year 2015 (d)	0	0	0	127	321	0	69	0	329	0	181	0	1027
Model - Year 2030 No Project (e)	0	0	0	177	540	0	170	0	412	0	429	0	1728
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**274**	**656**	**0**	**245**	**21**	**385**	**621**	**648**	**0**	**2850**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**274**	**704**	**0**	**251**	**21**	**385**	**621**	**658**	**0**	**2914**
Model - Year 2035 GP No Project (g)	0	0	0	216	599	0	222	0	417	0	511	0	1965
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**0**	**0**	**313**	**715**	**0**	**297**	**21**	**390**	**621**	**730**	**0**	**3087**
Model - Year 2035 GP Plus Project (h)	0	0	0	216	631	0	224	0	414	0	513	0	1998
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**0**	**0**	**313**	**747**	**0**	**299**	**21**	**387**	**621**	**732**	**0**	**3120**

Intersection Number: 8
Traffix Node Number: 120
Intersection Name: Condit Road and Main Avenue
Peak Hour: AM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	34	72	10	66	253	146	164	134	124	143	292	68	1506
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**36**	**76**	**11**	**70**	**265**	**153**	**172**	**141**	**130**	**150**	**306**	**72**	**1582**
Project Trips (b)	0	3	3	7	13	0	0	7	5	2	4	0	44
Existing Plus Project Conditions (c)	**36**	**79**	**14**	**77**	**278**	**153**	**172**	**148**	**135**	**152**	**310**	**72**	**1626**
Model - Year 2015 (d)	38	36	2	6	127	68	72	32	91	75	130	78	755
Model - Year 2030 No Project (e)	83	108	7	19	188	115	111	203	144	127	180	174	1457
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**81**	**148**	**16**	**83**	**326**	**200**	**211**	**312**	**183**	**202**	**356**	**168**	**2284**
Year 2030 with Project Conditions (f+b)	**81**	**151**	**19**	**90**	**339**	**200**	**211**	**319**	**188**	**204**	**360**	**168**	**2328**
Model - Year 2035 GP No Project (g)	46	31	0	2	352	18	10	61	136	64	268	187	1175
Year 2035 GP No Project Conditions (a+max(g-d,0)	**44**	**76**	**11**	**70**	**490**	**153**	**172**	**170**	**175**	**150**	**444**	**181**	**2136**
Model - Year 2035 GP Plus Project (h)	45	31	1	3	355	18	10	61	140	64	266	184	1178
Year 2035 GP with Project Conditions (a+max(h-d,0)	**43**	**76**	**11**	**70**	**493**	**153**	**172**	**170**	**179**	**150**	**442**	**178**	**2137**

Intersection Number: 9
Traffix Node Number: 3115
Intersection Name: Condit Road and Dunne Avenue
Peak Hour: AM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	327	54	69	79	1160	11	22	198	151	36	305	180	2592
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**337**	**56**	**72**	**82**	**1196**	**12**	**23**	**204**	**156**	**38**	**315**	**186**	**2677**
Project Trips (b)	0	1	4	11	92	0	0	2	12	4	31	0	157
Existing Plus Project Conditions (c)	**337**	**57**	**76**	**93**	**1288**	**12**	**23**	**206**	**168**	**42**	**346**	**186**	**2834**
Model - Year 2015 (d)	172	26	62	69	1197	18	4	18	66	65	471	133	2301
Model - Year 2030 No Project (e)	245	62	114	110	1201	27	6	53	116	120	512	261	2825
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**410**	**92**	**124**	**123**	**1200**	**21**	**25**	**239**	**206**	**93**	**356**	**314**	**3201**
Year 2030 with Project Conditions (f+b)	**410**	**93**	**128**	**134**	**1292**	**21**	**25**	**241**	**218**	**97**	**387**	**314**	**3358**
Model - Year 2035 GP No Project (g)	110	23	27	87	1238	47	9	24	130	140	587	187	2609
Year 2035 GP No Project Conditions (a+max(g-d,0)	**337**	**56**	**72**	**100**	**1237**	**41**	**28**	**210**	**220**	**113**	**431**	**240**	**3085**
Model - Year 2035 GP Plus Project (h)	110	23	29	91	1275	48	9	25	139	143	600	186	2678
Year 2035 GP with Project Conditions (a+max(h-d,0)	**337**	**56**	**72**	**104**	**1274**	**42**	**28**	**211**	**229**	**116**	**444**	**239**	**3152**

Intersection Number: 10
Traffix Node Number: 1329
Intersection Name: Condit Road and Tennant Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	82	0	3	75	555	0	0	0	0	0	249	292	1256
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**85**	**0**	**4**	**78**	**572**	**0**	**0**	**0**	**0**	**0**	**257**	**301**	**1297**
Project Trips (b)	5	0	0	0	43	0	0	0	0	0	15	2	65
Existing Plus Project Conditions (c)	**90**	**0**	**4**	**78**	**615**	**0**	**0**	**0**	**0**	**0**	**272**	**303**	**1362**
Model - Year 2015 (d)	59	0	4	10	388	0	0	0	0	0	152	98	711
Model - Year 2030 No Project (e)	94	0	7	14	622	0	0	0	0	0	457	142	1336
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**120**	**0**	**7**	**82**	**806**	**0**	**0**	**0**	**0**	**0**	**562**	**345**	**1922**
Year 2030 with Project Conditions (f+b)	**125**	**0**	**7**	**82**	**849**	**0**	**0**	**0**	**0**	**0**	**577**	**347**	**1987**
Model - Year 2035 GP No Project (g)	81	0	8	15	734	0	0	0	0	0	611	121	1570
Year 2035 GP No Project Conditions (a+max(g-d,0)	**107**	**0**	**8**	**83**	**918**	**0**	**0**	**0**	**0**	**0**	**716**	**324**	**2156**
Model - Year 2035 GP Plus Project (h)	87	0	8	15	761	0	0	0	0	0	615	122	1608
Year 2035 GP with Project Conditions (a+max(h-d,0)	**113**	**0**	**8**	**83**	**945**	**0**	**0**	**0**	**0**	**0**	**720**	**325**	**2194**

Intersection Number: 11
Traffix Node Number: 1117
Intersection Name: Murphy Avenue and Main Avenue
Peak Hour: AM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	465	0	0	0	0	0	466	0	931
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**480**	**0**	**0**	**0**	**0**	**0**	**481**	**0**	**961**
Project Trips (b)	0	0	0	0	21	0	0	0	0	0	7	0	28
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**0**	**501**	**0**	**0**	**0**	**0**	**0**	**488**	**0**	**989**
Model - Year 2015 (d)	0	0	0	0	199	0	0	0	0	0	203	0	402
Model - Year 2030 No Project (e)	0	0	0	0	294	0	0	0	0	0	280	0	574
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**575**	**0**	**0**	**0**	**0**	**0**	**558**	**0**	**1133**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**0**	**596**	**0**	**0**	**0**	**0**	**0**	**565**	**0**	**1161**
Model - Year 2035 GP No Project (g)	83	165	33	72	207	155	142	350	84	41	193	57	1582
Year 2035 GP No Project Conditions (a+max(g-d,0)	**83**	**165**	**33**	**72**	**488**	**155**	**142**	**350**	**84**	**41**	**481**	**57**	**2151**
Model - Year 2035 GP Plus Project (h)	82	162	32	71	208	155	141	360	86	42	192	56	1587
Year 2035 GP with Project Conditions (a+max(h-d,0)	**82**	**162**	**32**	**71**	**489**	**155**	**141**	**360**	**86**	**42**	**481**	**56**	**2157**

Intersection Number: 12
Traffix Node Number: 1366
Intersection Name: Murphy Avenue and Dunne Avenue
Peak Hour: AM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	70	20	43	105	936	80	36	80	295	37	328	52	2082
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**73**	**21**	**45**	**109**	**965**	**83**	**38**	**83**	**304**	**39**	**338**	**54**	**2152**
Project Trips (b)	0	0	0	0	84	0	0	0	18	6	28	0	136
Existing Plus Project Conditions (c)	**73**	**21**	**45**	**109**	**1049**	**83**	**38**	**83**	**322**	**45**	**366**	**54**	**2288**
Model - Year 2015 (d)	173	43	48	57	1062	82	24	29	48	23	385	128	2102
Model - Year 2030 No Project (e)	196	74	53	63	1062	110	31	46	86	88	387	158	2353
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**96**	**52**	**50**	**115**	**965**	**111**	**45**	**100**	**342**	**104**	**340**	**84**	**2403**
Year 2030 with Project Conditions (f+b)	**96**	**52**	**50**	**115**	**1049**	**111**	**45**	**100**	**360**	**110**	**368**	**84**	**2539**
Model - Year 2035 GP No Project (g)	282	167	103	188	997	116	31	139	85	80	353	190	2731
Year 2035 GP No Project Conditions (a+max(g-d,0)	**182**	**145**	**100**	**240**	**965**	**117**	**45**	**193**	**341**	**96**	**338**	**116**	**2878**
Model - Year 2035 GP Plus Project (h)	284	170	104	204	1022	112	32	142	98	84	363	189	2804
Year 2035 GP with Project Conditions (a+max(h-d,0)	**184**	**148**	**101**	**256**	**965**	**113**	**46**	**196**	**354**	**100**	**338**	**115**	**2916**

Intersection Number: 13
Traffix Node Number: 1563
Intersection Name: Murphy Avenue and Tennant Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	67	28	2	27	327	2	0	267	225	34	145	68	1192
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**70**	**29**	**3**	**28**	**337**	**3**	**0**	**276**	**232**	**36**	**150**	**71**	**1235**
Project Trips (b)	4	0	0	0	38	0	0	0	0	0	13	1	56
Existing Plus Project Conditions (c)	**74**	**29**	**3**	**28**	**375**	**3**	**0**	**276**	**232**	**36**	**163**	**72**	**1291**
Model - Year 2015 (d)	114	11	8	19	200	0	0	19	85	31	72	54	613
Model - Year 2030 No Project (e)	154	51	22	30	310	13	5	34	171	195	155	105	1245
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**110**	**69**	**17**	**39**	**447**	**16**	**5**	**291**	**318**	**200**	**233**	**122**	**1867**
Year 2030 with Project Conditions (f+b)	**114**	**69**	**17**	**39**	**485**	**16**	**5**	**291**	**318**	**200**	**246**	**123**	**1923**
Model - Year 2035 GP No Project (g)	201	70	32	47	355	17	6	44	191	257	190	159	1569
Year 2035 GP No Project Conditions (a+max(g-d,0)	**157**	**88**	**27**	**56**	**492**	**20**	**6**	**301**	**338**	**262**	**268**	**176**	**2191**
Model - Year 2035 GP Plus Project (h)	201	70	32	46	381	20	6	44	191	256	196	159	1602
Year 2035 GP with Project Conditions (a+max(h-d,0)	**157**	**88**	**27**	**55**	**518**	**23**	**6**	**301**	**338**	**261**	**274**	**176**	**2224**

Intersection Number: 14
Traffix Node Number: 4100
Intersection Name: Peppertree Avenue and Dunne Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	151	1	10	6	779	3	7	2	28	16	242	70	1315
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**156**	**2**	**11**	**7**	**803**	**4**	**8**	**3**	**29**	**17**	**250**	**73**	**1363**
Project Trips (b)	0	0	0	0	84	0	0	0	0	0	28	0	112
Existing Plus Project Conditions (c)	**156**	**2**	**11**	**7**	**887**	**4**	**8**	**3**	**29**	**17**	**278**	**73**	**1475**
Model - Year 2015 (d)	57	0	4	2	1091	2	3	0	53	20	418	19	1669
Model - Year 2030 No Project (e)	57	0	4	2	1113	2	3	0	61	20	432	19	1712
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**156**	**2**	**11**	**7**	**825**	**4**	**8**	**3**	**37**	**17**	**264**	**73**	**1406**
Year 2030 with Project Conditions (f+b)	**156**	**2**	**11**	**7**	**909**	**4**	**8**	**3**	**37**	**17**	**292**	**73**	**1518**
Model - Year 2035 GP No Project (g)	42	0	3	2	1197	2	3	0	63	19	450	15	1796
Year 2035 GP No Project Conditions (a+max(g-d,0)	**156**	**2**	**11**	**7**	**909**	**4**	**8**	**3**	**39**	**17**	**282**	**73**	**1511**
Model - Year 2035 GP Plus Project (h)	42	0	3	2	1233	2	2	0	63	19	461	15	1842
Year 2035 GP with Project Conditions (a+max(h-d,0)	**156**	**2**	**11**	**7**	**945**	**4**	**8**	**3**	**39**	**17**	**293**	**73**	**1558**

Intersection Number: 15
Traffix Node Number: 4200
Intersection Name: Pine Way and Dunne Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	18	0	4	10	822	7	5	0	9	2	258	11	1146
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**19**	**0**	**5**	**11**	**847**	**8**	**6**	**0**	**10**	**3**	**266**	**12**	**1187**
Project Trips (b)	0	0	0	0	84	0	0	0	0	0	28	0	112
Existing Plus Project Conditions (c)	**19**	**0**	**5**	**11**	**931**	**8**	**6**	**0**	**10**	**3**	**294**	**12**	**1299**
Model - Year 2015 (d)	51	0	6	5	1010	4	4	0	35	22	394	19	1550
Model - Year 2030 No Project (e)	51	0	6	5	1030	4	4	0	35	22	408	19	1585
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**19**	**0**	**5**	**11**	**867**	**8**	**6**	**0**	**10**	**3**	**280**	**12**	**1222**
Year 2030 with Project Conditions (f+b)	**19**	**0**	**5**	**11**	**951**	**8**	**6**	**0**	**10**	**3**	**308**	**12**	**1334**
Model - Year 2035 GP No Project (g)	51	0	6	5	1113	3	3	0	37	23	426	18	1685
Year 2035 GP No Project Conditions (a+max(g-d,0)	**19**	**0**	**5**	**11**	**950**	**8**	**6**	**0**	**12**	**4**	**298**	**12**	**1325**
Model - Year 2035 GP Plus Project (h)	51	0	6	5	1149	3	3	0	37	23	436	18	1731
Year 2035 GP with Project Conditions (a+max(h-d,0)	**19**	**0**	**5**	**11**	**986**	**8**	**6**	**0**	**12**	**4**	**308**	**12**	**1371**

Intersection Number: 16
Traffix Node Number: 4300
Intersection Name: Claret Drive/Tassajara Circle and Dunne Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	32	0	3	13	749	2	1	0	33	5	247	12	1097
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**33**	**0**	**4**	**14**	**772**	**3**	**2**	**0**	**34**	**6**	**255**	**13**	**1136**
Project Trips (b)	0	0	0	0	84	0	0	0	0	0	28	0	112
Existing Plus Project Conditions (c)	**33**	**0**	**4**	**14**	**856**	**3**	**2**	**0**	**34**	**6**	**283**	**13**	**1248**
Model - Year 2015 (d)	48	0	11	8	873	2	0	0	50	13	351	22	1378
Model - Year 2030 No Project (e)	48	0	12	9	893	2	0	0	50	13	368	22	1416
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**33**	**0**	**5**	**15**	**792**	**3**	**2**	**0**	**34**	**6**	**272**	**13**	**1174**
Year 2030 with Project Conditions (f+b)	**33**	**0**	**5**	**15**	**876**	**3**	**2**	**0**	**34**	**6**	**300**	**13**	**1286**
Model - Year 2035 GP No Project (g)	48	0	11	7	970	2	0	0	48	12	380	21	1499
Year 2035 GP No Project Conditions (a+max(g-d,0)	**33**	**0**	**4**	**14**	**869**	**3**	**2**	**0**	**34**	**6**	**284**	**13**	**1262**
Model - Year 2035 GP Plus Project (h)	49	0	10	7	1006	2	0	0	48	12	390	21	1545
Year 2035 GP with Project Conditions (a+max(h-d,0)	**34**	**0**	**4**	**14**	**905**	**3**	**2**	**0**	**34**	**6**	**294**	**13**	**1309**

Intersection Number: 17
Traffix Node Number: 4400
Intersection Name: Hill Road and Main Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	19	9	17	0	470	136	13	0	664
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**20**	**10**	**18**	**0**	**485**	**141**	**14**	**0**	**688**
Project Trips (b)	0	0	0	0	0	0	0	0	21	7	0	0	28
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**0**	**20**	**10**	**18**	**0**	**506**	**148**	**14**	**0**	**716**
Model - Year 2015 (d)	0	0	0	0	68	5	5	0	156	94	41	0	369
Model - Year 2030 No Project (e)	0	0	0	0	70	9	8	0	227	111	44	0	469
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**22**	**14**	**21**	**0**	**556**	**158**	**17**	**0**	**788**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**0**	**22**	**14**	**21**	**0**	**577**	**165**	**17**	**0**	**816**
Model - Year 2035 GP No Project (g)	22	18	2	4	76	5	4	47	120	87	41	8	434
Year 2035 GP No Project Conditions (a+max(g-d,0)	**22**	**18**	**2**	**4**	**28**	**10**	**18**	**47**	**485**	**141**	**14**	**8**	**797**
Model - Year 2035 GP Plus Project (h)	22	18	2	4	76	5	4	46	130	92	41	8	448
Year 2035 GP with Project Conditions (a+max(h-d,0)	**22**	**18**	**2**	**4**	**28**	**10**	**18**	**46**	**485**	**141**	**14**	**8**	**796**

Intersection Number: 18
Traffix Node Number: 4500
Intersection Name: Hill Road and Dunne Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	75	67	72	139	466	73	32	284	241	27	157	46	1679
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**78**	**70**	**75**	**144**	**481**	**76**	**33**	**293**	**249**	**28**	**162**	**48**	**1737**
Project Trips (b)	0	6	1	4	20	0	0	17	64	22	7	0	141
Existing Plus Project Conditions (c)	**78**	**76**	**76**	**148**	**501**	**76**	**33**	**310**	**313**	**50**	**169**	**48**	**1878**
Model - Year 2015 (d)	75	18	47	55	717	15	3	16	91	32	295	38	1402
Model - Year 2030 No Project (e)	75	28	52	84	717	20	7	33	131	48	298	38	1530
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**78**	**80**	**80**	**173**	**481**	**81**	**37**	**310**	**289**	**44**	**165**	**48**	**1865**
Year 2030 with Project Conditions (f+b)	**78**	**86**	**81**	**177**	**501**	**81**	**37**	**327**	**353**	**66**	**172**	**48**	**2006**
Model - Year 2035 GP No Project (g)	58	33	53	59	734	22	6	30	187	64	302	27	1575
Year 2035 GP No Project Conditions (a+max(g-d,0)	**78**	**85**	**81**	**148**	**498**	**83**	**36**	**307**	**345**	**60**	**169**	**48**	**1938**
Model - Year 2035 GP Plus Project (h)	59	37	54	61	748	22	7	37	209	70	307	27	1638
Year 2035 GP with Project Conditions (a+max(h-d,0)	**78**	**89**	**82**	**150**	**512**	**83**	**37**	**314**	**367**	**66**	**174**	**48**	**2000**

Intersection Number: 19
Traffix Node Number: 4700
Intersection Name: Hill Road and Fountain Oaks Drive
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	142	33	101	0	82	82	464	0	0	0	0	904
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**147**	**34**	**105**	**0**	**85**	**85**	**479**	**0**	**0**	**0**	**0**	**935**
Project Trips (b)	0	9	18	53	0	21	7	27	0	0	0	0	135
Existing Plus Project Conditions (c)	**0**	**156**	**52**	**158**	**0**	**106**	**92**	**506**	**0**	**0**	**0**	**0**	**1070**
Model - Year 2015 (d)	0	46	19	48	0	42	27	54	0	0	0	0	236
Model - Year 2030 No Project (e)	0	79	19	48	0	66	44	117	0	0	0	0	373
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**180**	**34**	**105**	**0**	**109**	**102**	**542**	**0**	**0**	**0**	**0**	**1072**
Year 2030 with Project Conditions (f+b)	**0**	**189**	**52**	**158**	**0**	**130**	**109**	**569**	**0**	**0**	**0**	**0**	**1207**
Model - Year 2035 GP No Project (g)	0	107	17	45	0	75	49	172	0	0	0	0	465
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**208**	**34**	**105**	**0**	**118**	**107**	**597**	**0**	**0**	**0**	**0**	**1169**
Model - Year 2035 GP Plus Project (h)	0	98	35	94	0	99	50	151	0	0	0	0	527
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**199**	**50**	**151**	**0**	**142**	**108**	**576**	**0**	**0**	**0**	**0**	**1226**

Intersection Number: 20
Traffix Node Number: 4800
Intersection Name: Hill Road and San Pedro Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	18	207	0	0	0	0	0	534	15	4	0	8	786
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**19**	**214**	**0**	**0**	**0**	**0**	**0**	**551**	**16**	**5**	**0**	**9**	**814**
Project Trips (b)	12	19	0	0	0	0	0	31	4	1	0	4	71
Existing Plus Project Conditions (c)	**31**	**233**	**0**	**0**	**0**	**0**	**0**	**582**	**20**	**6**	**0**	**13**	**885**
Model - Year 2015 (d)	4	84	0	0	0	0	0	80	1	0	0	1	170
Model - Year 2030 No Project (e)	7	139	0	0	0	0	0	160	1	0	0	2	308
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**22**	**269**	**0**	**0**	**0**	**0**	**0**	**631**	**16**	**5**	**0**	**10**	**952**
Year 2030 with Project Conditions (f+b)	**34**	**288**	**0**	**0**	**0**	**0**	**0**	**662**	**20**	**6**	**0**	**14**	**1023**
Model - Year 2035 GP No Project (g)	7	175	0	0	0	0	0	219	4	1	0	2	408
Year 2035 GP No Project Conditions (a+max(g-d,0)	**22**	**305**	**0**	**0**	**0**	**0**	**0**	**690**	**19**	**6**	**0**	**10**	**1052**
Model - Year 2035 GP Plus Project (h)	19	178	0	0	0	0	0	196	9	2	0	5	409
Year 2035 GP with Project Conditions (a+max(h-d,0)	**34**	**308**	**0**	**0**	**0**	**0**	**0**	**667**	**24**	**7**	**0**	**13**	**1053**

Intersection Number: 21
Traffix Node Number: 4900
Intersection Name: Hill Road and Barrett Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	3	194	11	43	52	21	57	498	7	0	3	4	893
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**4**	**200**	**12**	**45**	**54**	**22**	**59**	**514**	**8**	**0**	**4**	**5**	**927**
Project Trips (b)	1	9	11	32	25	30	10	3	0	0	9	0	130
Existing Plus Project Conditions (c)	**5**	**209**	**23**	**77**	**79**	**52**	**69**	**517**	**8**	**0**	**13**	**5**	**1057**
Model - Year 2015 (d)	1	70	14	39	2	47	18	41	0	0	0	0	232
Model - Year 2030 No Project (e)	4	108	27	75	5	79	26	66	4	1	1	1	394
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**7**	**238**	**25**	**81**	**57**	**54**	**67**	**539**	**12**	**1**	**5**	**6**	**1089**
Year 2030 with Project Conditions (f+b)	**8**	**247**	**36**	**113**	**82**	**84**	**77**	**542**	**12**	**1**	**14**	**6**	**1219**
Model - Year 2035 GP No Project (g)	9	140	31	87	6	89	29	70	5	1	1	2	470
Year 2035 GP No Project Conditions (a+max(g-d,0)	**12**	**270**	**29**	**93**	**58**	**64**	**70**	**543**	**13**	**1**	**5**	**7**	**1165**
Model - Year 2035 GP Plus Project (h)	12	135	42	117	31	128	40	66	5	1	10	2	589
Year 2035 GP with Project Conditions (a+max(h-d,0)	**15**	**265**	**40**	**123**	**83**	**103**	**81**	**539**	**13**	**1**	**14**	**7**	**1284**

Intersection Number: 22
Traffix Node Number: 5000
Intersection Name: Hill Road and Tennant Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	146	46	11	173	136	0	0	279	69	16	20	113	1009
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**151**	**48**	**12**	**179**	**141**	**0**	**0**	**288**	**72**	**17**	**21**	**117**	**1046**
Project Trips (b)	38	0	0	0	0	0	0	0	0	0	0	13	51
Existing Plus Project Conditions (c)	**189**	**48**	**12**	**179**	**141**	**0**	**0**	**288**	**72**	**17**	**21**	**130**	**1097**
Model - Year 2015 (d)	69	24	25	10	47	0	0	16	99	22	24	32	368
Model - Year 2030 No Project (e)	123	32	33	25	106	2	1	24	104	24	43	45	559
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**205**	**56**	**20**	**194**	**200**	**2**	**1**	**296**	**77**	**19**	**40**	**130**	**1237**
Year 2030 with Project Conditions (f+b)	**243**	**56**	**20**	**194**	**200**	**2**	**1**	**296**	**77**	**19**	**40**	**143**	**1288**
Model - Year 2035 GP No Project (g)	164	33	35	26	125	2	1	21	104	26	51	57	645
Year 2035 GP No Project Conditions (a+max(g-d,0)	**246**	**57**	**22**	**195**	**219**	**2**	**1**	**293**	**77**	**21**	**48**	**142**	**1323**
Model - Year 2035 GP Plus Project (h)	195	35	37	26	125	2	1	21	104	26	51	64	687
Year 2035 GP with Project Conditions (a+max(h-d,0)	**277**	**59**	**24**	**195**	**219**	**2**	**1**	**293**	**77**	**21**	**48**	**149**	**1365**

Intersection Number: 23
Traffix Node Number: 4600
Intersection Name: Sorrel Way and Dunne Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	6	0	0	0	576	4	5	0	43	16	259	3	912
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**7**	**0**	**0**	**0**	**594**	**5**	**6**	**0**	**45**	**17**	**267**	**4**	**945**
Project Trips (b)	0	0	0	0	0	0	0	0	24	8	0	0	32
Existing Plus Project Conditions (c)	**7**	**0**	**0**	**0**	**594**	**5**	**6**	**0**	**69**	**25**	**267**	**4**	**977**
Model - Year 2015 (d)	0	0	0	0	656	0	0	0	0	0	297	0	953
Model - Year 2030 No Project (e)	0	0	0	0	676	0	0	0	0	0	311	0	986
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**7**	**0**	**0**	**0**	**614**	**5**	**6**	**0**	**45**	**17**	**281**	**4**	**978**
Year 2030 with Project Conditions (f+b)	**7**	**0**	**0**	**0**	**614**	**5**	**6**	**0**	**69**	**25**	**281**	**4**	**1010**
Model - Year 2035 GP No Project (g)	0	0	0	0	681	0	0	0	0	0	315	0	996
Year 2035 GP No Project Conditions (a+max(g-d,0)	**7**	**0**	**0**	**0**	**619**	**5**	**6**	**0**	**45**	**17**	**285**	**4**	**988**
Model - Year 2035 GP Plus Project (h)	0	0	0	0	680	0	0	0	22	8	313	0	1023
Year 2035 GP with Project Conditions (a+max(h-d,0)	**7**	**0**	**0**	**0**	**618**	**5**	**6**	**0**	**67**	**25**	**283**	**4**	**1015**

Intersection Number: 24
Traffix Node Number: 1120
Intersection Name: Condit Road and Diana Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	3	241	101	183	2	51	13	242	1	4	1	0	842
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**4**	**249**	**105**	**189**	**3**	**53**	**14**	**250**	**2**	**5**	**2**	**0**	**876**
Project Trips (b)	0	4	0	0	0	0	0	13	0	0	0	0	17
Existing Plus Project Conditions (c)	**4**	**253**	**105**	**189**	**3**	**53**	**14**	**263**	**2**	**5**	**2**	**0**	**893**
Model - Year 2015 (d)	0	147	31	66	0	68	27	128	0	1	0	1	469
Model - Year 2030 No Project (e)	2	293	53	164	1	76	38	295	5	2	0	3	931
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**6**	**395**	**127**	**287**	**4**	**61**	**25**	**417**	**7**	**6**	**2**	**2**	**1338**
Year 2030 with Project Conditions (f+b)	**6**	**399**	**127**	**287**	**4**	**61**	**25**	**430**	**7**	**6**	**2**	**2**	**1355**
Model - Year 2035 GP No Project (g)	5	107	0	1	1	5	1	207	5	2	0	3	337
Year 2035 GP No Project Conditions (a+max(g-d,0)	**9**	**249**	**105**	**189**	**4**	**53**	**14**	**329**	**7**	**6**	**2**	**2**	**969**
Model - Year 2035 GP Plus Project (h)	5	107	0	1	1	5	1	212	5	2	0	3	342
Year 2035 GP with Project Conditions (a+max(h-d,0)	**9**	**249**	**105**	**189**	**4**	**53**	**14**	**334**	**7**	**6**	**2**	**2**	**974**

Intersection Number: 25
Traffix Node Number: 1121
Intersection Name: Murphy Avenue and Diana Avenue
Peak Hour: AM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	2	0	1	0	108	32	44	2	117	48	79	2	435
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**3**	**0**	**2**	**0**	**112**	**33**	**46**	**3**	**121**	**50**	**82**	**3**	**455**
Project Trips (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions (c)	**3**	**0**	**2**	**0**	**112**	**33**	**46**	**3**	**121**	**50**	**82**	**3**	**455**
Model - Year 2015 (d)	0	0	0	0	108	18	8	0	26	17	41	0	218
Model - Year 2030 No Project (e)	0	0	0	0	162	33	14	0	55	29	57	0	350
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**3**	**0**	**2**	**0**	**166**	**48**	**52**	**3**	**150**	**62**	**98**	**3**	**587**
Year 2030 with Project Conditions (f+b)	**3**	**0**	**2**	**0**	**166**	**48**	**52**	**3**	**150**	**62**	**98**	**3**	**587**
Model - Year 2035 GP No Project (g)	10	295	56	153	4	98	34	400	6	12	1	23	1092
Year 2035 GP No Project Conditions (a+max(g-d,0)	**13**	**295**	**58**	**153**	**112**	**113**	**72**	**403**	**121**	**50**	**82**	**26**	**1498**
Model - Year 2035 GP Plus Project (h)	9	293	56	151	4	100	35	413	6	13	1	23	1104
Year 2035 GP with Project Conditions (a+max(h-d,0)	**12**	**293**	**58**	**151**	**112**	**115**	**73**	**416**	**121**	**50**	**82**	**26**	**1509**

Intersection Number: 1
Traffix Node Number: 123
Intersection Name: Butterfield Boulevard and Dunne Avenue
Peak Hour: PM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	254	1024	372	278	439	118	139	279	30	32	498	147	3610
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**266**	**1071**	**389**	**291**	**460**	**124**	**146**	**292**	**32**	**34**	**521**	**154**	**3780**
Project Trips (b)	0	0	12	7	6	0	0	0	0	0	10	0	35
Existing Plus Project Conditions (c)	**266**	**1071**	**401**	**298**	**466**	**124**	**146**	**292**	**32**	**34**	**531**	**154**	**3815**
Model - Year 2015 (d)	213	765	351	331	447	183	140	260	41	129	400	289	3549
Model - Year 2030 No Project (e)	314	963	443	387	494	195	187	463	89	166	423	329	4454
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**367**	**1269**	**481**	**347**	**507**	**136**	**193**	**495**	**80**	**71**	**544**	**194**	**4685**
Year 2030 with Project Conditions (f+b)	**367**	**1269**	**493**	**354**	**513**	**136**	**193**	**495**	**80**	**71**	**554**	**194**	**4720**
Model - Year 2035 GP No Project (g)	294	861	346	381	494	200	184	456	114	162	457	257	4206
Year 2035 GP No Project Conditions (a+max(g-d,0)	**347**	**1167**	**389**	**341**	**507**	**141**	**190**	**488**	**105**	**67**	**578**	**154**	**4474**
Model - Year 2035 GP Plus Project (h)	295	860	349	384	496	200	185	456	113	162	464	258	4222
Year 2035 GP with Project Conditions (a+max(h-d,0)	**348**	**1166**	**389**	**344**	**509**	**141**	**191**	**488**	**104**	**67**	**585**	**154**	**4486**

Intersection Number: 2
Traffix Node Number: 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: PM
Count Date: 02/06/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	195	626	271	57	451	228	209	139	22	26	753	190	3167
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**195**	**626**	**271**	**57**	**451**	**228**	**209**	**139**	**22**	**26**	**753**	**190**	**3167**
Project Trips (b)	0	0	6	4	10	6	10	0	0	0	17	0	53
Existing Plus Project Conditions (c)	**195**	**626**	**277**	**61**	**461**	**234**	**219**	**139**	**22**	**26**	**770**	**190**	**3220**
Model - Year 2015 (d)	63	355	459	89	458	469	327	126	6	35	665	104	3156
Model - Year 2030 No Project (e)	68	500	569	176	601	741	492	226	14	53	671	130	4240
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**200**	**771**	**381**	**144**	**594**	**500**	**374**	**239**	**30**	**44**	**759**	**216**	**4251**
Year 2030 with Project Conditions (f+b)	**200**	**771**	**387**	**148**	**604**	**506**	**384**	**239**	**30**	**44**	**776**	**216**	**4304**
Model - Year 2035 GP No Project (g)	60	388	592	249	637	841	551	199	16	58	745	138	4474
Year 2035 GP No Project Conditions (a+max(g-d,0)	**195**	**659**	**404**	**217**	**630**	**600**	**433**	**212**	**32**	**49**	**833**	**224**	**4488**
Model - Year 2035 GP Plus Project (h)	60	387	593	249	642	840	553	199	16	57	757	137	4490
Year 2035 GP with Project Conditions (a+max(h-d,0)	**195**	**658**	**405**	**217**	**635**	**599**	**435**	**212**	**32**	**48**	**845**	**223**	**4504**

Intersection Number: 3
Traffix Node Number: 1646
Intersection Name: Walnut Grove Drive and Dunne Avenue
Peak Hour: PM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	106	28	180	25	461	241	125	17	171	168	676	124	2322
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**110**	**29**	**186**	**26**	**475**	**249**	**129**	**18**	**177**	**174**	**697**	**128**	**2398**
Project Trips (b)	0	0	0	0	13	0	0	0	0	0	23	0	36
Existing Plus Project Conditions (c)	**110**	**29**	**186**	**26**	**488**	**249**	**129**	**18**	**177**	**174**	**720**	**128**	**2434**
Model - Year 2015 (d)	22	1	265	15	783	160	30	1	152	2	894	15	2340
Model - Year 2030 No Project (e)	24	1	273	21	899	174	44	2	160	2	1056	20	2674
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**112**	**29**	**194**	**32**	**591**	**263**	**143**	**19**	**185**	**174**	**859**	**133**	**2732**
Year 2030 with Project Conditions (f+b)	**112**	**29**	**194**	**32**	**604**	**263**	**143**	**19**	**185**	**174**	**882**	**133**	**2768**
Model - Year 2035 GP No Project (g)	25	1	282	23	914	180	54	2	157	2	985	20	2645
Year 2035 GP No Project Conditions (a+max(g-d,0)	**113**	**29**	**203**	**34**	**606**	**269**	**153**	**19**	**182**	**174**	**788**	**133**	**2703**
Model - Year 2035 GP Plus Project (h)	25	1	285	23	917	181	55	2	157	2	998	20	2666
Year 2035 GP with Project Conditions (a+max(h-d,0)	**113**	**29**	**206**	**34**	**609**	**270**	**154**	**19**	**182**	**174**	**801**	**133**	**2724**

Intersection Number: 4
Traffix Node Number: 124
Intersection Name: US 101 Southbound Ramps and Dunne Avenue
Peak Hour: PM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	294	0	195	0	637	120	0	0	0	329	860	0	2435
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**308**	**0**	**204**	**0**	**667**	**126**	**0**	**0**	**0**	**345**	**900**	**0**	**2550**
Project Trips (b)	0	0	94	0	13	0	0	0	0	0	23	0	130
Existing Plus Project Conditions (c)	**308**	**0**	**298**	**0**	**680**	**126**	**0**	**0**	**0**	**345**	**923**	**0**	**2680**
Model - Year 2015 (d)	369	0	550	0	535	282	0	0	0	269	919	0	2924
Model - Year 2030 No Project (e)	415	0	608	0	628	347	0	0	0	269	1086	0	3352
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**354**	**0**	**262**	**0**	**760**	**191**	**0**	**0**	**0**	**345**	**1067**	**0**	**2978**
Year 2030 with Project Conditions (f+b)	**354**	**0**	**356**	**0**	**773**	**191**	**0**	**0**	**0**	**345**	**1090**	**0**	**3108**
Model - Year 2035 GP No Project (g)	452	0	464	0	663	432	0	0	0	351	938	0	3300
Year 2035 GP No Project Conditions (a+max(g-d,0)	**391**	**0**	**204**	**0**	**795**	**276**	**0**	**0**	**0**	**427**	**919**	**0**	**3012**
Model - Year 2035 GP Plus Project (h)	452	0	490	0	669	432	0	0	0	349	957	0	3349
Year 2035 GP with Project Conditions (a+max(h-d,0)	**391**	**0**	**204**	**0**	**801**	**276**	**0**	**0**	**0**	**425**	**938**	**0**	**3035**

Intersection Number: 5
Traffix Node Number: 125
Intersection Name: US 101 Northbound Ramps and Dunne Avenue
Peak Hour: PM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	484	0	155	0	296	0	720	0	1655
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**507**	**0**	**163**	**0**	**310**	**0**	**753**	**0**	**1733**
Project Trips (b)	0	0	0	55	13	0	0	0	0	0	116	0	184
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**55**	**520**	**0**	**163**	**0**	**310**	**0**	**869**	**0**	**1917**
Model - Year 2015 (d)	0	0	0	0	566	0	265	0	250	0	1132	0	2213
Model - Year 2030 No Project (e)	0	0	0	0	706	0	332	0	268	0	1334	0	2639
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**647**	**0**	**230**	**0**	**328**	**0**	**955**	**0**	**2159**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**55**	**660**	**0**	**230**	**0**	**328**	**0**	**1071**	**0**	**2343**
Model - Year 2035 GP No Project (g)	0	0	0	0	818	0	357	0	277	0	1053	0	2505
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**0**	**0**	**0**	**759**	**0**	**255**	**0**	**337**	**0**	**753**	**0**	**2104**
Model - Year 2035 GP Plus Project (h)	0	0	0	6	824	0	355	0	277	0	1097	0	2559
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**0**	**0**	**6**	**765**	**0**	**253**	**0**	**337**	**0**	**753**	**0**	**2114**

Intersection Number: 6
Traffix Node Number: 554
Intersection Name: US 101 Southbound Ramps and Tennant Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	334	6	101	0	530	54	0	0	0	428	766	0	2219
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**345**	**7**	**105**	**0**	**547**	**56**	**0**	**0**	**0**	**441**	**790**	**0**	**2291**
Project Trips (b)	0	0	0	0	20	12	0	0	0	0	33	0	65
Existing Plus Project Conditions (c)	**345**	**7**	**105**	**0**	**567**	**68**	**0**	**0**	**0**	**441**	**823**	**0**	**2356**
Model - Year 2015 (d)	650	0	118	0	380	73	0	0	0	593	892	0	2706
Model - Year 2030 No Project (e)	811	0	118	0	672	93	0	0	0	593	1281	0	3568
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**506**	**7**	**105**	**0**	**839**	**76**	**0**	**0**	**0**	**441**	**1179**	**0**	**3153**
Year 2030 with Project Conditions (f+b)	**506**	**7**	**105**	**0**	**859**	**88**	**0**	**0**	**0**	**441**	**1212**	**0**	**3218**
Model - Year 2035 GP No Project (g)	918	0	153	0	765	213	0	0	0	688	1402	0	4139
Year 2035 GP No Project Conditions (a+max(g-d,0)	**613**	**7**	**140**	**0**	**932**	**196**	**0**	**0**	**0**	**536**	**1300**	**0**	**3724**
Model - Year 2035 GP Plus Project (h)	918	0	153	0	772	213	0	0	0	686	1421	0	4163
Year 2035 GP with Project Conditions (a+max(h-d,0)	**613**	**7**	**140**	**0**	**939**	**196**	**0**	**0**	**0**	**534**	**1319**	**0**	**3748**

Intersection Number: 7
Traffix Node Number: 344
Intersection Name: US 101 Northbound Ramps and Tennant Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	50	325	0	102	2	256	440	441	0	1616
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**52**	**335**	**0**	**106**	**3**	**264**	**454**	**455**	**0**	**1669**
Project Trips (b)	0	0	0	0	32	0	21	0	0	0	33	0	86
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**52**	**367**	**0**	**127**	**3**	**264**	**454**	**488**	**0**	**1755**
Model - Year 2015 (d)	0	0	0	59	283	0	53	0	169	0	421	0	985
Model - Year 2030 No Project (e)	0	0	0	141	590	0	113	0	175	0	612	0	1630
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**134**	**642**	**0**	**166**	**3**	**270**	**454**	**646**	**0**	**2314**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**134**	**674**	**0**	**187**	**3**	**270**	**454**	**679**	**0**	**2400**
Model - Year 2035 GP No Project (g)	0	0	0	161	763	0	144	0	214	0	787	0	2069
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**0**	**0**	**154**	**815**	**0**	**197**	**3**	**309**	**454**	**821**	**0**	**2753**
Model - Year 2035 GP Plus Project (h)	0	0	0	161	771	0	156	0	213	0	805	0	2106
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**0**	**0**	**154**	**823**	**0**	**209**	**3**	**308**	**454**	**839**	**0**	**2790**

Intersection Number: 8
Traffix Node Number: 120
Intersection Name: Condit Road and Main Avenue
Peak Hour: PM
Count Date: 05/08/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	100	184	8	11	77	57	50	78	99	220	152	85	1121
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**105**	**193**	**9**	**12**	**81**	**60**	**53**	**82**	**104**	**231**	**159**	**89**	**1178**
Project Trips (b)	0	8	8	5	9	0	0	5	4	6	15	0	60
Existing Plus Project Conditions (c)	**105**	**201**	**17**	**17**	**90**	**60**	**53**	**87**	**108**	**237**	**174**	**89**	**1238**
Model - Year 2015 (d)	63	123	6	2	59	62	51	30	95	82	71	49	693
Model - Year 2030 No Project (e)	168	345	20	9	79	94	86	134	145	153	106	126	1463
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**210**	**415**	**23**	**19**	**101**	**92**	**88**	**186**	**154**	**302**	**194**	**166**	**1948**
Year 2030 with Project Conditions (f+b)	**210**	**423**	**31**	**24**	**110**	**92**	**88**	**191**	**158**	**308**	**209**	**166**	**2008**
Model - Year 2035 GP No Project (g)	228	120	15	1	129	15	20	46	126	155	256	115	1226
Year 2035 GP No Project Conditions (a+max(g-d,0)	**270**	**193**	**18**	**12**	**151**	**60**	**53**	**98**	**135**	**304**	**344**	**155**	**1793**
Model - Year 2035 GP Plus Project (h)	226	126	16	2	130	15	20	45	127	158	258	112	1235
Year 2035 GP with Project Conditions (a+max(h-d,0)	**268**	**196**	**19**	**12**	**152**	**60**	**53**	**97**	**136**	**307**	**346**	**152**	**1798**

Intersection Number: 9
Traffix Node Number: 3115
Intersection Name: Condit Road and Dunne Avenue
Peak Hour: PM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	255	128	95	41	399	35	16	67	47	61	505	238	1887
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**263**	**132**	**98**	**43**	**412**	**37**	**17**	**70**	**49**	**63**	**521**	**246**	**1951**
Project Trips (b)	0	2	12	7	60	0	0	1	8	14	103	0	207
Existing Plus Project Conditions (c)	**263**	**134**	**110**	**50**	**472**	**37**	**17**	**71**	**57**	**77**	**624**	**246**	**2158**
Model - Year 2015 (d)	197	42	96	31	572	11	23	34	104	99	1090	209	2508
Model - Year 2030 No Project (e)	352	95	137	89	572	16	33	71	161	161	1198	307	3191
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**418**	**185**	**139**	**101**	**412**	**42**	**27**	**107**	**106**	**125**	**629**	**344**	**2634**
Year 2030 with Project Conditions (f+b)	**418**	**187**	**151**	**108**	**472**	**42**	**27**	**108**	**114**	**139**	**732**	**344**	**2841**
Model - Year 2035 GP No Project (g)	224	72	116	47	730	24	57	41	187	160	1079	171	2908
Year 2035 GP No Project Conditions (a+max(g-d,0)	**290**	**162**	**118**	**59**	**570**	**50**	**51**	**77**	**132**	**124**	**521**	**246**	**2400**
Model - Year 2035 GP Plus Project (h)	221	81	120	49	751	25	58	40	189	160	1123	170	2987
Year 2035 GP with Project Conditions (a+max(h-d,0)	**287**	**171**	**122**	**61**	**591**	**51**	**52**	**76**	**134**	**124**	**554**	**246**	**2469**

Intersection Number: 10
Traffix Node Number: 1329
Intersection Name: Condit Road and Tennant Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	160	0	46	15	218	0	0	0	0	0	446	120	1005
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**165**	**0**	**48**	**16**	**225**	**0**	**0**	**0**	**0**	**0**	**460**	**124**	**1038**
Project Trips (b)	4	0	0	0	28	0	0	0	0	0	48	6	86
Existing Plus Project Conditions (c)	**169**	**0**	**48**	**16**	**253**	**0**	**0**	**0**	**0**	**0**	**508**	**130**	**1124**
Model - Year 2015 (d)	149	0	28	7	193	0	0	0	0	0	379	96	852
Model - Year 2030 No Project (e)	211	0	47	15	519	0	0	0	0	0	601	124	1517
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**227**	**0**	**67**	**24**	**551**	**0**	**0**	**0**	**0**	**0**	**682**	**152**	**1703**
Year 2030 with Project Conditions (f+b)	**231**	**0**	**67**	**24**	**579**	**0**	**0**	**0**	**0**	**0**	**730**	**158**	**1789**
Model - Year 2035 GP No Project (g)	189	0	41	18	735	0	0	0	0	0	808	122	1913
Year 2035 GP No Project Conditions (a+max(g-d,0)	**205**	**0**	**61**	**27**	**767**	**0**	**0**	**0**	**0**	**0**	**889**	**150**	**2099**
Model - Year 2035 GP Plus Project (h)	190	0	41	18	742	0	0	0	0	0	835	127	1953
Year 2035 GP with Project Conditions (a+max(h-d,0)	**206**	**0**	**61**	**27**	**774**	**0**	**0**	**0**	**0**	**0**	**916**	**155**	**2139**

Intersection Number: 11
Traffix Node Number: 1117
Intersection Name: Murphy Avenue and Main Avenue
Peak Hour: PM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	145	0	0	0	0	0	210	0	355
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**217**	**0**	**367**
Project Trips (b)	0	0	0	0	14	0	0	0	0	0	23	0	37
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**0**	**164**	**0**	**0**	**0**	**0**	**0**	**240**	**0**	**404**
Model - Year 2015 (d)	0	0	0	0	123	0	0	0	0	0	126	0	249
Model - Year 2030 No Project (e)	0	0	0	0	161	0	0	0	0	0	183	0	344
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**188**	**0**	**0**	**0**	**0**	**0**	**274**	**0**	**462**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**0**	**202**	**0**	**0**	**0**	**0**	**0**	**297**	**0**	**499**
Model - Year 2035 GP No Project (g)	33	532	72	40	83	107	102	193	23	70	125	83	1463
Year 2035 GP No Project Conditions (a+max(g-d,0)	**33**	**532**	**72**	**40**	**150**	**107**	**102**	**193**	**23**	**70**	**217**	**83**	**1622**
Model - Year 2035 GP Plus Project (h)	33	532	71	39	84	107	102	187	23	71	127	82	1458
Year 2035 GP with Project Conditions (a+max(h-d,0)	**33**	**532**	**71**	**39**	**150**	**107**	**102**	**187**	**23**	**71**	**218**	**82**	**1615**

Intersection Number: 12
Traffix Node Number: 1366
Intersection Name: Murphy Avenue and Dunne Avenue
Peak Hour: PM
Count Date: 03/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	23	37	40	18	379	37	31	31	41	107	521	43	1308
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**24**	**39**	**42**	**19**	**391**	**39**	**32**	**32**	**43**	**111**	**537**	**45**	**1354**
Project Trips (b)	0	0	0	0	55	0	0	0	12	21	94	0	182
Existing Plus Project Conditions (c)	**24**	**39**	**42**	**19**	**446**	**39**	**32**	**32**	**55**	**132**	**631**	**45**	**1536**
Model - Year 2015 (d)	76	25	20	12	484	41	88	28	35	71	997	140	2017
Model - Year 2030 No Project (e)	116	42	22	14	484	53	118	52	128	259	997	140	2423
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**64**	**56**	**44**	**21**	**391**	**51**	**62**	**56**	**136**	**299**	**537**	**45**	**1760**
Year 2030 with Project Conditions (f+b)	**64**	**56**	**44**	**21**	**446**	**51**	**62**	**56**	**148**	**320**	**631**	**45**	**1942**
Model - Year 2035 GP No Project (g)	210	195	240	59	450	57	128	150	125	131	848	272	2865
Year 2035 GP No Project Conditions (a+max(g-d,0)	**158**	**209**	**262**	**66**	**391**	**55**	**72**	**154**	**133**	**171**	**537**	**177**	**2385**
Model - Year 2035 GP Plus Project (h)	210	201	242	57	467	57	129	150	132	146	882	274	2947
Year 2035 GP with Project Conditions (a+max(h-d,0)	**158**	**215**	**264**	**64**	**391**	**55**	**73**	**154**	**140**	**186**	**537**	**179**	**2416**

Intersection Number: 13
Traffix Node Number: 1563
Intersection Name: Murphy Avenue and Tennant Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	43	109	14	3	131	3	3	29	56	164	234	64	853
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**45**	**113**	**15**	**4**	**135**	**4**	**4**	**30**	**58**	**169**	**242**	**66**	**885**
Project Trips (b)	3	0	0	0	25	0	0	0	0	0	43	5	76
Existing Plus Project Conditions (c)	**48**	**113**	**15**	**4**	**160**	**4**	**4**	**30**	**58**	**169**	**285**	**71**	**961**
Model - Year 2015 (d)	69	25	34	8	99	0	0	8	32	85	208	114	682
Model - Year 2030 No Project (e)	131	122	112	27	174	11	17	66	220	176	309	161	1524
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**107**	**210**	**93**	**23**	**210**	**15**	**21**	**88**	**246**	**260**	**343**	**113**	**1727**
Year 2030 with Project Conditions (f+b)	**110**	**210**	**93**	**23**	**235**	**15**	**21**	**88**	**246**	**260**	**386**	**118**	**1803**
Model - Year 2035 GP No Project (g)	203	90	94	36	219	14	22	90	317	258	372	216	1931
Year 2035 GP No Project Conditions (a+max(g-d,0)	**179**	**178**	**75**	**32**	**255**	**18**	**26**	**112**	**343**	**342**	**406**	**168**	**2134**
Model - Year 2035 GP Plus Project (h)	205	90	94	36	226	15	24	90	316	258	393	221	1968
Year 2035 GP with Project Conditions (a+max(h-d,0)	**181**	**178**	**75**	**32**	**262**	**19**	**28**	**112**	**342**	**342**	**427**	**173**	**2171**

Intersection Number: 14
Traffix Node Number: 4100
Intersection Name: Peppertree Avenue and Dunne Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	70	1	4	1	324	2	1	0	21	21	519	97	1061
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**73**	**2**	**5**	**2**	**334**	**3**	**2**	**0**	**22**	**22**	**535**	**100**	**1100**
Project Trips (b)	0	0	0	0	55	0	0	0	0	0	94	0	149
Existing Plus Project Conditions (c)	**73**	**2**	**5**	**2**	**389**	**3**	**2**	**0**	**22**	**22**	**629**	**100**	**1249**
Model - Year 2015 (d)	25	0	1	1	490	1	1	0	22	1	1008	51	1601
Model - Year 2030 No Project (e)	25	0	1	1	490	1	1	0	24	1	1009	51	1604
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**73**	**2**	**5**	**2**	**334**	**3**	**2**	**0**	**24**	**22**	**536**	**100**	**1103**
Year 2030 with Project Conditions (f+b)	**73**	**2**	**5**	**2**	**389**	**3**	**2**	**0**	**24**	**22**	**630**	**100**	**1252**
Model - Year 2035 GP No Project (g)	21	0	1	1	519	1	1	0	25	0	1120	40	1729
Year 2035 GP No Project Conditions (a+max(g-d,0)	**73**	**2**	**5**	**2**	**363**	**3**	**2**	**0**	**25**	**22**	**647**	**100**	**1244**
Model - Year 2035 GP Plus Project (h)	21	0	1	1	534	1	1	0	25	0	1157	41	1782
Year 2035 GP with Project Conditions (a+max(h-d,0)	**73**	**2**	**5**	**2**	**378**	**3**	**2**	**0**	**25**	**22**	**684**	**100**	**1296**

Intersection Number: 15
Traffix Node Number: 4200
Intersection Name: Pine Way and Dunne Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	12	0	2	1	312	4	3	1	5	14	457	21	832
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**13**	**0**	**3**	**2**	**322**	**5**	**4**	**2**	**6**	**15**	**471**	**22**	**865**
Project Trips (b)	0	0	0	0	55	0	0	0	0	0	94	0	149
Existing Plus Project Conditions (c)	**13**	**0**	**3**	**2**	**377**	**5**	**4**	**2**	**6**	**15**	**565**	**22**	**1014**
Model - Year 2015 (d)	21	0	2	2	455	2	2	0	16	26	931	45	1502
Model - Year 2030 No Project (e)	21	0	2	3	455	2	2	0	16	26	932	45	1504
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**13**	**0**	**3**	**3**	**322**	**5**	**4**	**2**	**6**	**15**	**472**	**22**	**867**
Year 2030 with Project Conditions (f+b)	**13**	**0**	**3**	**3**	**377**	**5**	**4**	**2**	**6**	**15**	**566**	**22**	**1016**
Model - Year 2035 GP No Project (g)	21	0	2	2	484	2	2	0	16	27	1041	46	1643
Year 2035 GP No Project Conditions (a+max(g-d,0)	**13**	**0**	**3**	**2**	**351**	**5**	**4**	**2**	**6**	**16**	**581**	**23**	**1006**
Model - Year 2035 GP Plus Project (h)	21	0	2	2	499	2	2	0	16	27	1077	46	1694
Year 2035 GP with Project Conditions (a+max(h-d,0)	**13**	**0**	**3**	**2**	**366**	**5**	**4**	**2**	**6**	**16**	**617**	**23**	**1057**

Intersection Number: 16
Traffix Node Number: 4300
Intersection Name: Claret Drive/Tassajara Circle and Dunne Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	14	0	0	4	270	1	0	0	15	19	424	17	764
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**15**	**0**	**0**	**5**	**279**	**2**	**0**	**0**	**16**	**20**	**437**	**18**	**792**
Project Trips (b)	0	0	0	0	55	0	0	0	0	0	94	0	149
Existing Plus Project Conditions (c)	**15**	**0**	**0**	**5**	**334**	**2**	**0**	**0**	**16**	**20**	**531**	**18**	**941**
Model - Year 2015 (d)	35	0	3	4	385	2	0	0	22	35	806	45	1337
Model - Year 2030 No Project (e)	35	0	5	5	385	2	0	0	22	35	807	46	1341
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**15**	**0**	**2**	**6**	**279**	**2**	**0**	**0**	**16**	**20**	**438**	**19**	**796**
Year 2030 with Project Conditions (f+b)	**15**	**0**	**2**	**6**	**334**	**2**	**0**	**0**	**16**	**20**	**532**	**19**	**945**
Model - Year 2035 GP No Project (g)	35	0	3	4	412	2	0	0	21	35	911	46	1469
Year 2035 GP No Project Conditions (a+max(g-d,0)	**15**	**0**	**0**	**5**	**306**	**2**	**0**	**0**	**16**	**20**	**542**	**19**	**925**
Model - Year 2035 GP Plus Project (h)	35	0	3	4	428	2	0	0	21	35	948	46	1522
Year 2035 GP with Project Conditions (a+max(h-d,0)	**15**	**0**	**0**	**5**	**322**	**2**	**0**	**0**	**16**	**20**	**579**	**19**	**978**

Intersection Number: 17
Traffix Node Number: 4400
Intersection Name: Hill Road and Main Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	11	12	11	0	69	349	15	0	467
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**12**	**13**	**12**	**0**	**72**	**360**	**16**	**0**	**485**
Project Trips (b)	0	0	0	0	0	0	0	0	14	23	0	0	37
Existing Plus Project Conditions (c)	**0**	**0**	**0**	**0**	**12**	**13**	**12**	**0**	**86**	**383**	**16**	**0**	**522**
Model - Year 2015 (d)	0	0	0	0	32	4	3	0	39	97	47	0	222
Model - Year 2030 No Project (e)	0	0	0	0	41	13	5	0	42	210	53	0	364
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**0**	**0**	**0**	**21**	**22**	**14**	**0**	**75**	**473**	**22**	**0**	**627**
Year 2030 with Project Conditions (f+b)	**0**	**0**	**0**	**0**	**21**	**22**	**14**	**0**	**89**	**496**	**22**	**0**	**664**
Model - Year 2035 GP No Project (g)	15	46	4	2	35	4	3	17	28	54	56	23	287
Year 2035 GP No Project Conditions (a+max(g-d,0)	**15**	**46**	**4**	**2**	**15**	**13**	**12**	**17**	**72**	**360**	**25**	**23**	**604**
Model - Year 2035 GP Plus Project (h)	15	46	4	2	35	4	3	17	32	59	56	22	295
Year 2035 GP with Project Conditions (a+max(h-d,0)	**15**	**46**	**4**	**2**	**15**	**13**	**12**	**17**	**72**	**360**	**25**	**22**	**603**

Intersection Number: 18
Traffix Node Number: 4500
Intersection Name: Hill Road and Dunne Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	41	196	146	35	190	55	61	42	37	85	308	30	1226
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**43**	**202**	**151**	**37**	**196**	**57**	**63**	**44**	**39**	**88**	**318**	**31**	**1269**
Project Trips (b)	0	19	4	3	13	0	0	11	42	72	22	0	186
Existing Plus Project Conditions (c)	**43**	**221**	**155**	**40**	**209**	**57**	**63**	**55**	**81**	**160**	**340**	**31**	**1455**
Model - Year 2015 (d)	39	14	19	15	319	10	7	7	33	88	649	62	1262
Model - Year 2030 No Project (e)	39	93	53	17	319	68	17	9	40	120	649	62	1485
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**43**	**281**	**185**	**39**	**196**	**115**	**73**	**46**	**46**	**120**	**318**	**31**	**1492**
Year 2030 with Project Conditions (f+b)	**43**	**300**	**189**	**42**	**209**	**115**	**73**	**57**	**88**	**192**	**340**	**31**	**1678**
Model - Year 2035 GP No Project (g)	33	21	20	16	322	14	16	14	64	178	670	55	1423
Year 2035 GP No Project Conditions (a+max(g-d,0)	**43**	**209**	**152**	**38**	**199**	**61**	**72**	**51**	**70**	**178**	**339**	**31**	**1443**
Model - Year 2035 GP Plus Project (h)	33	25	20	17	327	14	19	17	74	203	684	53	1486
Year 2035 GP with Project Conditions (a+max(h-d,0)	**43**	**213**	**152**	**39**	**204**	**61**	**75**	**54**	**80**	**203**	**353**	**31**	**1508**

Intersection Number: 19
Traffix Node Number: 4700
Intersection Name: Hill Road and Fountain Oaks Drive
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	283	50	21	0	35	59	137	0	0	0	0	585
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**292**	**52**	**22**	**0**	**37**	**61**	**142**	**0**	**0**	**0**	**0**	**606**
Project Trips (b)	0	31	60	35	0	14	24	18	0	0	0	0	182
Existing Plus Project Conditions (c)	**0**	**323**	**112**	**57**	**0**	**51**	**85**	**160**	**0**	**0**	**0**	**0**	**788**
Model - Year 2015 (d)	0	66	38	15	0	25	28	32	0	0	0	0	204
Model - Year 2030 No Project (e)	0	242	38	15	0	48	40	54	0	0	0	0	437
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**0**	**468**	**52**	**22**	**0**	**60**	**73**	**164**	**0**	**0**	**0**	**0**	**839**
Year 2030 with Project Conditions (f+b)	**0**	**499**	**112**	**57**	**0**	**74**	**97**	**182**	**0**	**0**	**0**	**0**	**1021**
Model - Year 2035 GP No Project (g)	0	171	36	13	0	34	44	84	0	0	0	0	382
Year 2035 GP No Project Conditions (a+max(g-d,0)	**0**	**397**	**52**	**22**	**0**	**46**	**77**	**194**	**0**	**0**	**0**	**0**	**788**
Model - Year 2035 GP Plus Project (h)	0	156	80	30	0	45	66	82	0	0	0	0	459
Year 2035 GP with Project Conditions (a+max(h-d,0)	**0**	**382**	**94**	**37**	**0**	**57**	**99**	**192**	**0**	**0**	**0**	**0**	**861**

Intersection Number: 20
Traffix Node Number: 4800
Intersection Name: Hill Road and San Pedro Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	3	316	0	0	0	0	0	199	4	9	0	2	533
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**4**	**326**	**0**	**0**	**0**	**0**	**0**	**206**	**5**	**10**	**0**	**3**	**554**
Project Trips (b)	8	38	0	0	0	0	0	29	3	5	0	13	96
Existing Plus Project Conditions (c)	**12**	**364**	**0**	**0**	**0**	**0**	**0**	**235**	**8**	**15**	**0**	**16**	**650**
Model - Year 2015 (d)	2	89	0	0	0	0	0	56	1	2	0	4	154
Model - Year 2030 No Project (e)	3	286	0	0	0	0	0	88	1	2	0	6	386
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**5**	**523**	**0**	**0**	**0**	**0**	**0**	**238**	**5**	**10**	**0**	**5**	**786**
Year 2030 with Project Conditions (f+b)	**13**	**561**	**0**	**0**	**0**	**0**	**0**	**267**	**8**	**15**	**0**	**18**	**882**
Model - Year 2035 GP No Project (g)	3	202	0	0	0	0	0	121	2	6	0	6	340
Year 2035 GP No Project Conditions (a+max(g-d,0)	**5**	**439**	**0**	**0**	**0**	**0**	**0**	**271**	**6**	**14**	**0**	**5**	**740**
Model - Year 2035 GP Plus Project (h)	7	195	0	0	0	0	0	130	4	12	0	17	365
Year 2035 GP with Project Conditions (a+max(h-d,0)	**9**	**432**	**0**	**0**	**0**	**0**	**0**	**280**	**8**	**20**	**0**	**16**	**765**

Intersection Number: 21
Traffix Node Number: 4900
Intersection Name: Hill Road and Barrett Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	5	271	48	16	5	16	31	175	2	4	8	5	586
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**6**	**280**	**50**	**17**	**6**	**17**	**32**	**181**	**3**	**5**	**9**	**6**	**612**
Project Trips (b)	1	6	36	21	17	20	34	10	0	0	28	1	174
Existing Plus Project Conditions (c)	**7**	**286**	**86**	**38**	**23**	**37**	**66**	**191**	**3**	**5**	**37**	**7**	**786**
Model - Year 2015 (d)	0	55	35	13	1	32	43	43	0	0	3	0	225
Model - Year 2030 No Project (e)	2	221	67	24	3	49	75	74	2	7	6	4	530
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**8**	**446**	**82**	**28**	**8**	**34**	**64**	**212**	**5**	**12**	**12**	**10**	**917**
Year 2030 with Project Conditions (f+b)	**9**	**452**	**118**	**49**	**25**	**54**	**98**	**222**	**5**	**12**	**40**	**11**	**1091**
Model - Year 2035 GP No Project (g)	4	89	77	28	3	54	85	97	2	9	7	10	465
Year 2035 GP No Project Conditions (a+max(g-d,0)	**10**	**314**	**92**	**32**	**8**	**39**	**74**	**235**	**5**	**14**	**13**	**16**	**852**
Model - Year 2035 GP Plus Project (h)	5	83	105	41	13	81	124	92	2	9	33	14	602
Year 2035 GP with Project Conditions (a+max(h-d,0)	**11**	**308**	**120**	**45**	**18**	**66**	**113**	**230**	**5**	**14**	**39**	**20**	**989**

Intersection Number: 22
Traffix Node Number: 5000
Intersection Name: Hill Road and Tennant Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	93	115	119	16	22	1	1	37	24	30	69	125	652
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**96**	**119**	**123**	**17**	**23**	**2**	**2**	**39**	**25**	**31**	**72**	**129**	**678**
Project Trips (b)	25	0	0	0	0	0	0	0	0	0	0	43	68
Existing Plus Project Conditions (c)	**121**	**119**	**123**	**17**	**23**	**2**	**2**	**39**	**25**	**31**	**72**	**172**	**746**
Model - Year 2015 (d)	43	25	19	10	30	0	0	12	32	111	63	65	410
Model - Year 2030 No Project (e)	43	184	58	18	47	7	1	18	33	118	163	115	804
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**96**	**278**	**162**	**25**	**40**	**9**	**3**	**45**	**26**	**38**	**172**	**179**	**1072**
Year 2030 with Project Conditions (f+b)	**121**	**278**	**162**	**25**	**40**	**9**	**3**	**45**	**26**	**38**	**172**	**222**	**1140**
Model - Year 2035 GP No Project (g)	50	73	29	16	55	8	1	19	34	126	155	151	717
Year 2035 GP No Project Conditions (a+max(g-d,0)	**103**	**167**	**133**	**23**	**48**	**10**	**3**	**46**	**27**	**46**	**164**	**215**	**985**
Model - Year 2035 GP Plus Project (h)	60	84	30	20	55	8	1	20	33	125	155	178	769
Year 2035 GP with Project Conditions (a+max(h-d,0)	**113**	**178**	**134**	**27**	**48**	**10**	**3**	**47**	**26**	**45**	**164**	**242**	**1037**

Intersection Number: 23
Traffix Node Number: 4600
Intersection Name: Sorrel Way and Dunne Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	1	0	0	0	232	2	2	0	22	46	450	0	755
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**2**	**0**	**0**	**0**	**240**	**3**	**3**	**0**	**23**	**48**	**464**	**0**	**783**
Project Trips (b)	0	0	0	0	0	0	0	0	15	26	0	0	41
Existing Plus Project Conditions (c)	**2**	**0**	**0**	**0**	**240**	**3**	**3**	**0**	**38**	**74**	**464**	**0**	**824**
Model - Year 2015 (d)	0	0	0	0	289	0	0	0	0	0	559	0	848
Model - Year 2030 No Project (e)	0	0	0	0	289	0	0	0	0	0	577	0	866
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**2**	**0**	**0**	**0**	**240**	**3**	**3**	**0**	**23**	**48**	**482**	**0**	**801**
Year 2030 with Project Conditions (f+b)	**2**	**0**	**0**	**0**	**240**	**3**	**3**	**0**	**38**	**74**	**482**	**0**	**842**
Model - Year 2035 GP No Project (g)	0	0	0	0	296	0	0	0	0	0	583	0	879
Year 2035 GP No Project Conditions (a+max(g-d,0)	**2**	**0**	**0**	**0**	**247**	**3**	**3**	**0**	**23**	**48**	**488**	**0**	**814**
Model - Year 2035 GP Plus Project (h)	0	0	0	0	295	0	0	0	7	17	582	0	901
Year 2035 GP with Project Conditions (a+max(h-d,0)	**2**	**0**	**0**	**0**	**246**	**3**	**3**	**0**	**30**	**65**	**487**	**0**	**836**

Intersection Number: 24
Traffix Node Number: 1120
Intersection Name: Condit Road and Diana Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	380	142	57	0	24	38	174	2	7	0	0	824
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**0**	**392**	**147**	**59**	**0**	**25**	**40**	**180**	**3**	**8**	**0**	**0**	**854**
Project Trips (b)	0	14	0	0	0	0	0	8	0	0	0	0	22
Existing Plus Project Conditions (c)	**0**	**406**	**147**	**59**	**0**	**25**	**40**	**188**	**3**	**8**	**0**	**0**	**876**
Model - Year 2015 (d)	1	198	68	16	0	46	53	160	1	1	0	0	544
Model - Year 2030 No Project (e)	3	439	152	35	0	46	75	324	3	6	1	3	1086
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**2**	**633**	**231**	**78**	**0**	**25**	**62**	**344**	**5**	**13**	**1**	**3**	**1396**
Year 2030 with Project Conditions (f+b)	**2**	**647**	**231**	**78**	**0**	**25**	**62**	**352**	**5**	**13**	**1**	**3**	**1418**
Model - Year 2035 GP No Project (g)	4	287	0	0	0	2	5	185	3	8	1	4	499
Year 2035 GP No Project Conditions (a+max(g-d,0)	**3**	**481**	**147**	**59**	**0**	**25**	**40**	**205**	**5**	**15**	**1**	**4**	**985**
Model - Year 2035 GP Plus Project (h)	4	297	0	0	0	2	5	185	3	8	1	4	509
Year 2035 GP with Project Conditions (a+max(h-d,0)	**3**	**491**	**147**	**59**	**0**	**25**	**40**	**205**	**5**	**15**	**1**	**4**	**995**

Intersection Number: 25
Traffix Node Number: 1121
Intersection Name: Murphy Avenue and Diana Avenue
Peak Hour: PM
Count Date: 06/04/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	4	2	1	0	43	19	44	2	25	41	131	2	314
Existing Conditions (a) (with 1.5% compound growth if older than 2 years)	**5**	**3**	**2**	**0**	**45**	**20**	**46**	**3**	**26**	**43**	**135**	**3**	**331**
Project Trips (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions (c)	**5**	**3**	**2**	**0**	**45**	**20**	**46**	**3**	**26**	**43**	**135**	**3**	**331**
Model - Year 2015 (d)	0	0	0	0	56	7	12	0	6	18	104	0	203
Model - Year 2030 No Project (e)	0	0	0	0	56	43	25	0	14	54	156	0	347
Year 2030 without Project Conditions (f = (a+max(e-d),0))	**5**	**3**	**2**	**0**	**45**	**56**	**59**	**3**	**34**	**79**	**187**	**3**	**475**
Year 2030 with Project Conditions (f+b)	**5**	**3**	**2**	**0**	**45**	**56**	**59**	**3**	**34**	**79**	**187**	**3**	**475**
Model - Year 2035 GP No Project (g)	19	560	130	47	1	60	96	265	12	9	4	7	1210
Year 2035 GP No Project Conditions (a+max(g-d,0)	**24**	**563**	**132**	**47**	**45**	**73**	**130**	**268**	**32**	**43**	**135**	**10**	**1502**
Model - Year 2035 GP Plus Project (h)	19	564	128	46	2	61	98	260	12	9	4	7	1210
Year 2035 GP with Project Conditions (a+max(h-d,0)	**24**	**567**	**130**	**46**	**45**	**74**	**132**	**263**	**32**	**43**	**135**	**10**	**1501**

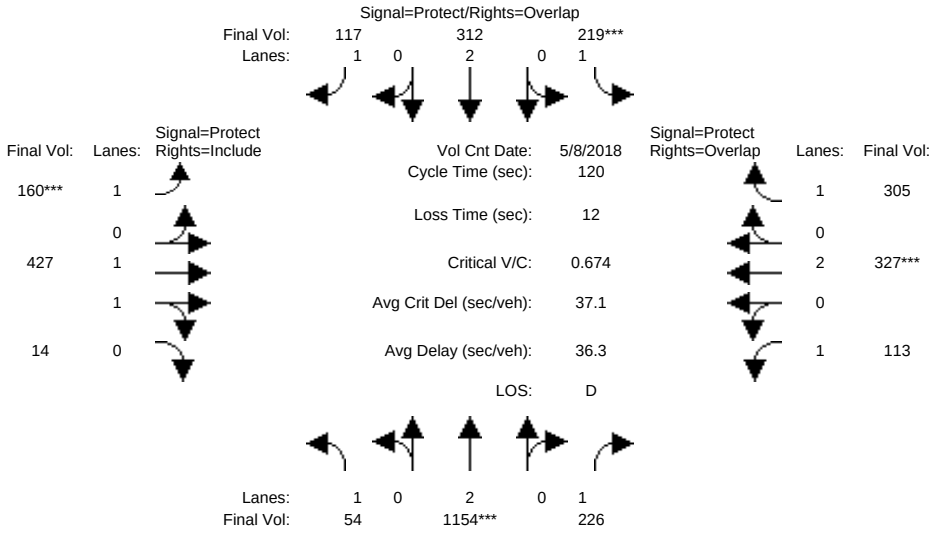
Appendix D

Level of Service Calculations

City of Morgan Hill
New Horizons

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

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	54	1154	226	219	312	117	160	427	14	113	327	305
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:	54	1154	226	219	312	117	160	427	14	113	327	305
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:	54	1154	226	219	312	117	160	427	14	113	327	305
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:	54	1154	226	219	312	117	160	427	14	113	327	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1154	226	219	312	117	160	427	14	113	327	305
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:	54	1154	226	219	312	117	160	427	14	113	327	305
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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3582	117	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.13	0.13	0.08	0.07	0.09	0.12	0.12	0.06	0.09	0.17
Crit Moves:		****		****			****				****	
Green Time:	31.5	54.1	65.2	22.3	44.9	61.2	16.3	20.5	20.5	11.1	15.3	37.6
Volume/Cap:	0.12	0.67	0.24	0.67	0.22	0.13	0.67	0.70	0.70	0.70	0.67	0.56
Delay/Veh:	33.8	27.1	14.5	51.0	25.7	15.5	56.7	50.3	50.3	65.4	53.7	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	27.1	14.5	51.0	25.7	15.5	56.7	50.3	50.3	65.4	53.7	35.5
LOS by Move:	C	C	B	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	3	29	9	15	7	5	12	15	15	9	11	18

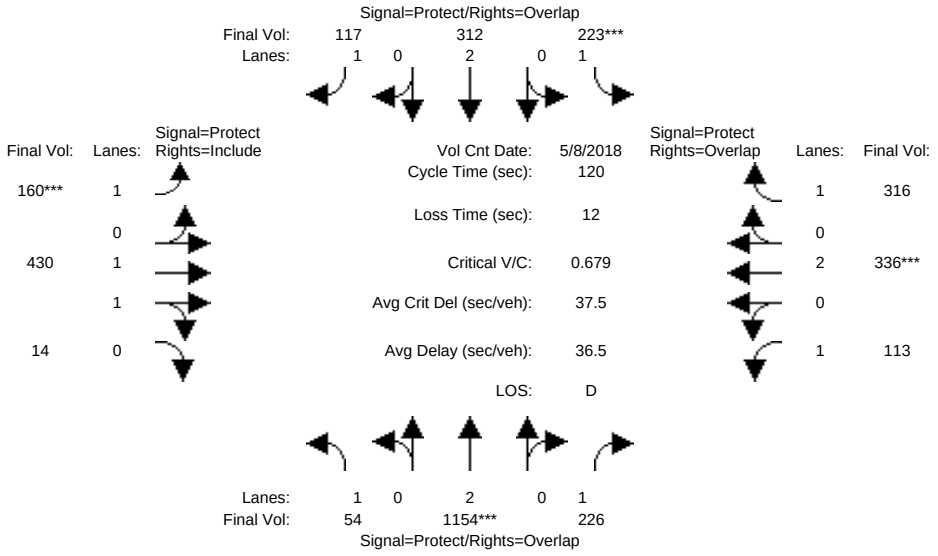
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	54	1154	226	219	312	117	160	427	14	113	327	305
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:	54	1154	226	219	312	117	160	427	14	113	327	305
Added Vol:	0	0	0	4	0	0	0	3	0	0	9	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1154	226	223	312	117	160	430	14	113	336	316
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:	54	1154	226	223	312	117	160	430	14	113	336	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1154	226	223	312	117	160	430	14	113	336	316
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:	54	1154	226	223	312	117	160	430	14	113	336	316
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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3583	117	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.13	0.13	0.08	0.07	0.09	0.12	0.12	0.06	0.09	0.18
Crit Moves:		****		****			****				****	
Green Time:	31.4	53.7	64.8	22.5	44.8	61.0	16.2	20.7	20.7	11.1	15.6	38.2
Volume/Cap:	0.12	0.68	0.24	0.68	0.22	0.13	0.68	0.70	0.70	0.70	0.68	0.57
Delay/Veh:	33.9	27.4	14.7	51.0	25.7	15.6	57.2	50.1	50.1	65.3	53.6	35.4
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:	33.9	27.4	14.7	51.0	25.7	15.6	57.2	50.1	50.1	65.3	53.6	35.4
LOS by Move:	C	C	B	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	3	29	9	16	7	5	12	15	15	9	11	19

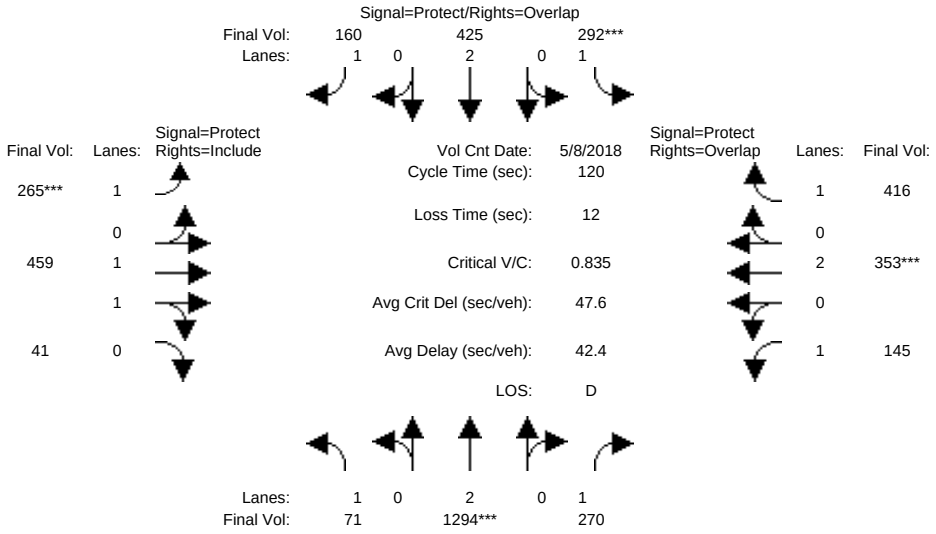
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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	1294	270	292	425	160	265	459	41	145	353	416
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	1294	270	292	425	160	265	459	41	145	353	416
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	1294	270	292	425	160	265	459	41	145	353	416
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	1294	270	292	425	160	265	459	41	145	353	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1294	270	292	425	160	265	459	41	145	353	416
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	1294	270	292	425	160	265	459	41	145	353	416
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3396	303	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.15	0.17	0.11	0.09	0.15	0.14	0.14	0.08	0.09	0.24
Crit Moves:		****		****			****				****	
Green Time:	25.0	48.9	62.3	24.0	47.9	69.7	21.8	21.8	21.8	13.3	13.3	37.3
Volume/Cap:	0.19	0.84	0.30	0.84	0.28	0.16	0.84	0.75	0.75	0.75	0.84	0.76
Delay/Veh:	39.5	36.0	16.6	62.0	24.5	11.7	64.6	51.1	51.1	66.2	65.7	43.7
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:	39.5	36.0	16.6	62.0	24.5	11.7	64.6	51.1	51.1	66.2	65.7	43.7
LOS by Move:	D	D	B	E	C	B	E	D	D	E	E	D
HCM2k95thQ:	5	37	11	21	10	6	20	17	17	11	13	26

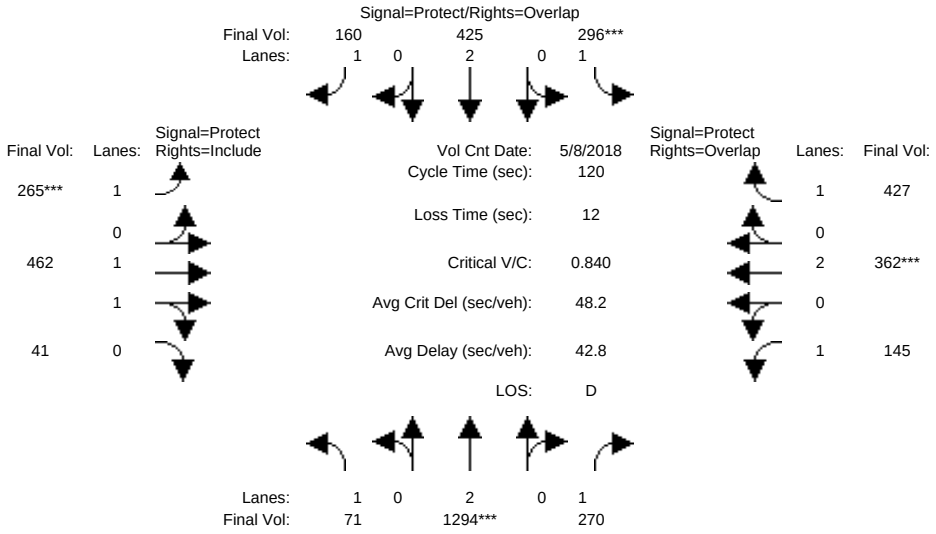
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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	1294	270	292	425	160	265	459	41	145	353	416
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	1294	270	292	425	160	265	459	41	145	353	416
Added Vol:	0	0	0	4	0	0	0	3	0	0	9	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1294	270	296	425	160	265	462	41	145	362	427
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	1294	270	296	425	160	265	462	41	145	362	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1294	270	296	425	160	265	462	41	145	362	427
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	1294	270	296	425	160	265	462	41	145	362	427
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3398	302	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.15	0.17	0.11	0.09	0.15	0.14	0.14	0.08	0.10	0.24
Crit Moves:		****		****			****				****	
Green Time:	24.9	48.6	62.0	24.2	47.8	69.5	21.6	21.9	21.9	13.3	13.6	37.8
Volume/Cap:	0.20	0.84	0.30	0.84	0.28	0.16	0.84	0.75	0.75	0.75	0.84	0.78
Delay/Veh:	39.5	36.5	16.8	62.4	24.5	11.8	65.4	51.0	51.0	66.2	65.9	44.1
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:	39.5	36.5	16.8	62.4	24.5	11.8	65.4	51.0	51.0	66.2	65.9	44.1
LOS by Move:	D	D	B	E	C	B	E	D	D	E	E	D
HCM2k95thQ:	5	37	11	22	10	6	20	17	17	11	13	27

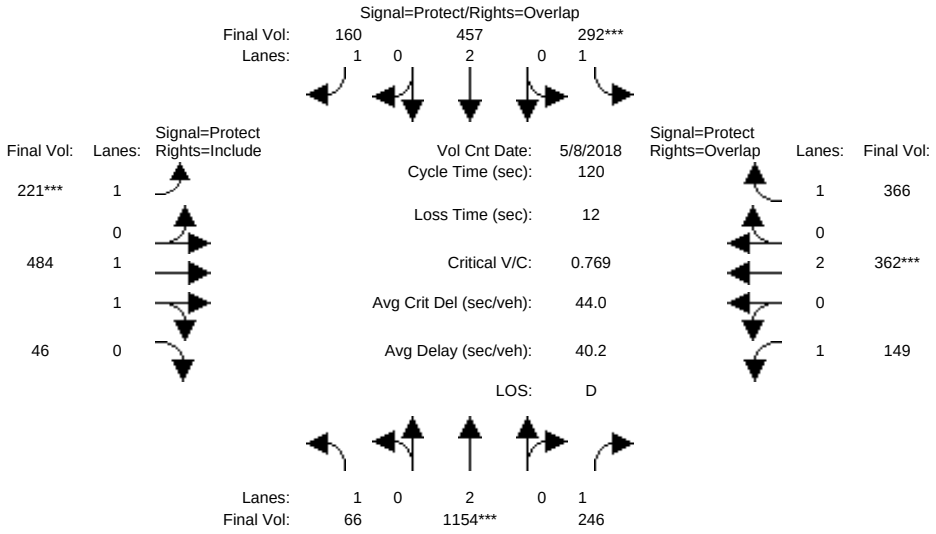
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	66	1154	246	292	457	160	221	484	46	149	362	366
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:	66	1154	246	292	457	160	221	484	46	149	362	366
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:	66	1154	246	292	457	160	221	484	46	149	362	366
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:	66	1154	246	292	457	160	221	484	46	149	362	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1154	246	292	457	160	221	484	46	149	362	366
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:	66	1154	246	292	457	160	221	484	46	149	362	366
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3379	321	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.14	0.17	0.12	0.09	0.13	0.14	0.14	0.09	0.10	0.21
Crit Moves:		****		****			****				****	
Green Time:	24.0	47.4	60.3	26.0	49.4	69.2	19.7	21.7	21.7	12.9	14.9	40.9
Volume/Cap:	0.19	0.77	0.28	0.77	0.29	0.16	0.77	0.79	0.79	0.79	0.77	0.61
Delay/Veh:	40.2	34.0	17.5	53.4	23.7	11.9	59.9	53.5	53.5	72.4	58.5	34.9
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:	40.2	34.0	17.5	53.4	23.7	11.9	59.9	53.5	53.5	72.4	58.5	34.9
LOS by Move:	D	C	B	D	C	B	E	D	D	E	E	C
HCM2k95thQ:	4	32	11	20	10	6	16	19	19	12	13	21

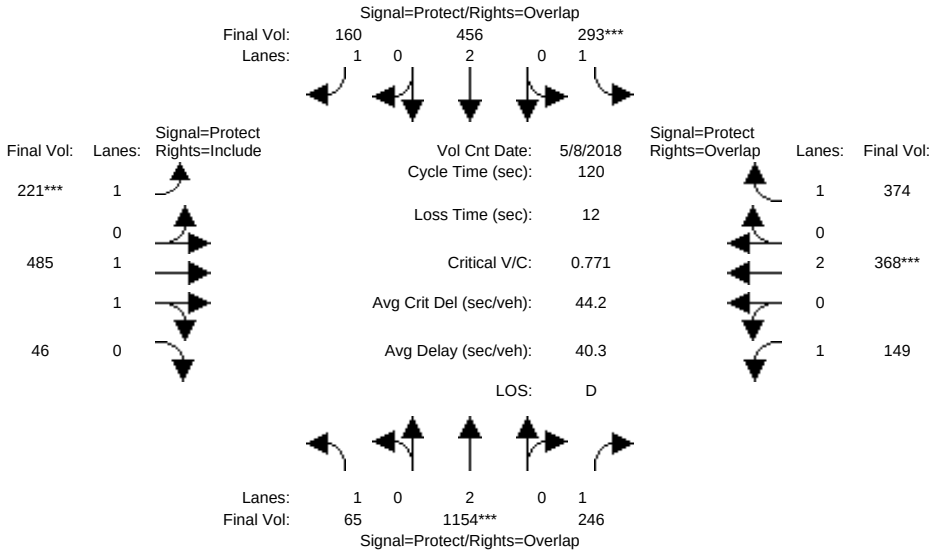
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	65	1154	246	293	456	160	221	485	46	149	368	374
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:	65	1154	246	293	456	160	221	485	46	149	368	374
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:	65	1154	246	293	456	160	221	485	46	149	368	374
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:	65	1154	246	293	456	160	221	485	46	149	368	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1154	246	293	456	160	221	485	46	149	368	374
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:	65	1154	246	293	456	160	221	485	46	149	368	374
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3379	321	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.14	0.17	0.12	0.09	0.13	0.14	0.14	0.09	0.10	0.21
Crit Moves:		****		****			****				****	
Green Time:	24.0	47.2	60.2	26.0	49.3	69.0	19.6	21.8	21.8	12.9	15.1	41.1
Volume/Cap:	0.19	0.77	0.28	0.77	0.29	0.16	0.77	0.79	0.79	0.79	0.77	0.62
Delay/Veh:	40.2	34.2	17.5	53.6	23.8	12.0	60.2	53.2	53.2	72.1	58.4	35.0
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:	40.2	34.2	17.5	53.6	23.8	12.0	60.2	53.2	53.2	72.1	58.4	35.0
LOS by Move:	D	C	B	D	C	B	E	D	D	E	E	D
HCM2k95thQ:	4	32	11	21	10	6	16	19	19	12	13	22

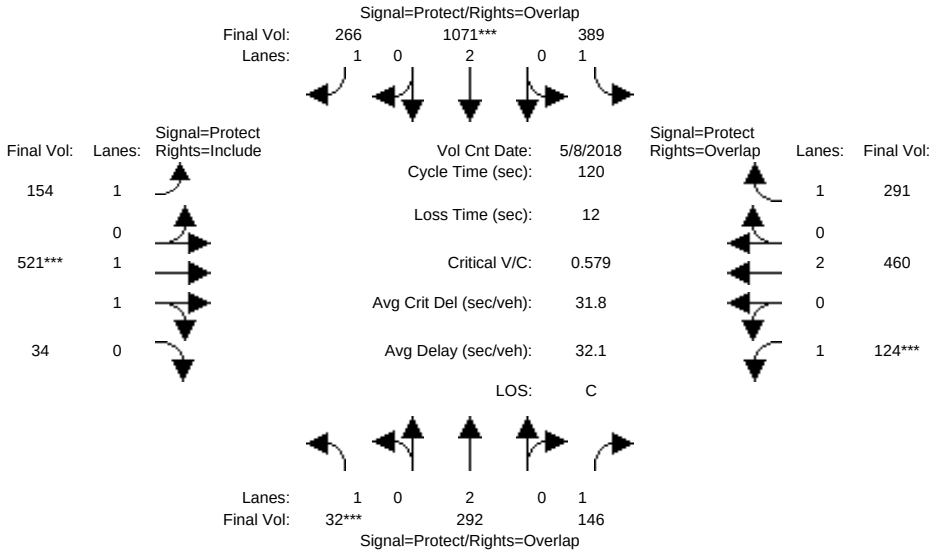
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	32	292	146	389	1071	266	154	521	34	124	460	291
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:	32	292	146	389	1071	266	154	521	34	124	460	291
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:	32	292	146	389	1071	266	154	521	34	124	460	291
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:	32	292	146	389	1071	266	154	521	34	124	460	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	292	146	389	1071	266	154	521	34	124	460	291
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:	32	292	146	389	1071	266	154	521	34	124	460	291
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3473	227	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.22	0.28	0.15	0.09	0.15	0.15	0.07	0.12	0.17
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.3	31.6	46.3	56.6	75.3	18.7	30.1	30.1	14.2	25.7	72.0
Volume/Cap:	0.31	0.53	0.32	0.58	0.60	0.24	0.57	0.60	0.60	0.60	0.57	0.28
Delay/Veh:	56.0	48.6	35.9	30.4	23.9	9.9	49.7	40.7	40.7	54.9	43.1	11.7
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:	56.0	48.6	35.9	30.4	23.9	9.9	49.7	40.7	40.7	54.9	43.1	11.7
LOS by Move:	E	D	D	C	C	A	D	D	D	D	D	B
HCM2k95thQ:	2	10	9	21	24	8	11	17	17	9	14	10

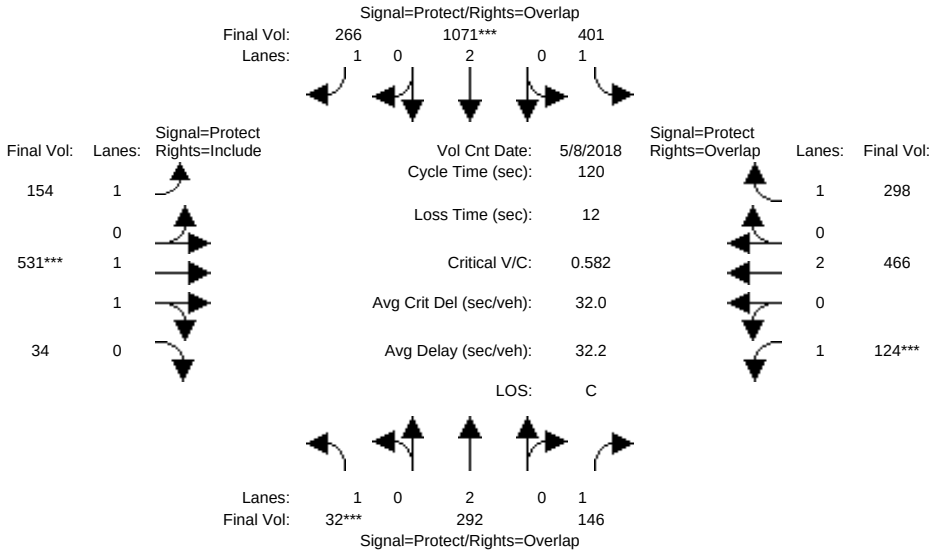
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	32	292	146	389	1071	266	154	521	34	124	460	291
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:	32	292	146	389	1071	266	154	521	34	124	460	291
Added Vol:	0	0	0	12	0	0	0	10	0	0	6	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	292	146	401	1071	266	154	531	34	124	466	298
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:	32	292	146	401	1071	266	154	531	34	124	466	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	292	146	401	1071	266	154	531	34	124	466	298
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:	32	292	146	401	1071	266	154	531	34	124	466	298
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3477	223	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.23	0.28	0.15	0.09	0.15	0.15	0.07	0.12	0.17
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.9	31.0	46.4	56.3	75.0	18.7	30.5	30.5	14.2	26.0	72.4
Volume/Cap:	0.31	0.55	0.32	0.59	0.60	0.24	0.57	0.60	0.60	0.60	0.57	0.28
Delay/Veh:	56.0	49.2	36.4	30.7	24.1	10.1	49.7	40.5	40.5	55.1	42.9	11.5
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:	56.0	49.2	36.4	30.7	24.1	10.1	49.7	40.5	40.5	55.1	42.9	11.5
LOS by Move:	E	D	D	C	C	B	D	D	D	E	D	B
HCM2k95thQ:	2	10	9	21	24	9	11	17	17	9	14	11

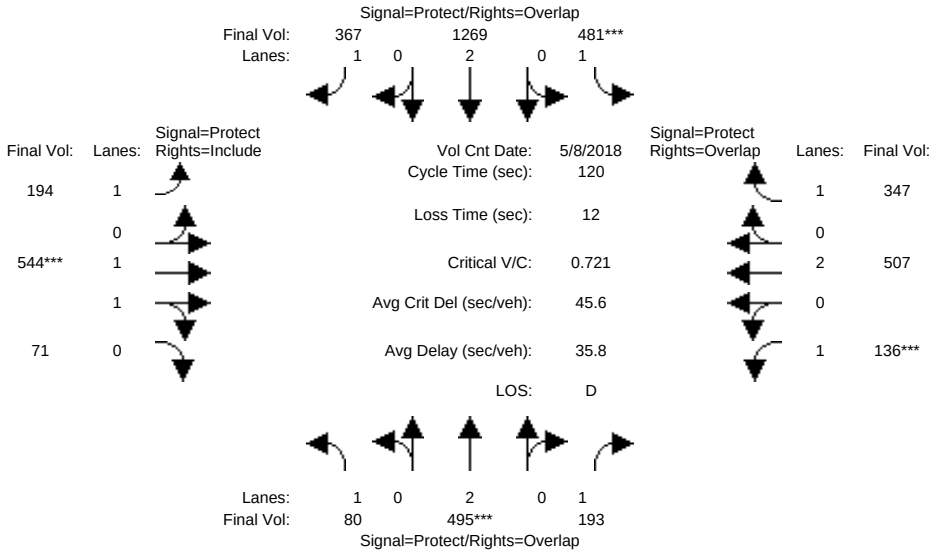
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	80	495	193	481	1269	367	194	544	71	136	507	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:	80	495	193	481	1269	367	194	544	71	136	507	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:	80	495	193	481	1269	367	194	544	71	136	507	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:	80	495	193	481	1269	367	194	544	71	136	507	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	495	193	481	1269	367	194	544	71	136	507	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:	80	495	193	481	1269	367	194	544	71	136	507	347
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3273	427	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.27	0.33	0.21	0.11	0.17	0.17	0.08	0.13	0.20
Crit Moves:		****		****				****		****		
Green Time:	10.0	21.7	34.6	45.7	57.4	75.8	18.4	27.7	27.7	12.9	22.2	67.9
Volume/Cap:	0.55	0.72	0.38	0.72	0.70	0.33	0.72	0.72	0.72	0.72	0.72	0.35
Delay/Veh:	57.1	50.1	34.6	35.5	25.7	10.5	57.6	45.6	45.6	64.6	49.7	14.3
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:	57.1	50.1	34.6	35.5	25.7	10.5	57.6	45.6	45.6	64.6	49.7	14.3
LOS by Move:	E	D	C	D	C	B	E	D	D	E	D	B
HCM2k95thQ:	6	16	11	27	29	12	14	20	20	11	17	14

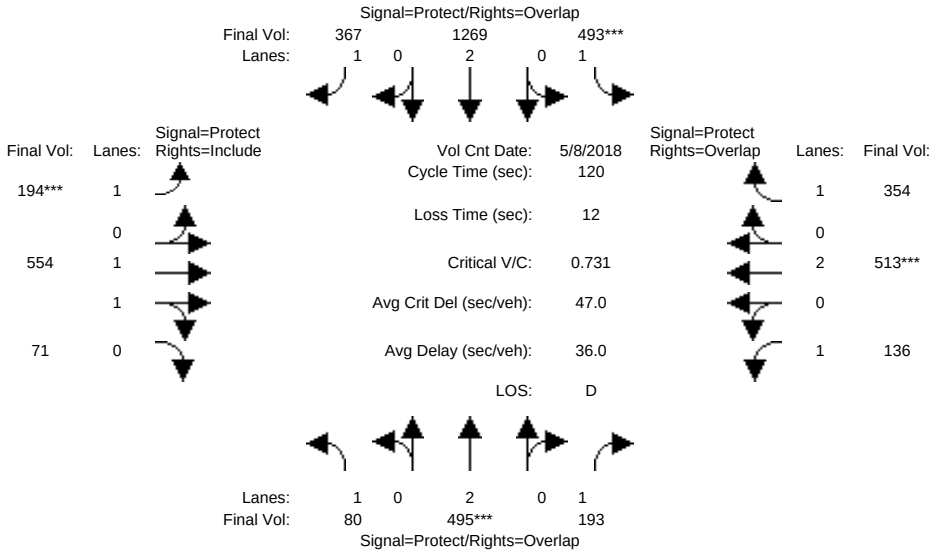
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	80	495	193	481	1269	367	194	544	71	136	507	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:	80	495	193	481	1269	367	194	544	71	136	507	347
Added Vol:	0	0	0	12	0	0	0	10	0	0	6	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	495	193	493	1269	367	194	554	71	136	513	354
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:	80	495	193	493	1269	367	194	554	71	136	513	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	495	193	493	1269	367	194	554	71	136	513	354
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:	80	495	193	493	1269	367	194	554	71	136	513	354
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3279	420	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.28	0.33	0.21	0.11	0.17	0.17	0.08	0.14	0.20
Crit Moves:		****		****			****				****	
Green Time:	10.1	21.4	34.1	46.3	57.6	75.8	18.2	27.6	27.6	12.7	22.2	68.4
Volume/Cap:	0.55	0.73	0.39	0.73	0.70	0.33	0.73	0.73	0.73	0.73	0.73	0.35
Delay/Veh:	57.0	50.7	35.1	35.6	25.6	10.5	58.5	46.1	46.1	66.0	50.0	14.1
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:	57.0	50.7	35.1	35.6	25.6	10.5	58.5	46.1	46.1	66.0	50.0	14.1
LOS by Move:	E	D	D	D	C	B	E	D	D	E	D	B
HCM2k95thQ:	6	16	12	27	29	12	14	20	20	11	17	14

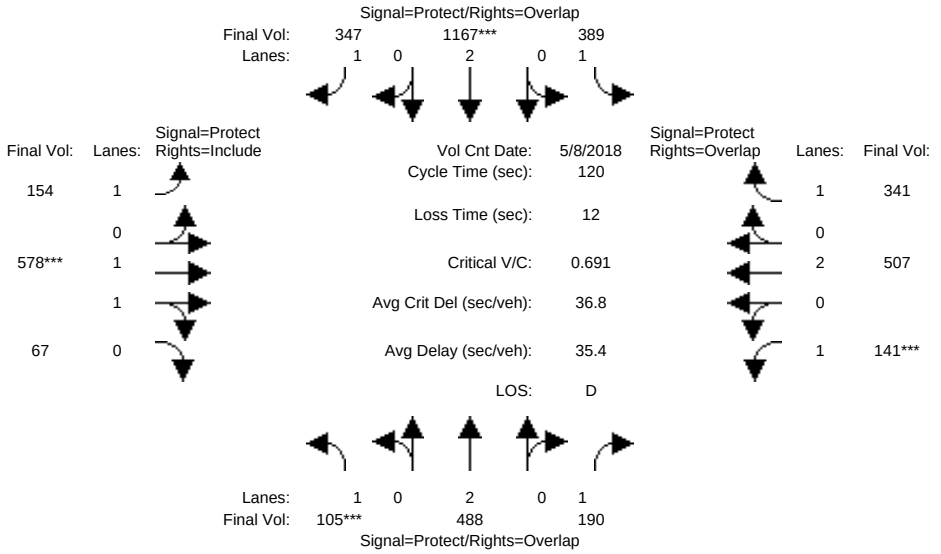
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	105	488	190	389	1167	347	154	578	67	141	507	341
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:	105	488	190	389	1167	347	154	578	67	141	507	341
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:	105	488	190	389	1167	347	154	578	67	141	507	341
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:	105	488	190	389	1167	347	154	578	67	141	507	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	488	190	389	1167	347	154	578	67	141	507	341
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:	105	488	190	389	1167	347	154	578	67	141	507	341
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3315	384	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.11	0.22	0.31	0.20	0.09	0.17	0.17	0.08	0.13	0.19
Crit Moves:	****				****			****			****	
Green Time:	10.4	23.3	37.3	40.4	53.3	70.9	17.6	30.3	30.3	14.0	26.7	67.1
Volume/Cap:	0.69	0.66	0.35	0.66	0.69	0.34	0.60	0.69	0.69	0.69	0.60	0.35
Delay/Veh:	66.0	46.9	32.3	36.7	28.0	12.7	51.8	42.9	42.9	60.6	43.1	14.7
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:	66.0	46.9	32.3	36.7	28.0	12.7	51.8	42.9	42.9	60.6	43.1	14.7
LOS by Move:	E	D	C	D	C	B	D	D	D	E	D	B
HCM2k95thQ:	8	16	11	22	28	12	11	20	20	11	15	14

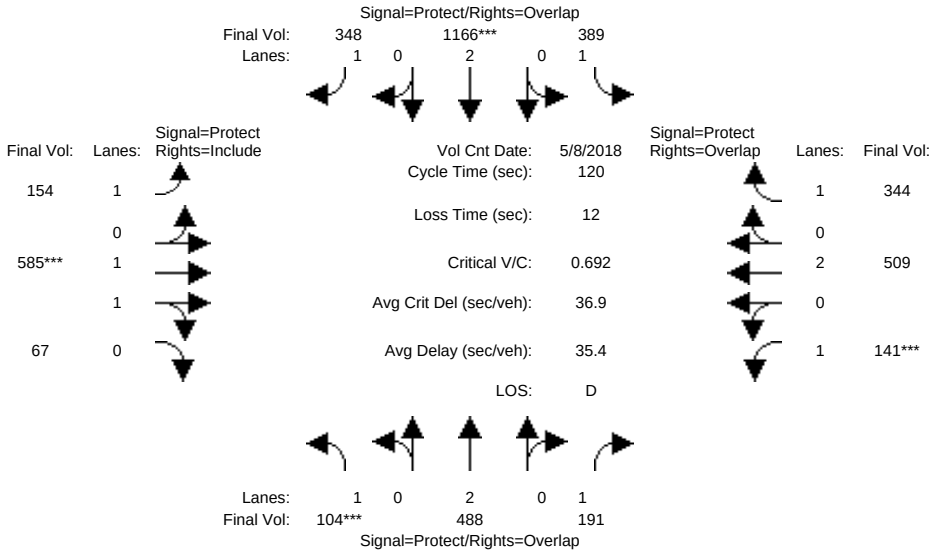
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #123: Butterfield Boulevard and Dunne Avenue



Street Name:	Butterfield Boulevard						Dunne 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	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:	104	488	191	389	1166	348	154	585	67	141	509	344
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:	104	488	191	389	1166	348	154	585	67	141	509	344
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:	104	488	191	389	1166	348	154	585	67	141	509	344
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:	104	488	191	389	1166	348	154	585	67	141	509	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	488	191	389	1166	348	154	585	67	141	509	344
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:	104	488	191	389	1166	348	154	585	67	141	509	344
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3320	380	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.11	0.22	0.31	0.20	0.09	0.18	0.18	0.08	0.13	0.20
Crit Moves:	****				****			****			****	
Green Time:	10.3	23.2	37.2	40.2	53.2	70.8	17.6	30.5	30.5	14.0	26.9	67.1
Volume/Cap:	0.69	0.66	0.35	0.66	0.69	0.34	0.60	0.69	0.69	0.69	0.60	0.35
Delay/Veh:	66.3	47.0	32.5	36.9	28.1	12.8	51.7	42.7	42.7	60.8	42.9	14.7
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:	66.3	47.0	32.5	36.9	28.1	12.8	51.7	42.7	42.7	60.8	42.9	14.7
LOS by Move:	E	D	C	D	C	B	D	D	D	E	D	B
HCM2k95thQ:	8	16	11	22	28	13	11	20	20	11	15	14

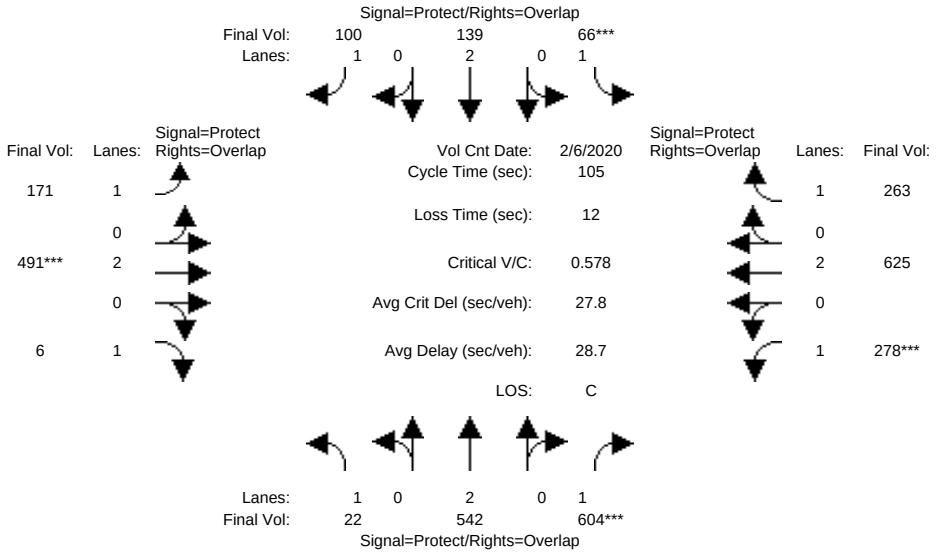
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	22	542	604	66	139	100	171	491	6	278	625	263
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:	22	542	604	66	139	100	171	491	6	278	625	263
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:	22	542	604	66	139	100	171	491	6	278	625	263
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:	22	542	604	66	139	100	171	491	6	278	625	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	542	604	66	139	100	171	491	6	278	625	263
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:	22	542	604	66	139	100	171	491	6	278	625	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.35	0.04	0.04	0.06	0.10	0.13	0.00	0.16	0.16	0.15
Crit Moves:			****	****				****		****		
Green Time:	16.8	33.8	62.6	7.0	24.0	43.4	19.5	23.4	40.2	28.8	32.8	39.8
Volume/Cap:	0.08	0.44	0.58	0.57	0.16	0.14	0.53	0.58	0.01	0.58	0.53	0.40
Delay/Veh:	37.6	28.4	13.9	53.9	32.5	19.2	40.2	37.4	20.1	34.6	30.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	28.4	13.9	53.9	32.5	19.2	40.2	37.4	20.1	34.6	30.2	24.2
LOS by Move:	D	C	B	D	C	B	D	D	C	C	C	C
HCM2k95thQ:	1	13	24	6	4	4	10	13	0	15	15	12

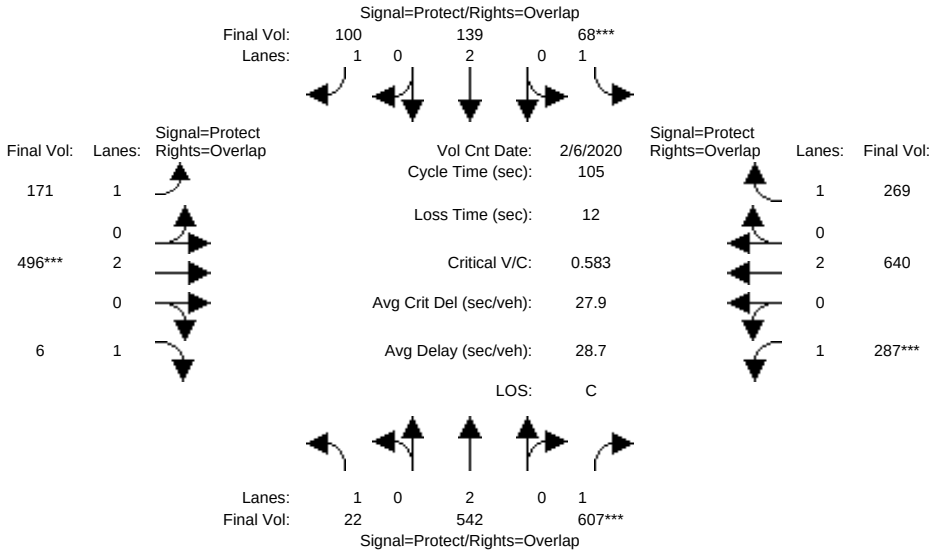
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	22	542	604	66	139	100	171	491	6	278	625	263
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:	22	542	604	66	139	100	171	491	6	278	625	263
Added Vol:	0	0	3	2	0	0	0	5	0	9	15	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	542	607	68	139	100	171	496	6	287	640	269
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:	22	542	607	68	139	100	171	496	6	287	640	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	542	607	68	139	100	171	496	6	287	640	269
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:	22	542	607	68	139	100	171	496	6	287	640	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.35	0.04	0.04	0.06	0.10	0.13	0.00	0.16	0.17	0.15
Crit Moves:			****	****				****		****		
Green Time:	16.4	32.9	62.5	7.0	23.5	43.0	19.5	23.5	40.0	29.5	33.6	40.6
Volume/Cap:	0.08	0.45	0.58	0.58	0.16	0.14	0.53	0.58	0.01	0.58	0.53	0.40
Delay/Veh:	37.9	29.1	14.0	54.9	32.9	19.5	40.2	37.4	20.2	34.2	29.6	23.7
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:	37.9	29.1	14.0	54.9	32.9	19.5	40.2	37.4	20.2	34.2	29.6	23.7
LOS by Move:	D	C	B	D	C	B	D	D	C	C	C	C
HCM2k95thQ:	1	14	24	7	4	4	10	13	0	16	15	13

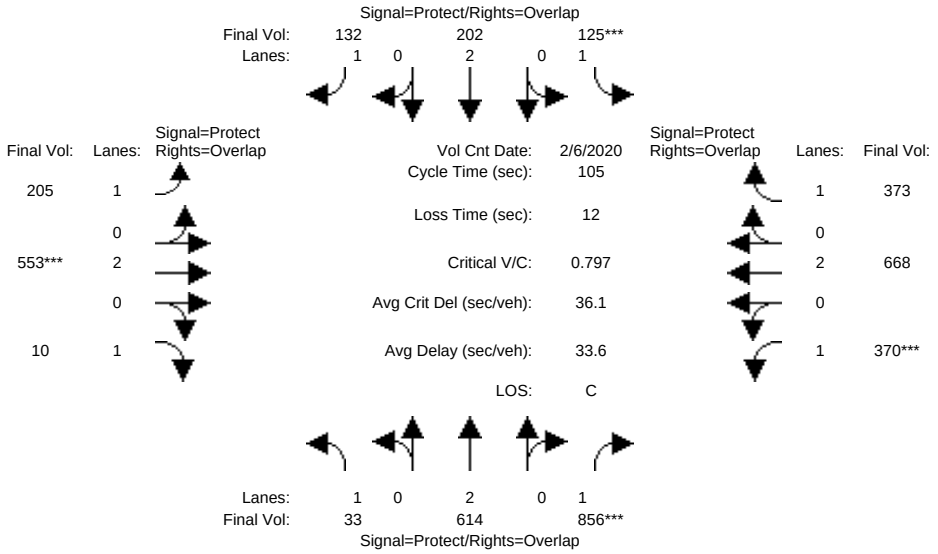
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	33	614	856	125	202	132	205	553	10	370	668	373
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:	33	614	856	125	202	132	205	553	10	370	668	373
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:	33	614	856	125	202	132	205	553	10	370	668	373
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:	33	614	856	125	202	132	205	553	10	370	668	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	614	856	125	202	132	205	553	10	370	668	373
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:	33	614	856	125	202	132	205	553	10	370	668	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.49	0.07	0.05	0.08	0.12	0.15	0.01	0.21	0.18	0.21
Crit Moves:			****	****				****		****		
Green Time:	18.9	36.6	64.4	9.4	27.1	45.9	18.8	19.2	38.1	27.8	28.2	37.6
Volume/Cap:	0.10	0.46	0.80	0.80	0.21	0.17	0.65	0.80	0.02	0.80	0.65	0.59
Delay/Veh:	36.1	26.8	19.6	71.0	30.7	18.1	45.0	47.5	21.4	45.3	35.6	29.0
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:	36.1	26.8	19.6	71.0	30.7	18.1	45.0	47.5	21.4	45.3	35.6	29.0
LOS by Move:	D	C	B	E	C	B	D	D	C	D	D	C
HCM2k95thQ:	2	15	40	12	5	6	13	17	0	23	18	19

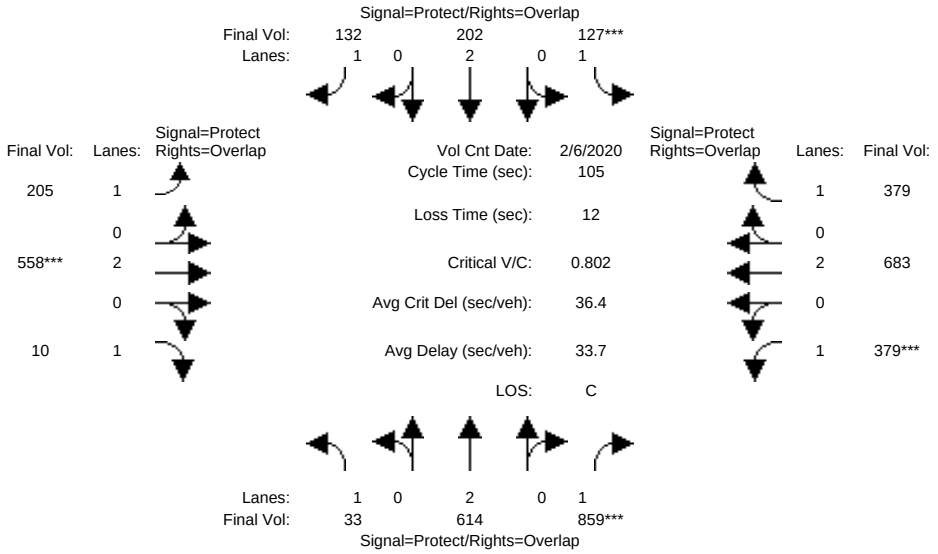
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	33	614	856	125	202	132	205	553	10	370	668	373
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:	33	614	856	125	202	132	205	553	10	370	668	373
Added Vol:	0	0	3	2	0	0	0	5	0	9	15	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	614	859	127	202	132	205	558	10	379	683	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	614	859	127	202	132	205	558	10	379	683	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	614	859	127	202	132	205	558	10	379	683	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	614	859	127	202	132	205	558	10	379	683	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.49	0.07	0.05	0.08	0.12	0.15	0.01	0.22	0.18	0.22
Crit Moves:			****	****				****		****		
Green Time:	18.7	35.9	64.3	9.5	26.7	45.5	18.8	19.2	37.9	28.4	28.8	38.3
Volume/Cap:	0.11	0.47	0.80	0.80	0.21	0.17	0.66	0.80	0.02	0.80	0.66	0.59
Delay/Veh:	36.3	27.4	19.9	71.5	30.9	18.3	45.1	47.7	21.6	45.2	35.2	28.5
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:	36.3	27.4	19.9	71.5	30.9	18.3	45.1	47.7	21.6	45.2	35.2	28.5
LOS by Move:	D	C	B	E	C	B	D	D	C	D	D	C
HCM2k95thQ:	2	15	40	12	5	6	13	17	0	23	18	19

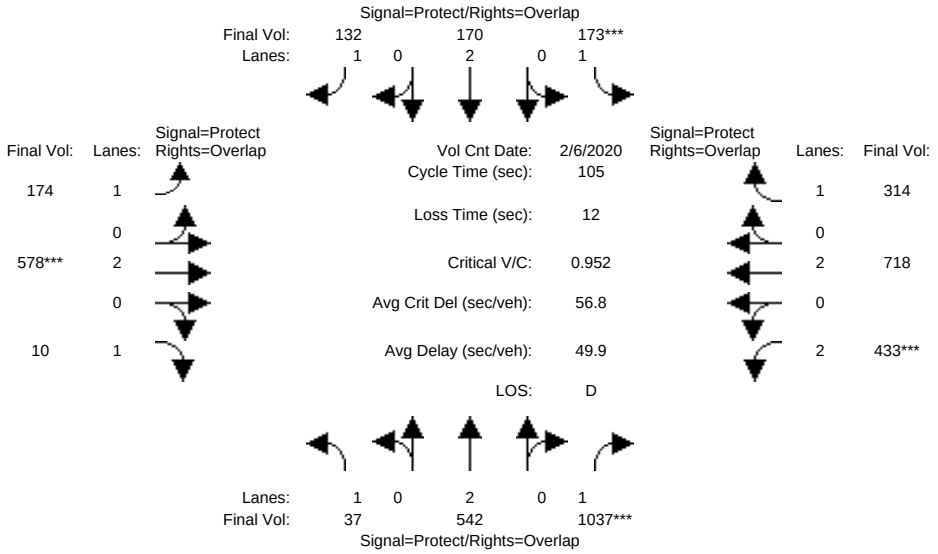
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	37	542	1037	173	170	132	174	578	10	433	718	314
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:	37	542	1037	173	170	132	174	578	10	433	718	314
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:	37	542	1037	173	170	132	174	578	10	433	718	314
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:	37	542	1037	173	170	132	174	578	10	433	718	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	542	1037	173	170	132	174	578	10	433	718	314
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:	37	542	1037	173	170	132	174	578	10	433	718	314
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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.59	0.10	0.04	0.08	0.10	0.15	0.01	0.14	0.19	0.18
Crit Moves:			****	****				****		****		
Green Time:	25.1	50.2	65.3	10.9	35.9	46.9	11.0	16.8	41.9	15.2	20.9	31.8
Volume/Cap:	0.09	0.30	0.95	0.95	0.13	0.17	0.95	0.95	0.01	0.95	0.95	0.59
Delay/Veh:	31.1	16.8	35.4	99.6	23.8	17.5	98.2	68.9	19.1	74.9	62.6	32.9
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:	31.1	16.8	35.4	99.6	23.8	17.5	98.2	68.9	19.1	74.9	62.6	32.9
LOS by Move:	C	B	D	F	C	B	F	E	B	E	E	C
HCM2k95thQ:	2	10	62	18	4	5	14	20	0	19	24	17

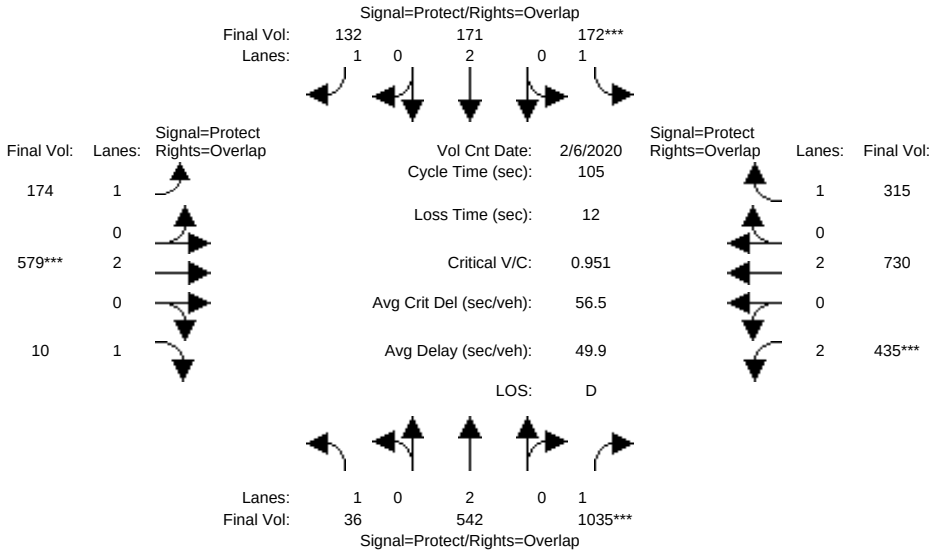
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	36	542	1035	172	171	132	174	579	10	435	730	315
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	542	1035	172	171	132	174	579	10	435	730	315
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	542	1035	172	171	132	174	579	10	435	730	315
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	542	1035	172	171	132	174	579	10	435	730	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	542	1035	172	171	132	174	579	10	435	730	315
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	542	1035	172	171	132	174	579	10	435	730	315
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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.59	0.10	0.05	0.08	0.10	0.15	0.01	0.14	0.19	0.18
Crit Moves:			****	****				****		****		
Green Time:	25.1	50.1	65.3	10.9	35.8	46.8	10.9	16.8	41.9	15.3	21.1	32.0
Volume/Cap:	0.09	0.30	0.95	0.95	0.13	0.17	0.95	0.95	0.01	0.95	0.95	0.59
Delay/Veh:	31.1	16.9	35.1	99.3	23.9	17.6	100.0	68.5	19.1	74.3	63.4	32.7
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:	31.1	16.9	35.1	99.3	23.9	17.6	100.0	68.5	19.1	74.3	63.4	32.7
LOS by Move:	C	B	D	F	C	B	F	E	B	E	E	C
HCM2k95thQ:	2	10	61	18	4	5	14	20	0	19	25	17

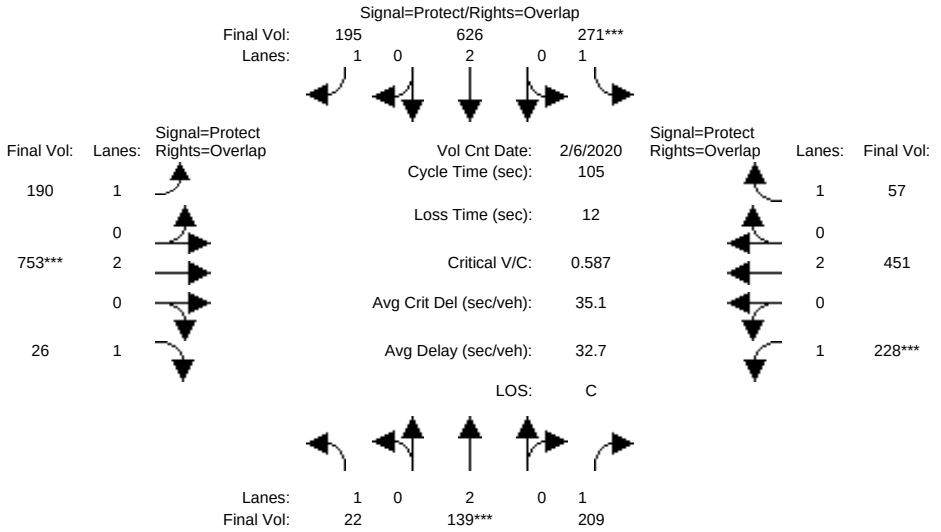
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	22	139	209	271	626	195	190	753	26	228	451	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:	22	139	209	271	626	195	190	753	26	228	451	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:	22	139	209	271	626	195	190	753	26	228	451	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:	22	139	209	271	626	195	190	753	26	228	451	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	139	209	271	626	195	190	753	26	228	451	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:	22	139	209	271	626	195	190	753	26	228	451	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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.15	0.16	0.11	0.11	0.20	0.01	0.13	0.12	0.03
Crit Moves:		****		****				****		****		
Green Time:	10.5	10.0	32.4	26.6	26.1	53.0	26.9	34.0	44.6	22.4	29.5	56.1
Volume/Cap:	0.13	0.38	0.39	0.61	0.66	0.22	0.42	0.61	0.03	0.61	0.42	0.06
Delay/Veh:	43.3	45.3	29.0	37.1	37.3	14.6	33.2	30.8	17.7	40.4	31.1	11.8
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:	43.3	45.3	29.0	37.1	37.3	14.6	33.2	30.8	17.7	40.4	31.1	11.8
LOS by Move:	D	D	C	D	D	B	C	C	B	D	C	B
HCM2k95thQ:	2	5	11	17	18	7	10	19	1	14	11	2

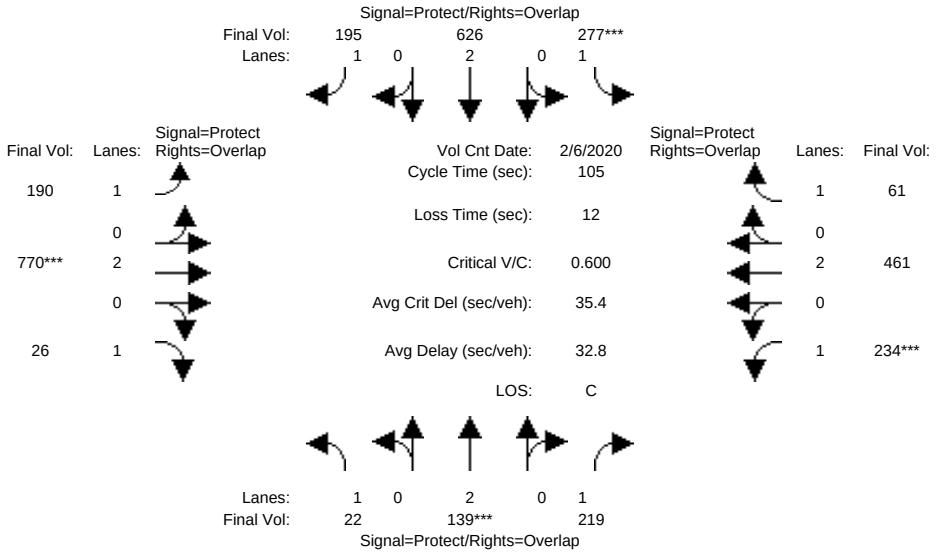
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	22	139	209	271	626	195	190	753	26	228	451	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:	22	139	209	271	626	195	190	753	26	228	451	57
Added Vol:	0	0	10	6	0	0	0	17	0	6	10	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	139	219	277	626	195	190	770	26	234	461	61
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:	22	139	219	277	626	195	190	770	26	234	461	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	139	219	277	626	195	190	770	26	234	461	61
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:	22	139	219	277	626	195	190	770	26	234	461	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.13	0.16	0.16	0.11	0.11	0.20	0.01	0.13	0.12	0.03
Crit Moves:		****		****				****		****		
Green Time:	10.5	10.0	32.4	26.6	26.0	52.7	26.7	34.0	44.5	22.4	29.8	56.3
Volume/Cap:	0.13	0.38	0.41	0.63	0.66	0.22	0.43	0.63	0.04	0.63	0.43	0.06
Delay/Veh:	43.4	45.3	29.2	37.6	37.4	14.8	33.5	31.1	17.7	40.8	30.9	11.7
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:	43.4	45.3	29.2	37.6	37.4	14.8	33.5	31.1	17.7	40.8	30.9	11.7
LOS by Move:	D	D	C	D	D	B	C	C	B	D	C	B
HCM2k95thQ:	2	5	12	17	19	7	10	19	1	14	11	2

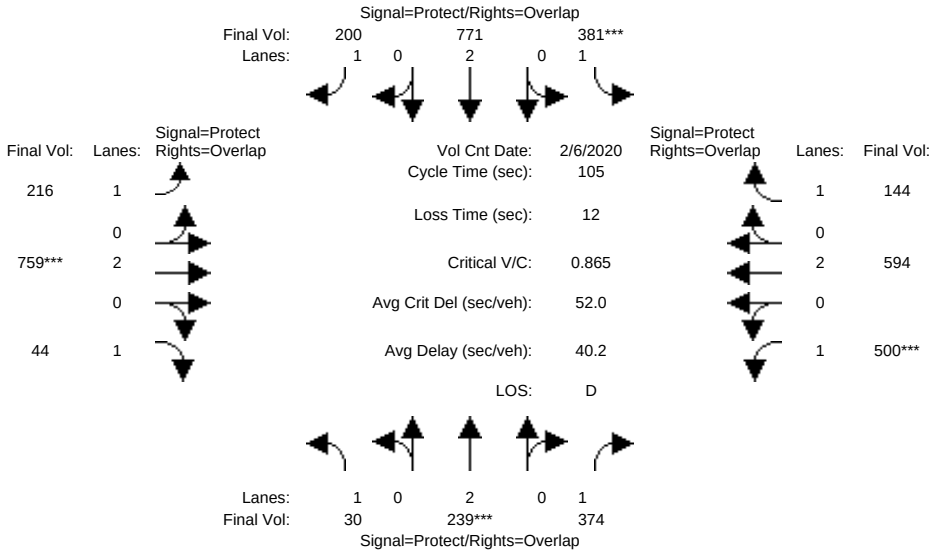
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	30	239	374	381	771	200	216	759	44	500	594	144
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:	30	239	374	381	771	200	216	759	44	500	594	144
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:	30	239	374	381	771	200	216	759	44	500	594	144
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:	30	239	374	381	771	200	216	759	44	500	594	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	239	374	381	771	200	216	759	44	500	594	144
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:	30	239	374	381	771	200	216	759	44	500	594	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.21	0.22	0.20	0.11	0.12	0.20	0.03	0.29	0.16	0.08
Crit Moves:		****		****				****		****		
Green Time:	8.8	10.0	43.7	25.7	26.9	52.2	25.3	23.6	32.4	33.7	32.0	57.7
Volume/Cap:	0.20	0.66	0.51	0.89	0.79	0.23	0.51	0.89	0.08	0.89	0.51	0.15
Delay/Veh:	45.5	50.3	23.4	58.2	41.0	15.2	35.6	50.8	25.8	49.9	30.5	11.7
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:	45.5	50.3	23.4	58.2	41.0	15.2	35.6	50.8	25.8	49.9	30.5	11.7
LOS by Move:	D	D	C	E	D	B	D	D	C	D	C	B
HCM2k95thQ:	2	10	18	28	24	8	12	24	2	31	15	5

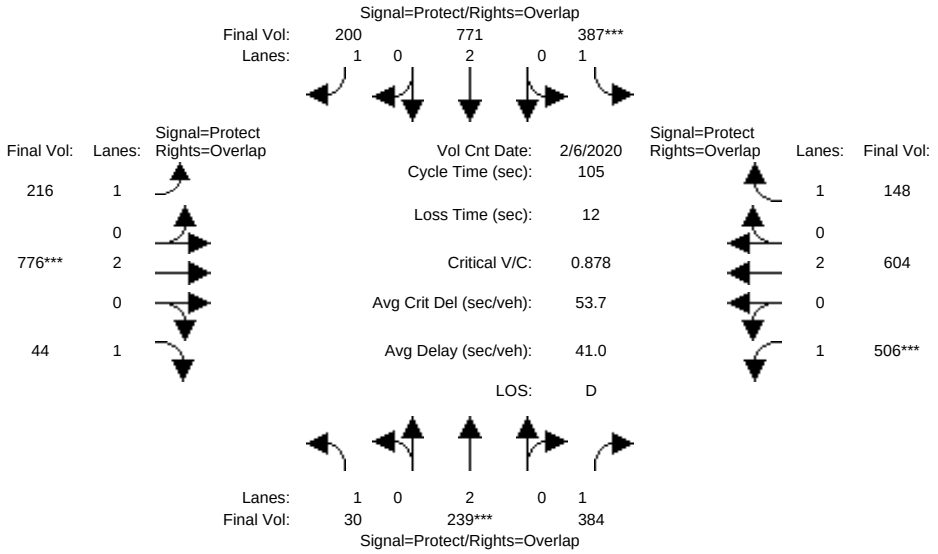
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	30	239	374	381	771	200	216	759	44	500	594	144
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:	30	239	374	381	771	200	216	759	44	500	594	144
Added Vol:	0	0	10	6	0	0	0	17	0	6	10	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	239	384	387	771	200	216	776	44	506	604	148
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:	30	239	384	387	771	200	216	776	44	506	604	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	239	384	387	771	200	216	776	44	506	604	148
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:	30	239	384	387	771	200	216	776	44	506	604	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.22	0.22	0.20	0.11	0.12	0.20	0.03	0.29	0.16	0.08
Crit Moves:		****		****				****		****		
Green Time:	8.8	10.0	43.6	25.7	26.9	51.9	25.1	23.7	32.5	33.6	32.3	57.9
Volume/Cap:	0.20	0.66	0.53	0.90	0.79	0.23	0.52	0.90	0.08	0.90	0.52	0.15
Delay/Veh:	45.5	50.3	23.7	60.6	41.0	15.3	35.9	52.4	25.7	52.2	30.4	11.6
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:	45.5	50.3	23.7	60.6	41.0	15.3	35.9	52.4	25.7	52.2	30.4	11.6
LOS by Move:	D	D	C	E	D	B	D	D	C	D	C	B
HCM2k95thQ:	2	10	19	29	24	8	12	24	2	32	15	5

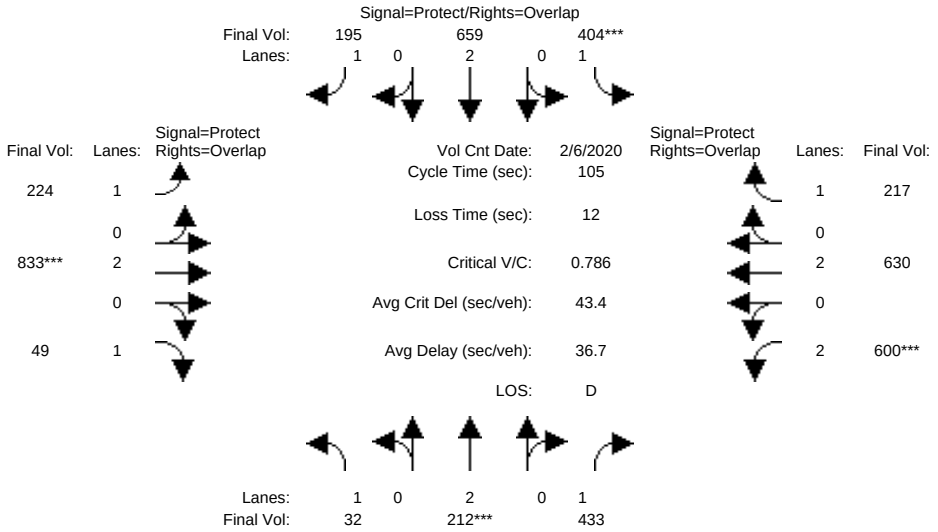
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	32	212	433	404	659	195	224	833	49	600	630	217
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:	32	212	433	404	659	195	224	833	49	600	630	217
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:	32	212	433	404	659	195	224	833	49	600	630	217
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:	32	212	433	404	659	195	224	833	49	600	630	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	212	433	404	659	195	224	833	49	600	630	217
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:	32	212	433	404	659	195	224	833	49	600	630	217
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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.25	0.23	0.17	0.11	0.13	0.22	0.03	0.19	0.17	0.12
Crit Moves:		****		****				****		****		
Green Time:	11.1	10.0	34.7	29.9	28.8	52.0	23.1	28.4	39.5	24.7	30.0	59.9
Volume/Cap:	0.17	0.59	0.75	0.81	0.63	0.23	0.58	0.81	0.07	0.81	0.58	0.22
Delay/Veh:	43.2	48.0	36.7	44.6	34.7	15.2	38.8	40.7	21.1	44.7	32.9	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	48.0	36.7	44.6	34.7	15.2	38.8	40.7	21.1	44.7	32.9	11.2
LOS by Move:	D	D	D	D	C	B	D	D	C	D	C	B
HCM2k95thQ:	2	8	26	27	19	8	13	24	2	21	16	7

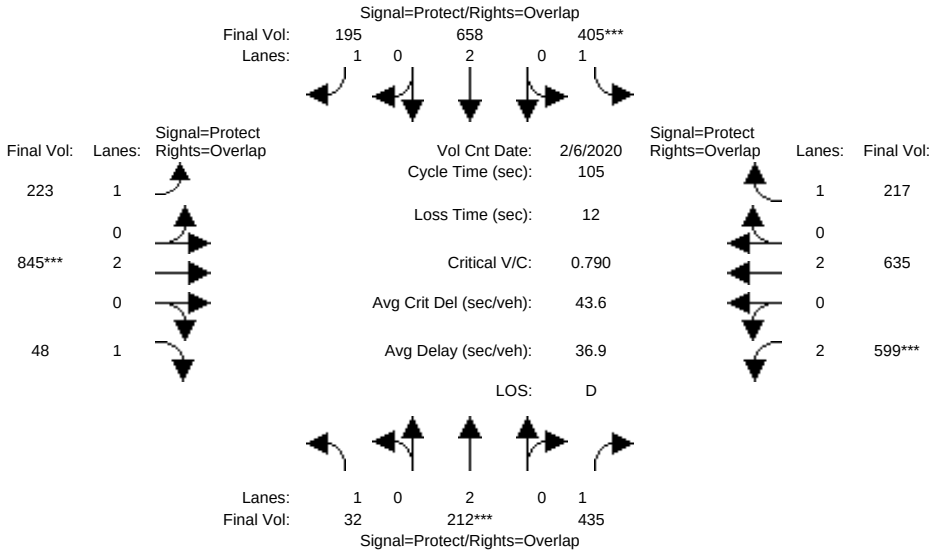
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant 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	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: 6 Feb 2020 <<												
Base Vol:	32	212	435	405	658	195	223	845	48	599	635	217
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:	32	212	435	405	658	195	223	845	48	599	635	217
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:	32	212	435	405	658	195	223	845	48	599	635	217
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:	32	212	435	405	658	195	223	845	48	599	635	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	212	435	405	658	195	223	845	48	599	635	217
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:	32	212	435	405	658	195	223	845	48	599	635	217
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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.25	0.23	0.17	0.11	0.13	0.22	0.03	0.19	0.17	0.12
Crit Moves:		****		****				****		****		
Green Time:	11.1	10.0	34.5	29.8	28.8	51.8	23.0	28.7	39.7	24.5	30.2	60.0
Volume/Cap:	0.17	0.59	0.76	0.81	0.63	0.23	0.58	0.81	0.07	0.81	0.58	0.22
Delay/Veh:	43.2	48.0	37.2	45.0	34.8	15.3	39.0	40.7	20.9	45.1	32.8	11.1
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:	43.2	48.0	37.2	45.0	34.8	15.3	39.0	40.7	20.9	45.1	32.8	11.1
LOS by Move:	D	D	D	D	C	B	D	D	C	D	C	B
HCM2k95thQ:	2	8	26	27	19	8	13	24	2	21	16	7

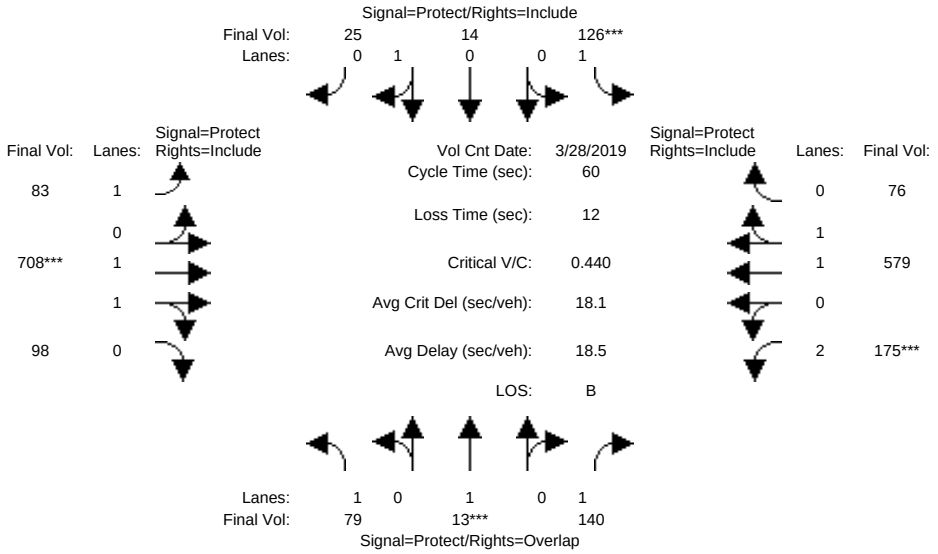
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	79	13	140	126	14	25	83	708	98	175	579	76
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:	79	13	140	126	14	25	83	708	98	175	579	76
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:	79	13	140	126	14	25	83	708	98	175	579	76
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:	79	13	140	126	14	25	83	708	98	175	579	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	13	140	126	14	25	83	708	98	175	579	76
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:	79	13	140	126	14	25	83	708	98	175	579	76
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.36	0.64	1.00	1.75	0.25	2.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	646	1154	1750	3250	450	3150	3270	429
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.08	0.07	0.02	0.02	0.05	0.22	0.22	0.06	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	7.3	10.0	17.0	7.7	10.4	10.4	12.0	23.3	23.3	7.0	18.3	18.3
Volume/Cap:	0.37	0.04	0.28	0.56	0.12	0.12	0.24	0.56	0.56	0.48	0.58	0.58
Delay/Veh:	25.3	21.0	17.1	27.8	21.1	21.1	20.5	14.9	14.9	25.8	18.4	18.4
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:	25.3	21.0	17.1	27.8	21.1	21.1	20.5	14.9	14.9	25.8	18.4	18.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	7	1	1	3	11	11	4	10	10

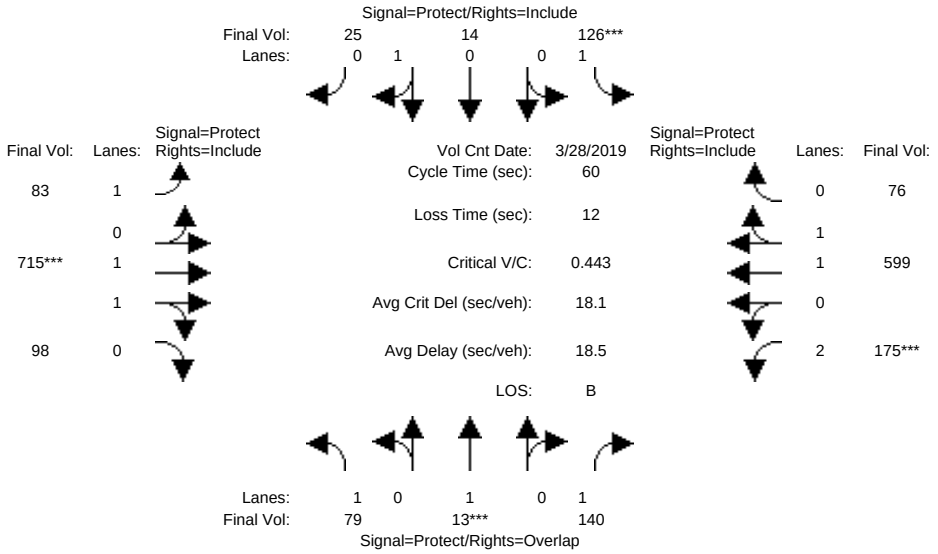
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	79	13	140	126	14	25	83	708	98	175	579	76
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:	79	13	140	126	14	25	83	708	98	175	579	76
Added Vol:	0	0	0	0	0	0	0	7	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	13	140	126	14	25	83	715	98	175	599	76
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:	79	13	140	126	14	25	83	715	98	175	599	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	13	140	126	14	25	83	715	98	175	599	76
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:	79	13	140	126	14	25	83	715	98	175	599	76
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.36	0.64	1.00	1.75	0.25	2.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	646	1154	1750	3254	446	3150	3283	417
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.08	0.07	0.02	0.02	0.05	0.22	0.22	0.06	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	7.3	10.0	17.0	7.7	10.4	10.4	11.8	23.3	23.3	7.0	18.5	18.5
Volume/Cap:	0.37	0.04	0.28	0.56	0.13	0.13	0.24	0.56	0.56	0.48	0.59	0.59
Delay/Veh:	25.4	21.0	17.1	27.9	21.2	21.2	20.7	14.9	14.9	25.8	18.4	18.4
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:	25.4	21.0	17.1	27.9	21.2	21.2	20.7	14.9	14.9	25.8	18.4	18.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	7	2	2	3	11	11	4	11	11

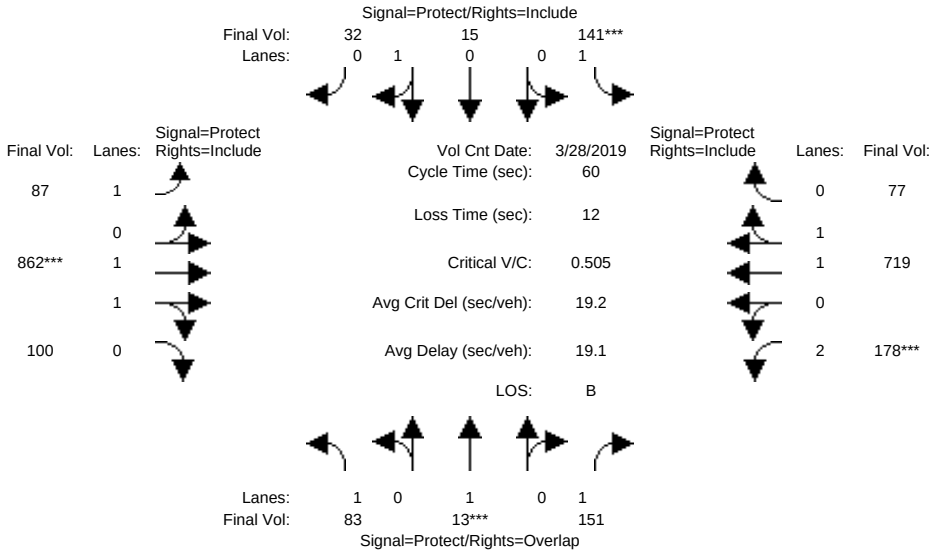
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	83	13	151	141	15	32	87	862	100	178	719	77
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:	83	13	151	141	15	32	87	862	100	178	719	77
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:	83	13	151	141	15	32	87	862	100	178	719	77
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:	83	13	151	141	15	32	87	862	100	178	719	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	13	151	141	15	32	87	862	100	178	719	77
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:	83	13	151	141	15	32	87	862	100	178	719	77
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.32	0.68	1.00	1.79	0.21	2.00	1.80	0.20
Final Sat.:	1750	1900	1750	1750	574	1226	1750	3315	385	3150	3342	358
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.08	0.03	0.03	0.05	0.26	0.26	0.06	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	7.1	10.0	17.0	7.3	10.2	10.2	10.8	23.7	23.7	7.0	19.9	19.9
Volume/Cap:	0.40	0.04	0.30	0.66	0.15	0.15	0.28	0.66	0.66	0.48	0.65	0.65
Delay/Veh:	25.7	21.0	17.2	32.5	21.5	21.5	21.7	16.0	16.0	25.8	18.3	18.3
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:	25.7	21.0	17.2	32.5	21.5	21.5	21.7	16.0	16.0	25.8	18.3	18.3
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	8	2	2	3	14	14	4	12	12

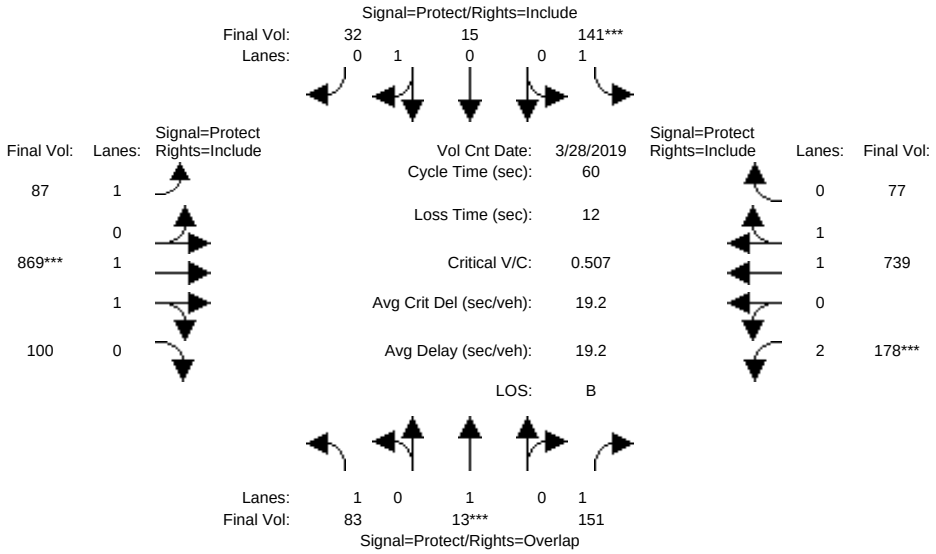
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	83	13	151	141	15	32	87	862	100	178	719	77
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:	83	13	151	141	15	32	87	862	100	178	719	77
Added Vol:	0	0	0	0	0	0	0	7	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	13	151	141	15	32	87	869	100	178	739	77
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:	83	13	151	141	15	32	87	869	100	178	739	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	13	151	141	15	32	87	869	100	178	739	77
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:	83	13	151	141	15	32	87	869	100	178	739	77
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.32	0.68	1.00	1.79	0.21	2.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	574	1226	1750	3318	382	3150	3351	349
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.08	0.03	0.03	0.05	0.26	0.26	0.06	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	7.1	10.0	17.0	7.3	10.2	10.2	10.6	23.7	23.7	7.0	20.1	20.1
Volume/Cap:	0.40	0.04	0.30	0.66	0.15	0.15	0.28	0.66	0.66	0.48	0.66	0.66
Delay/Veh:	25.7	21.0	17.2	32.8	21.5	21.5	21.9	16.0	16.0	25.8	18.4	18.4
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:	25.7	21.0	17.2	32.8	21.5	21.5	21.9	16.0	16.0	25.8	18.4	18.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	8	2	2	3	14	14	4	13	13

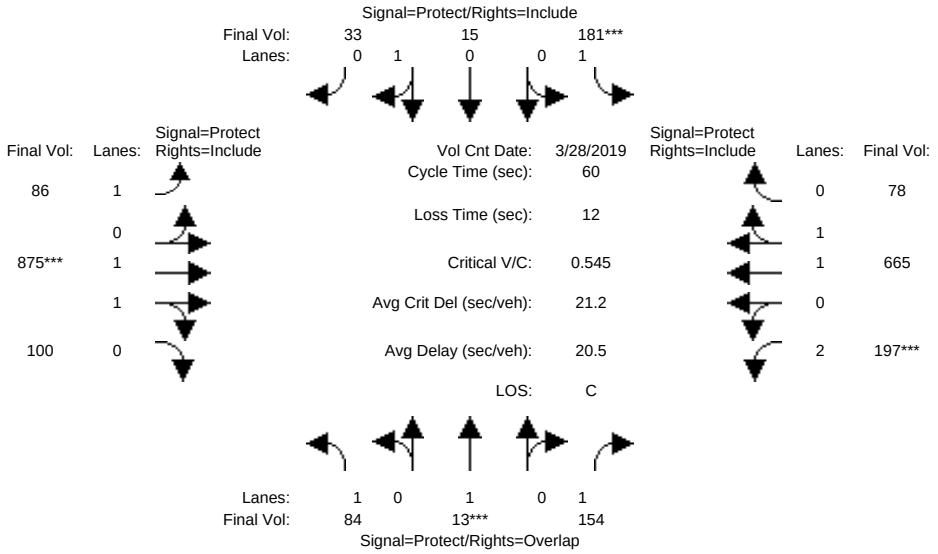
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	84	13	154	181	15	33	86	875	100	197	665	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	154	181	15	33	86	875	100	197	665	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	13	154	181	15	33	86	875	100	197	665	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	13	154	181	15	33	86	875	100	197	665	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	13	154	181	15	33	86	875	100	197	665	78
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:	84	13	154	181	15	33	86	875	100	197	665	78
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.79	0.21	2.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	562	1237	1750	3320	379	3150	3311	388
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.10	0.03	0.03	0.05	0.26	0.26	0.06	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	7.7	10.0	17.0	8.7	11.0	11.0	10.8	22.3	22.3	7.0	18.5	18.5
Volume/Cap:	0.37	0.04	0.31	0.71	0.15	0.15	0.27	0.71	0.71	0.54	0.65	0.65
Delay/Veh:	25.0	21.0	17.3	33.4	20.7	20.7	21.7	17.9	17.9	26.5	19.3	19.3
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:	25.0	21.0	17.3	33.4	20.7	20.7	21.7	17.9	17.9	26.5	19.3	19.3
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	10	2	2	3	15	15	4	12	12

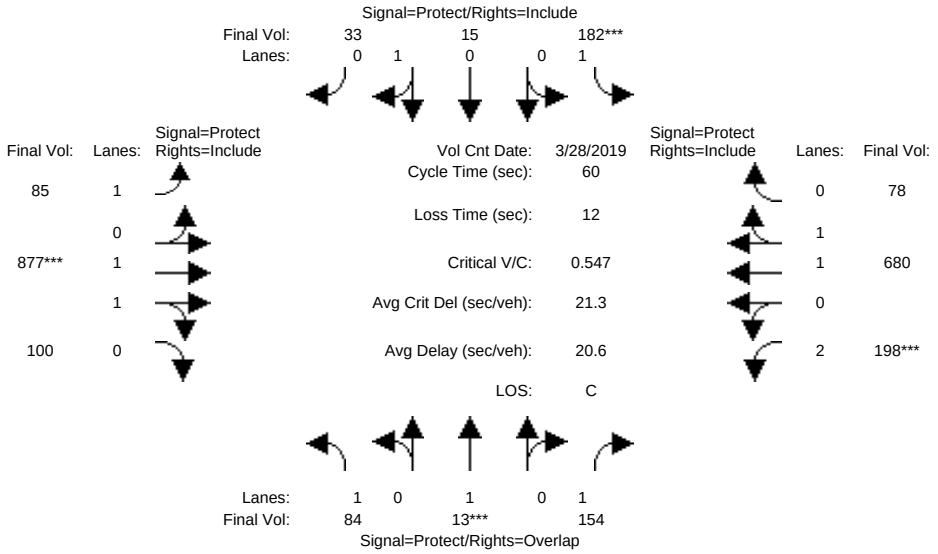
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	84	13	154	182	15	33	85	877	100	198	680	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	154	182	15	33	85	877	100	198	680	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	13	154	182	15	33	85	877	100	198	680	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	13	154	182	15	33	85	877	100	198	680	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	13	154	182	15	33	85	877	100	198	680	78
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:	84	13	154	182	15	33	85	877	100	198	680	78
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.79	0.21	2.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	562	1237	1750	3321	379	3150	3319	381
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.10	0.03	0.03	0.05	0.26	0.26	0.06	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	7.7	10.0	17.0	8.8	11.0	11.0	10.6	22.2	22.2	7.0	18.6	18.6
Volume/Cap:	0.37	0.04	0.31	0.71	0.14	0.14	0.27	0.71	0.71	0.54	0.66	0.66
Delay/Veh:	25.0	21.0	17.3	33.5	20.7	20.7	21.9	17.9	17.9	26.6	19.4	19.4
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:	25.0	21.0	17.3	33.5	20.7	20.7	21.9	17.9	17.9	26.6	19.4	19.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	5	10	2	2	3	15	15	4	12	12

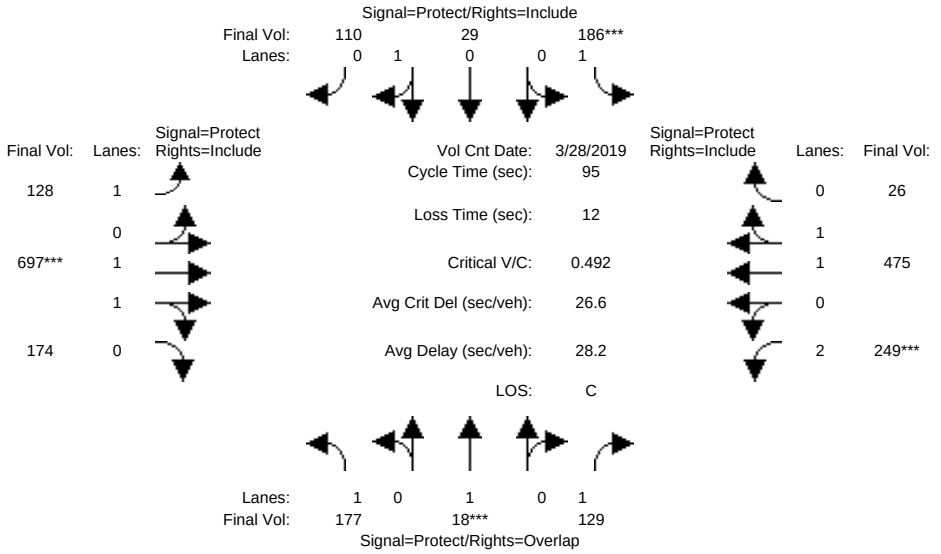
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	177	18	129	186	29	110	128	697	174	249	475	26
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:	177	18	129	186	29	110	128	697	174	249	475	26
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:	177	18	129	186	29	110	128	697	174	249	475	26
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:	177	18	129	186	29	110	128	697	174	249	475	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	18	129	186	29	110	128	697	174	249	475	26
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:	177	18	129	186	29	110	128	697	174	249	475	26
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.59	0.41	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	376	1424	1750	2960	739	3150	3508	192
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.11	0.08	0.08	0.07	0.24	0.24	0.08	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	13.9	10.0	23.7	18.4	14.5	14.5	19.2	40.8	40.8	13.7	35.3	35.3
Volume/Cap:	0.69	0.09	0.30	0.55	0.51	0.51	0.36	0.55	0.55	0.55	0.36	0.36
Delay/Veh:	46.2	38.6	29.3	36.4	38.5	38.5	33.2	20.6	20.6	39.2	21.8	21.8
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:	46.2	38.6	29.3	36.4	38.5	38.5	33.2	20.6	20.6	39.2	21.8	21.8
LOS by Move:	D	D	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	13	1	7	11	9	9	7	17	17	8	10	10

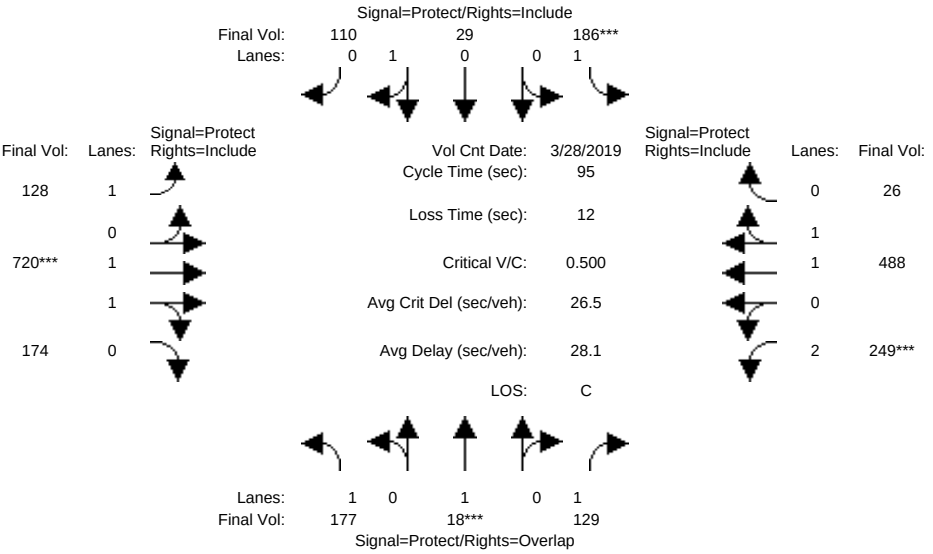
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	177	18	129	186	29	110	128	697	174	249	475	26
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:	177	18	129	186	29	110	128	697	174	249	475	26
Added Vol:	0	0	0	0	0	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	18	129	186	29	110	128	720	174	249	488	26
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:	177	18	129	186	29	110	128	720	174	249	488	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	18	129	186	29	110	128	720	174	249	488	26
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:	177	18	129	186	29	110	128	720	174	249	488	26
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.60	0.40	2.00	1.90	0.10
Final Sat.:	1750	1900	1750	1750	376	1424	1750	2979	720	3150	3513	187
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.11	0.08	0.08	0.07	0.24	0.24	0.08	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	13.8	10.0	23.5	18.2	14.4	14.4	19.0	41.3	41.3	13.5	35.8	35.8
Volume/Cap:	0.70	0.09	0.30	0.56	0.51	0.51	0.37	0.56	0.56	0.56	0.37	0.37
Delay/Veh:	46.8	38.6	29.4	36.8	38.7	38.7	33.4	20.4	20.4	39.5	21.6	21.6
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:	46.8	38.6	29.4	36.8	38.7	38.7	33.4	20.4	20.4	39.5	21.6	21.6
LOS by Move:	D	D	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	13	1	7	12	9	9	7	18	18	8	10	10

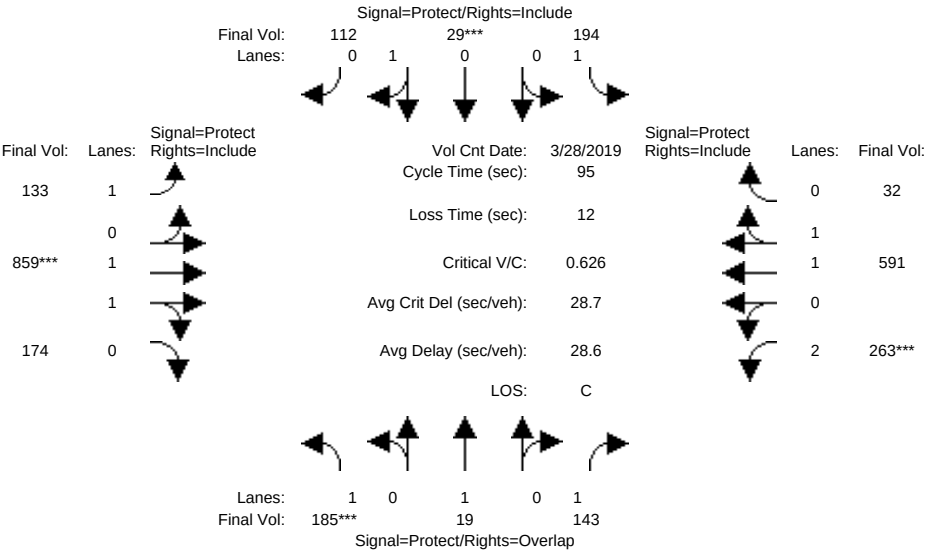
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	185	19	143	194	29	112	133	859	174	263	591	32
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:	185	19	143	194	29	112	133	859	174	263	591	32
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:	185	19	143	194	29	112	133	859	174	263	591	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	19	143	194	29	112	133	859	174	263	591	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	19	143	194	29	112	133	859	174	263	591	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	19	143	194	29	112	133	859	174	263	591	32
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.65	0.35	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	370	1430	1750	3076	623	3150	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.08	0.11	0.08	0.08	0.08	0.28	0.28	0.08	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	16.0	13.6	26.3	14.3	11.9	11.9	17.1	42.4	42.4	12.7	37.9	37.9
Volume/Cap:	0.63	0.07	0.30	0.73	0.63	0.63	0.42	0.63	0.63	0.63	0.42	0.42
Delay/Veh:	40.9	35.3	27.4	48.8	44.9	44.9	35.5	21.0	21.0	41.9	20.8	20.8
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:	40.9	35.3	27.4	48.8	44.9	44.9	35.5	21.0	21.0	41.9	20.8	20.8
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	1	7	14	10	10	7	21	21	9	12	12

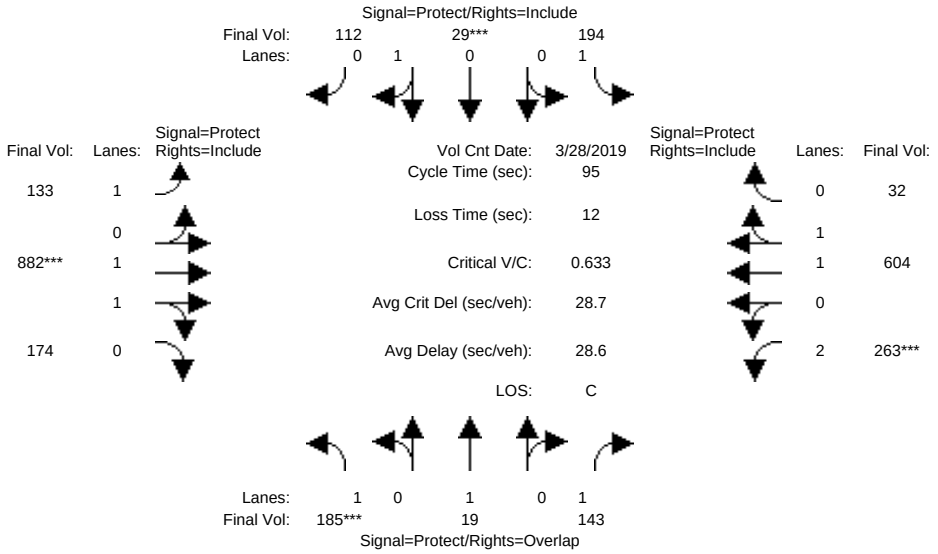
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	185	19	143	194	29	112	133	859	174	263	591	32
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:	185	19	143	194	29	112	133	859	174	263	591	32
Added Vol:	0	0	0	0	0	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	19	143	194	29	112	133	882	174	263	604	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	19	143	194	29	112	133	882	174	263	604	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	19	143	194	29	112	133	882	174	263	604	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	19	143	194	29	112	133	882	174	263	604	32
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.66	0.34	2.00	1.90	0.10
Final Sat.:	1750	1900	1750	1750	370	1430	1750	3090	610	3150	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.08	0.11	0.08	0.08	0.08	0.29	0.29	0.08	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	15.9	13.5	26.0	14.2	11.8	11.8	17.0	42.8	42.8	12.5	38.4	38.4
Volume/Cap:	0.63	0.07	0.30	0.74	0.63	0.63	0.43	0.63	0.63	0.63	0.43	0.43
Delay/Veh:	41.3	35.5	27.7	49.6	45.4	45.4	35.6	20.8	20.8	42.2	20.6	20.6
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:	41.3	35.5	27.7	49.6	45.4	45.4	35.6	20.8	20.8	42.2	20.6	20.6
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	1	7	14	10	10	7	21	21	9	13	13

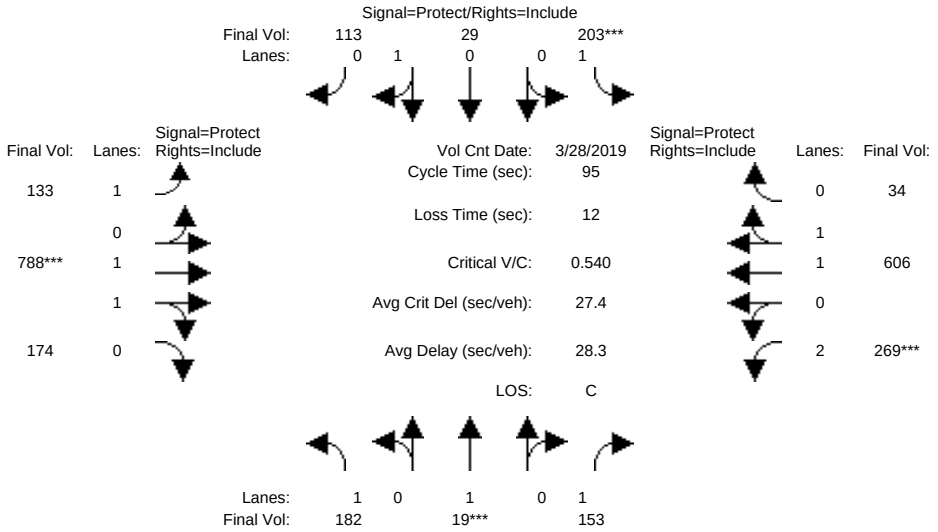
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	182	19	153	203	29	113	133	788	174	269	606	34
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:	182	19	153	203	29	113	133	788	174	269	606	34
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:	182	19	153	203	29	113	133	788	174	269	606	34
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:	182	19	153	203	29	113	133	788	174	269	606	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	19	153	203	29	113	133	788	174	269	606	34
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:	182	19	153	203	29	113	133	788	174	269	606	34
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.20	0.80	1.00	1.63	0.37	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	368	1432	1750	3030	669	3150	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.09	0.12	0.08	0.08	0.08	0.26	0.26	0.09	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	14.1	10.0	23.5	18.4	14.3	14.3	16.7	41.1	41.1	13.5	38.0	38.0
Volume/Cap:	0.70	0.10	0.35	0.60	0.53	0.53	0.43	0.60	0.60	0.60	0.43	0.43
Delay/Veh:	46.8	38.6	30.0	38.0	39.2	39.2	35.9	21.3	21.3	40.5	20.9	20.9
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:	46.8	38.6	30.0	38.0	39.2	39.2	35.9	21.3	21.3	40.5	20.9	20.9
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	13	1	8	13	9	9	7	19	19	9	13	13

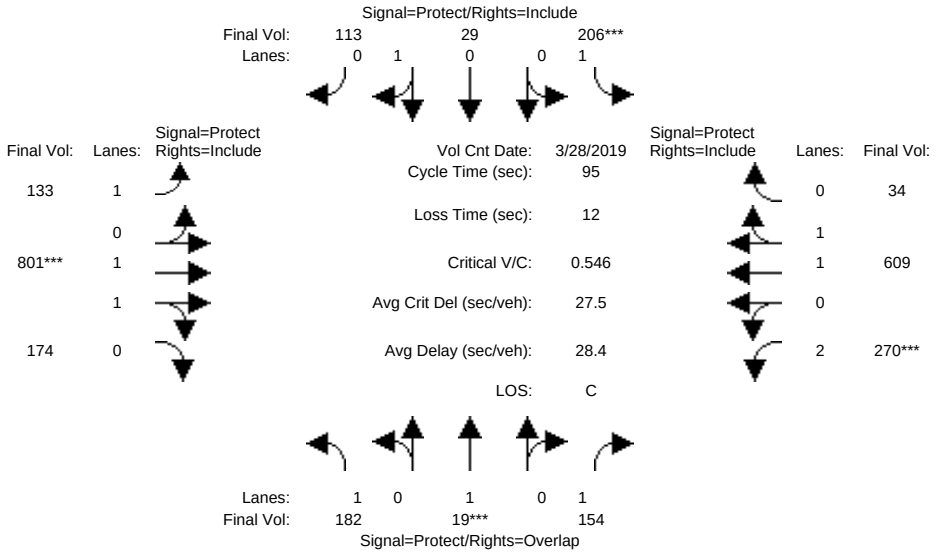
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1646: Walnut Grove Drive and Dunne Avenue



Street Name:	Walnut Grove Drive						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	182	19	154	206	29	113	133	801	174	270	609	34
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:	182	19	154	206	29	113	133	801	174	270	609	34
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:	182	19	154	206	29	113	133	801	174	270	609	34
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:	182	19	154	206	29	113	133	801	174	270	609	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	19	154	206	29	113	133	801	174	270	609	34
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:	182	19	154	206	29	113	133	801	174	270	609	34
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	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.20	0.80	1.00	1.63	0.37	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	368	1432	1750	3039	660	3150	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.09	0.12	0.08	0.08	0.08	0.26	0.26	0.09	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	14.1	10.0	23.4	18.4	14.3	14.3	16.6	41.2	41.2	13.4	38.0	38.0
Volume/Cap:	0.70	0.10	0.36	0.61	0.52	0.52	0.43	0.61	0.61	0.61	0.43	0.43
Delay/Veh:	46.7	38.6	30.1	38.2	39.1	39.1	36.0	21.4	21.4	40.8	20.9	20.9
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:	46.7	38.6	30.1	38.2	39.1	39.1	36.0	21.4	21.4	40.8	20.9	20.9
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	13	1	8	13	9	9	7	20	20	9	13	13

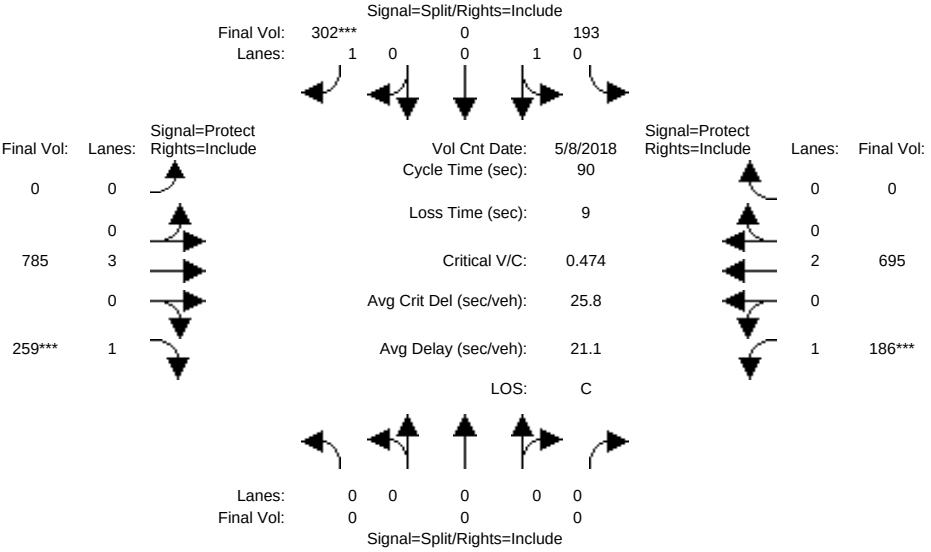
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	193	0	302	0	785	259	186	695	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	193	0	302	0	785	259	186	695	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	193	0	302	0	785	259	186	695	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	193	0	302	0	785	259	186	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	302	0	785	259	186	695	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:	0	0	0	193	0	302	0	785	259	186	695	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.14	0.15	0.11	0.18	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.7	0.0	32.7	0.0	28.1	28.1	20.2	48.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.47	0.00	0.44	0.47	0.47	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	20.7	0.0	22.6	0.0	24.9	25.6	31.2	12.0	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	20.7	0.0	22.6	0.0	24.9	25.6	31.2	12.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	8	0	14	0	11	12	9	10	0

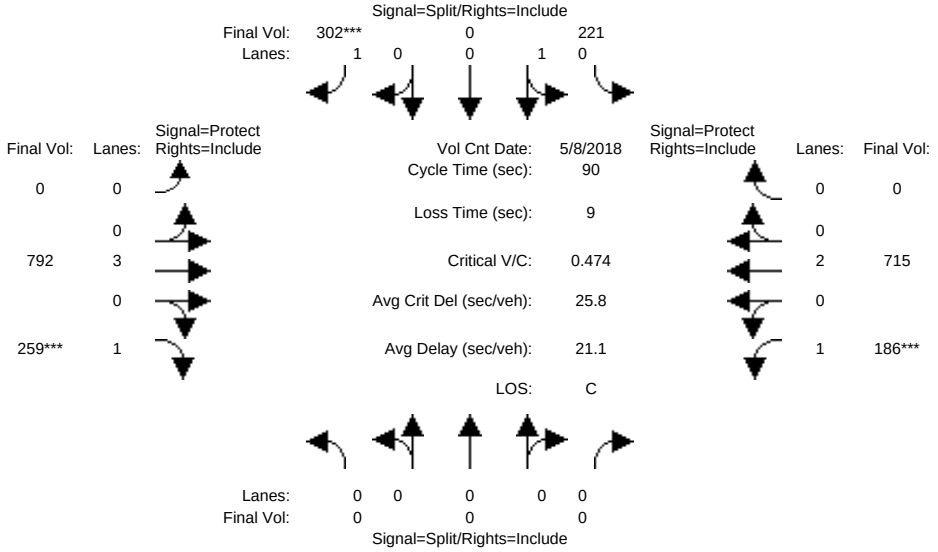
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	193	0	302	0	785	259	186	695	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	193	0	302	0	785	259	186	695	0
Added Vol:	0	0	0	28	0	0	0	7	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	0	302	0	792	259	186	715	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	302	0	792	259	186	715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	302	0	792	259	186	715	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:	0	0	0	221	0	302	0	792	259	186	715	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.00	0.14	0.15	0.11	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.7	0.0	32.7	0.0	28.1	28.1	20.2	48.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.47	0.00	0.45	0.47	0.47	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	22.6	0.0	24.9	25.6	31.2	12.0	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	21.1	0.0	22.6	0.0	24.9	25.6	31.2	12.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	9	0	14	0	11	12	9	11	0

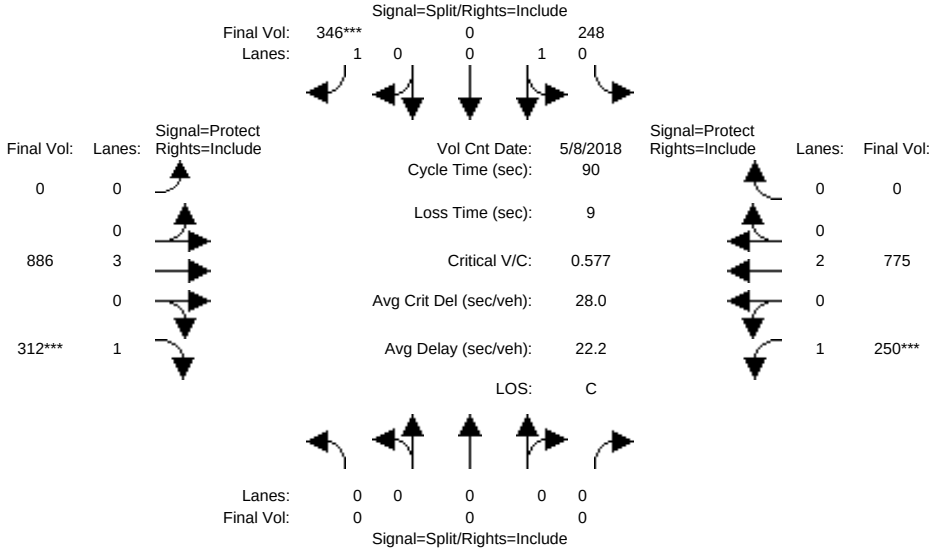
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	248	0	346	0	886	312	250	775	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	248	0	346	0	886	312	250	775	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	248	0	346	0	886	312	250	775	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	248	0	346	0	886	312	250	775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	346	0	886	312	250	775	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:	0	0	0	248	0	346	0	886	312	250	775	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.20	0.00	0.16	0.18	0.14	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	30.9	0.0	30.9	0.0	27.8	27.8	22.3	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.58	0.00	0.50	0.58	0.58	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	25.6	0.0	25.7	27.7	31.6	11.2	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	23.0	0.0	25.6	0.0	25.7	27.7	31.6	11.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	11	0	17	0	12	14	12	11	0

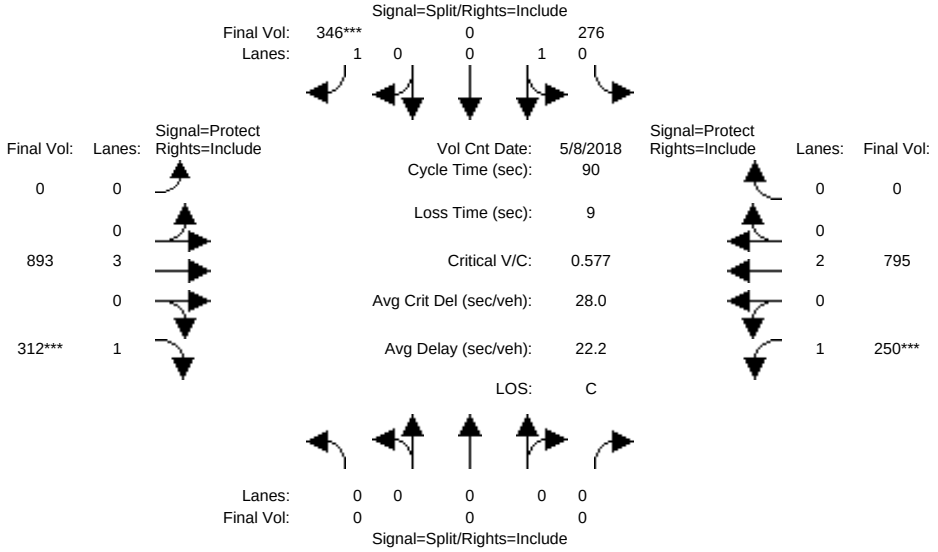
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	248	0	346	0	886	312	250	775	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	248	0	346	0	886	312	250	775	0
Added Vol:	0	0	0	28	0	0	0	7	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	346	0	893	312	250	795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	276	0	346	0	893	312	250	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	0	346	0	893	312	250	795	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:	0	0	0	276	0	346	0	893	312	250	795	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.20	0.00	0.16	0.18	0.14	0.21	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	30.9	0.0	30.9	0.0	27.8	27.8	22.3	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.58	0.00	0.51	0.58	0.58	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	25.6	0.0	25.7	27.7	31.6	11.3	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	23.5	0.0	25.6	0.0	25.7	27.7	31.6	11.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	12	0	17	0	12	14	12	12	0

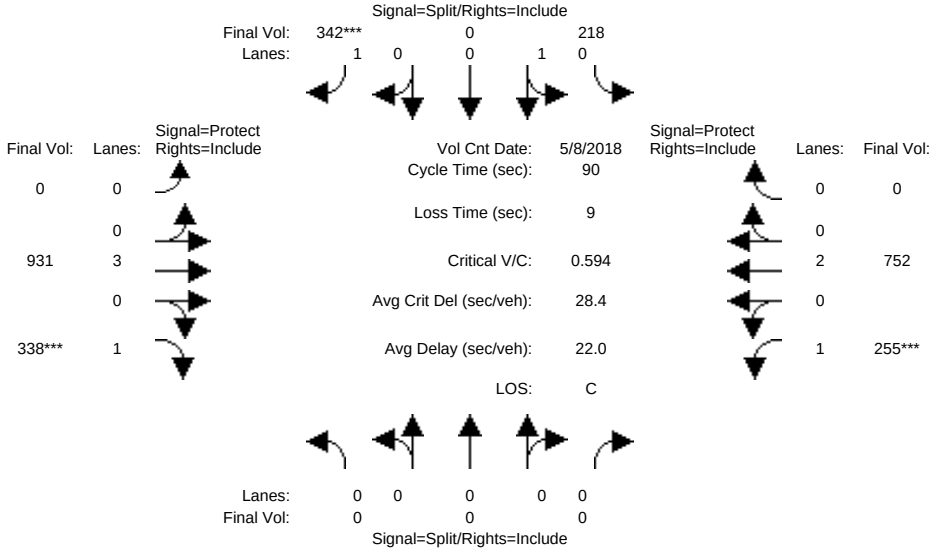
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	218	0	342	0	931	338	255	752	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	218	0	342	0	931	338	255	752	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	218	0	342	0	931	338	255	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	218	0	342	0	931	338	255	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	218	0	342	0	931	338	255	752	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:	0	0	0	218	0	342	0	931	338	255	752	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.20	0.00	0.16	0.19	0.15	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.6	0.0	29.6	0.0	29.3	29.3	22.1	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.59	0.00	0.50	0.59	0.59	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	26.8	0.0	24.7	27.1	32.2	10.4	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:	0.0	0.0	0.0	23.4	0.0	26.8	0.0	24.7	27.1	32.2	10.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	10	0	17	0	13	15	13	10	0

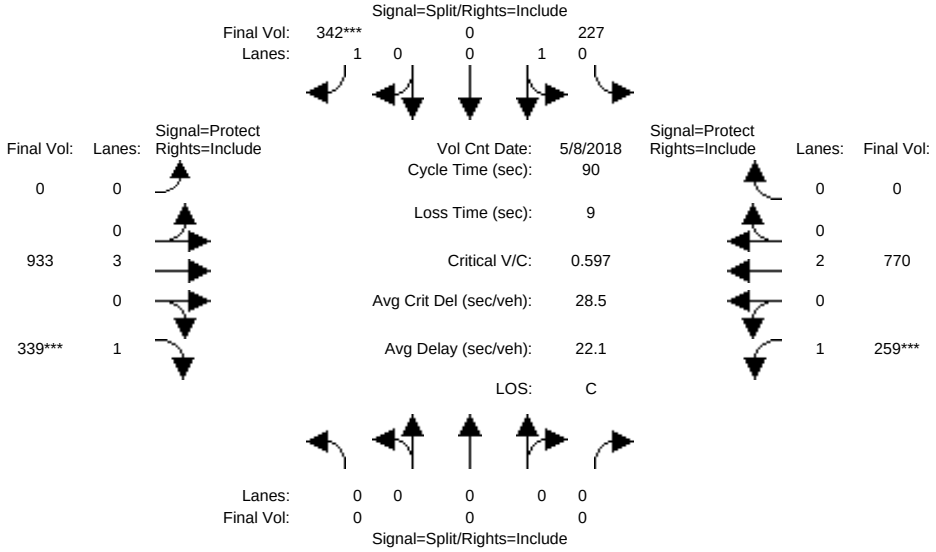
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	227	0	342	0	933	339	259	770	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	227	0	342	0	933	339	259	770	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	227	0	342	0	933	339	259	770	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	227	0	342	0	933	339	259	770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	342	0	933	339	259	770	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:	0	0	0	227	0	342	0	933	339	259	770	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.20	0.00	0.16	0.19	0.15	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.5	0.0	29.5	0.0	29.2	29.2	22.3	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.60	0.00	0.50	0.60	0.60	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	27.0	0.0	24.8	27.2	32.1	10.4	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:	0.0	0.0	0.0	23.7	0.0	27.0	0.0	24.8	27.2	32.1	10.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	10	0	17	0	13	15	13	11	0

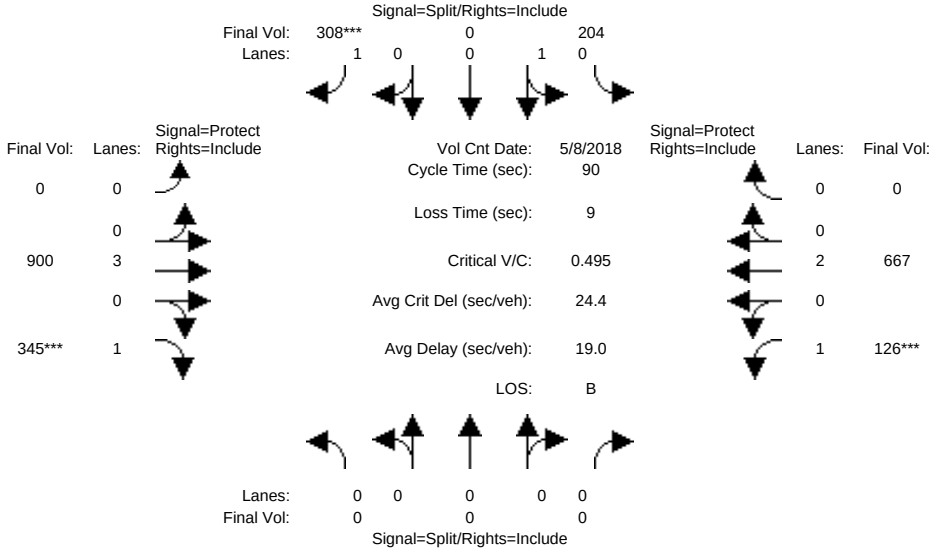
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	204	0	308	0	900	345	126	667	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	204	0	308	0	900	345	126	667	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	204	0	308	0	900	345	126	667	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	204	0	308	0	900	345	126	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	204	0	308	0	900	345	126	667	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:	0	0	0	204	0	308	0	900	345	126	667	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.18	0.00	0.16	0.20	0.07	0.18	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.0	0.0	32.0	0.0	35.9	35.9	13.1	49.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.49	0.00	0.40	0.49	0.49	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	23.3	0.0	19.4	20.8	36.9	11.4	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:	0.0	0.0	0.0	21.3	0.0	23.3	0.0	19.4	20.8	36.9	11.4	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	B	A
HCM2k95thQ:	0	0	0	9	0	14	0	11	14	7	10	0

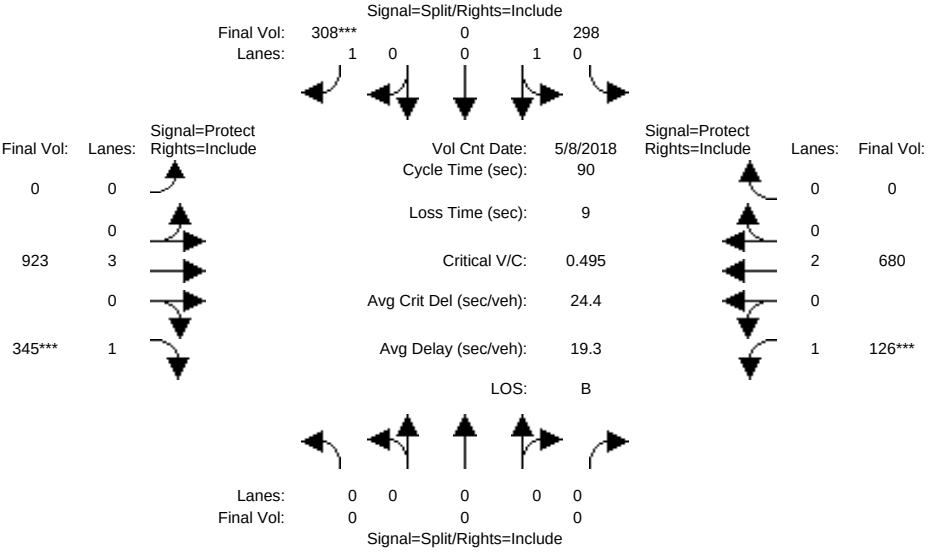
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	204	0	308	0	900	345	126	667	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	204	0	308	0	900	345	126	667	0
Added Vol:	0	0	0	94	0	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	298	0	308	0	923	345	126	680	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	308	0	923	345	126	680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	308	0	923	345	126	680	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:	0	0	0	298	0	308	0	923	345	126	680	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.18	0.00	0.16	0.20	0.07	0.18	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.0	0.0	32.0	0.0	35.9	35.9	13.1	49.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.49	0.00	0.41	0.49	0.49	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	22.9	0.0	23.3	0.0	19.5	20.8	36.9	11.5	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	22.9	0.0	23.3	0.0	19.5	20.8	36.9	11.5	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	B	A
HCM2k95thQ:	0	0	0	13	0	14	0	11	14	7	10	0

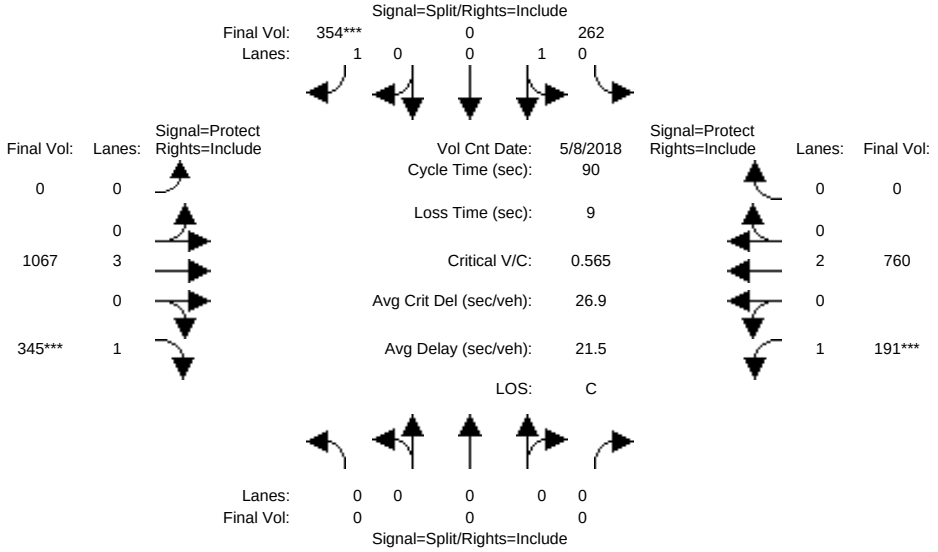
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	262	0	354	0	1067	345	191	760	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	262	0	354	0	1067	345	191	760	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	262	0	354	0	1067	345	191	760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	262	0	354	0	1067	345	191	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	354	0	1067	345	191	760	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:	0	0	0	262	0	354	0	1067	345	191	760	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.20	0.00	0.19	0.20	0.11	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	0.0	31.4	31.4	17.4	48.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.57	0.00	0.54	0.57	0.57	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	24.5	0.0	23.8	25.0	35.1	11.9	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	22.1	0.0	24.5	0.0	23.8	25.0	35.1	11.9	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	11	0	17	0	14	15	10	11	0

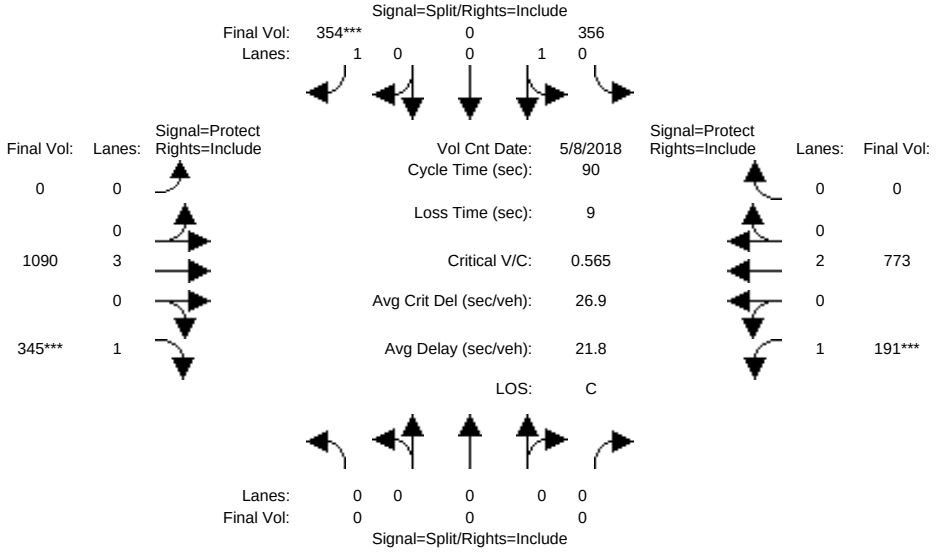
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	262	0	354	0	1067	345	191	760	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	262	0	354	0	1067	345	191	760	0
Added Vol:	0	0	0	94	0	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	356	0	354	0	1090	345	191	773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	356	0	354	0	1090	345	191	773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	0	354	0	1090	345	191	773	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:	0	0	0	356	0	354	0	1090	345	191	773	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.19	0.20	0.11	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	0.0	31.4	31.4	17.4	48.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.57	0.00	0.55	0.57	0.57	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	24.2	0.0	24.5	0.0	23.9	25.0	35.1	12.0	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	24.2	0.0	24.5	0.0	23.9	25.0	35.1	12.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	16	0	17	0	15	15	10	11	0

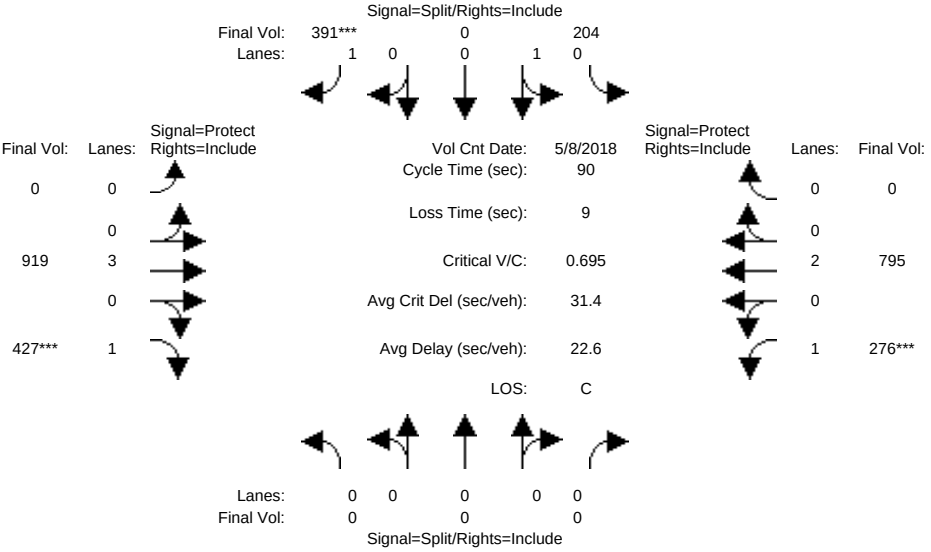
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	204	0	391	0	919	427	276	795	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	204	0	391	0	919	427	276	795	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	204	0	391	0	919	427	276	795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	204	0	391	0	919	427	276	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	204	0	391	0	919	427	276	795	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:	0	0	0	204	0	391	0	919	427	276	795	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.22	0.00	0.16	0.24	0.16	0.21	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	28.9	0.0	28.9	0.0	31.6	31.6	20.4	52.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.69	0.00	0.46	0.69	0.69	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	30.4	0.0	22.7	28.5	37.2	10.2	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	23.7	0.0	30.4	0.0	22.7	28.5	37.2	10.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	9	0	21	0	12	20	15	11	0

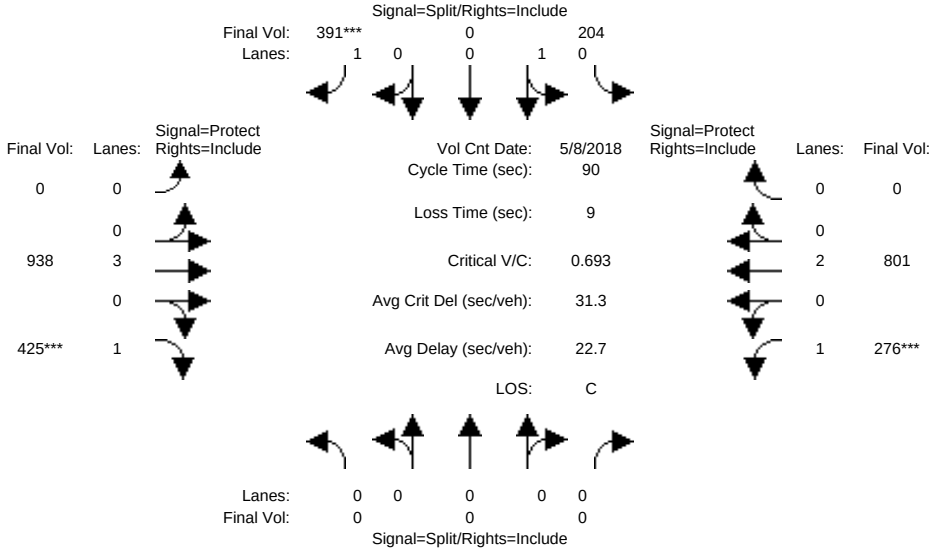
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



Street Name:	US 101 Southbound Ramps						Dunne 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:	0	0	0	10	10	10	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:	0	0	0	204	0	391	0	938	425	276	801	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	204	0	391	0	938	425	276	801	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	204	0	391	0	938	425	276	801	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	204	0	391	0	938	425	276	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	204	0	391	0	938	425	276	801	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:	0	0	0	204	0	391	0	938	425	276	801	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.22	0.00	0.16	0.24	0.16	0.21	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.0	0.0	29.0	0.0	31.5	31.5	20.5	52.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.69	0.00	0.47	0.69	0.69	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	30.3	0.0	22.9	28.5	37.1	10.3	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	23.7	0.0	30.3	0.0	22.9	28.5	37.1	10.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	9	0	21	0	12	20	15	11	0

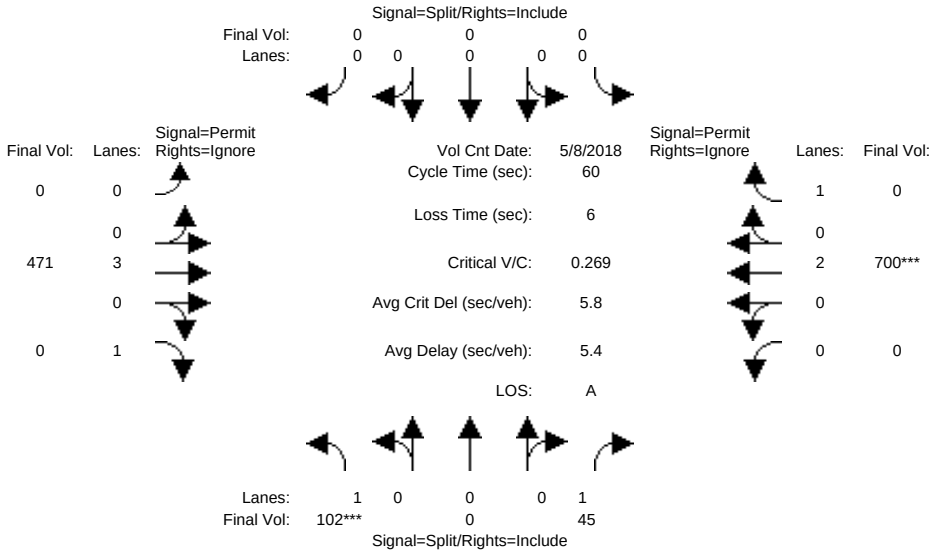
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	102	0	45	0	0	0	0	471	0	0	700	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:	102	0	45	0	0	0	0	471	0	0	700	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:	102	0	45	0	0	0	0	471	0	0	700	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:	102	0	45	0	0	0	0	471	0	0	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	45	0	0	0	0	471	0	0	700	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:	102	0	45	0	0	0	0	471	0	0	700	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.18	0.00
Crit Moves:	****										****	
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.27	0.00	0.12	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.27	0.00
Delay/Veh:	20.0	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.7	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:	20.0	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	2	0	0	0	0	2	0	0	5	0

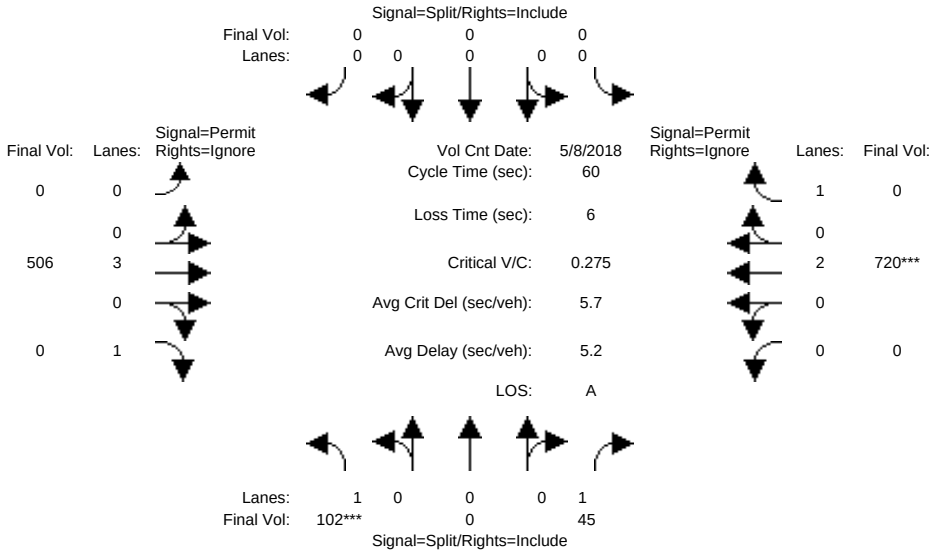
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	102	0	45	0	0	0	0	471	0	0	700	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:	102	0	45	0	0	0	0	471	0	0	700	0
Added Vol:	0	0	0	0	0	0	0	35	0	0	20	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	45	0	0	0	0	506	0	0	720	83
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:	102	0	45	0	0	0	0	506	0	0	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	45	0	0	0	0	506	0	0	720	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:	102	0	45	0	0	0	0	506	0	0	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.19	0.00
Crit Moves:	****										****	
Green Time:	12.7	0.0	12.7	0.0	0.0	0.0	0.0	41.3	0.0	0.0	41.3	0.0
Volume/Cap:	0.28	0.00	0.12	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.28	0.00
Delay/Veh:	20.2	0.0	19.3	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.7	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:	20.2	0.0	19.3	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.7	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	2	0	0	0	0	2	0	0	5	0

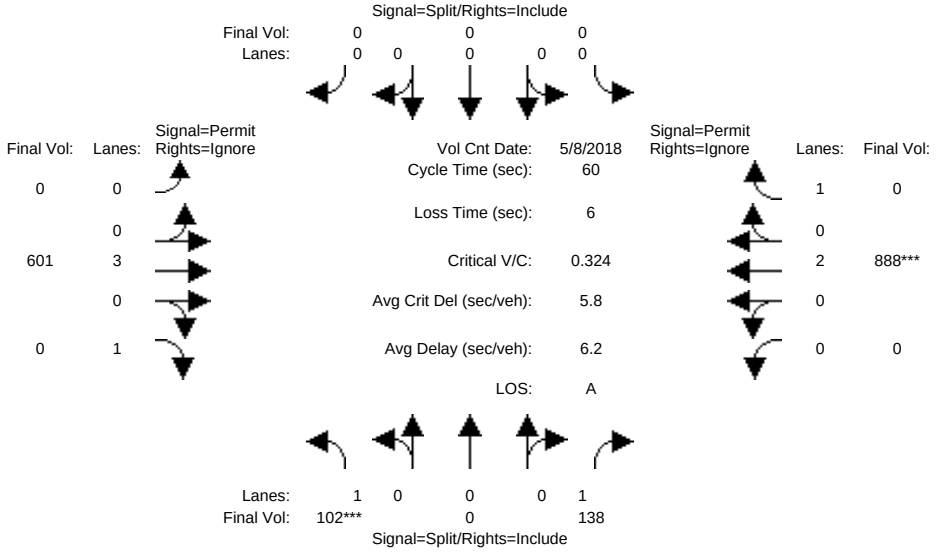
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	102	0	138	0	0	0	0	601	0	0	888	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:	102	0	138	0	0	0	0	601	0	0	888	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:	102	0	138	0	0	0	0	601	0	0	888	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:	102	0	138	0	0	0	0	601	0	0	888	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	138	0	0	0	0	601	0	0	888	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:	102	0	138	0	0	0	0	601	0	0	888	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.23	0.00
Crit Moves:	****										****	
Green Time:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	40.4	0.0	0.0	40.4	0.0
Volume/Cap:	0.26	0.00	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.35	0.00
Delay/Veh:	19.4	0.0	20.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	4.3	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:	19.4	0.0	20.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	4.3	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	5	0	0	0	0	3	0	0	7	0

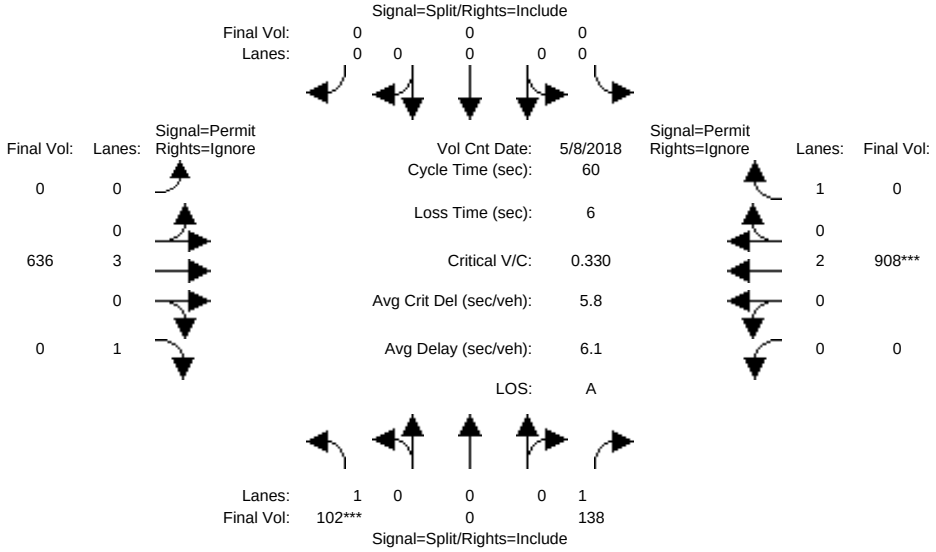
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	102	0	138	0	0	0	0	601	0	0	888	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:	102	0	138	0	0	0	0	601	0	0	888	0
Added Vol:	0	0	0	0	0	0	0	35	0	0	20	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	138	0	0	0	0	636	0	0	908	83
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:	102	0	138	0	0	0	0	636	0	0	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	138	0	0	0	0	636	0	0	908	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:	102	0	138	0	0	0	0	636	0	0	908	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.24	0.00
Crit Moves:	****										****	
Green Time:	13.4	0.0	13.4	0.0	0.0	0.0	0.0	40.6	0.0	0.0	40.6	0.0
Volume/Cap:	0.26	0.00	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.35	0.00
Delay/Veh:	19.6	0.0	20.2	0.0	0.0	0.0	0.0	3.6	0.0	0.0	4.2	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:	19.6	0.0	20.2	0.0	0.0	0.0	0.0	3.6	0.0	0.0	4.2	0.0
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	5	0	0	0	0	3	0	0	7	0

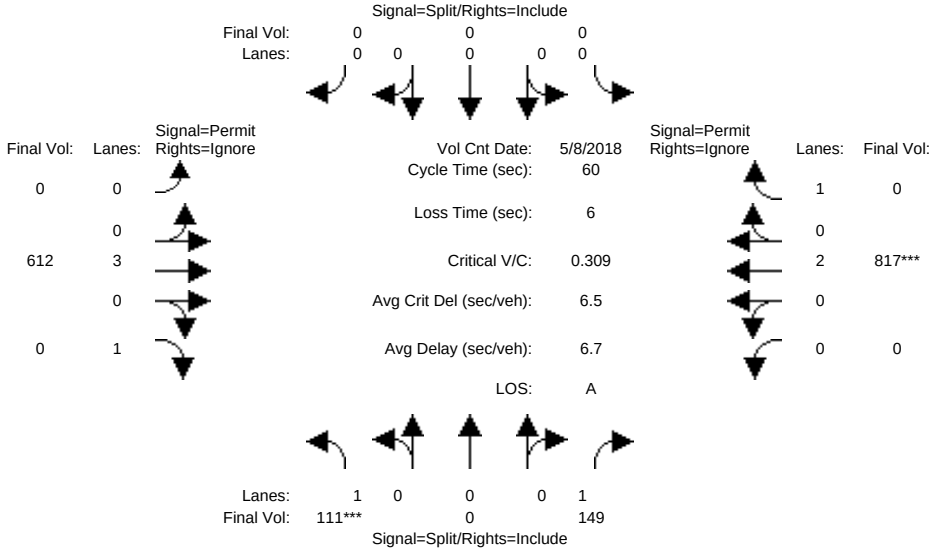
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	111	0	149	0	0	0	0	612	0	0	817	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:	111	0	149	0	0	0	0	612	0	0	817	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:	111	0	149	0	0	0	0	612	0	0	817	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:	111	0	149	0	0	0	0	612	0	0	817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	149	0	0	0	0	612	0	0	817	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:	111	0	149	0	0	0	0	612	0	0	817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.22	0.00
Crit Moves:	****										****	
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	38.7	0.0	0.0	38.7	0.0
Volume/Cap:	0.25	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.33	0.00
Delay/Veh:	18.1	0.0	18.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.9	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:	18.1	0.0	18.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	5	0	0	0	0	3	0	0	7	0

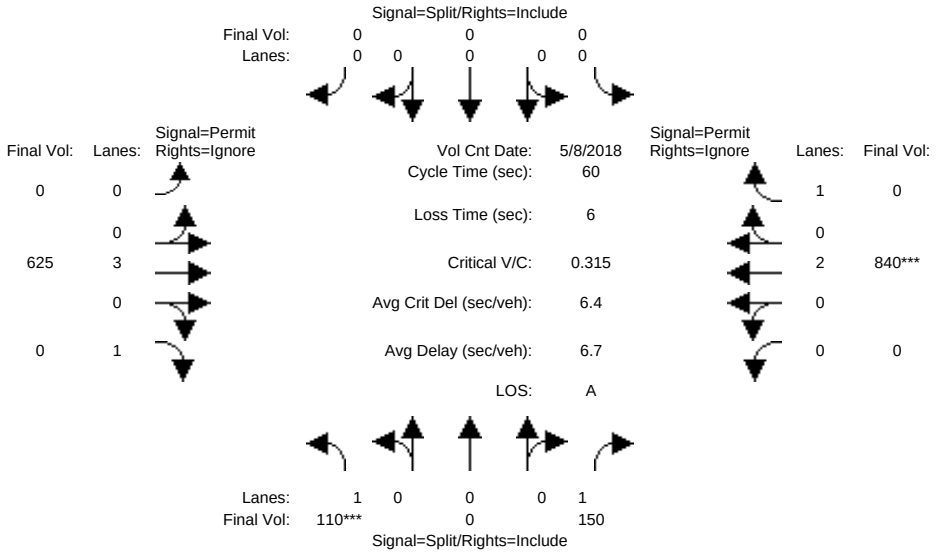
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	110	0	150	0	0	0	0	625	0	0	840	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:	110	0	150	0	0	0	0	625	0	0	840	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:	110	0	150	0	0	0	0	625	0	0	840	11
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:	110	0	150	0	0	0	0	625	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	150	0	0	0	0	625	0	0	840	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:	110	0	150	0	0	0	0	625	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.22	0.00
Crit Moves:	****										****	
Green Time:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	38.9	0.0	0.0	38.9	0.0
Volume/Cap:	0.25	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.34	0.00
Delay/Veh:	18.2	0.0	18.8	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.8	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:	18.2	0.0	18.8	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.8	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	6	0	0	0	0	3	0	0	7	0

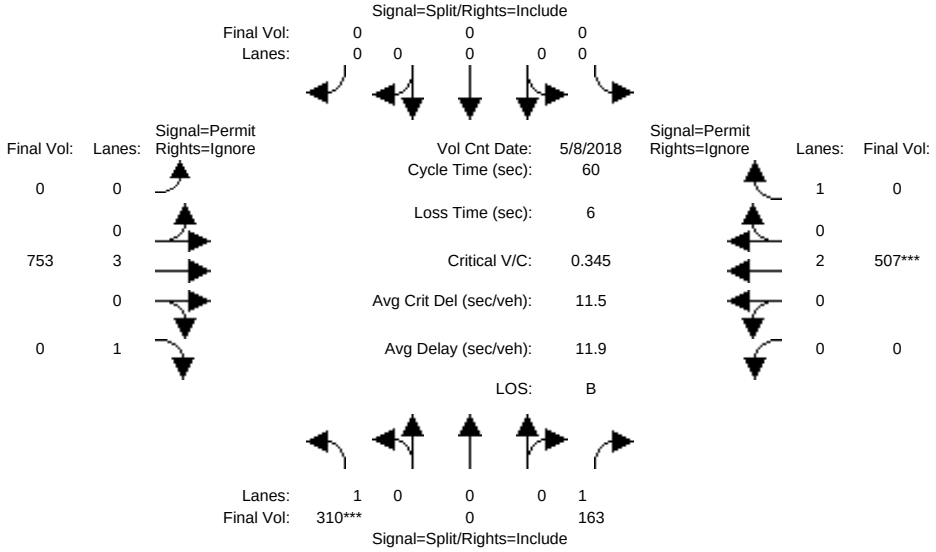
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	310	0	163	0	0	0	0	753	0	0	507	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:	310	0	163	0	0	0	0	753	0	0	507	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:	310	0	163	0	0	0	0	753	0	0	507	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:	310	0	163	0	0	0	0	753	0	0	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	163	0	0	0	0	753	0	0	507	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:	310	0	163	0	0	0	0	753	0	0	507	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.13	0.00
Crit Moves:	****										****	
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	23.2	0.0	0.0	23.2	0.0
Volume/Cap:	0.35	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.35	0.00
Delay/Veh:	8.9	0.0	7.9	0.0	0.0	0.0	0.0	13.1	0.0	0.0	13.2	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:	8.9	0.0	7.9	0.0	0.0	0.0	0.0	13.1	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	8	0	4	0	0	0	0	6	0	0	7	0

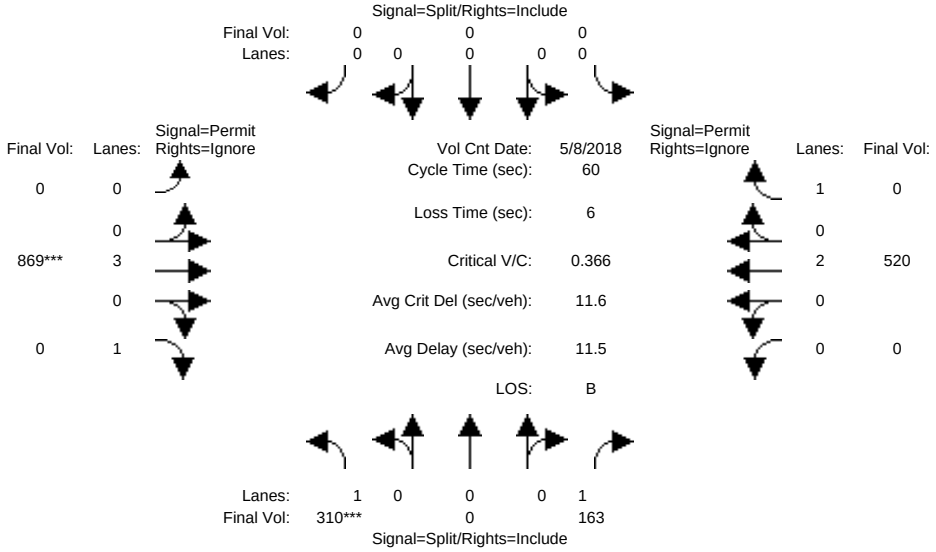
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	310	0	163	0	0	0	0	753	0	0	507	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:	310	0	163	0	0	0	0	753	0	0	507	0
Added Vol:	0	0	0	0	0	0	0	116	0	0	13	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	163	0	0	0	0	869	0	0	520	55
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:	310	0	163	0	0	0	0	869	0	0	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	163	0	0	0	0	869	0	0	520	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:	310	0	163	0	0	0	0	869	0	0	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	29.0	0.0	29.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0
Volume/Cap:	0.37	0.00	0.19	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.33	0.00
Delay/Veh:	10.0	0.0	8.9	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.0	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:	10.0	0.0	8.9	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	8	0	4	0	0	0	0	7	0	0	7	0

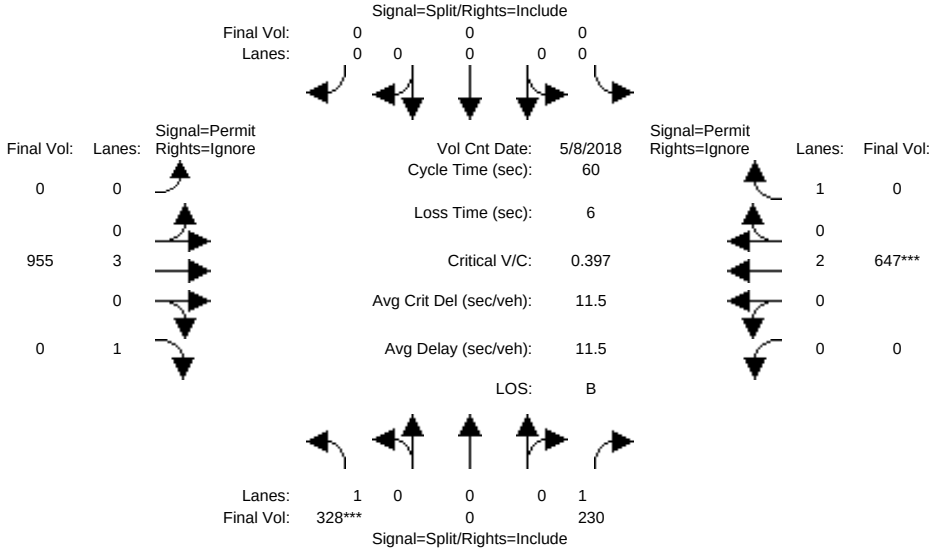
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	328	0	230	0	0	0	0	955	0	0	647	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:	328	0	230	0	0	0	0	955	0	0	647	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:	328	0	230	0	0	0	0	955	0	0	647	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:	328	0	230	0	0	0	0	955	0	0	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	0	230	0	0	0	0	955	0	0	647	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:	328	0	230	0	0	0	0	955	0	0	647	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.13	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Crit Moves:	****										****	
Green Time:	28.3	0.0	28.3	0.0	0.0	0.0	0.0	25.7	0.0	0.0	25.7	0.0
Volume/Cap:	0.40	0.00	0.28	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.40	0.00
Delay/Veh:	10.6	0.0	9.8	0.0	0.0	0.0	0.0	11.9	0.0	0.0	12.0	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:	10.6	0.0	9.8	0.0	0.0	0.0	0.0	11.9	0.0	0.0	12.0	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	9	0	6	0	0	0	0	8	0	0	9	0

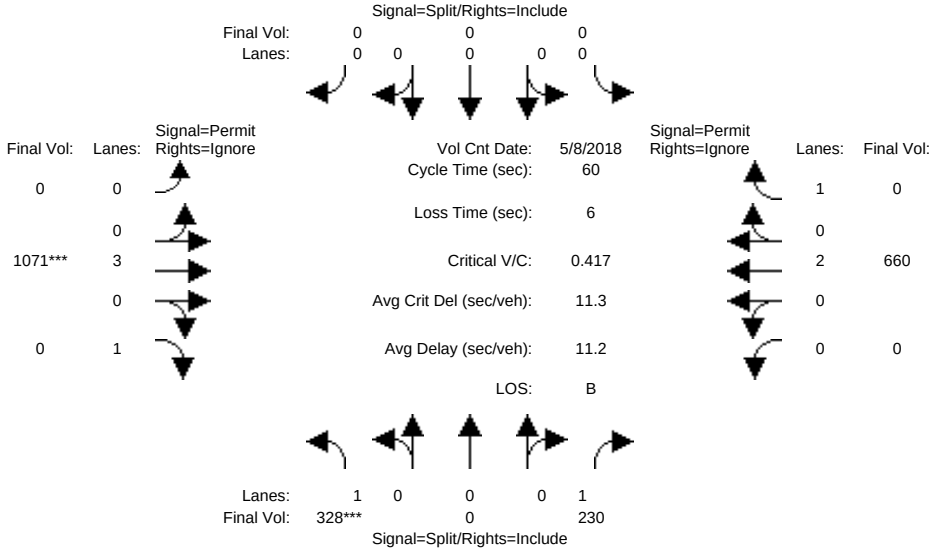
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



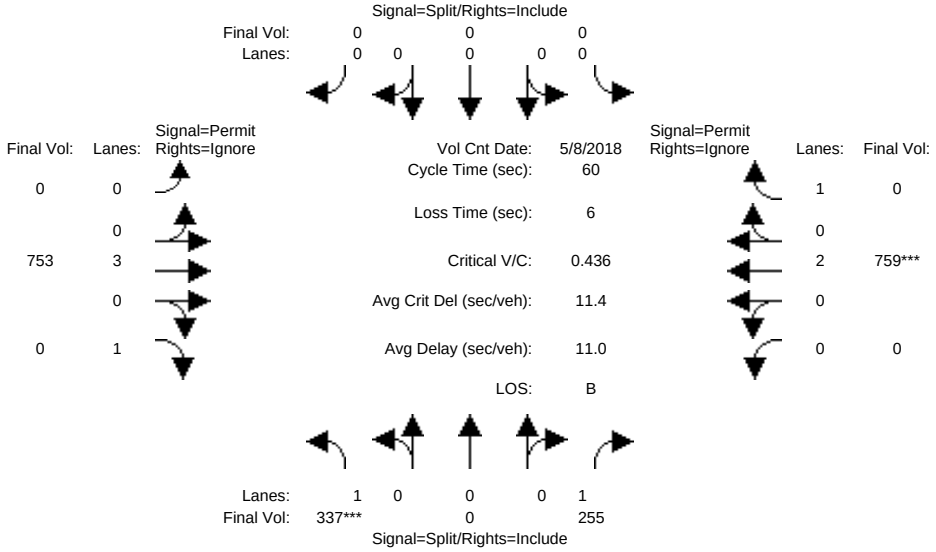

```
Street Name:     US 101 Northbound Ramps                Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    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:     328    0   230     0    0     0     0  955     0     0  647     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:  328    0   230     0    0     0     0  955     0     0  647     0
Added Vol:      0    0     0     0    0     0     0  116     0     0   13    55
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  328    0   230     0    0     0     0 1071     0     0  660    55
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:   328    0   230     0    0     0     0 1071     0     0  660     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  328    0   230     0    0     0     0 1071     0     0  660     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:  328    0   230     0    0     0     0 1071     0     0  660     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 2.00  1.00
Final Sat.:  1750    0  1750     0    0     0     0 5700  1750     0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.13  0.00 0.00  0.00  0.00 0.19  0.00  0.00 0.17  0.00
Crit Moves:  ****                                 ****
Green Time:  27.0  0.0  27.0   0.0  0.0   0.0   0.0 27.0   0.0   0.0 27.0   0.0
Volume/Cap:  0.42 0.00  0.29  0.00 0.00  0.00  0.00 0.42  0.00  0.00 0.39  0.00
Delay/Veh:   11.6  0.0  10.7   0.0  0.0   0.0   0.0 11.3   0.0   0.0 11.1   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:  11.6  0.0  10.7   0.0  0.0   0.0   0.0 11.3   0.0   0.0 11.1   0.0
LOS by Move:    B    A     B     A    A     A     A    B     A     A    B     A
HCM2k95thQ:     9    0     6     0    0     0     0    9     0     0    8     0
Note: Queue reported is the number of cars per lane.
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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	337	0	255	0	0	0	0	753	0	0	759	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:	337	0	255	0	0	0	0	753	0	0	759	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:	337	0	255	0	0	0	0	753	0	0	759	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:	337	0	255	0	0	0	0	753	0	0	759	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	0	255	0	0	0	0	753	0	0	759	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:	337	0	255	0	0	0	0	753	0	0	759	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.15	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	26.5	0.0	26.5	0.0	0.0	0.0	0.0	27.5	0.0	0.0	27.5	0.0
Volume/Cap:	0.44	0.00	0.33	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.44	0.00
Delay/Veh:	12.0	0.0	11.2	0.0	0.0	0.0	0.0	10.2	0.0	0.0	11.2	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:	12.0	0.0	11.2	0.0	0.0	0.0	0.0	10.2	0.0	0.0	11.2	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	10	0	7	0	0	0	0	6	0	0	10	0

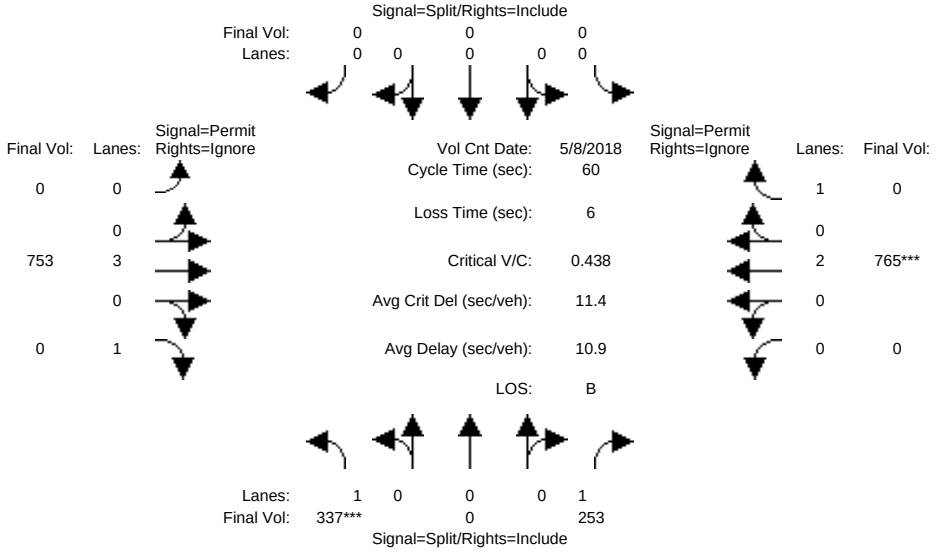
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



Street Name:	US 101 Northbound Ramps						Dunne 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:	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:	337	0	253	0	0	0	0	753	0	0	765	6
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:	337	0	253	0	0	0	0	753	0	0	765	6
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:	337	0	253	0	0	0	0	753	0	0	765	6
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:	337	0	253	0	0	0	0	753	0	0	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	0	253	0	0	0	0	753	0	0	765	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:	337	0	253	0	0	0	0	753	0	0	765	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.14	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	26.4	0.0	26.4	0.0	0.0	0.0	0.0	27.6	0.0	0.0	27.6	0.0
Volume/Cap:	0.44	0.00	0.33	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.44	0.00
Delay/Veh:	12.1	0.0	11.2	0.0	0.0	0.0	0.0	10.1	0.0	0.0	11.1	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:	12.1	0.0	11.2	0.0	0.0	0.0	0.0	10.1	0.0	0.0	11.1	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	10	0	7	0	0	0	0	6	0	0	10	0

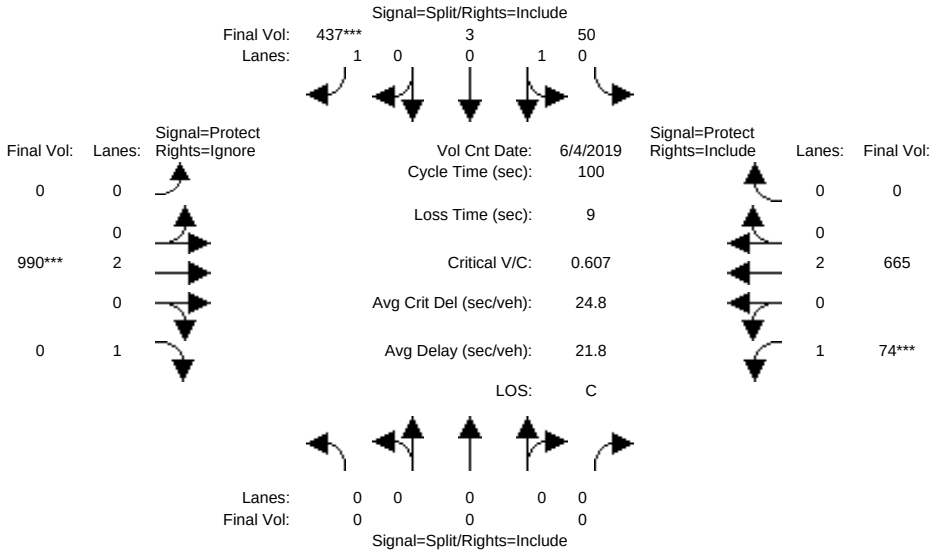
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	50	3	437	0	990	212	74	665	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	50	3	437	0	990	212	74	665	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	50	3	437	0	990	212	74	665	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	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:	0	0	0	50	3	437	0	990	0	74	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	3	437	0	990	0	74	665	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	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:	0	0	0	50	3	437	0	990	0	74	665	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1698	102	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.25	0.00	0.26	0.00	0.04	0.17	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.1	41.1	41.1	0.0	42.9	0.0	7.0	49.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.61	0.00	0.61	0.00	0.60	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	24.6	0.0	22.7	0.0	53.4	15.3	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	17.9	17.9	24.6	0.0	22.7	0.0	53.4	15.3	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	2	2	21	0	21	0	5	12	0

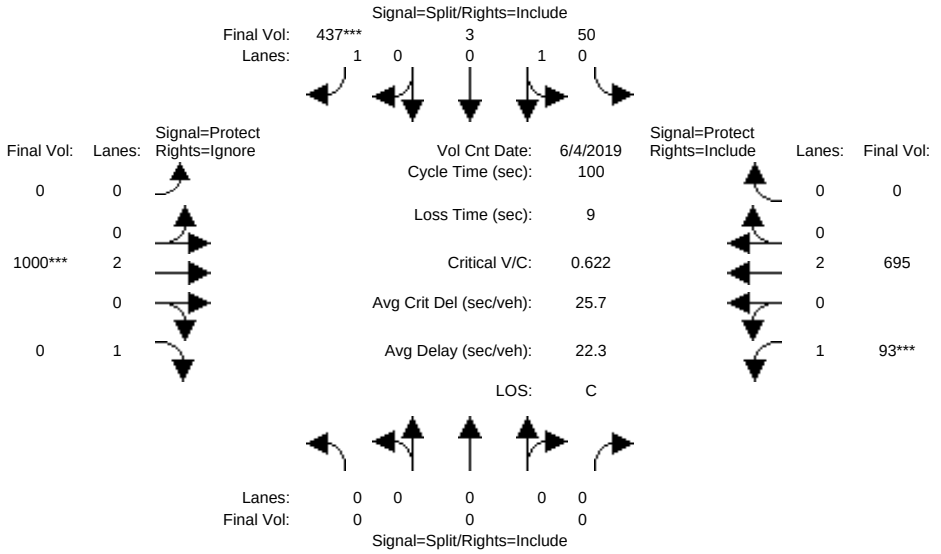
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	50	3	437	0	990	212	74	665	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	50	3	437	0	990	212	74	665	0
Added Vol:	0	0	0	0	0	0	0	10	0	19	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	3	437	0	1000	212	93	695	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	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:	0	0	0	50	3	437	0	1000	0	93	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	3	437	0	1000	0	93	695	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	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:	0	0	0	50	3	437	0	1000	0	93	695	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1698	102	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.25	0.00	0.26	0.00	0.05	0.18	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.1	40.1	40.1	0.0	42.3	0.0	8.5	50.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.62	0.00	0.62	0.00	0.62	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	18.5	25.6	0.0	23.3	0.0	52.0	14.9	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	18.5	18.5	25.6	0.0	23.3	0.0	52.0	14.9	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	2	2	22	0	21	0	6	12	0

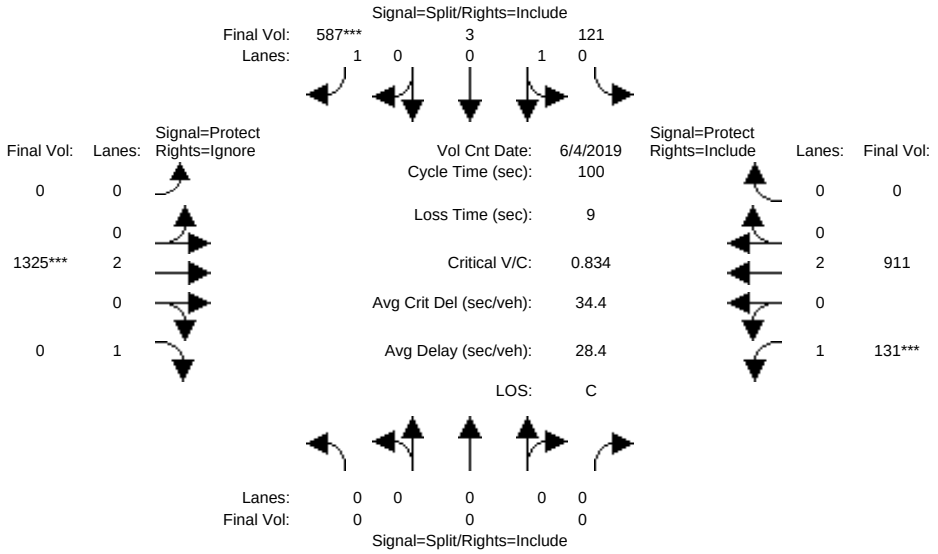
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	121	3	587	0	1325	248	131	911	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	121	3	587	0	1325	248	131	911	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	121	3	587	0	1325	248	131	911	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	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:	0	0	0	121	3	587	0	1325	0	131	911	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	3	587	0	1325	0	131	911	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	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:	0	0	0	121	3	587	0	1325	0	131	911	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1756	44	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.34	0.00	0.35	0.00	0.07	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.2	40.2	40.2	0.0	41.8	0.0	9.0	50.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.17	0.83	0.00	0.83	0.00	0.83	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.3	35.4	0.0	30.0	0.0	74.9	16.1	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:	0.0	0.0	0.0	19.3	19.3	35.4	0.0	30.0	0.0	74.9	16.1	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2k95thQ:	0	0	0	5	5	34	0	33	0	9	16	0

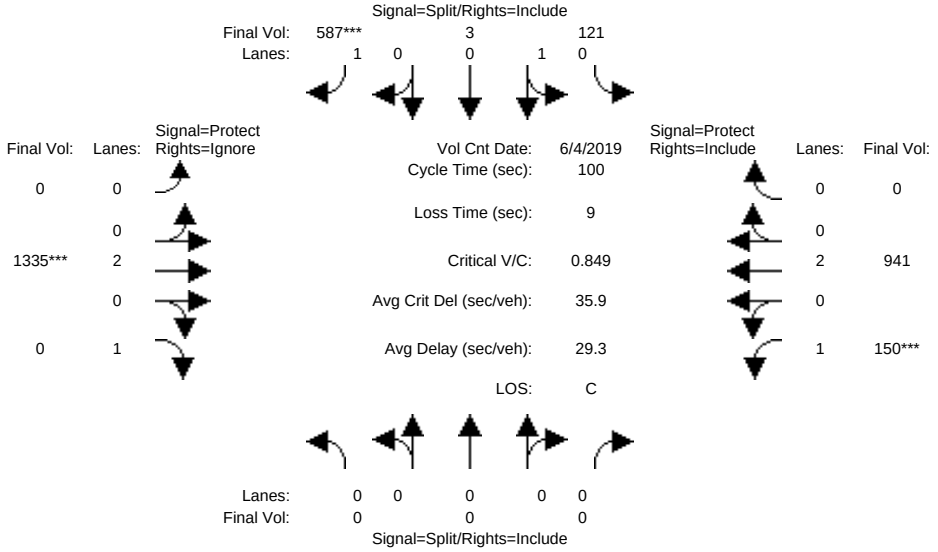
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	121	3	587	0	1325	248	131	911	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	121	3	587	0	1325	248	131	911	0
Added Vol:	0	0	0	0	0	0	0	10	0	19	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	121	3	587	0	1335	248	150	941	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	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:	0	0	0	121	3	587	0	1335	0	150	941	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	3	587	0	1335	0	150	941	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	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:	0	0	0	121	3	587	0	1335	0	150	941	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1756	44	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.34	0.00	0.35	0.00	0.09	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.5	39.5	39.5	0.0	41.4	0.0	10.1	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.17	0.85	0.00	0.85	0.00	0.85	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	19.8	19.8	37.2	0.0	31.0	0.0	74.3	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	19.8	19.8	37.2	0.0	31.0	0.0	74.3	15.8	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2k95thQ:	0	0	0	5	5	35	0	33	0	11	17	0

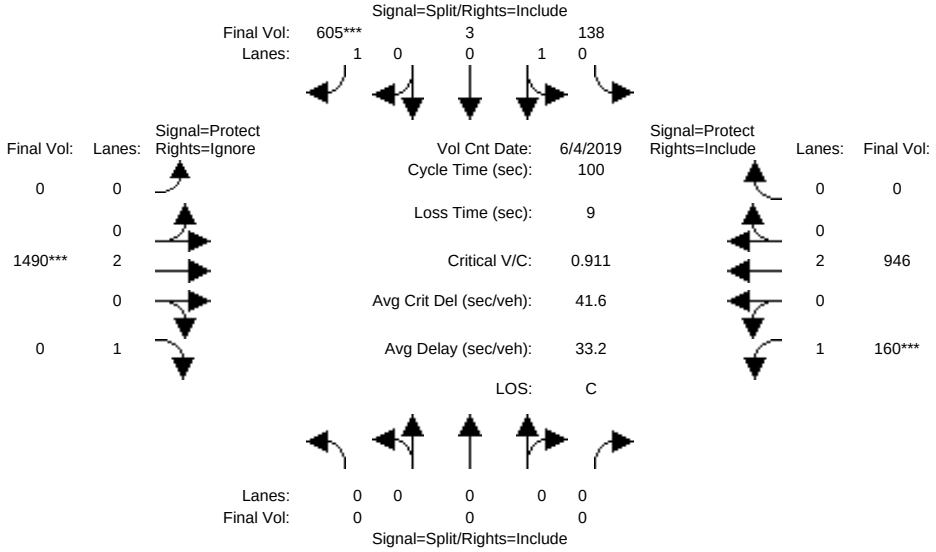
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	138	3	605	0	1490	274	160	946	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	138	3	605	0	1490	274	160	946	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	138	3	605	0	1490	274	160	946	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	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:	0	0	0	138	3	605	0	1490	0	160	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	3	605	0	1490	0	160	946	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	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:	0	0	0	138	3	605	0	1490	0	160	946	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1762	38	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.35	0.00	0.39	0.00	0.09	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	37.9	37.9	37.9	0.0	43.0	0.0	10.0	53.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.91	0.00	0.91	0.00	0.91	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	21.0	21.0	46.2	0.0	34.8	0.0	87.9	14.8	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	21.0	21.0	46.2	0.0	34.8	0.0	87.9	14.8	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	F	B	A
HCM2k95thQ:	0	0	0	6	6	39	0	39	0	12	16	0

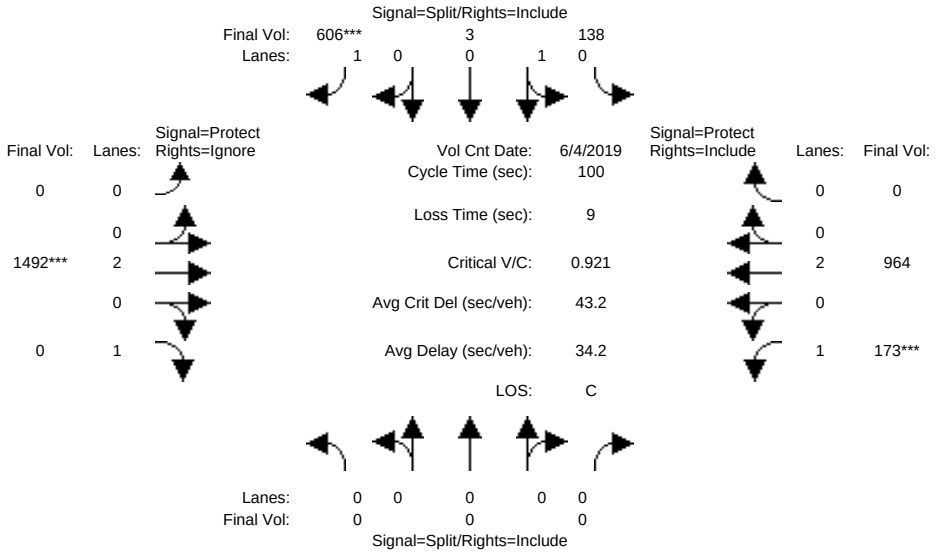
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	138	3	606	0	1492	275	173	964	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	138	3	606	0	1492	275	173	964	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	138	3	606	0	1492	275	173	964	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	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:	0	0	0	138	3	606	0	1492	0	173	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	3	606	0	1492	0	173	964	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	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:	0	0	0	138	3	606	0	1492	0	173	964	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1762	38	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.35	0.00	0.39	0.00	0.10	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	37.6	37.6	37.6	0.0	42.6	0.0	10.7	53.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.92	0.00	0.92	0.00	0.92	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	21.3	21.3	48.1	0.0	36.1	0.0	87.9	14.7	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	21.3	21.3	48.1	0.0	36.1	0.0	87.9	14.7	0.0
LOS by Move:	A	A	A	C	C	D	A	D	A	F	B	A
HCM2k95thQ:	0	0	0	6	6	39	0	40	0	13	17	0

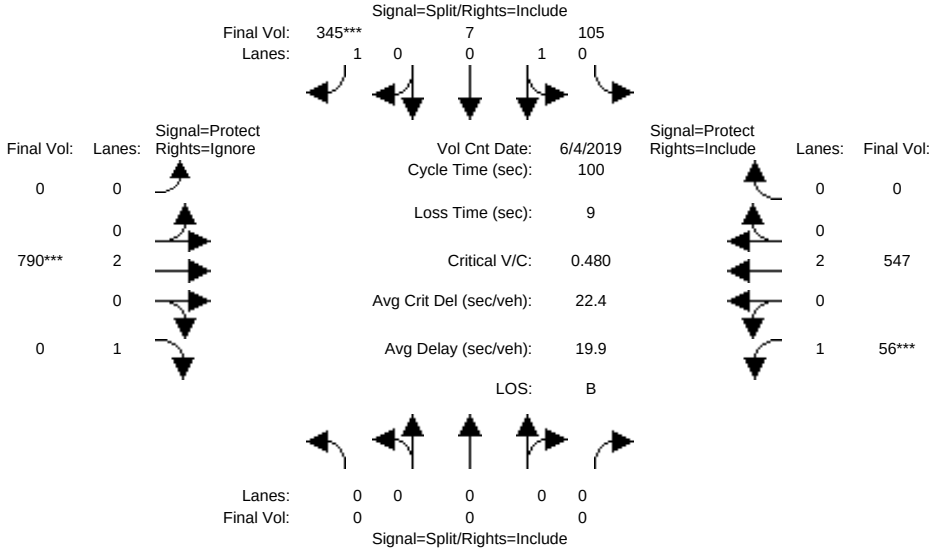
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	105	7	345	0	790	441	56	547	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	105	7	345	0	790	441	56	547	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	105	7	345	0	790	441	56	547	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	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:	0	0	0	105	7	345	0	790	0	56	547	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	7	345	0	790	0	56	547	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	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:	0	0	0	105	7	345	0	790	0	56	547	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1687	112	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.20	0.00	0.21	0.00	0.03	0.14	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	43.1	0.0	7.0	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.48	0.00	0.48	0.00	0.46	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	18.7	18.7	22.3	0.0	20.7	0.0	47.4	14.6	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	18.7	18.7	22.3	0.0	20.7	0.0	47.4	14.6	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	5	5	16	0	16	0	4	9	0

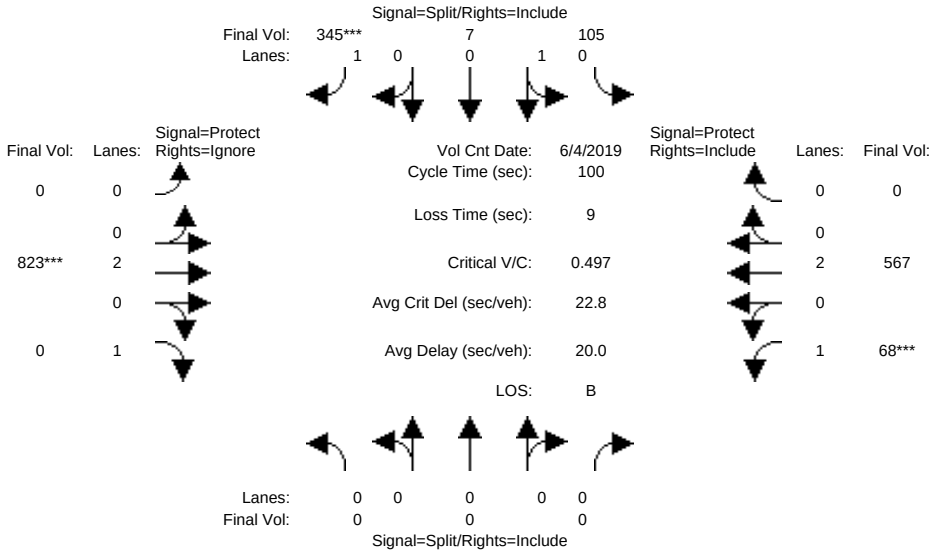
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	105	7	345	0	790	441	56	547	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	105	7	345	0	790	441	56	547	0
Added Vol:	0	0	0	0	0	0	0	33	0	12	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	7	345	0	823	441	68	567	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	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:	0	0	0	105	7	345	0	823	0	68	567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	7	345	0	823	0	68	567	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	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:	0	0	0	105	7	345	0	823	0	68	567	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1687	112	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.20	0.00	0.22	0.00	0.04	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.6	39.6	39.6	0.0	43.5	0.0	7.8	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.50	0.00	0.50	0.00	0.50	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	19.5	19.5	23.3	0.0	20.6	0.0	47.0	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	19.5	19.5	23.3	0.0	20.6	0.0	47.0	14.0	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	5	5	16	0	17	0	4	9	0

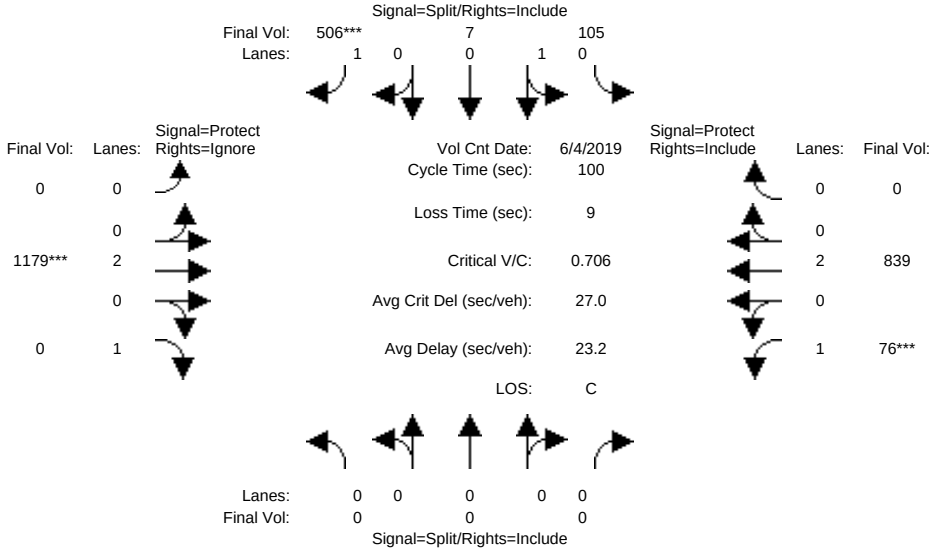
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	105	7	506	0	1179	441	76	839	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	105	7	506	0	1179	441	76	839	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	105	7	506	0	1179	441	76	839	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	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:	0	0	0	105	7	506	0	1179	0	76	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	7	506	0	1179	0	76	839	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	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:	0	0	0	105	7	506	0	1179	0	76	839	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1687	112	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.29	0.00	0.31	0.00	0.04	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	43.5	0.0	7.0	50.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.71	0.00	0.71	0.00	0.62	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	19.0	28.3	0.0	24.7	0.0	54.6	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	19.0	19.0	28.3	0.0	24.7	0.0	54.6	15.9	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	5	5	27	0	26	0	5	15	0

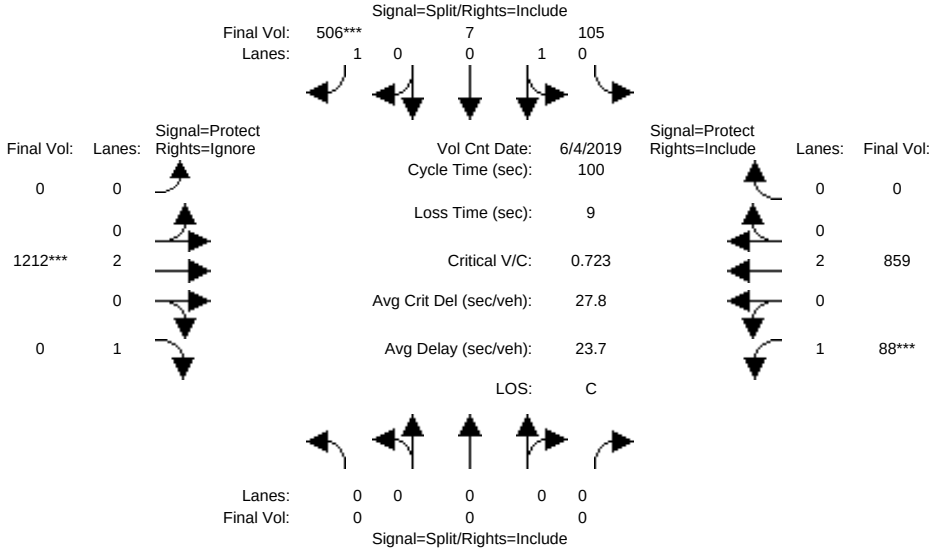
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	105	7	506	0	1179	441	76	839	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	105	7	506	0	1179	441	76	839	0
Added Vol:	0	0	0	0	0	0	0	33	0	12	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	7	506	0	1212	441	88	859	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	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:	0	0	0	105	7	506	0	1212	0	88	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	7	506	0	1212	0	88	859	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	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:	0	0	0	105	7	506	0	1212	0	88	859	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1687	112	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.29	0.00	0.32	0.00	0.05	0.23	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.9	39.9	39.9	0.0	44.1	0.0	7.0	51.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.72	0.00	0.72	0.00	0.72	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.3	29.1	0.0	24.6	0.0	64.0	15.6	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	19.3	19.3	29.1	0.0	24.6	0.0	64.0	15.6	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	E	B	A
HCM2k95thQ:	0	0	0	5	5	27	0	27	0	6	15	0

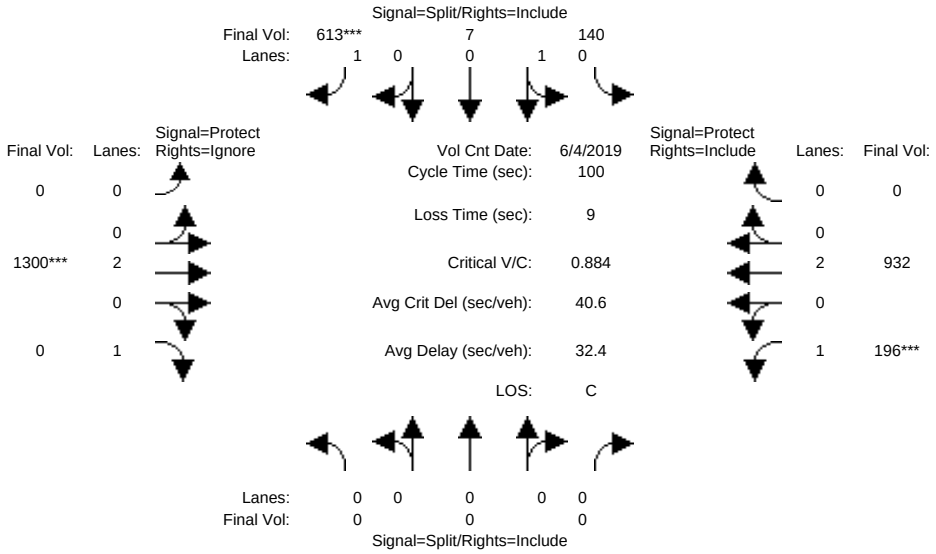
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	140	7	613	0	1300	536	196	932	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	140	7	613	0	1300	536	196	932	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	140	7	613	0	1300	536	196	932	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	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:	0	0	0	140	7	613	0	1300	0	196	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	7	613	0	1300	0	196	932	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	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:	0	0	0	140	7	613	0	1300	0	196	932	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1714	86	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.35	0.00	0.34	0.00	0.11	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.6	39.6	39.6	0.0	38.7	0.0	12.7	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.88	0.00	0.88	0.00	0.88	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	41.0	0.0	35.3	0.0	74.4	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	20.0	20.0	41.0	0.0	35.3	0.0	74.4	15.9	0.0
LOS by Move:	A	A	A	B	B	D	A	D	A	E	B	A
HCM2k95thQ:	0	0	0	6	6	37	0	34	0	14	17	0

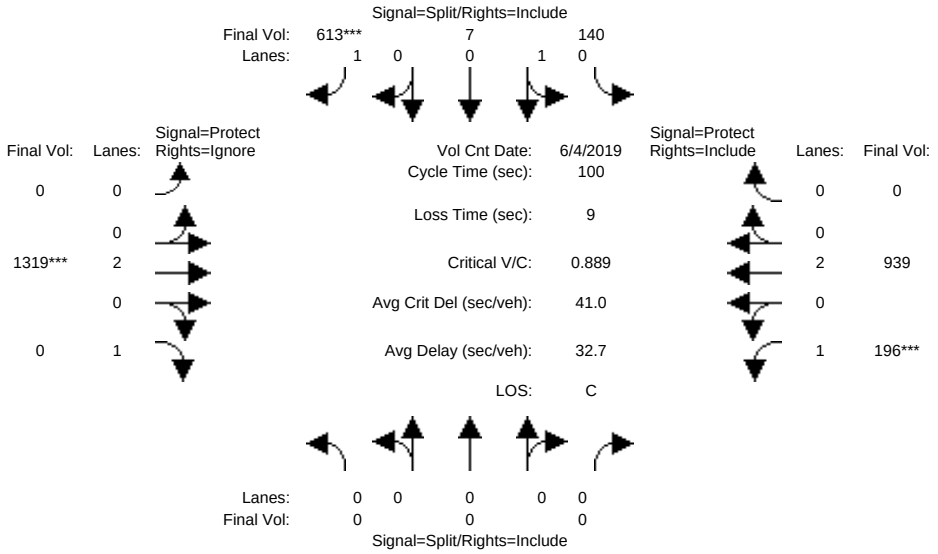
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant 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:	0	0	0	10	10	10	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	140	7	613	0	1319	534	196	939	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	140	7	613	0	1319	534	196	939	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	140	7	613	0	1319	534	196	939	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	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:	0	0	0	140	7	613	0	1319	0	196	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	7	613	0	1319	0	196	939	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	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:	0	0	0	140	7	613	0	1319	0	196	939	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1714	86	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.35	0.00	0.35	0.00	0.11	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.4	39.4	39.4	0.0	39.0	0.0	12.6	51.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.89	0.00	0.89	0.00	0.89	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	20.2	41.9	0.0	35.5	0.0	75.7	15.7	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	20.2	20.2	41.9	0.0	35.5	0.0	75.7	15.7	0.0
LOS by Move:	A	A	A	C	C	D	A	D	A	E	B	A
HCM2k95thQ:	0	0	0	6	6	38	0	35	0	14	17	0

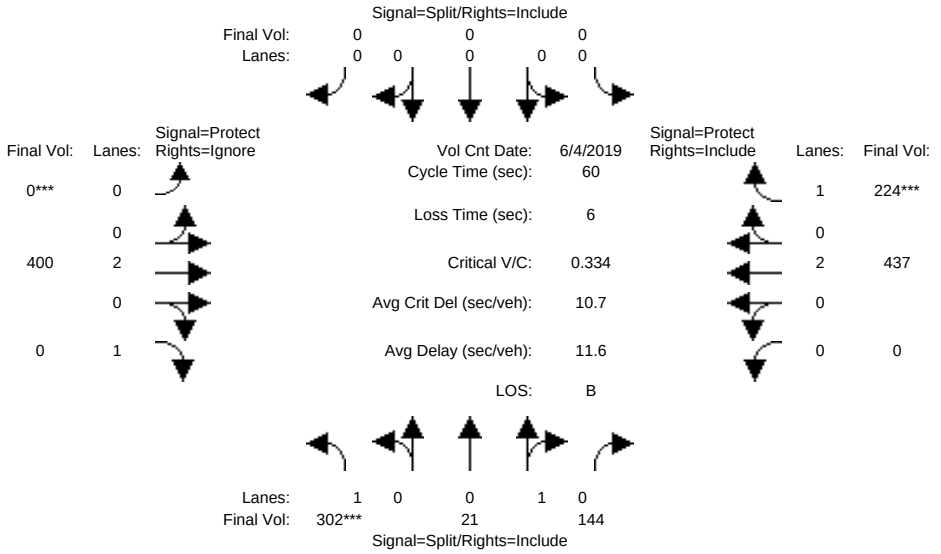
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	302	21	144	0	0	0	0	400	621	0	437	224
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:	302	21	144	0	0	0	0	400	621	0	437	224
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:	302	21	144	0	0	0	0	400	621	0	437	224
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:	302	21	144	0	0	0	0	400	0	0	437	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	21	144	0	0	0	0	400	0	0	437	224
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:	302	21	144	0	0	0	0	400	0	0	437	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	229	1571	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.12	0.13
Crit Moves:	****						****					****
Green Time:	31.0	31.0	31.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.0	23.0
Volume/Cap:	0.33	0.18	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.30	0.33
Delay/Veh:	8.7	7.8	7.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	13.0	13.4
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:	8.7	7.8	7.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	13.0	13.4
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	4	4	0	0	0	0	5	0	0	6	7

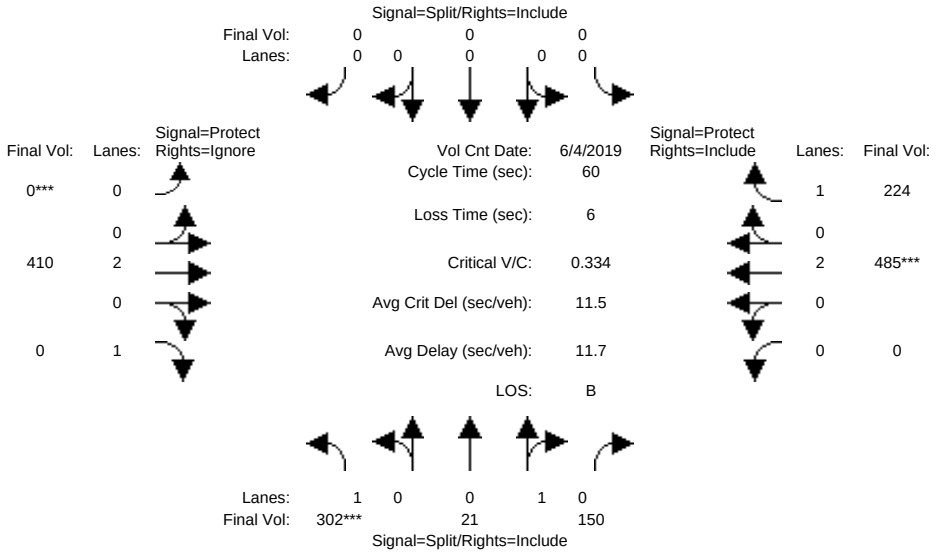
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	302	21	144	0	0	0	0	400	621	0	437	224
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:	302	21	144	0	0	0	0	400	621	0	437	224
Added Vol:	0	0	6	0	0	0	0	10	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	21	150	0	0	0	0	410	621	0	485	224
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:	302	21	150	0	0	0	0	410	0	0	485	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	21	150	0	0	0	0	410	0	0	485	224
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:	302	21	150	0	0	0	0	410	0	0	485	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.12	0.88	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	221	1579	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.13	0.13
Crit Moves:	****						****				****	
Green Time:	31.0	31.0	31.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.0	23.0
Volume/Cap:	0.33	0.18	0.18	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.33	0.33
Delay/Veh:	8.7	7.8	7.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	13.2	13.4
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:	8.7	7.8	7.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	13.2	13.4
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	4	4	0	0	0	0	5	0	0	7	7

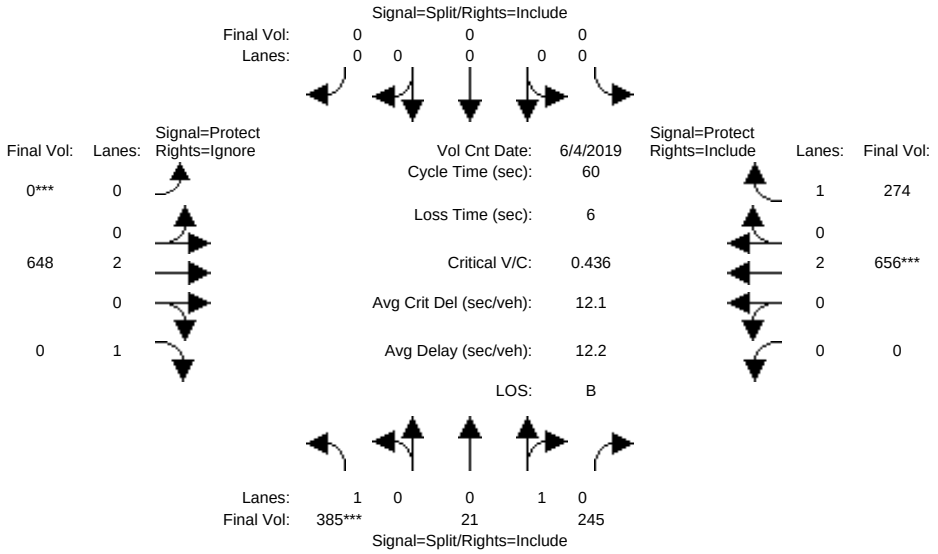
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	385	21	245	0	0	0	0	648	621	0	656	274
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:	385	21	245	0	0	0	0	648	621	0	656	274
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:	385	21	245	0	0	0	0	648	621	0	656	274
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:	385	21	245	0	0	0	0	648	0	0	656	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	21	245	0	0	0	0	648	0	0	656	274
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:	385	21	245	0	0	0	0	648	0	0	656	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	142	1658	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.16
Crit Moves:	****						****				****	
Green Time:	30.3	30.3	30.3	0.0	0.0	0.0	0.0	23.7	0.0	0.0	23.7	23.7
Volume/Cap:	0.44	0.29	0.29	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.44	0.40
Delay/Veh:	9.8	8.8	8.8	0.0	0.0	0.0	0.0	13.4	0.0	0.0	13.4	13.4
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:	9.8	8.8	8.8	0.0	0.0	0.0	0.0	13.4	0.0	0.0	13.4	13.4
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	10	6	6	0	0	0	0	8	0	0	9	8

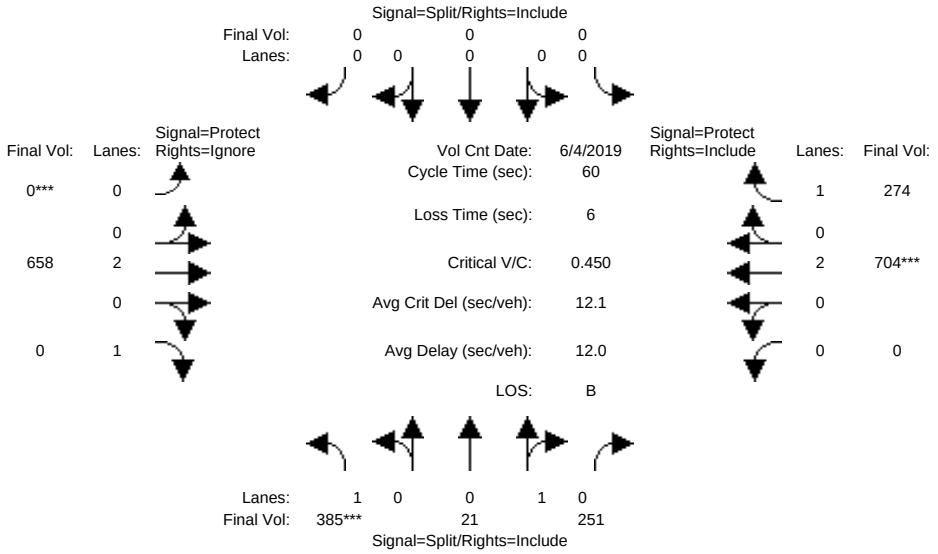
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	385	21	245	0	0	0	0	648	621	0	656	274
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:	385	21	245	0	0	0	0	648	621	0	656	274
Added Vol:	0	0	6	0	0	0	0	10	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	21	251	0	0	0	0	658	621	0	704	274
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:	385	21	251	0	0	0	0	658	0	0	704	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	21	251	0	0	0	0	658	0	0	704	274
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:	385	21	251	0	0	0	0	658	0	0	704	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	139	1661	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.19	0.16
Crit Moves:	****						****				****	
Green Time:	29.3	29.3	29.3	0.0	0.0	0.0	0.0	24.7	0.0	0.0	24.7	24.7
Volume/Cap:	0.45	0.31	0.31	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.45	0.38
Delay/Veh:	10.4	9.4	9.4	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	12.7
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:	10.4	9.4	9.4	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	12.7
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	10	7	7	0	0	0	0	8	0	0	10	8

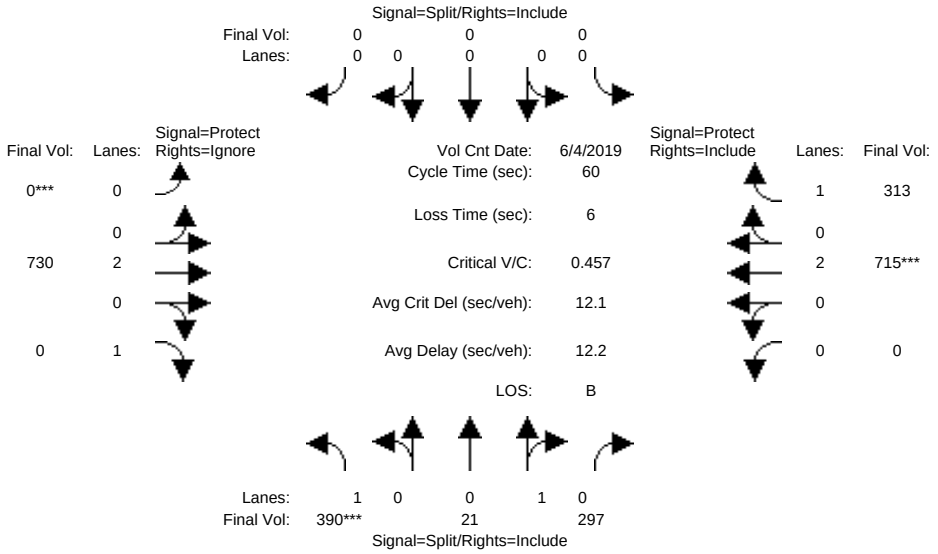
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	390	21	297	0	0	0	0	730	621	0	715	313
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:	390	21	297	0	0	0	0	730	621	0	715	313
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:	390	21	297	0	0	0	0	730	621	0	715	313
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:	390	21	297	0	0	0	0	730	0	0	715	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	21	297	0	0	0	0	730	0	0	715	313
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:	390	21	297	0	0	0	0	730	0	0	715	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	119	1681	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.18	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.19	0.18
Crit Moves:	****						****				****	
Green Time:	29.3	29.3	29.3	0.0	0.0	0.0	0.0	24.7	0.0	0.0	24.7	24.7
Volume/Cap:	0.46	0.36	0.36	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.46	0.43
Delay/Veh:	10.5	9.8	9.8	0.0	0.0	0.0	0.0	13.1	0.0	0.0	13.0	13.1
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:	10.5	9.8	9.8	0.0	0.0	0.0	0.0	13.1	0.0	0.0	13.0	13.1
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	11	8	8	0	0	0	0	9	0	0	10	9

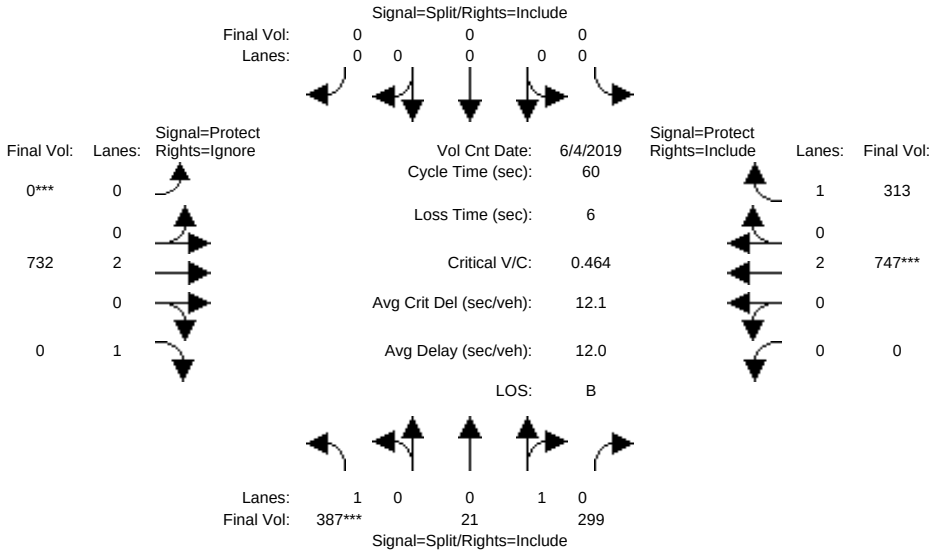
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	387	21	299	0	0	0	0	732	621	0	747	313
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:	387	21	299	0	0	0	0	732	621	0	747	313
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:	387	21	299	0	0	0	0	732	621	0	747	313
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:	387	21	299	0	0	0	0	732	0	0	747	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	21	299	0	0	0	0	732	0	0	747	313
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:	387	21	299	0	0	0	0	732	0	0	747	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	118	1682	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.18	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.20	0.18
Crit Moves:	****						****				****	
Green Time:	28.6	28.6	28.6	0.0	0.0	0.0	0.0	25.4	0.0	0.0	25.4	25.4
Volume/Cap:	0.46	0.37	0.37	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.46	0.42
Delay/Veh:	11.0	10.3	10.3	0.0	0.0	0.0	0.0	12.6	0.0	0.0	12.6	12.5
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:	11.0	10.3	10.3	0.0	0.0	0.0	0.0	12.6	0.0	0.0	12.6	12.5
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	11	8	8	0	0	0	0	9	0	0	10	9

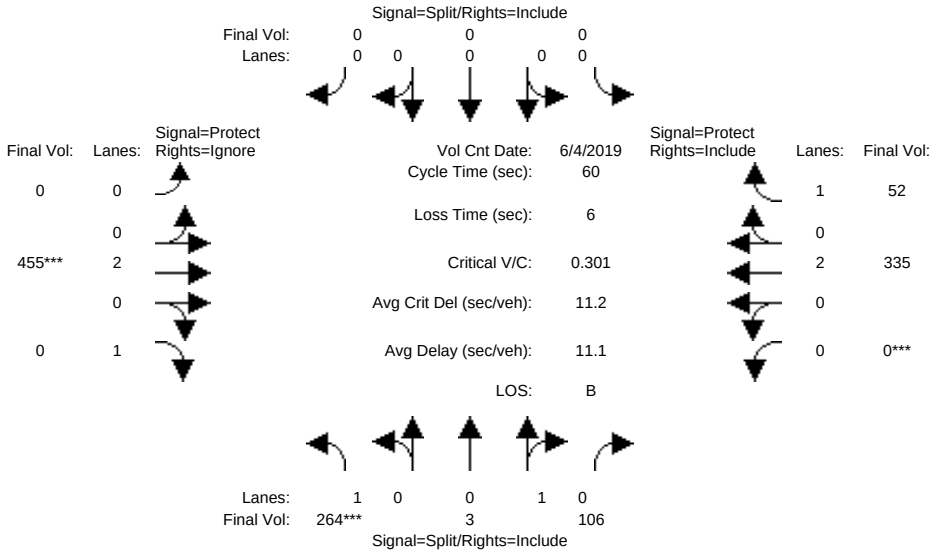
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	264	3	106	0	0	0	0	455	454	0	335	52
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:	264	3	106	0	0	0	0	455	454	0	335	52
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:	264	3	106	0	0	0	0	455	454	0	335	52
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:	264	3	106	0	0	0	0	455	0	0	335	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	3	106	0	0	0	0	455	0	0	335	52
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:	264	3	106	0	0	0	0	455	0	0	335	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	50	1750	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.03
Crit Moves:	****							****		****		
Green Time:	30.1	30.1	30.1	0.0	0.0	0.0	0.0	23.9	0.0	0.0	23.9	23.9
Volume/Cap:	0.30	0.12	0.12	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.22	0.07
Delay/Veh:	9.0	8.0	8.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	8.0	8.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.0	11.2
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	6	2	2	0	0	0	0	6	0	0	4	1

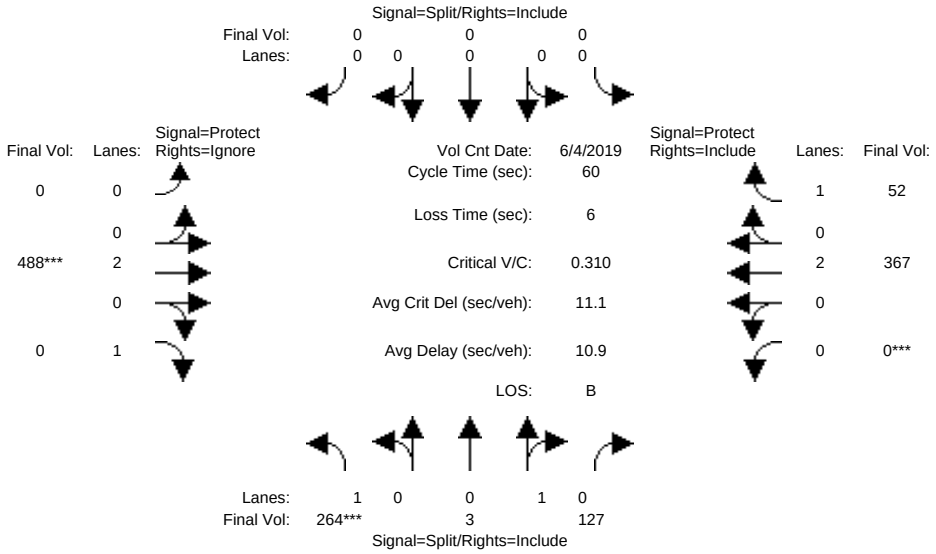
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	264	3	106	0	0	0	0	455	454	0	335	52
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:	264	3	106	0	0	0	0	455	454	0	335	52
Added Vol:	0	0	21	0	0	0	0	33	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	3	127	0	0	0	0	488	454	0	367	52
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:	264	3	127	0	0	0	0	488	0	0	367	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	3	127	0	0	0	0	488	0	0	367	52
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:	264	3	127	0	0	0	0	488	0	0	367	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	42	1758	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.10	0.03
Crit Moves:	****							****		****		
Green Time:	29.2	29.2	29.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	24.8	24.8
Volume/Cap:	0.31	0.15	0.15	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.23	0.07
Delay/Veh:	9.5	8.6	8.6	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.5	10.7
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:	9.5	8.6	8.6	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.5	10.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	3	3	0	0	0	0	6	0	0	5	1

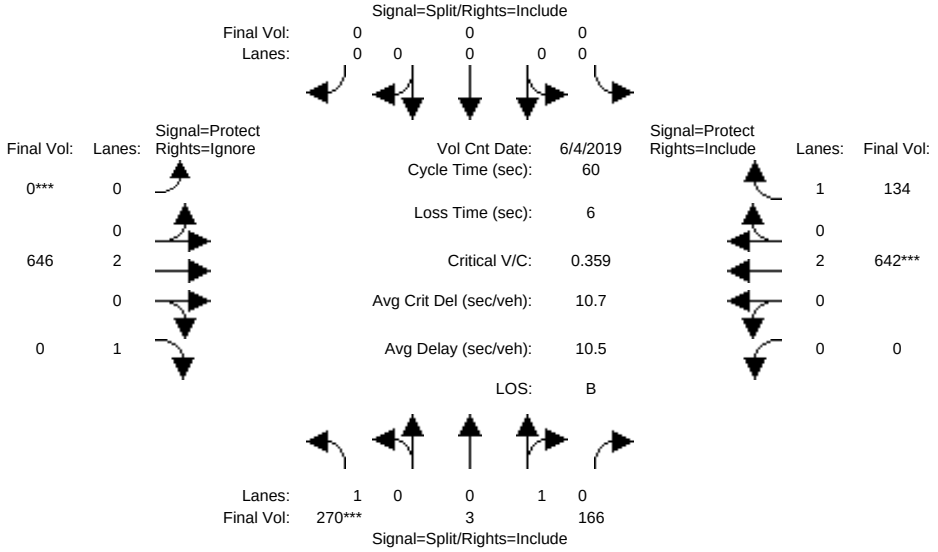
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	270	3	166	0	0	0	0	646	454	0	642	134
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:	270	3	166	0	0	0	0	646	454	0	642	134
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:	270	3	166	0	0	0	0	646	454	0	642	134
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:	270	3	166	0	0	0	0	646	0	0	642	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	3	166	0	0	0	0	646	0	0	642	134
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:	270	3	166	0	0	0	0	646	0	0	642	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	32	1768	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.09	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.08
Crit Moves:	****						****				****	
Green Time:	25.8	25.8	25.8	0.0	0.0	0.0	0.0	28.2	0.0	0.0	28.2	28.2
Volume/Cap:	0.36	0.22	0.22	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.16
Delay/Veh:	11.8	10.9	10.9	0.0	0.0	0.0	0.0	10.3	0.0	0.0	10.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	10.9	10.9	0.0	0.0	0.0	0.0	10.3	0.0	0.0	10.2	9.2
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	8	4	4	0	0	0	0	7	0	0	8	3

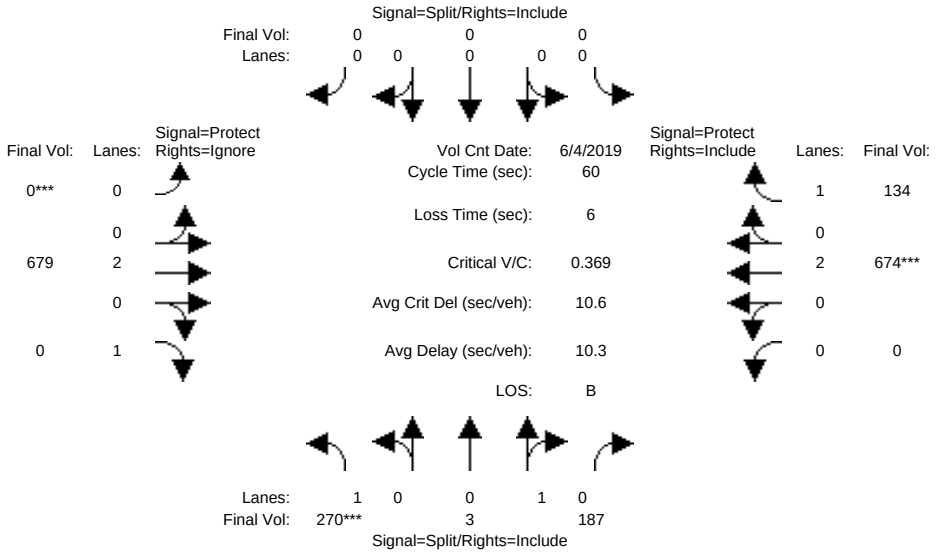
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	270	3	166	0	0	0	0	646	454	0	642	134
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:	270	3	166	0	0	0	0	646	454	0	642	134
Added Vol:	0	0	21	0	0	0	0	33	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	3	187	0	0	0	0	679	454	0	674	134
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:	270	3	187	0	0	0	0	679	0	0	674	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	3	187	0	0	0	0	679	0	0	674	134
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:	270	3	187	0	0	0	0	679	0	0	674	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	28	1772	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.08
Crit Moves:	****						****				****	
Green Time:	25.1	25.1	25.1	0.0	0.0	0.0	0.0	28.9	0.0	0.0	28.9	28.9
Volume/Cap:	0.37	0.25	0.25	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.37	0.16
Delay/Veh:	12.3	11.5	11.5	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.9	8.8
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:	12.3	11.5	11.5	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.9	8.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	8	5	5	0	0	0	0	7	0	0	8	3

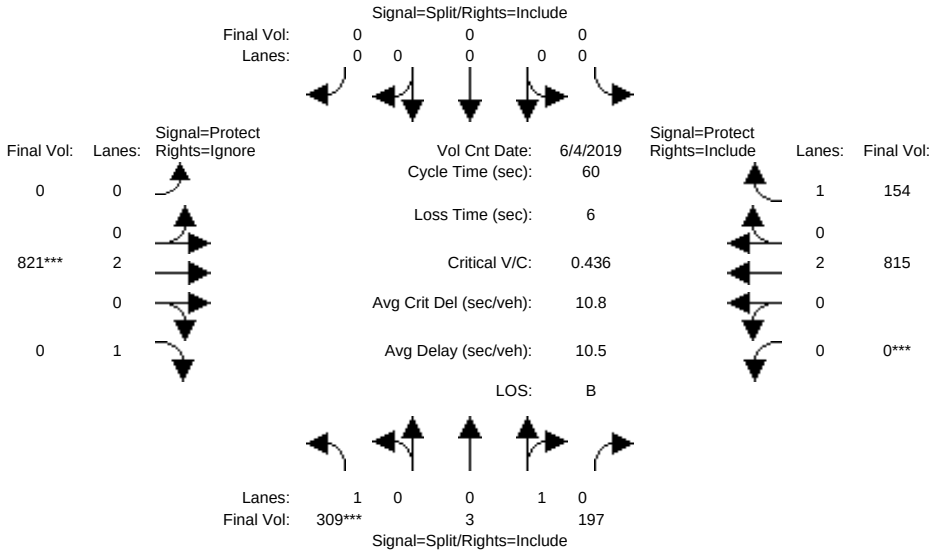
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	309	3	197	0	0	0	0	821	454	0	815	154
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:	309	3	197	0	0	0	0	821	454	0	815	154
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:	309	3	197	0	0	0	0	821	454	0	815	154
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:	309	3	197	0	0	0	0	821	0	0	815	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	3	197	0	0	0	0	821	0	0	815	154
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:	309	3	197	0	0	0	0	821	0	0	815	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	27	1773	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.21	0.09
Crit Moves:	****							****		****		
Green Time:	24.3	24.3	24.3	0.0	0.0	0.0	0.0	29.7	0.0	0.0	29.7	29.7
Volume/Cap:	0.44	0.27	0.27	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.43	0.18
Delay/Veh:	13.3	12.2	12.2	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.9	8.5
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:	13.3	12.2	12.2	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.9	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	9	6	6	0	0	0	0	9	0	0	10	4

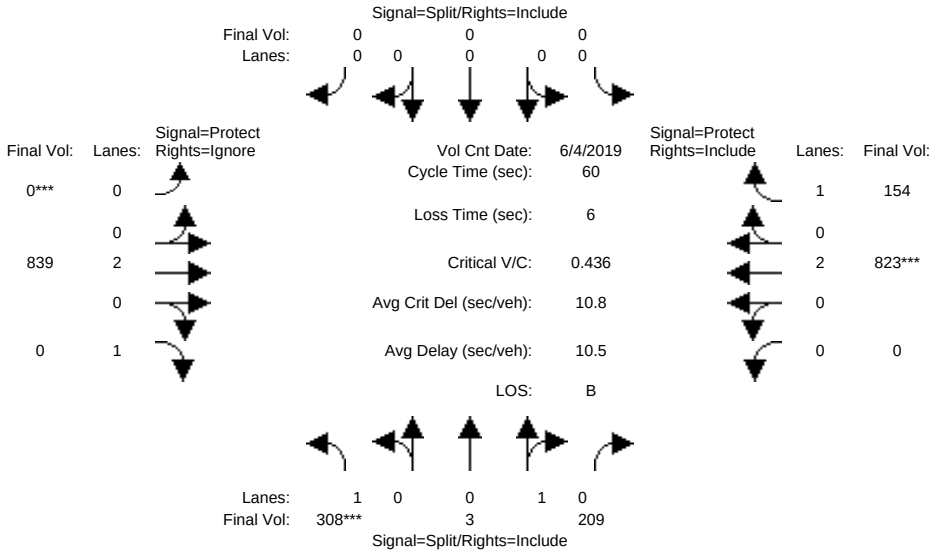
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant 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:	10	10	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: 4 Jun 2019 <<												
Base Vol:	308	3	209	0	0	0	0	839	454	0	823	154
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:	308	3	209	0	0	0	0	839	454	0	823	154
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:	308	3	209	0	0	0	0	839	454	0	823	154
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:	308	3	209	0	0	0	0	839	0	0	823	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	3	209	0	0	0	0	839	0	0	823	154
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:	308	3	209	0	0	0	0	839	0	0	823	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	25	1775	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.12	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.09
Crit Moves:	****						****				****	
Green Time:	24.2	24.2	24.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	29.8
Volume/Cap:	0.44	0.29	0.29	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.44	0.18
Delay/Veh:	13.4	12.3	12.3	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.9	8.4
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:	13.4	12.3	12.3	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.9	8.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	9	6	6	0	0	0	0	9	0	0	10	4

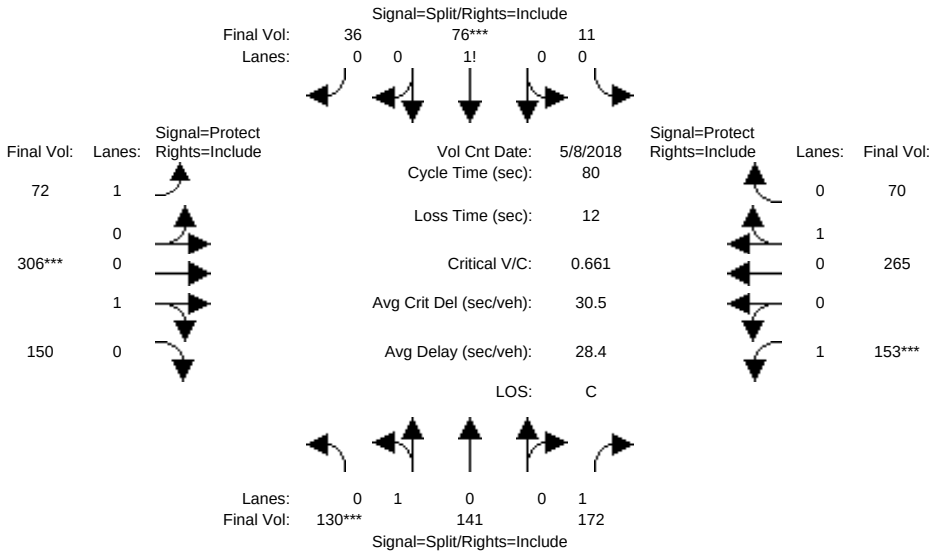
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	130	141	172	11	76	36	72	306	150	153	265	70
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:	130	141	172	11	76	36	72	306	150	153	265	70
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:	130	141	172	11	76	36	72	306	150	153	265	70
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:	130	141	172	11	76	36	72	306	150	153	265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	141	172	11	76	36	72	306	150	153	265	70
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:	130	141	172	11	76	36	72	306	150	153	265	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.48	0.52	1.00	0.09	0.62	0.29	1.00	0.67	0.33	1.00	0.79	0.21
Final Sat.:	863	937	1750	157	1081	512	1750	1208	592	1750	1424	376
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.07	0.07	0.07	0.04	0.25	0.25	0.09	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	17.8	17.8	17.8	10.0	10.0	10.0	12.9	29.9	29.9	10.3	27.4	27.4
Volume/Cap:	0.68	0.68	0.44	0.56	0.56	0.56	0.26	0.68	0.68	0.68	0.54	0.54
Delay/Veh:	33.1	33.1	27.6	36.3	36.3	36.3	29.9	23.8	23.8	41.3	22.3	22.3
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:	33.1	33.1	27.6	36.3	36.3	36.3	29.9	23.8	23.8	41.3	22.3	22.3
LOS by Move:	C	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	15	15	9	8	8	8	4	20	20	10	14	14

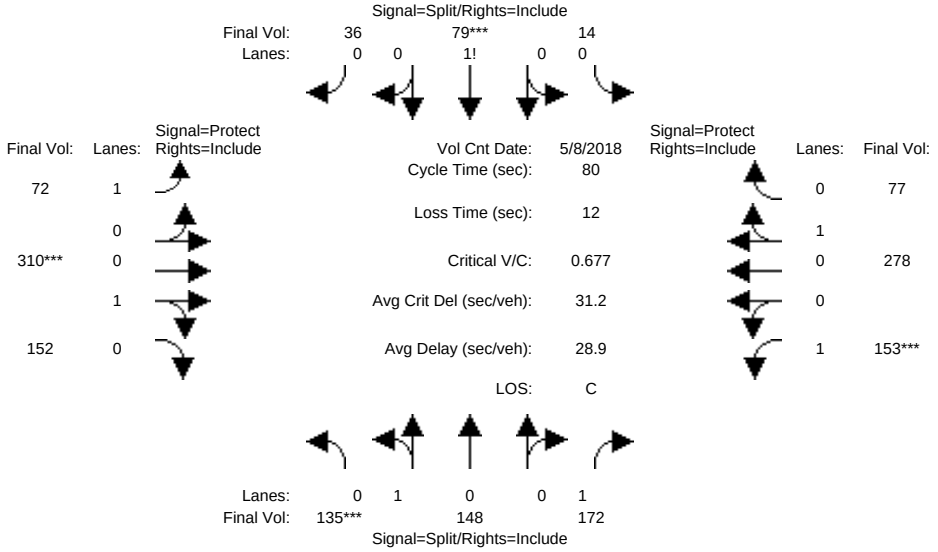
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	130	141	172	11	76	36	72	306	150	153	265	70
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:	130	141	172	11	76	36	72	306	150	153	265	70
Added Vol:	5	7	0	3	3	0	0	4	2	0	13	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	148	172	14	79	36	72	310	152	153	278	77
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:	135	148	172	14	79	36	72	310	152	153	278	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	148	172	14	79	36	72	310	152	153	278	77
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:	135	148	172	14	79	36	72	310	152	153	278	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.48	0.52	1.00	0.11	0.61	0.28	1.00	0.67	0.33	1.00	0.78	0.22
Final Sat.:	859	941	1750	190	1072	488	1750	1208	592	1750	1410	390
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.10	0.07	0.07	0.07	0.04	0.26	0.26	0.09	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	18.2	18.2	18.2	10.0	10.0	10.0	12.2	29.7	29.7	10.1	27.6	27.6
Volume/Cap:	0.69	0.69	0.43	0.59	0.59	0.59	0.27	0.69	0.69	0.69	0.57	0.57
Delay/Veh:	33.3	33.3	27.2	37.3	37.3	37.3	30.5	24.4	24.4	42.5	22.7	22.7
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:	33.3	33.3	27.2	37.3	37.3	37.3	30.5	24.4	24.4	42.5	22.7	22.7
LOS by Move:	C	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	15	15	8	8	8	8	4	20	20	10	15	15

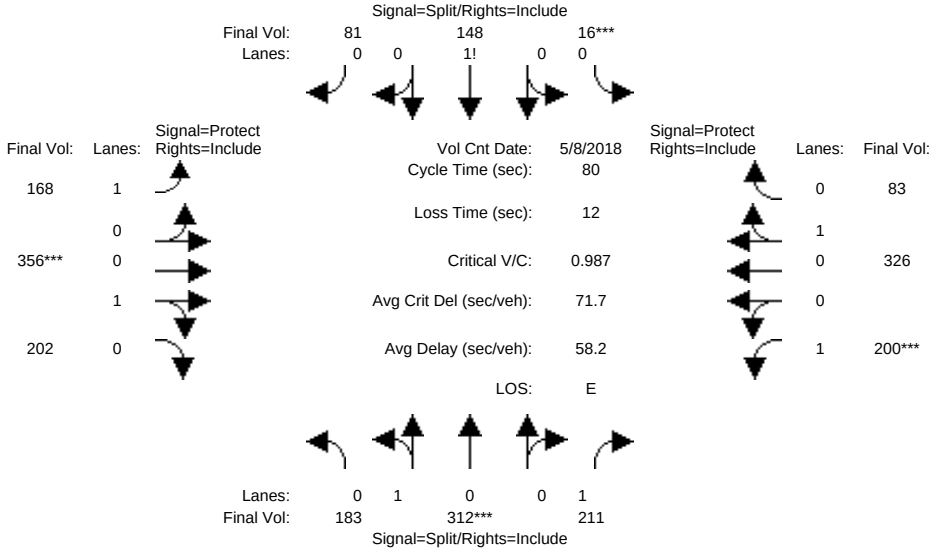
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.07	0.60	0.33	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	665	1135	1750	114	1057	579	1750	1148	652	1750	1435	365
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.14	0.14	0.14	0.10	0.31	0.31	0.11	0.23	0.23
Crit Moves:		****		****				****		****		
Green Time:	22.3	22.3	22.3	11.3	11.3	11.3	10.2	25.1	25.1	9.3	24.2	24.2
Volume/Cap:	0.99	0.99	0.43	0.99	0.99	0.99	0.75	0.99	0.99	0.99	0.75	0.75
Delay/Veh:	65.5	65.5	24.3	87.7	87.7	87.7	47.1	61.8	61.8	94.7	31.1	31.1
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:	65.5	65.5	24.3	87.7	87.7	87.7	47.1	61.8	61.8	94.7	31.1	31.1
LOS by Move:	E	E	C	F	F	F	D	E	E	F	C	C
HCM2k95thQ:	33	33	10	21	21	21	12	36	36	18	21	21

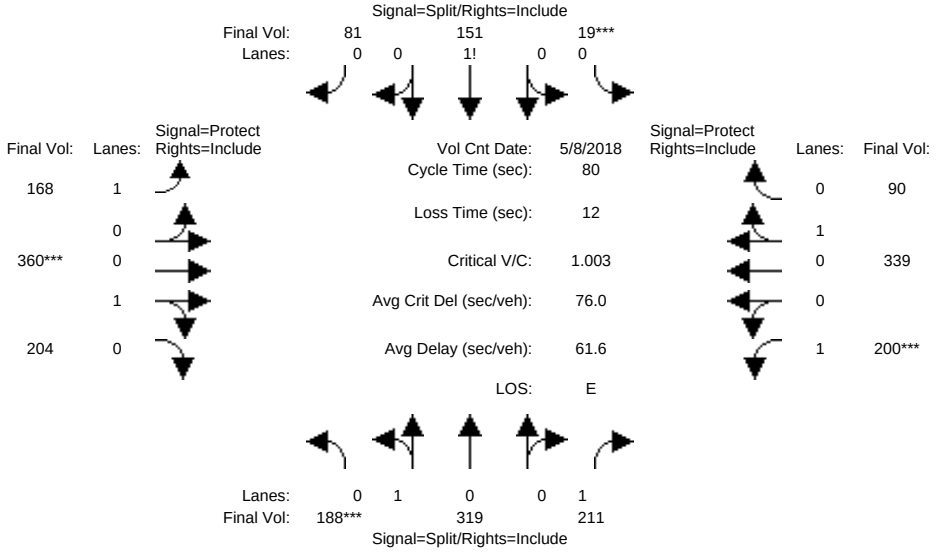
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
Added Vol:	5	7	0	3	3	0	0	4	2	0	13	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	319	211	19	151	81	168	360	204	200	339	90
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:	188	319	211	19	151	81	168	360	204	200	339	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	319	211	19	151	81	168	360	204	200	339	90
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:	188	319	211	19	151	81	168	360	204	200	339	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.08	0.60	0.32	1.00	0.64	0.36	1.00	0.79	0.21
Final Sat.:	667	1133	1750	132	1053	565	1750	1149	651	1750	1422	378
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.14	0.14	0.14	0.10	0.31	0.31	0.11	0.24	0.24
Crit Moves:	****			****				****		****		
Green Time:	22.5	22.5	22.5	11.4	11.4	11.4	9.8	25.0	25.0	9.1	24.3	24.3
Volume/Cap:	1.00	1.00	0.43	1.00	1.00	1.00	0.78	1.00	1.00	1.00	0.78	0.78
Delay/Veh:	69.6	69.6	24.1	92.0	92.0	92.0	51.2	66.2	66.2	100.0	32.8	32.8
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:	69.6	69.6	24.1	92.0	92.0	92.0	51.2	66.2	66.2	100.0	32.8	32.8
LOS by Move:	E	E	C	F	F	F	D	E	E	F	C	C
HCM2k95thQ:	34	34	10	22	22	22	12	37	37	19	22	22

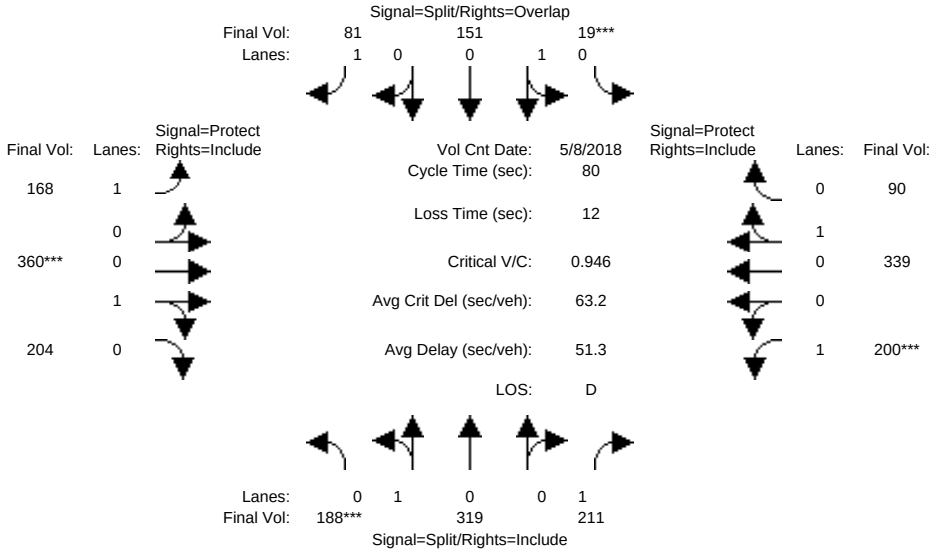
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	183	312	211	16	148	81	168	356	202	200	326	83
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:	183	312	211	16	148	81	168	356	202	200	326	83
Added Vol:	5	7	0	3	3	0	0	4	2	0	13	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	319	211	19	151	81	168	360	204	200	339	90
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:	188	319	211	19	151	81	168	360	204	200	339	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	319	211	19	151	81	168	360	204	200	339	90
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:	188	319	211	19	151	81	168	360	204	200	339	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.11	0.89	1.00	1.00	0.64	0.36	1.00	0.79	0.21
Final Sat.:	667	1133	1750	201	1599	1750	1750	1149	651	1750	1422	378
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.09	0.09	0.05	0.10	0.31	0.31	0.11	0.24	0.24
Crit Moves:	****			****				****		****		
Green Time:	23.0	23.0	23.0	10.0	10.0	20.0	10.0	25.6	25.6	9.3	24.9	24.9
Volume/Cap:	0.98	0.98	0.42	0.76	0.76	0.18	0.76	0.98	0.98	0.98	0.76	0.76
Delay/Veh:	62.1	62.1	23.6	47.4	47.4	23.8	48.6	58.8	58.8	91.7	31.1	31.1
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:	62.1	62.1	23.6	47.4	47.4	23.8	48.6	58.8	58.8	91.7	31.1	31.1
LOS by Move:	E	E	C	D	D	C	D	E	E	F	C	C
HCM2kAvgQ:	19	19	5	6	6	2	6	21	21	10	12	12

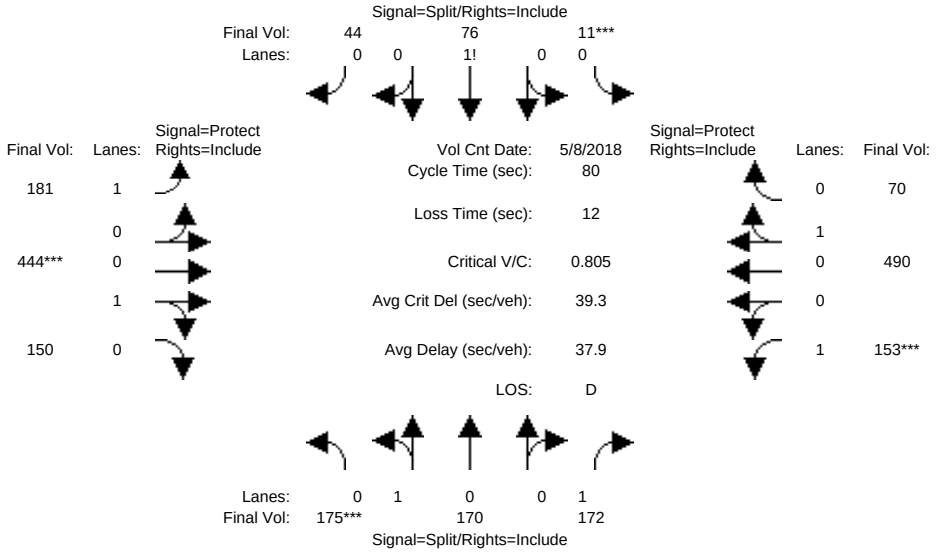
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	175	170	172	11	76	44	181	444	150	153	490	70
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:	175	170	172	11	76	44	181	444	150	153	490	70
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:	175	170	172	11	76	44	181	444	150	153	490	70
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:	175	170	172	11	76	44	181	444	150	153	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	170	172	11	76	44	181	444	150	153	490	70
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:	175	170	172	11	76	44	181	444	150	153	490	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.51	0.49	1.00	0.08	0.58	0.34	1.00	0.75	0.25	1.00	0.87	0.13
Final Sat.:	913	887	1750	147	1015	588	1750	1345	455	1750	1575	225
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.07	0.07	0.07	0.10	0.33	0.33	0.09	0.31	0.31
Crit Moves:	****			****				****		****		
Green Time:	18.3	18.3	18.3	10.0	10.0	10.0	9.9	31.4	31.4	8.3	29.8	29.8
Volume/Cap:	0.84	0.84	0.43	0.60	0.60	0.60	0.83	0.84	0.84	0.84	0.83	0.83
Delay/Veh:	43.8	43.8	27.2	37.6	37.6	37.6	57.6	30.9	30.9	63.0	31.7	31.7
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:	43.8	43.8	27.2	37.6	37.6	37.6	57.6	30.9	30.9	63.0	31.7	31.7
LOS by Move:	D	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	21	21	8	9	9	9	14	29	29	13	28	28

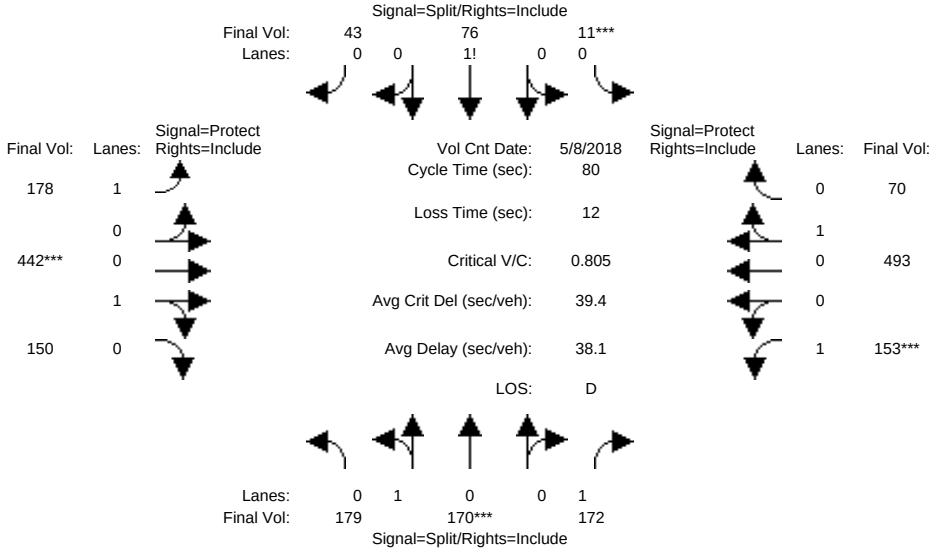
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	179	170	172	11	76	43	178	442	150	153	493	70
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:	179	170	172	11	76	43	178	442	150	153	493	70
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:	179	170	172	11	76	43	178	442	150	153	493	70
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:	179	170	172	11	76	43	178	442	150	153	493	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	170	172	11	76	43	178	442	150	153	493	70
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:	179	170	172	11	76	43	178	442	150	153	493	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.51	0.49	1.00	0.08	0.59	0.33	1.00	0.75	0.25	1.00	0.88	0.12
Final Sat.:	923	877	1750	148	1023	579	1750	1344	456	1750	1576	224
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.07	0.07	0.07	0.10	0.33	0.33	0.09	0.31	0.31
Crit Moves:		****		****				****		****		
Green Time:	18.4	18.4	18.4	10.0	10.0	10.0	9.7	31.3	31.3	8.3	29.9	29.9
Volume/Cap:	0.84	0.84	0.43	0.59	0.59	0.59	0.84	0.84	0.84	0.84	0.84	0.84
Delay/Veh:	43.7	43.7	27.0	37.4	37.4	37.4	58.7	31.1	31.1	63.4	32.0	32.0
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	43.7	27.0	37.4	37.4	37.4	58.7	31.1	31.1	63.4	32.0	32.0
LOS by Move:	D	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	21	21	8	8	8	8	14	29	29	13	28	28

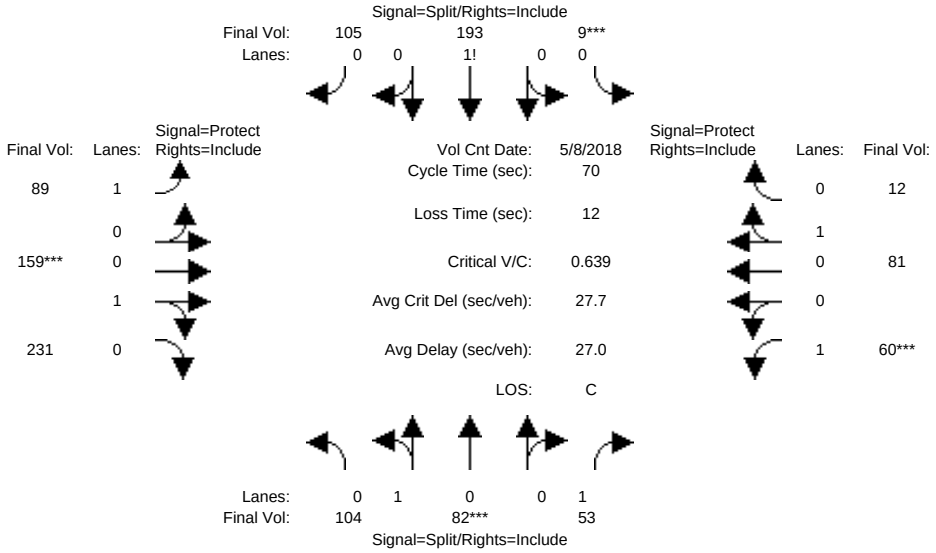
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	104	82	53	9	193	105	89	159	231	60	81	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	82	53	9	193	105	89	159	231	60	81	12
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:	104	82	53	9	193	105	89	159	231	60	81	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	104	82	53	9	193	105	89	159	231	60	81	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	82	53	9	193	105	89	159	231	60	81	12
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:	104	82	53	9	193	105	89	159	231	60	81	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.56	0.44	1.00	0.03	0.63	0.34	1.00	0.41	0.59	1.00	0.87	0.13
Final Sat.:	1006	794	1750	51	1100	599	1750	734	1066	1750	1568	232
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.18	0.18	0.18	0.05	0.22	0.22	0.03	0.05	0.05
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.6	10.6	18.1	18.1	18.1	12.1	22.3	22.3	7.0	17.2	17.2
Volume/Cap:	0.68	0.68	0.20	0.68	0.68	0.68	0.30	0.68	0.68	0.34	0.21	0.21
Delay/Veh:	34.9	34.9	26.3	27.6	27.6	27.6	25.8	24.1	24.1	30.5	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	26.3	27.6	27.6	27.6	25.8	24.1	24.1	30.5	21.2	21.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	11	3	15	15	15	4	17	17	3	4	4

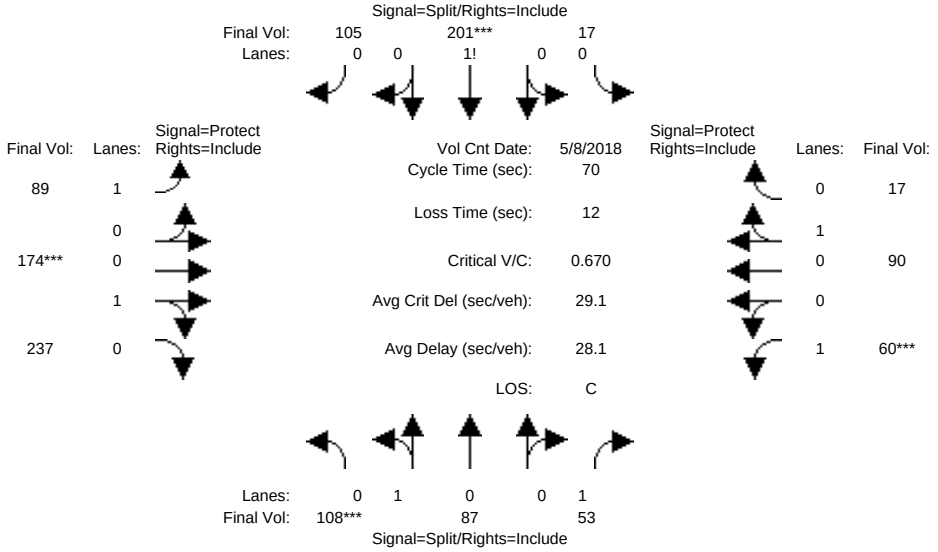
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	104	82	53	9	193	105	89	159	231	60	81	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	82	53	9	193	105	89	159	231	60	81	12
Added Vol:	4	5	0	8	8	0	0	15	6	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	87	53	17	201	105	89	174	237	60	90	17
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	87	53	17	201	105	89	174	237	60	90	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	87	53	17	201	105	89	174	237	60	90	17
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	87	53	17	201	105	89	174	237	60	90	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.55	0.45	1.00	0.05	0.62	0.33	1.00	0.42	0.58	1.00	0.84	0.16
Final Sat.:	997	803	1750	92	1089	569	1750	762	1038	1750	1514	286
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.18	0.18	0.18	0.05	0.23	0.23	0.03	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	10.6	10.6	10.6	18.1	18.1	18.1	12.1	22.3	22.3	7.0	17.3	17.3
Volume/Cap:	0.72	0.72	0.20	0.72	0.72	0.72	0.29	0.72	0.72	0.34	0.24	0.24
Delay/Veh:	37.0	37.0	26.4	29.0	29.0	29.0	25.8	25.3	25.3	30.5	21.4	21.4
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:	37.0	37.0	26.4	29.0	29.0	29.0	25.8	25.3	25.3	30.5	21.4	21.4
LOS by Move:	D	D	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	11	3	16	16	16	4	18	18	3	4	4

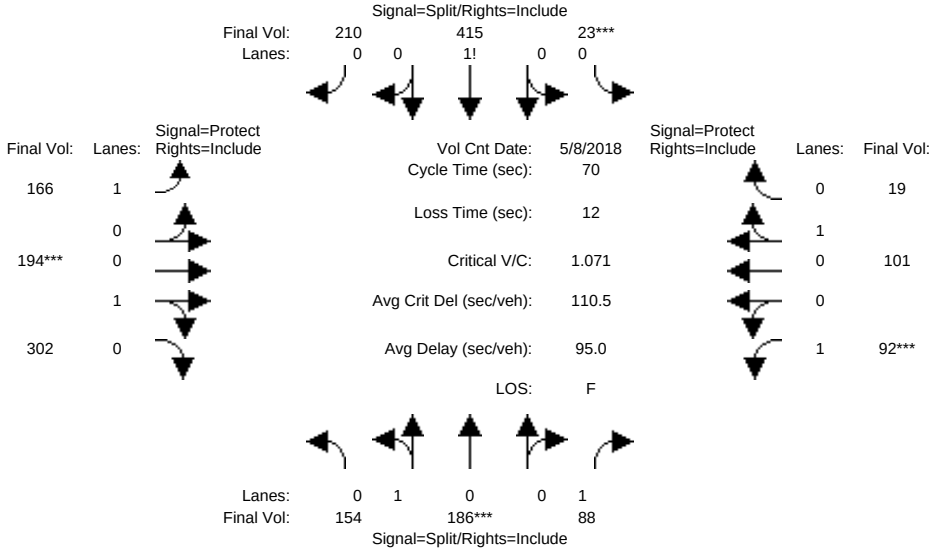
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	154	186	88	23	415	210	166	194	302	92	101	19
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:	154	186	88	23	415	210	166	194	302	92	101	19
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:	154	186	88	23	415	210	166	194	302	92	101	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	186	88	23	415	210	166	194	302	92	101	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	186	88	23	415	210	166	194	302	92	101	19
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:	154	186	88	23	415	210	166	194	302	92	101	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.55	1.00	0.04	0.64	0.32	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	815	985	1750	62	1121	567	1750	704	1096	1750	1515	285
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.37	0.37	0.37	0.09	0.28	0.28	0.05	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	11.5	11.5	11.5	22.6	22.6	22.6	9.8	16.8	16.8	7.0	14.0	14.0
Volume/Cap:	1.15	1.15	0.31	1.15	1.15	1.15	0.68	1.15	1.15	0.53	0.33	0.33
Delay/Veh:	126.8	127	26.3	108.6	109	108.6	35.9	116	116.1	32.9	24.5	24.5
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:	126.8	127	26.3	108.6	109	108.6	35.9	116	116.1	32.9	24.5	24.5
LOS by Move:	F	F	C	F	F	F	D	F	F	C	C	C
HCM2k95thQ:	30	30	4	49	49	49	10	39	39	6	5	5

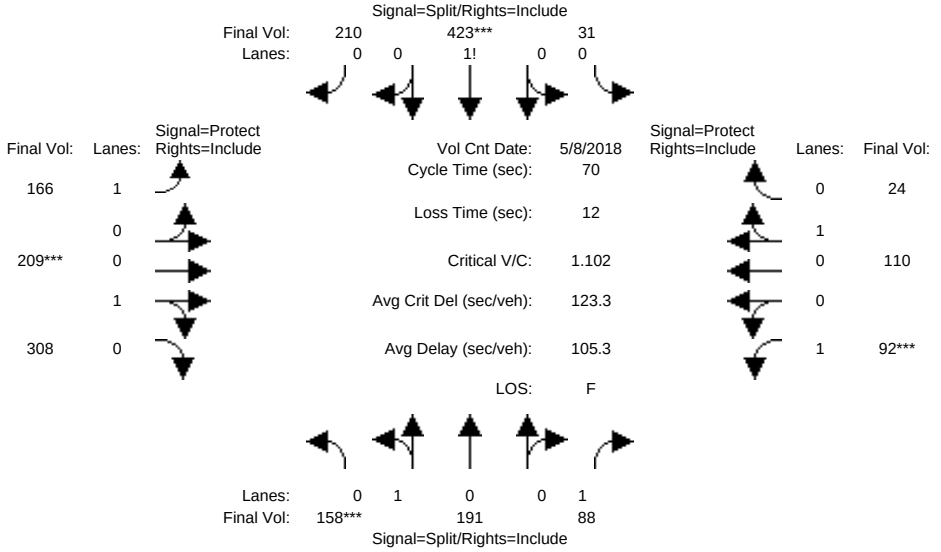
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	154	186	88	23	415	210	166	194	302	92	101	19
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:	154	186	88	23	415	210	166	194	302	92	101	19
Added Vol:	4	5	0	8	8	0	0	15	6	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	191	88	31	423	210	166	209	308	92	110	24
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	191	88	31	423	210	166	209	308	92	110	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	191	88	31	423	210	166	209	308	92	110	24
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	191	88	31	423	210	166	209	308	92	110	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.55	1.00	0.05	0.64	0.31	1.00	0.40	0.60	1.00	0.82	0.18
Final Sat.:	815	985	1750	82	1115	553	1750	728	1072	1750	1478	322
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.38	0.38	0.38	0.09	0.29	0.29	0.05	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.5	11.5	11.5	22.5	22.5	22.5	9.9	17.0	17.0	7.0	14.1	14.1
Volume/Cap:	1.18	1.18	0.31	1.18	1.18	1.18	0.67	1.18	1.18	0.53	0.37	0.37
Delay/Veh:	140.0	140	26.4	122.5	123	122.5	35.5	129	129.3	32.9	24.7	24.7
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:	140.0	140	26.4	122.5	123	122.5	35.5	129	129.3	32.9	24.7	24.7
LOS by Move:	F	F	C	F	F	F	D	F	F	C	C	C
HCM2k95thQ:	31	31	4	52	52	52	10	42	42	6	6	6

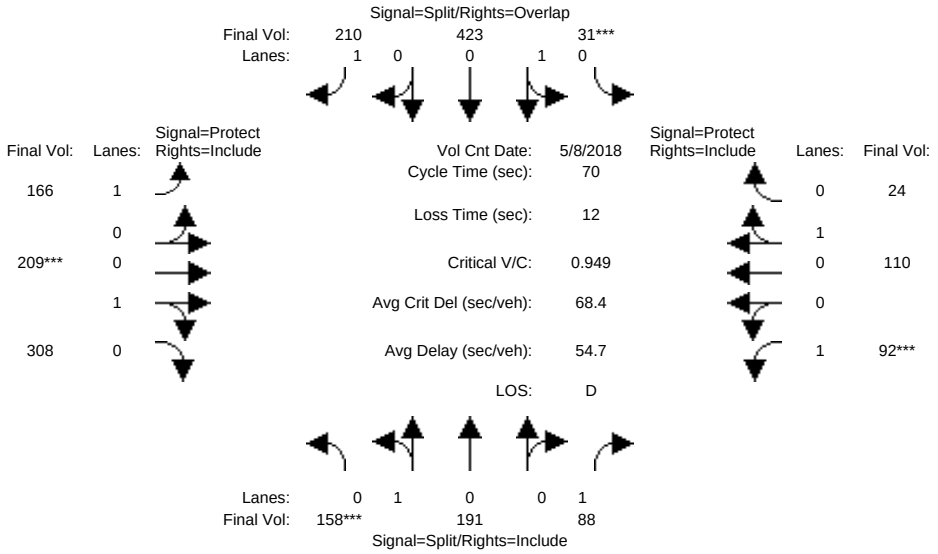
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	154	186	88	23	415	210	166	194	302	92	101	19
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:	154	186	88	23	415	210	166	194	302	92	101	19
Added Vol:	4	5	0	8	8	0	0	15	6	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	191	88	31	423	210	166	209	308	92	110	24
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	191	88	31	423	210	166	209	308	92	110	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	191	88	31	423	210	166	209	308	92	110	24
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	191	88	31	423	210	166	209	308	92	110	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.55	1.00	0.07	0.93	1.00	1.00	0.40	0.60	1.00	0.82	0.18
Final Sat.:	815	985	1750	123	1677	1750	1750	728	1072	1750	1478	322
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.25	0.25	0.12	0.09	0.29	0.29	0.05	0.07	0.07
Crit Moves:	****			****				****		****		
Green Time:	13.5	13.5	13.5	17.5	17.5	28.6	11.1	20.0	20.0	7.0	15.9	15.9
Volume/Cap:	1.01	1.01	0.26	1.01	1.01	0.29	0.60	1.01	1.01	0.53	0.33	0.33
Delay/Veh:	78.2	78.2	24.4	70.2	70.2	14.1	30.9	66.4	66.4	32.9	23.1	23.1
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:	78.2	78.2	24.4	70.2	70.2	14.1	30.9	66.4	66.4	32.9	23.1	23.1
LOS by Move:	E	E	C	E	E	B	C	E	E	C	C	C
HCM2kAvgQ:	14	14	2	17	17	3	5	19	19	3	3	3

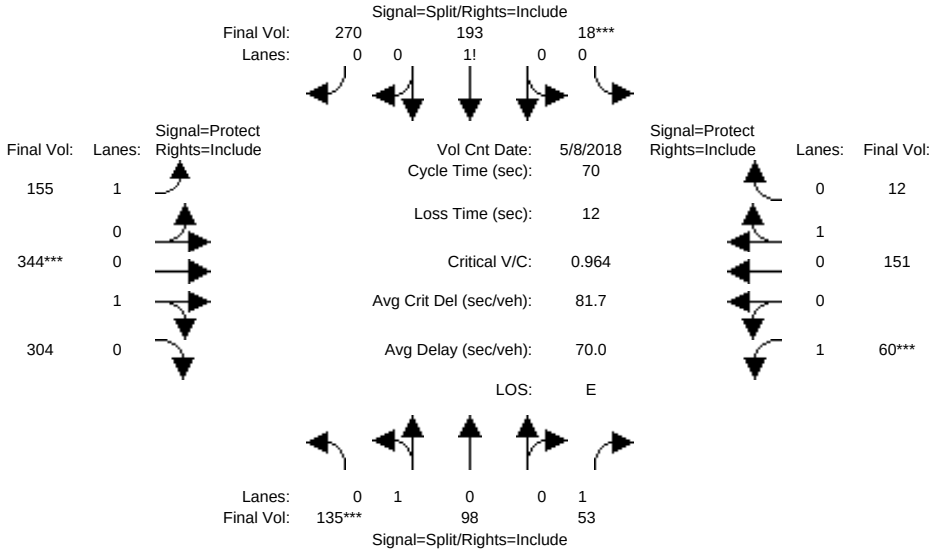
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	135	98	53	18	193	270	155	344	304	60	151	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	98	53	18	193	270	155	344	304	60	151	12
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:	135	98	53	18	193	270	155	344	304	60	151	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	135	98	53	18	193	270	155	344	304	60	151	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	98	53	18	193	270	155	344	304	60	151	12
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:	135	98	53	18	193	270	155	344	304	60	151	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.04	0.40	0.56	1.00	0.53	0.47	1.00	0.93	0.07
Final Sat.:	1043	757	1750	65	702	982	1750	956	844	1750	1667	133
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.27	0.27	0.27	0.09	0.36	0.36	0.03	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	17.8	17.8	17.8	12.5	23.2	23.2	7.0	17.8	17.8
Volume/Cap:	0.91	0.91	0.21	1.08	1.08	1.08	0.50	1.08	1.08	0.34	0.36	0.36
Delay/Veh:	62.0	62.0	26.9	93.3	93.3	93.3	27.2	85.0	85.0	30.5	21.9	21.9
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:	62.0	62.0	26.9	93.3	93.3	93.3	27.2	85.0	85.0	30.5	21.9	21.9
LOS by Move:	E	E	C	F	F	F	C	F	F	C	C	C
HCM2k95thQ:	17	17	3	36	36	36	8	43	43	3	7	7

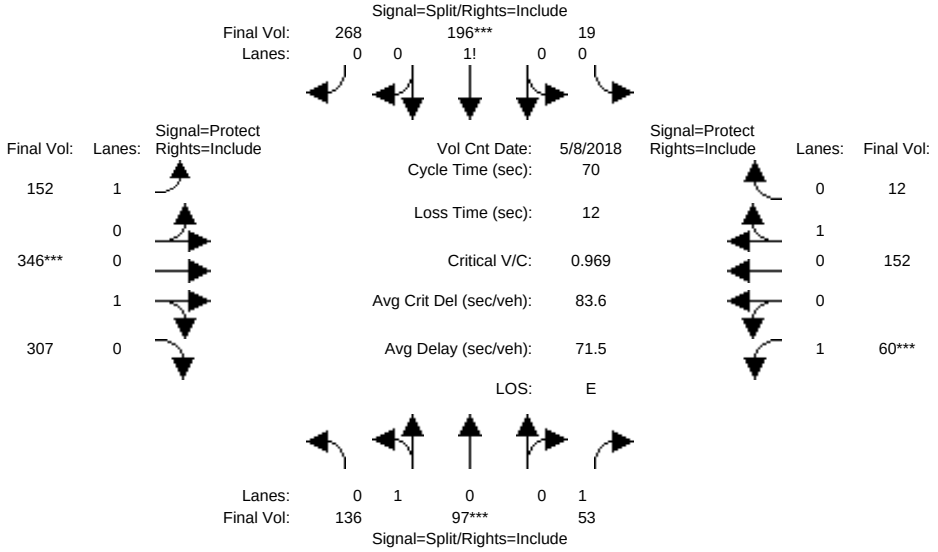
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit 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:	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:	136	97	53	19	196	268	152	346	307	60	152	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	97	53	19	196	268	152	346	307	60	152	12
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	97	53	19	196	268	152	346	307	60	152	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	97	53	19	196	268	152	346	307	60	152	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	97	53	19	196	268	152	346	307	60	152	12
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:	136	97	53	19	196	268	152	346	307	60	152	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.04	0.41	0.55	1.00	0.53	0.47	1.00	0.93	0.07
Final Sat.:	1051	749	1750	69	710	971	1750	954	846	1750	1668	132
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.28	0.28	0.28	0.09	0.36	0.36	0.03	0.09	0.09
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	17.7	17.7	17.7	12.5	23.3	23.3	7.0	17.8	17.8
Volume/Cap:	0.91	0.91	0.21	1.09	1.09	1.09	0.49	1.09	1.09	0.34	0.36	0.36
Delay/Veh:	62.0	62.0	26.9	95.6	95.6	95.6	27.1	87.2	87.2	30.5	21.9	21.9
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:	62.0	62.0	26.9	95.6	95.6	95.6	27.1	87.2	87.2	30.5	21.9	21.9
LOS by Move:	E	E	C	F	F	F	C	F	F	C	C	C
HCM2k95thQ:	17	17	3	36	36	36	8	44	44	3	7	7

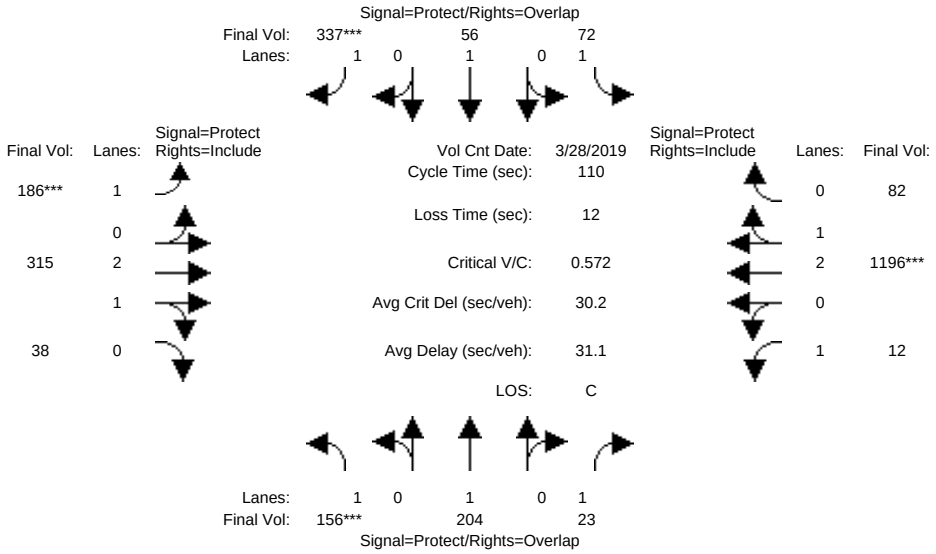
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	156	204	23	72	56	337	186	315	38	12	1196	82
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:	156	204	23	72	56	337	186	315	38	12	1196	82
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:	156	204	23	72	56	337	186	315	38	12	1196	82
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:	156	204	23	72	56	337	186	315	38	12	1196	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	204	23	72	56	337	186	315	38	12	1196	82
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:	156	204	23	72	56	337	186	315	38	12	1196	82
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.67	0.33	1.00	2.80	0.20
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4996	603	1750	5240	359
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.01	0.04	0.03	0.19	0.11	0.06	0.06	0.01	0.23	0.23
Crit Moves:	****					****	****				****	
Green Time:	17.1	21.2	47.6	12.5	16.6	37.0	20.4	37.8	37.8	26.5	43.9	43.9
Volume/Cap:	0.57	0.56	0.03	0.36	0.20	0.57	0.57	0.18	0.18	0.03	0.57	0.57
Delay/Veh:	46.0	42.1	17.9	46.1	41.2	31.4	43.3	25.3	25.3	32.0	26.1	26.1
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:	46.0	42.1	17.9	46.1	41.2	31.4	43.3	25.3	25.3	32.0	26.1	26.1
LOS by Move:	D	D	B	D	D	C	D	C	C	C	C	C
HCM2k95thQ:	12	13	1	6	4	19	13	6	6	1	20	20

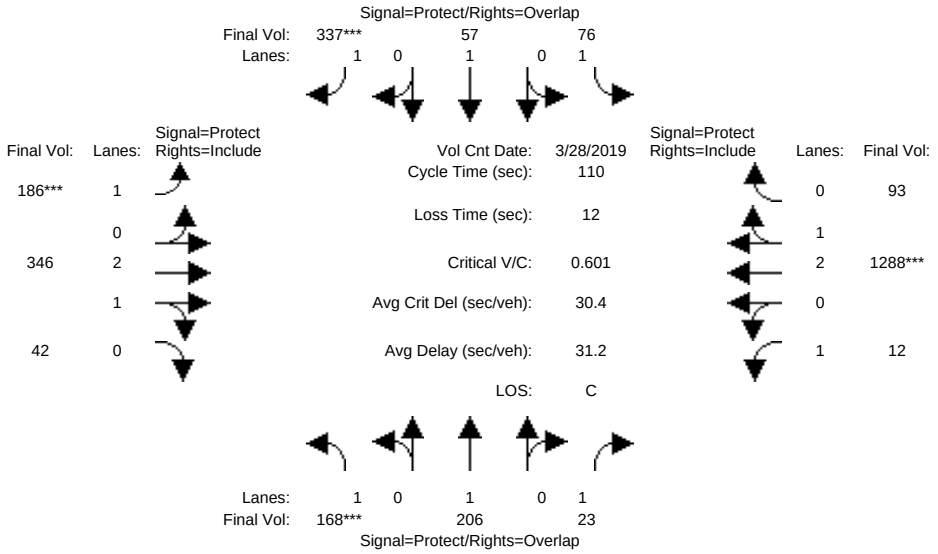
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	156	204	23	72	56	337	186	315	38	12	1196	82
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:	156	204	23	72	56	337	186	315	38	12	1196	82
Added Vol:	12	2	0	4	1	0	0	31	4	0	92	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	206	23	76	57	337	186	346	42	12	1288	93
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:	168	206	23	76	57	337	186	346	42	12	1288	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	206	23	76	57	337	186	346	42	12	1288	93
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:	168	206	23	76	57	337	186	346	42	12	1288	93
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4993	606	1750	5222	377
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.01	0.04	0.03	0.19	0.11	0.07	0.07	0.01	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	17.6	21.0	47.6	12.3	15.8	35.3	19.5	38.0	38.0	26.6	45.2	45.2
Volume/Cap:	0.60	0.57	0.03	0.39	0.21	0.60	0.60	0.20	0.20	0.03	0.60	0.60
Delay/Veh:	46.6	42.5	17.9	46.6	42.0	33.3	45.0	25.4	25.4	31.9	25.8	25.8
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:	46.6	42.5	17.9	46.6	42.0	33.3	45.0	25.4	25.4	31.9	25.8	25.8
LOS by Move:	D	D	B	D	D	C	D	C	C	C	C	C
HCM2k95thQ:	13	13	1	6	4	20	13	6	6	1	21	21

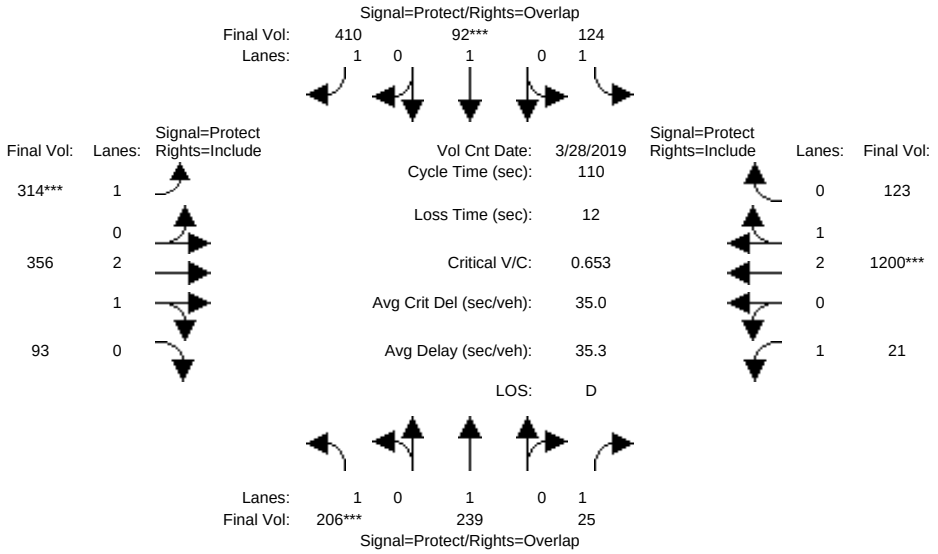
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	206	239	25	124	92	410	314	356	93	21	1200	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	239	25	124	92	410	314	356	93	21	1200	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	239	25	124	92	410	314	356	93	21	1200	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	239	25	124	92	410	314	356	93	21	1200	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	239	25	124	92	410	314	356	93	21	1200	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	239	25	124	92	410	314	356	93	21	1200	123
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.36	0.64	1.00	2.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4439	1160	1750	5079	521
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.01	0.07	0.05	0.23	0.18	0.08	0.08	0.01	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	19.4	18.8	47.1	10.6	10.0	39.6	29.6	40.3	40.3	28.2	39.0	39.0
Volume/Cap:	0.67	0.74	0.03	0.74	0.53	0.65	0.67	0.22	0.22	0.05	0.67	0.67
Delay/Veh:	47.7	51.7	18.3	63.8	51.0	31.8	39.4	24.0	24.0	30.8	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:	47.7	51.7	18.3	63.8	51.0	31.8	39.4	24.0	24.0	30.8	30.9	30.9
LOS by Move:	D	D	B	E	D	C	D	C	C	C	C	C
HCM2k95thQ:	15	17	1	12	7	23	20	7	7	1	22	22

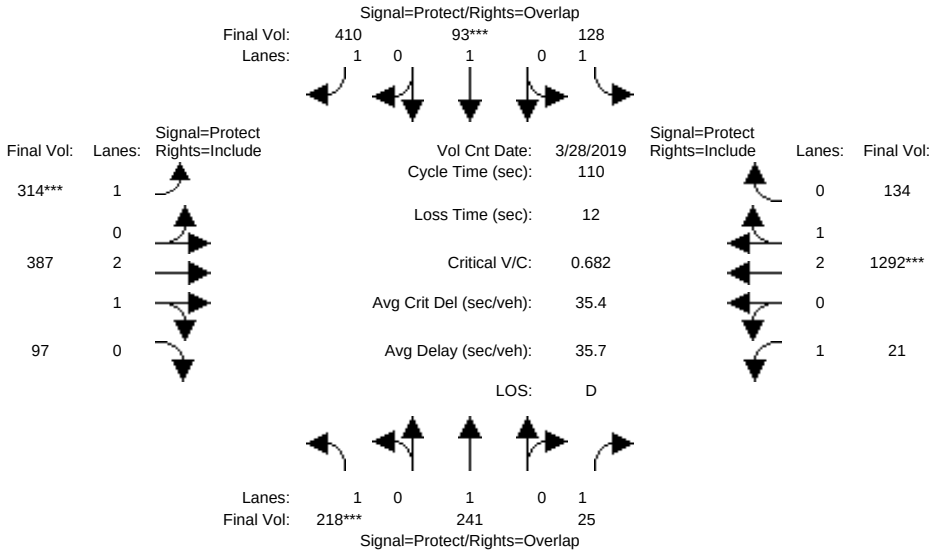
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	206	239	25	124	92	410	314	356	93	21	1200	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	239	25	124	92	410	314	356	93	21	1200	123
Added Vol:	12	2	0	4	1	0	0	31	4	0	92	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	241	25	128	93	410	314	387	97	21	1292	134
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:	218	241	25	128	93	410	314	387	97	21	1292	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	241	25	128	93	410	314	387	97	21	1292	134
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:	218	241	25	128	93	410	314	387	97	21	1292	134
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.38	0.62	1.00	2.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4476	1122	1750	5073	526
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.01	0.07	0.05	0.23	0.18	0.09	0.09	0.01	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	19.6	18.8	46.9	10.8	10.0	38.3	28.3	40.2	40.2	28.2	40.1	40.1
Volume/Cap:	0.70	0.74	0.03	0.74	0.54	0.67	0.70	0.24	0.24	0.05	0.70	0.70
Delay/Veh:	49.2	52.2	18.4	64.1	51.2	33.5	41.8	24.3	24.3	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:	49.2	52.2	18.4	64.1	51.2	33.5	41.8	24.3	24.3	30.9	30.9	30.9
LOS by Move:	D	D	B	E	D	C	D	C	C	C	C	C
HCM2k95thQ:	16	17	1	12	7	24	21	8	8	1	24	24

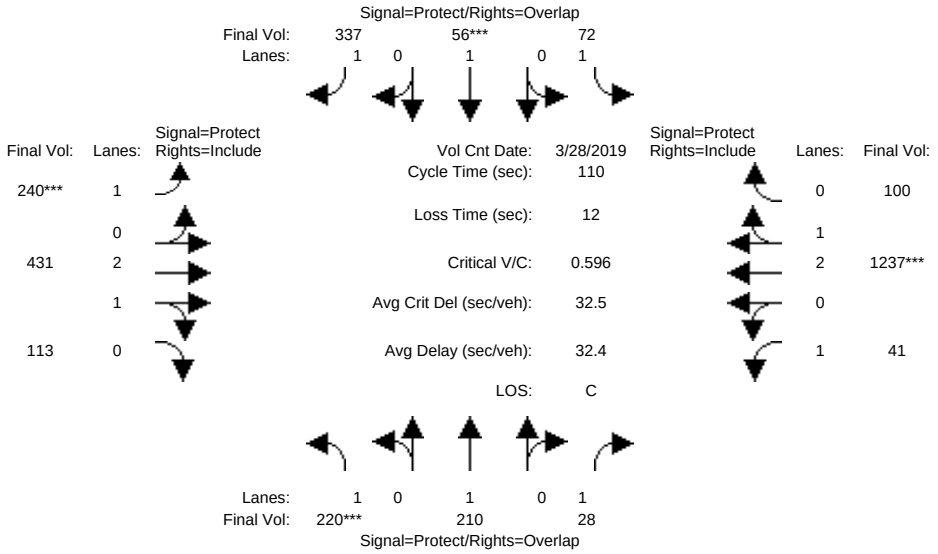
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	220	210	28	72	56	337	240	431	113	41	1237	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:	220	210	28	72	56	337	240	431	113	41	1237	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:	220	210	28	72	56	337	240	431	113	41	1237	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:	220	210	28	72	56	337	240	431	113	41	1237	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	210	28	72	56	337	240	431	113	41	1237	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:	220	210	28	72	56	337	240	431	113	41	1237	100
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.35	0.65	1.00	2.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4435	1163	1750	5181	419
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.02	0.04	0.03	0.19	0.14	0.10	0.10	0.02	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	22.1	20.3	46.4	11.7	10.0	34.1	24.1	39.9	39.9	26.1	41.9	41.9
Volume/Cap:	0.63	0.60	0.04	0.39	0.32	0.62	0.63	0.27	0.27	0.10	0.63	0.63
Delay/Veh:	43.8	43.9	18.7	47.1	47.9	34.7	42.2	24.8	24.8	32.9	28.3	28.3
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:	43.8	43.9	18.7	47.1	47.9	34.7	42.2	24.8	24.8	32.9	28.3	28.3
LOS by Move:	D	D	B	D	D	C	D	C	C	C	C	C
HCM2k95thQ:	15	14	1	6	4	20	16	9	9	2	21	21

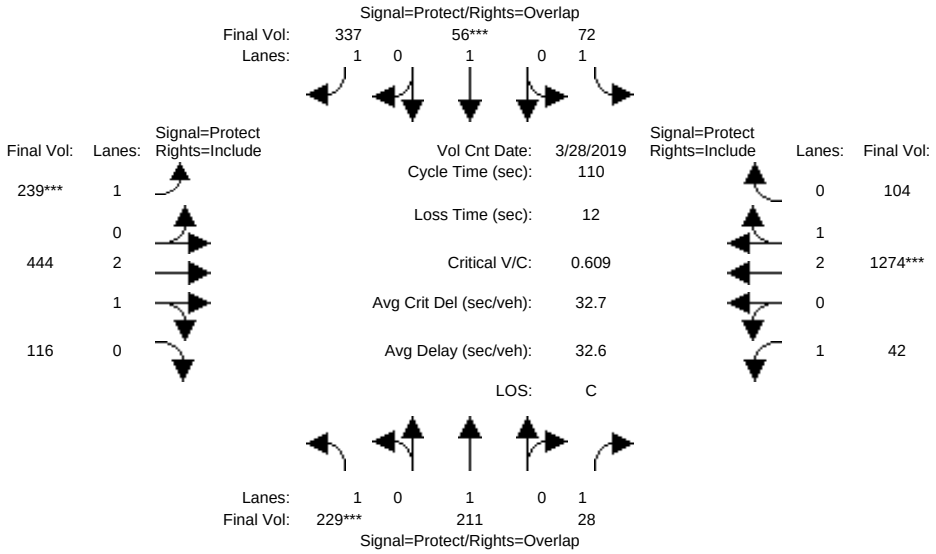
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	229	211	28	72	56	337	239	444	116	42	1274	104
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:	229	211	28	72	56	337	239	444	116	42	1274	104
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:	229	211	28	72	56	337	239	444	116	42	1274	104
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:	229	211	28	72	56	337	239	444	116	42	1274	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	211	28	72	56	337	239	444	116	42	1274	104
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:	229	211	28	72	56	337	239	444	116	42	1274	104
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.36	0.64	1.00	2.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4438	1160	1750	5177	423
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.02	0.04	0.03	0.19	0.14	0.10	0.10	0.02	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	22.4	20.6	46.1	11.8	10.0	33.4	23.4	40.1	40.1	25.5	42.2	42.2
Volume/Cap:	0.64	0.59	0.04	0.38	0.32	0.63	0.64	0.27	0.27	0.10	0.64	0.64
Delay/Veh:	44.1	43.5	18.9	47.0	47.9	35.5	43.3	24.8	24.8	33.4	28.4	28.4
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:	44.1	43.5	18.9	47.0	47.9	35.5	43.3	24.8	24.8	33.4	28.4	28.4
LOS by Move:	D	D	B	D	D	D	D	C	C	C	C	C
HCM2k95thQ:	16	14	1	6	4	21	17	9	9	2	22	22

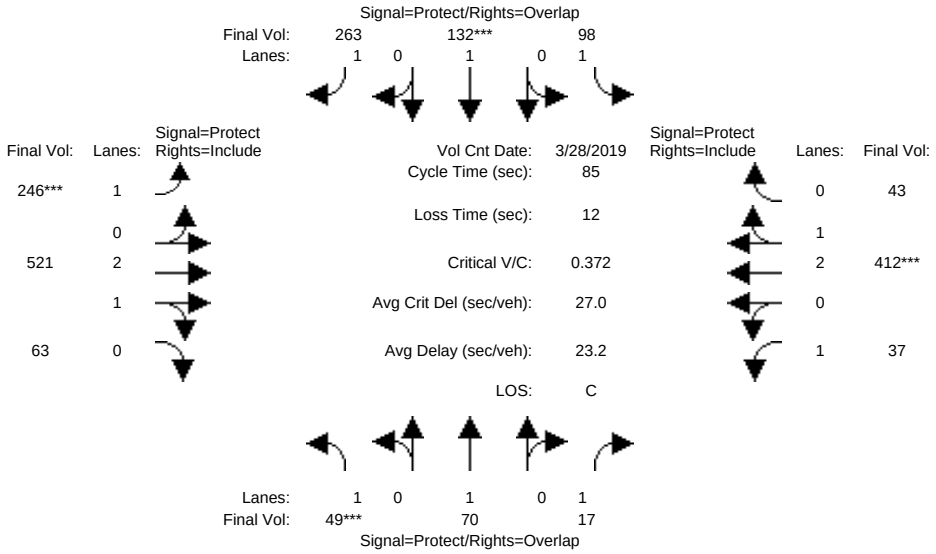
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	49	70	17	98	132	263	246	521	63	37	412	43
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:	49	70	17	98	132	263	246	521	63	37	412	43
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:	49	70	17	98	132	263	246	521	63	37	412	43
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:	49	70	17	98	132	263	246	521	63	37	412	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	70	17	98	132	263	246	521	63	37	412	43
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:	49	70	17	98	132	263	246	521	63	37	412	43
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4995	604	1750	5070	529
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.01	0.06	0.07	0.15	0.14	0.10	0.10	0.02	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	7.0	13.4	34.1	9.4	15.7	47.6	31.8	29.6	29.6	20.7	18.4	18.4
Volume/Cap:	0.34	0.23	0.02	0.51	0.38	0.27	0.38	0.30	0.30	0.09	0.38	0.38
Delay/Veh:	38.2	31.7	15.4	37.9	31.0	9.8	19.7	20.3	20.3	24.9	28.6	28.6
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:	38.2	31.7	15.4	37.9	31.0	9.8	19.7	20.3	20.3	24.9	28.6	28.6
LOS by Move:	D	C	B	D	C	A	B	C	C	C	C	C
HCM2k95thQ:	3	4	1	7	7	8	10	8	8	2	7	7

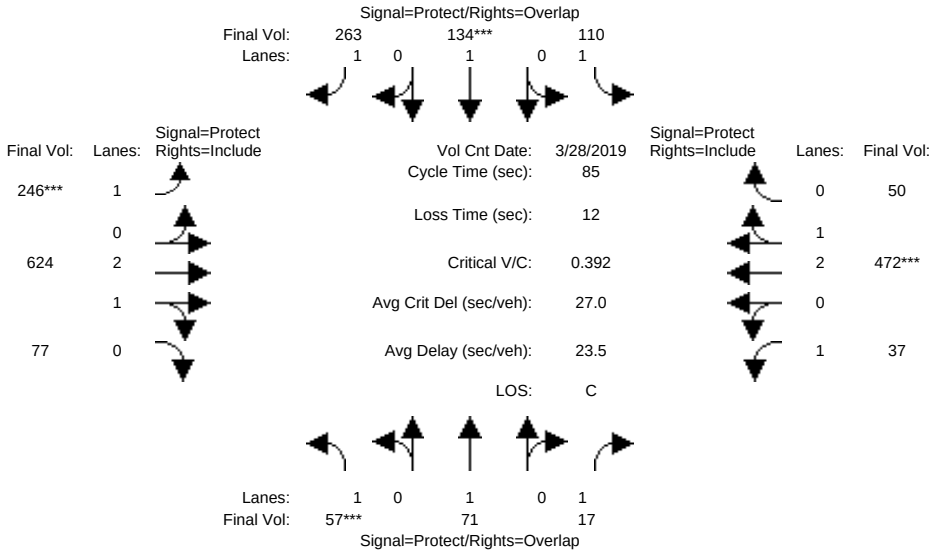
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	49	70	17	98	132	263	246	521	63	37	412	43
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:	49	70	17	98	132	263	246	521	63	37	412	43
Added Vol:	8	1	0	12	2	0	0	103	14	0	60	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	71	17	110	134	263	246	624	77	37	472	50
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:	57	71	17	110	134	263	246	624	77	37	472	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	71	17	110	134	263	246	624	77	37	472	50
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:	57	71	17	110	134	263	246	624	77	37	472	50
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.70	0.30
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4984	615	1750	5063	536
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.01	0.06	0.07	0.15	0.14	0.13	0.13	0.02	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.1	13.1	33.2	9.2	15.3	45.7	30.5	30.6	30.6	20.1	20.2	20.2
Volume/Cap:	0.39	0.24	0.02	0.58	0.39	0.28	0.39	0.35	0.35	0.09	0.39	0.39
Delay/Veh:	38.7	32.0	15.9	40.6	31.5	10.8	20.8	20.0	20.0	25.4	27.4	27.4
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:	38.7	32.0	15.9	40.6	31.5	10.8	20.8	20.0	20.0	25.4	27.4	27.4
LOS by Move:	D	C	B	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	4	4	1	8	7	8	10	9	9	2	7	7

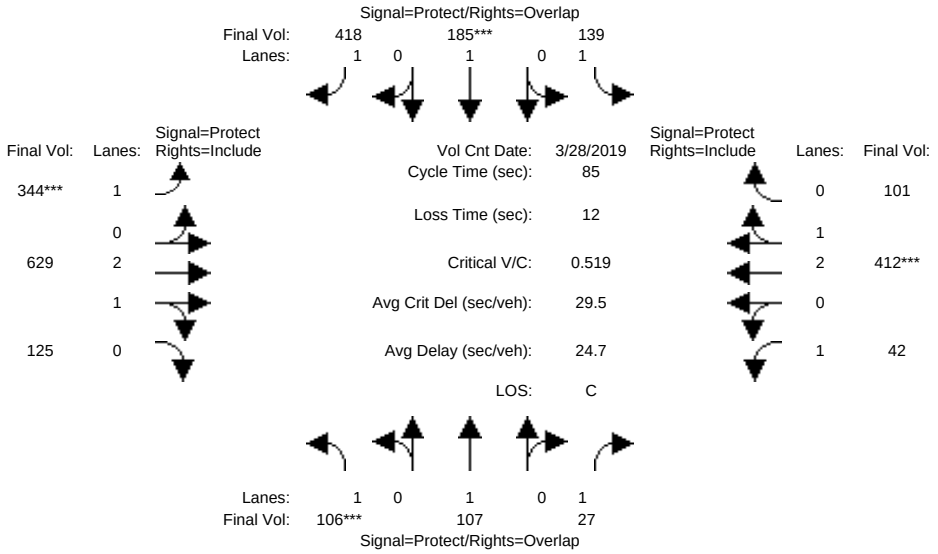
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	106	107	27	139	185	418	344	629	125	42	412	101
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:	106	107	27	139	185	418	344	629	125	42	412	101
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:	106	107	27	139	185	418	344	629	125	42	412	101
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:	106	107	27	139	185	418	344	629	125	42	412	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	107	27	139	185	418	344	629	125	42	412	101
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:	106	107	27	139	185	418	344	629	125	42	412	101
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.48	0.52	1.00	2.39	0.61
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4670	928	1750	4496	1102
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.08	0.10	0.24	0.20	0.13	0.13	0.02	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	9.9	15.2	33.1	10.6	15.9	48.1	32.2	29.3	29.3	17.9	15.0	15.0
Volume/Cap:	0.52	0.31	0.04	0.63	0.52	0.42	0.52	0.39	0.39	0.11	0.52	0.52
Delay/Veh:	37.7	30.9	16.1	41.3	32.5	10.8	21.2	21.3	21.3	27.3	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	30.9	16.1	41.3	32.5	10.8	21.2	21.3	21.3	27.3	32.2	32.2
LOS by Move:	D	C	B	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	7	5	1	10	10	13	15	10	10	2	8	8

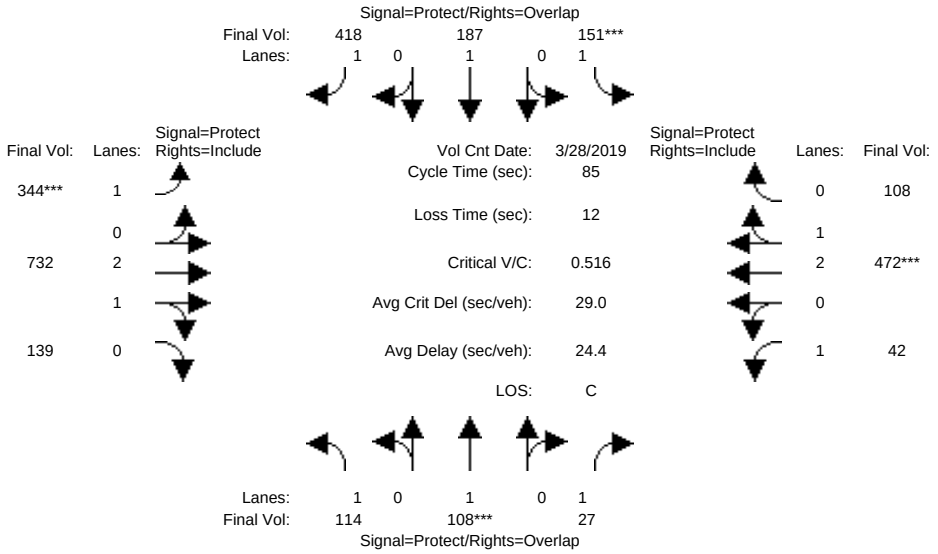
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	106	107	27	139	185	418	344	629	125	42	412	101
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:	106	107	27	139	185	418	344	629	125	42	412	101
Added Vol:	8	1	0	12	2	0	0	103	14	0	60	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	108	27	151	187	418	344	732	139	42	472	108
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:	114	108	27	151	187	418	344	732	139	42	472	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	108	27	151	187	418	344	732	139	42	472	108
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:	114	108	27	151	187	418	344	732	139	42	472	108
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.50	0.50	1.00	2.42	0.58
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4705	893	1750	4556	1042
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.02	0.09	0.10	0.24	0.20	0.16	0.16	0.02	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	9.9	10.0	26.9	14.1	14.2	46.2	32.0	32.0	32.0	16.9	16.9	16.9
Volume/Cap:	0.56	0.48	0.05	0.52	0.59	0.44	0.52	0.41	0.41	0.12	0.52	0.52
Delay/Veh:	38.9	36.7	20.2	34.1	35.7	12.0	21.3	19.7	19.7	28.1	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:	38.9	36.7	20.2	34.1	35.7	12.0	21.3	19.7	19.7	28.1	30.9	30.9
LOS by Move:	D	D	C	C	D	B	C	B	B	C	C	C
HCM2k95thQ:	8	7	1	9	11	14	15	11	11	2	9	9

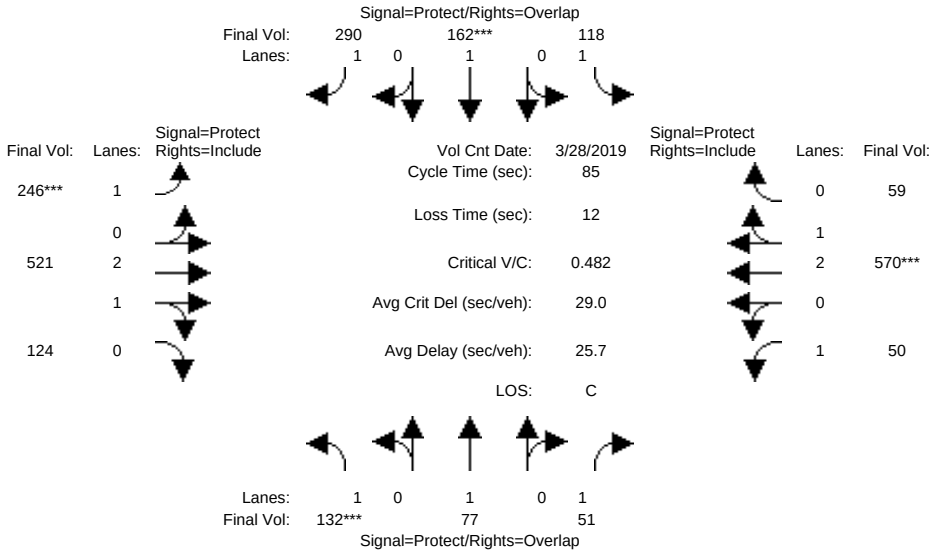
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	132	77	51	118	162	290	246	521	124	50	570	59
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:	132	77	51	118	162	290	246	521	124	50	570	59
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:	132	77	51	118	162	290	246	521	124	50	570	59
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:	132	77	51	118	162	290	246	521	124	50	570	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	77	51	118	162	290	246	521	124	50	570	59
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:	132	77	51	118	162	290	246	521	124	50	570	59
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.40	0.60	1.00	2.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4522	1076	1750	5074	525
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.03	0.07	0.09	0.17	0.14	0.12	0.12	0.03	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	13.3	16.7	35.1	11.7	15.0	39.9	24.8	26.3	26.3	18.4	19.8	19.8
Volume/Cap:	0.48	0.21	0.07	0.49	0.48	0.35	0.48	0.37	0.37	0.13	0.48	0.48
Delay/Veh:	34.0	28.9	15.2	35.5	32.6	14.6	25.5	23.1	23.1	27.0	28.4	28.4
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:	34.0	28.9	15.2	35.5	32.6	14.6	25.5	23.1	23.1	27.0	28.4	28.4
LOS by Move:	C	C	B	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	8	4	2	7	9	10	12	9	9	2	9	9

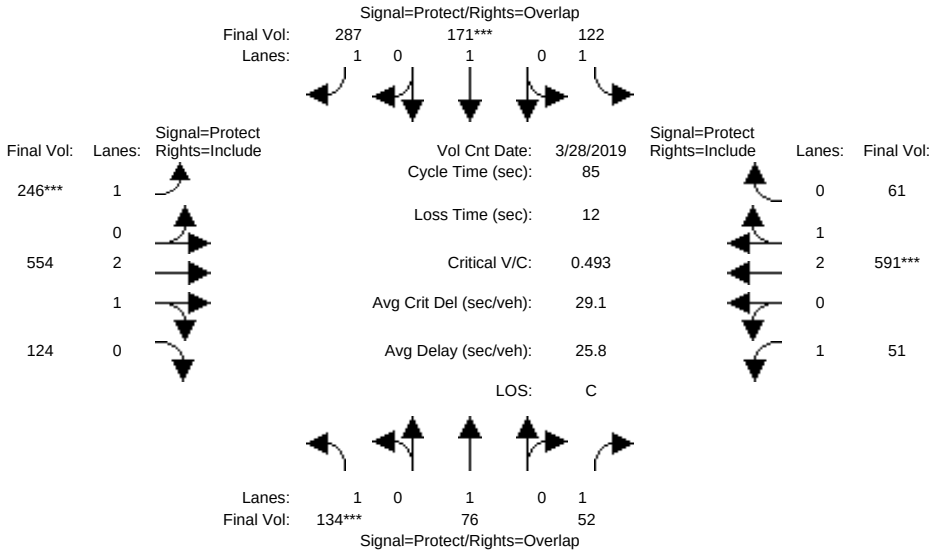
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne 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	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: 28 Mar 2019 <<												
Base Vol:	134	76	52	122	171	287	246	554	124	51	591	61
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:	134	76	52	122	171	287	246	554	124	51	591	61
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:	134	76	52	122	171	287	246	554	124	51	591	61
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:	134	76	52	122	171	287	246	554	124	51	591	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	76	52	122	171	287	246	554	124	51	591	61
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:	134	76	52	122	171	287	246	554	124	51	591	61
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.43	0.57	1.00	2.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	4574	1024	1750	5075	524
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.03	0.07	0.09	0.16	0.14	0.12	0.12	0.03	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.2	16.9	34.8	11.8	15.5	39.7	24.2	26.4	26.4	17.9	20.1	20.1
Volume/Cap:	0.49	0.20	0.07	0.50	0.49	0.35	0.49	0.39	0.39	0.14	0.49	0.49
Delay/Veh:	34.3	28.7	15.3	35.5	32.3	14.7	26.1	23.2	23.2	27.4	28.4	28.4
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:	34.3	28.7	15.3	35.5	32.3	14.7	26.1	23.2	23.2	27.4	28.4	28.4
LOS by Move:	C	C	B	D	C	B	C	C	C	C	C	C
HCM2k95thQ:	8	4	2	8	9	10	12	10	10	2	10	10

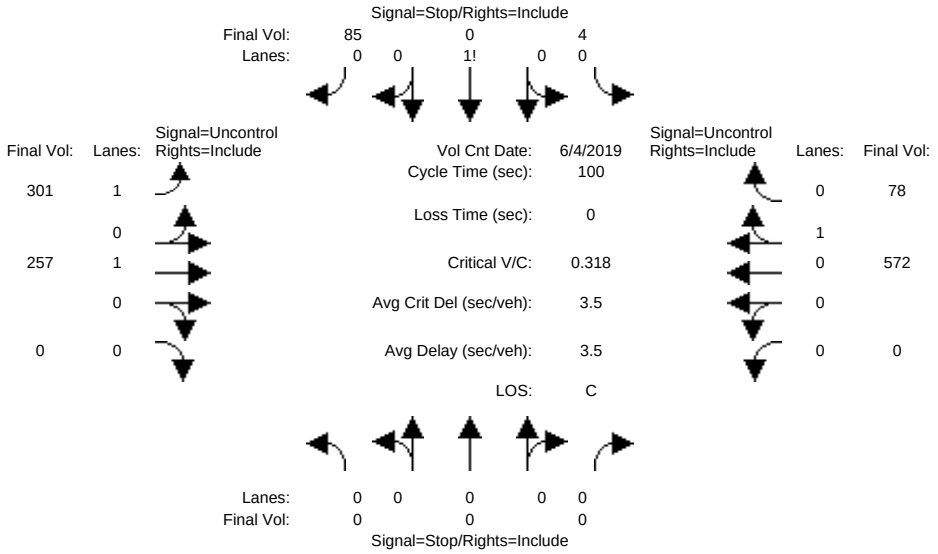
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	4	0	85	301	257	0	0	572	78
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	4	0	85	301	257	0	0	572	78
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	4	0	85	301	257	0	0	572	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	85	301	257	0	0	572	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	85	301	257	0	0	572	78
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1470	1470	611	650	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	142	129	497	946	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	107	88	497	946	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.17	0.32	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

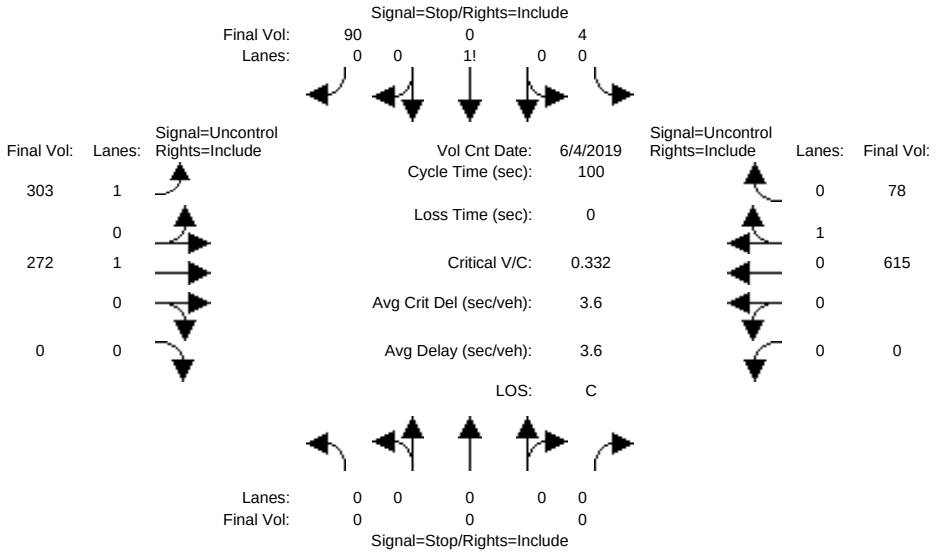
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	4	0	85	301	257	0	0	572	78
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	4	0	85	301	257	0	0	572	78
Added Vol:	0	0	0	0	0	5	2	15	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	90	303	272	0	0	615	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	90	303	272	0	0	615	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	90	303	272	0	0	615	78
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1532	1532	654	693	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	130	118	470	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	96	79	470	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.19	0.33	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	404	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

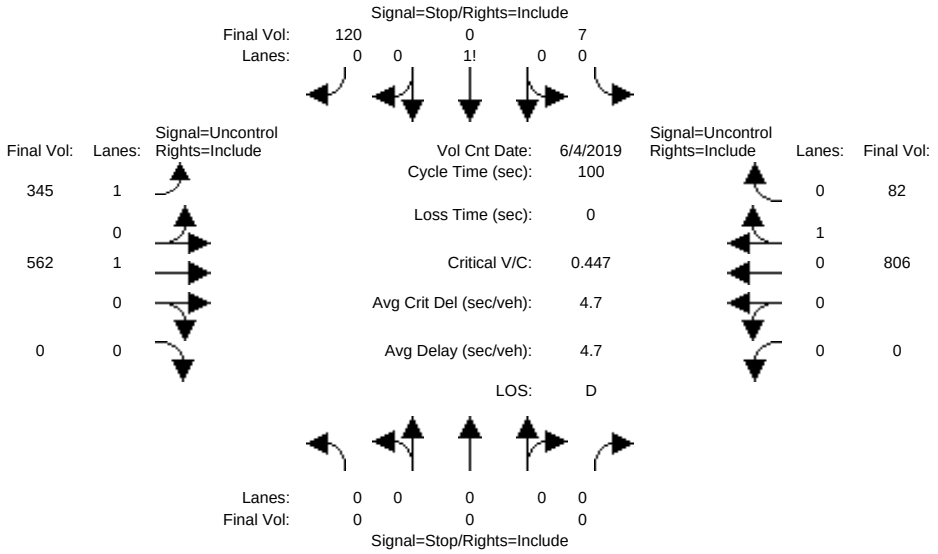
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	7	0	120	345	562	0	0	806	82
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	7	0	120	345	562	0	0	806	82
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	7	0	120	345	562	0	0	806	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	120	345	562	0	0	806	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	120	345	562	0	0	806	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2099	2099	847	888	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	58	53	365	771	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	38	29	365	771	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.33	0.45	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	246	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	34.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			34.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

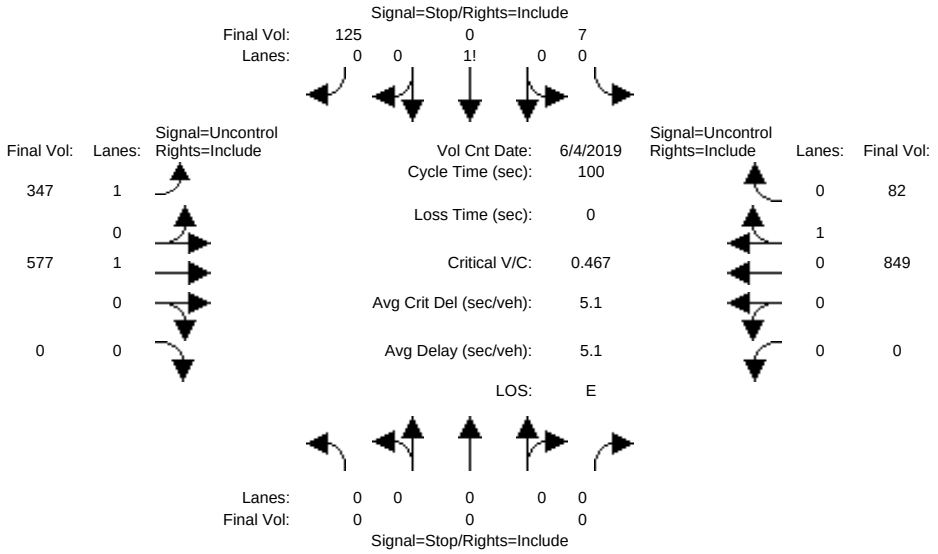
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	7	0	120	345	562	0	0	806	82
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	7	0	120	345	562	0	0	806	82
Added Vol:	0	0	0	0	0	5	2	15	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	125	347	577	0	0	849	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	125	347	577	0	0	849	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	125	347	577	0	0	849	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2161	2161	890	931	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	53	48	345	743	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	26	345	743	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.36	0.47	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	231	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	39.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			39.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

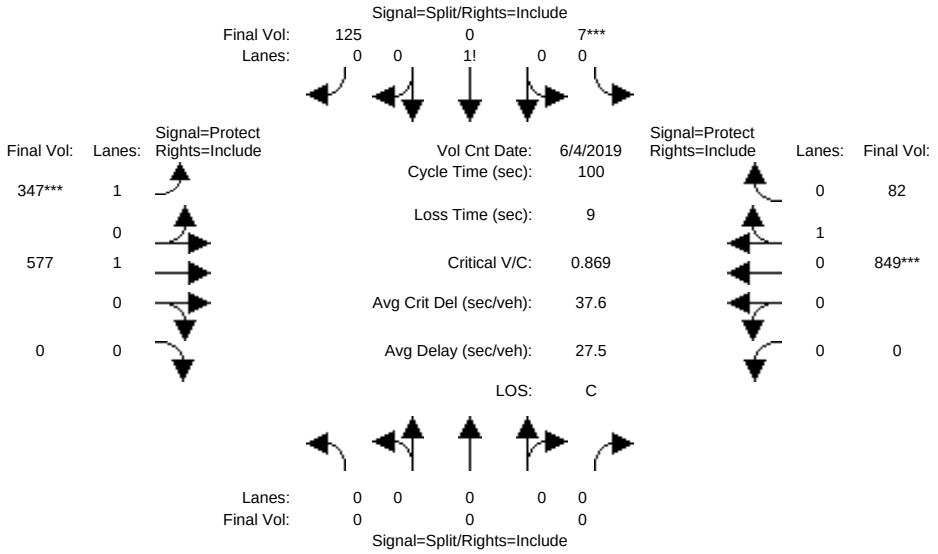
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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:	0	0	0	10	0	10	7	10	0	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	7	0	120	345	562	0	0	806	82
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	7	0	120	345	562	0	0	806	82
Added Vol:	0	0	0	0	0	5	2	15	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	125	347	577	0	0	849	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	125	347	577	0	0	849	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	125	347	577	0	0	849	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	7	0	125	347	577	0	0	849	82
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	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.05	0.00	0.95	1.00	1.00	0.00	0.00	0.91	0.09
Final Sat.:	0	0	0	93	0	1657	1750	1900	0	0	1641	159
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.20	0.30	0.00	0.00	0.52	0.52
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	22.4	81.0	0.0	0.0	58.6	58.6
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.88	0.37	0.00	0.00	0.88	0.88
Delay/Veh:	0.0	0.0	0.0	60.7	0.0	60.7	57.8	2.7	0.0	0.0	26.8	26.8
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:	0.0	0.0	0.0	60.7	0.0	60.7	57.8	2.7	0.0	0.0	26.8	26.8
LOS by Move:	A	A	A	E	A	E	E	A	A	A	C	C
HCM2kAvgQ:	0	0	0	6	0	6	15	5	0	0	25	25

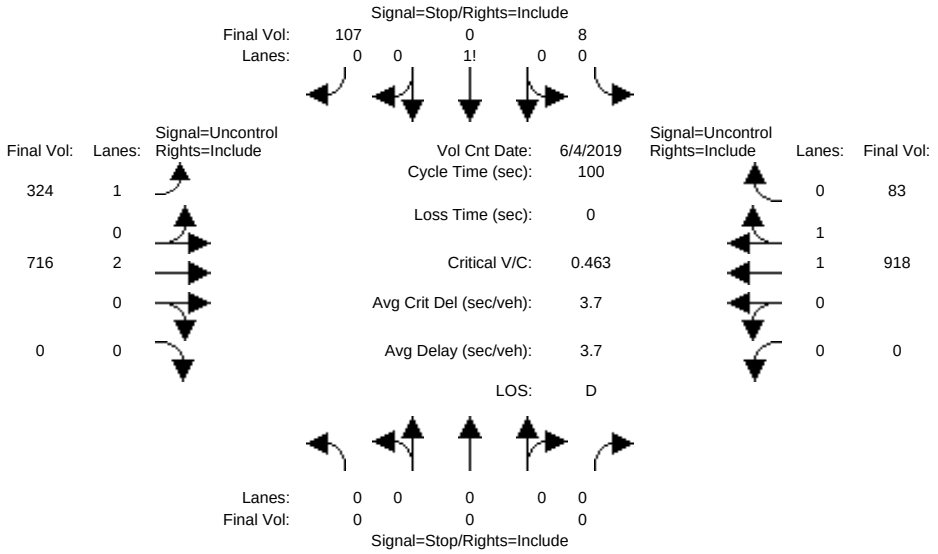
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	8	0	107	324	716	0	0	918	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	107	324	716	0	0	918	83
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	8	0	107	324	716	0	0	918	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	107	324	716	0	0	918	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	107	324	716	0	0	918	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1966	2324	501	1001	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	56	38	521	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	20	521	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.21	0.46	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	268	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	28.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			28.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

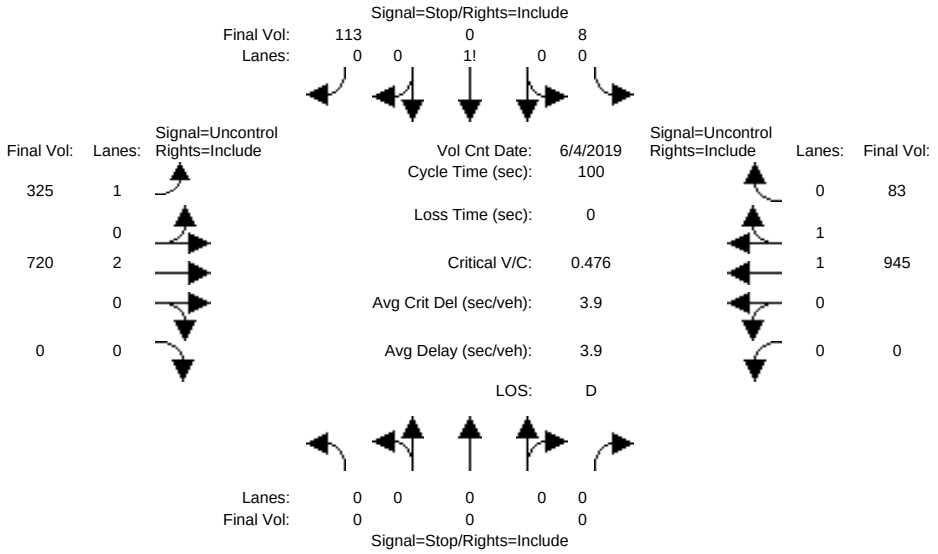
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	8	0	113	325	720	0	0	945	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	113	325	720	0	0	945	83
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	8	0	113	325	720	0	0	945	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	113	325	720	0	0	945	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	113	325	720	0	0	945	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1997	2357	514	1028	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	54	36	511	683	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	34	19	511	683	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.00	0.22	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	264	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			29.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

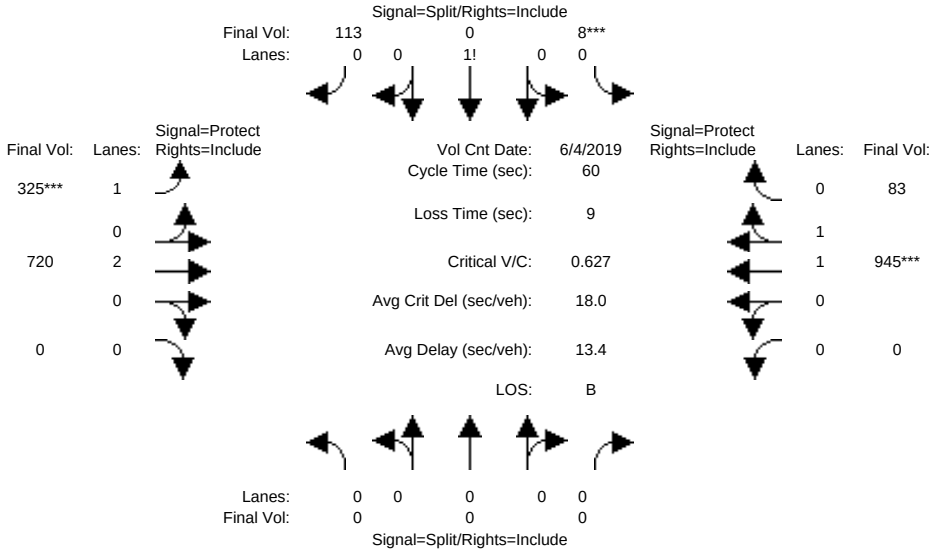
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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:	0	0	0	10	0	10	7	10	0	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	8	0	113	325	720	0	0	945	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	113	325	720	0	0	945	83
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	8	0	113	325	720	0	0	945	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	113	325	720	0	0	945	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	113	325	720	0	0	945	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	8	0	113	325	720	0	0	945	83
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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.07	0.00	0.93	1.00	2.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	116	0	1634	1750	3800	0	0	3401	299
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.19	0.19	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	16.4	41.0	0.0	0.0	24.6	24.6
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.41	0.68	0.28	0.00	0.00	0.68	0.68
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	23.3	3.8	0.0	0.0	15.7	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:	0.0	0.0	0.0	23.3	0.0	23.3	23.3	3.8	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	3	7	3	0	0	8	8

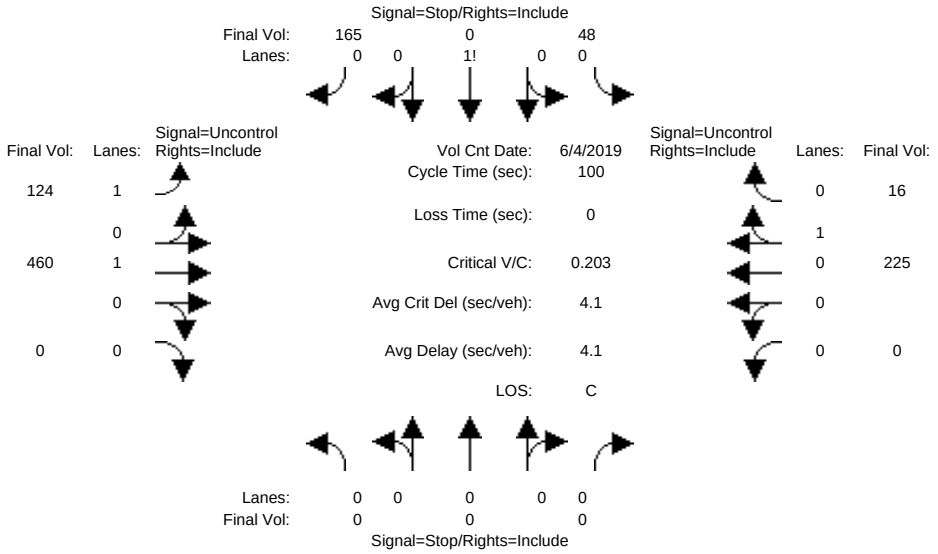
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	0	165	124	460	0	0	225	16
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	48	0	165	124	460	0	0	225	16
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	48	0	165	124	460	0	0	225	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	165	124	460	0	0	225	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	48	0	165	124	460	0	0	225	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	941	941	233	241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	295	265	811	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	274	241	811	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.20	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

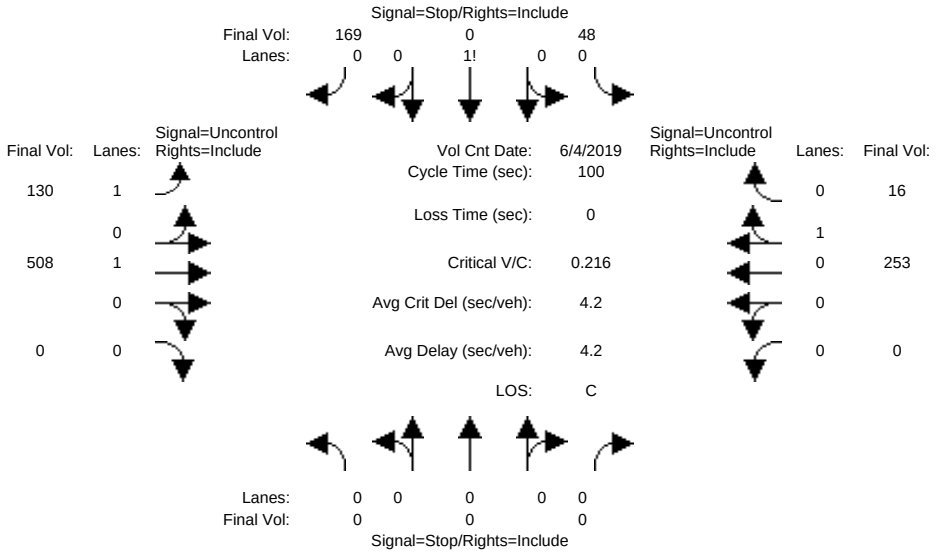
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	0	165	124	460	0	0	225	16
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	48	0	165	124	460	0	0	225	16
Added Vol:	0	0	0	0	0	4	6	48	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	169	130	508	0	0	253	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	169	130	508	0	0	253	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	48	0	169	130	508	0	0	253	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1029	1029	261	269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	261	236	783	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	241	212	783	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.22	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	523	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

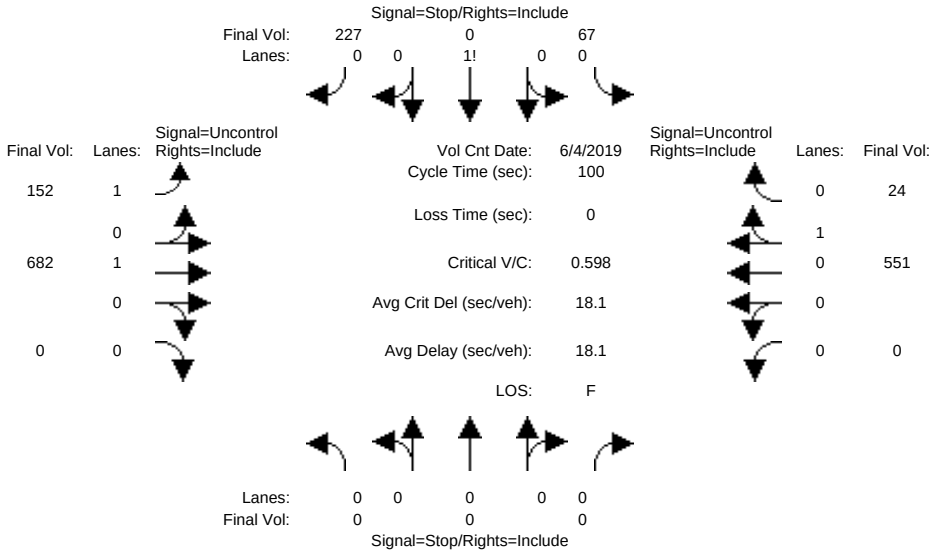
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	67	0	227	152	682	0	0	551	24
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	67	0	227	152	682	0	0	551	24
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	67	0	227	152	682	0	0	551	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	227	152	682	0	0	551	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	67	0	227	152	682	0	0	551	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1549	1549	563	575	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	127	115	530	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	112	98	530	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.60	0.00	0.43	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	286	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	99.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			99.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

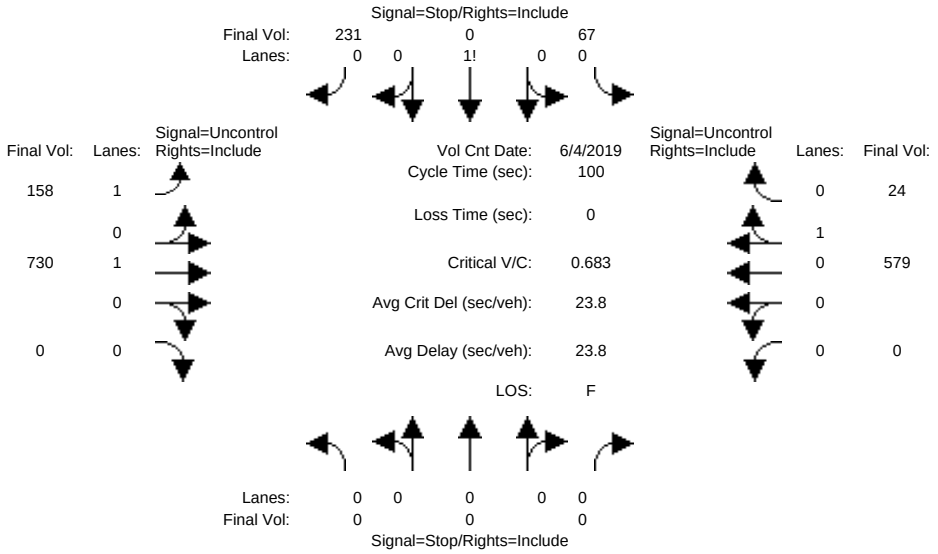
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	67	0	227	152	682	0	0	551	24
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	67	0	227	152	682	0	0	551	24
Added Vol:	0	0	0	0	0	4	6	48	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	231	158	730	0	0	579	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	231	158	730	0	0	579	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	67	0	231	158	730	0	0	579	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1637	1637	591	603	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	112	102	511	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	98	85	511	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.68	0.00	0.45	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	263	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	138	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			138.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

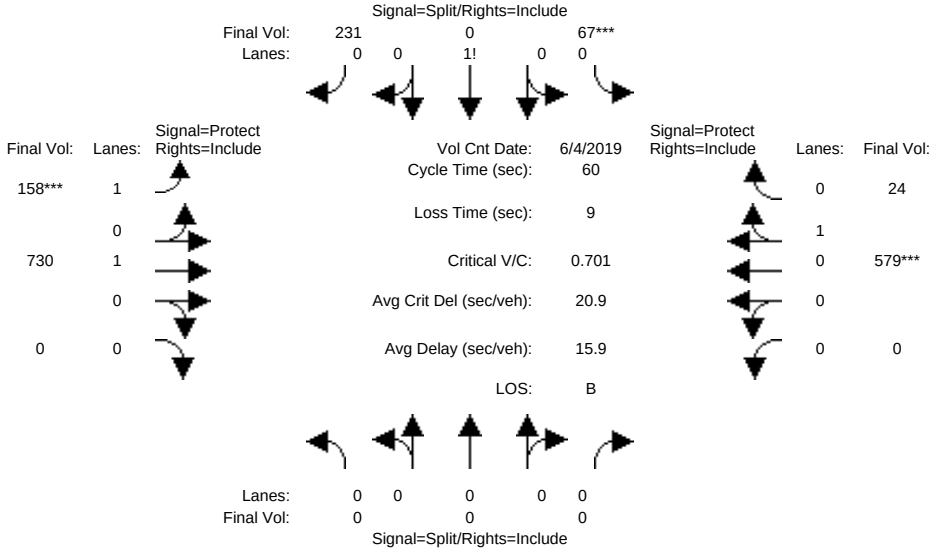
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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:	0	0	0	10	0	10	7	10	0	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	67	0	227	152	682	0	0	551	24
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	67	0	227	152	682	0	0	551	24
Added Vol:	0	0	0	0	0	4	6	48	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	231	158	730	0	0	579	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	231	158	730	0	0	579	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	231	158	730	0	0	579	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	67	0	231	158	730	0	0	579	24
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	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.22	0.00	0.78	1.00	1.00	0.00	0.00	0.96	0.04
Final Sat.:	0	0	0	393	0	1357	1750	1900	0	0	1728	72
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.09	0.38	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.6	0.0	14.6	7.7	36.4	0.0	0.0	28.7	28.7
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.70	0.70	0.63	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	34.5	8.7	0.0	0.0	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	34.5	8.7	0.0	0.0	14.9	14.9
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	7	0	7	5	9	0	0	9	9

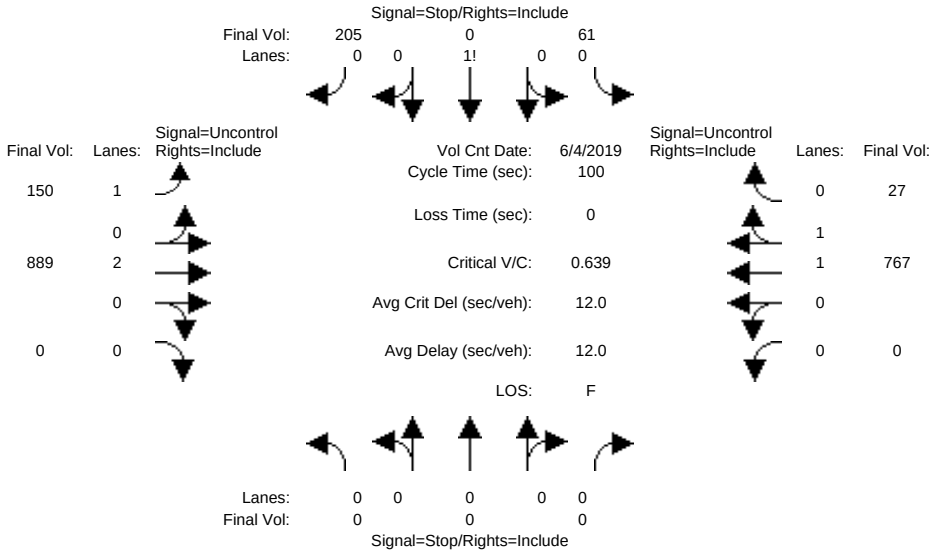
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	61	0	205	150	889	0	0	767	27
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	61	0	205	150	889	0	0	767	27
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	61	0	205	150	889	0	0	767	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	205	150	889	0	0	767	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	61	0	205	150	889	0	0	767	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1525	1970	397	794	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	111	63	608	836	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	95	52	608	836	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.64	0.00	0.34	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	89.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			89.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

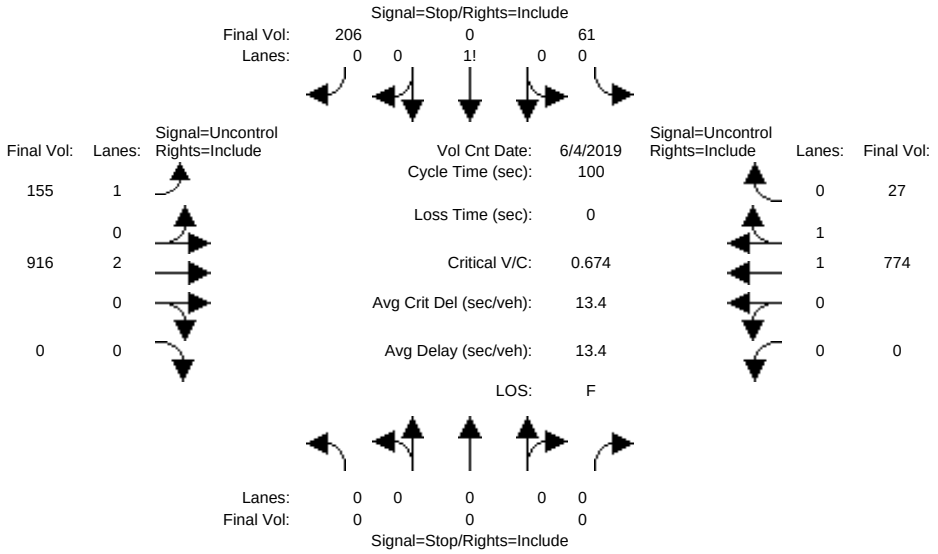
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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: 4 Jun 2019 <<												
Base Vol:	0	0	0	61	0	206	155	916	0	0	774	27
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	61	0	206	155	916	0	0	774	27
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	61	0	206	155	916	0	0	774	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	206	155	916	0	0	774	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	61	0	206	155	916	0	0	774	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1556	2014	401	801	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	106	59	605	831	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	91	48	605	831	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.67	0.00	0.34	0.19	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	263	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	101	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			101.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

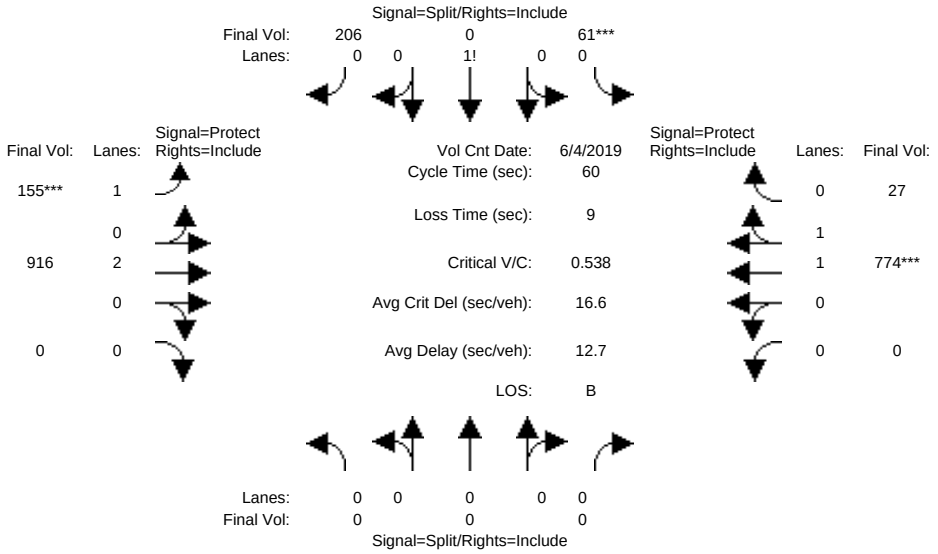
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #1329: Condit Road and Tennant Avenue



Street Name:	Condit Road						Tennant 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:	0	0	0	10	0	10	7	10	0	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: 4 Jun 2019 <<												
Base Vol:	0	0	0	61	0	206	155	916	0	0	774	27
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	61	0	206	155	916	0	0	774	27
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	61	0	206	155	916	0	0	774	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	206	155	916	0	0	774	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	0	206	155	916	0	0	774	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	0	206	155	916	0	0	774	27
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.23	0.00	0.77	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	400	0	1350	1750	3800	0	0	3575	125
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.09	0.24	0.00	0.00	0.22	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.0	0.0	17.0	9.9	34.0	0.0	0.0	24.1	24.1
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.54	0.54	0.43	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	19.4	0.0	19.4	25.0	7.6	0.0	0.0	14.1	14.1
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:	0.0	0.0	0.0	19.4	0.0	19.4	25.0	7.6	0.0	0.0	14.1	14.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	5	4	5	0	0	6	6

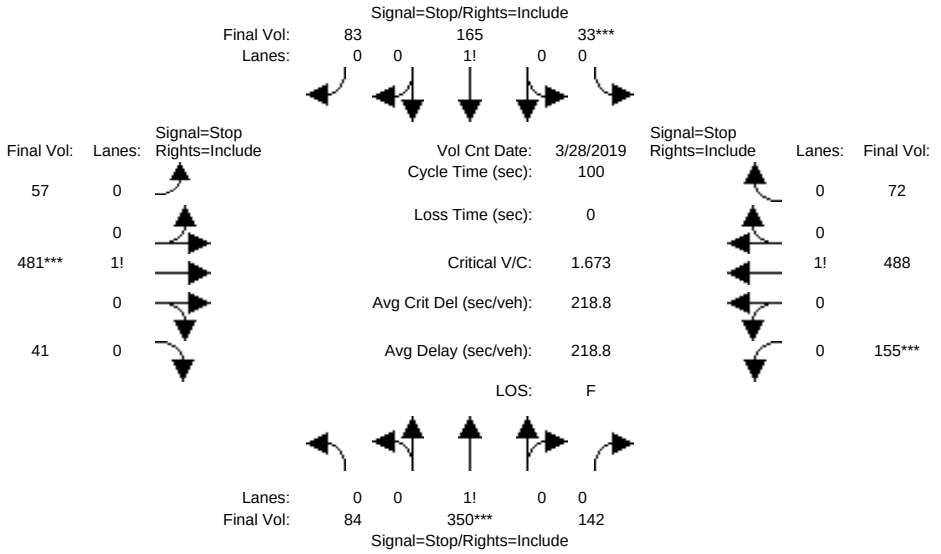
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	84	350	142	33	165	83	57	481	41	155	488	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	350	142	33	165	83	57	481	41	155	488	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	350	142	33	165	83	57	481	41	155	488	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	350	142	33	165	83	57	481	41	155	488	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	350	142	33	165	83	57	481	41	155	488	72
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:	84	350	142	33	165	83	57	481	41	155	488	72
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:	0.14	0.61	0.25	0.12	0.59	0.29	0.10	0.83	0.07	0.22	0.68	0.10
Final Sat.:	63	263	107	47	236	119	42	355	30	93	292	43
Capacity Analysis Module:												
Vol/Sat:	1.33	1.33	1.33	0.70	0.70	0.70	1.35	1.35	1.35	1.67	1.67	1.67
Crit Moves:		****		****				****		****		
Delay/Veh:	188.6	189	188.6	30.4	30.4	30.4	198.2	198	198.2	334.0	334	334.0
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:	188.6	189	188.6	30.4	30.4	30.4	198.2	198	198.2	334.0	334	334.0
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	188.6			30.4			198.2			334.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	188.6			30.4			198.2			334.0		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	21.3	21.3	21.3	2.1	2.1	2.1	22.2	22.2	22.2	38.3	38.3	38.3

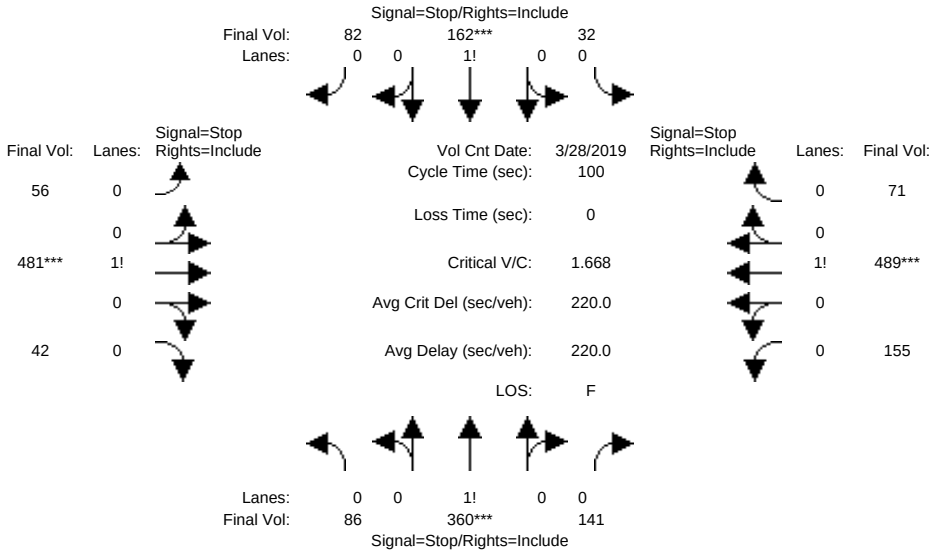
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	86	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
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:	0.15	0.61	0.24	0.11	0.59	0.30	0.10	0.83	0.07	0.22	0.68	0.10
Final Sat.:	64	266	104	47	236	119	42	357	31	93	293	43
Capacity Analysis Module:												
Vol/Sat:	1.35	1.35	1.35	0.69	0.69	0.69	1.35	1.35	1.35	1.67	1.67	1.67
Crit Moves:		****			****			****			****	
Delay/Veh:	197.3	197	197.3	29.5	29.5	29.5	196.1	196	196.1	331.5	331	331.5
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:	197.3	197	197.3	29.5	29.5	29.5	196.1	196	196.1	331.5	331	331.5
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	197.3			29.5			196.1			331.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	197.3			29.5			196.1			331.5		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	22.4	22.4	22.4	2.0	2.0	2.0	22.0	22.0	22.0	38.1	38.1	38.1

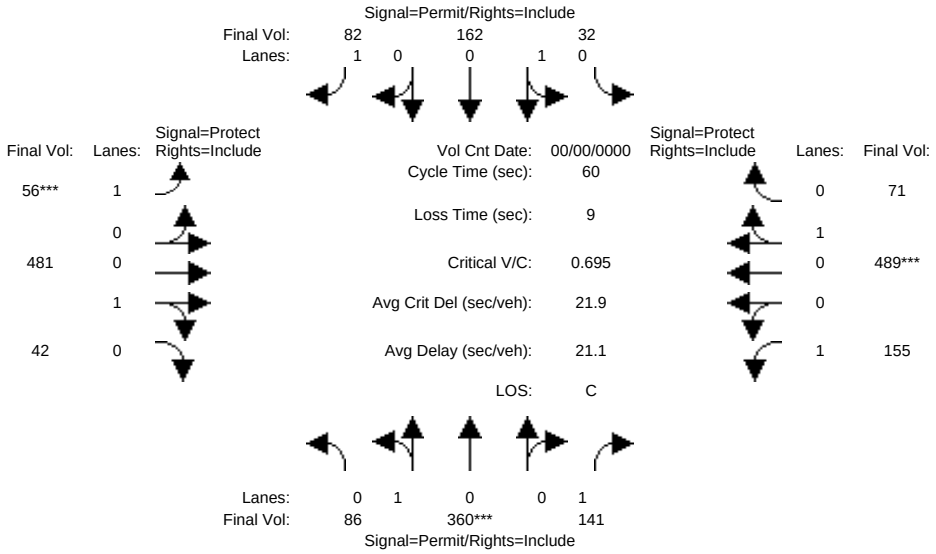
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #11574: Murphy Avenue and Main Avenue (Future)



Street Name:	Murphy Avenue						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:	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: 0 0 <<												
Base Vol:	86	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	360	141	32	162	82	56	481	42	155	489	71
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	360	141	32	162	82	56	481	42	155	489	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.19	0.81	1.00	0.16	0.84	1.00	1.00	0.92	0.08	1.00	0.87	0.13
Final Sat.:	347	1453	1750	297	1503	1750	1750	1655	145	1750	1572	228
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.08	0.11	0.11	0.05	0.03	0.29	0.29	0.09	0.31	0.31
Crit Moves:		****					****				****	
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	7.0	22.5	22.5	9.0	24.5	24.5
Volume/Cap:	0.76	0.76	0.25	0.33	0.33	0.14	0.27	0.78	0.78	0.59	0.76	0.76
Delay/Veh:	24.0	24.0	15.1	15.6	15.6	14.5	24.9	22.2	22.2	27.2	20.0	20.0
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:	24.0	24.0	15.1	15.6	15.6	14.5	24.9	22.2	22.2	27.2	20.0	20.0
LOS by Move:	C	C	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	10	10	2	3	3	1	1	11	11	4	11	11

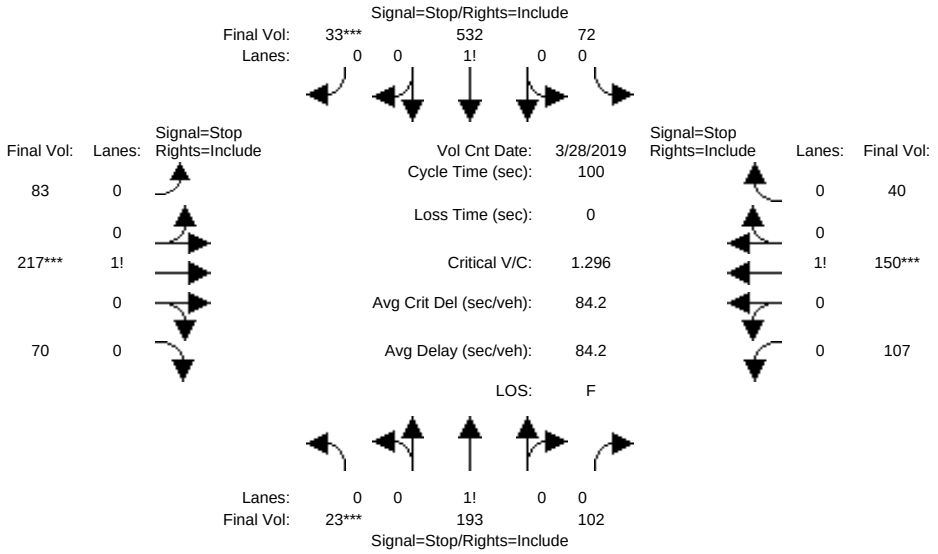
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	23	193	102	72	532	33	83	217	70	107	150	40
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:	23	193	102	72	532	33	83	217	70	107	150	40
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:	23	193	102	72	532	33	83	217	70	107	150	40
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:	23	193	102	72	532	33	83	217	70	107	150	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	193	102	72	532	33	83	217	70	107	150	40
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:	23	193	102	72	532	33	83	217	70	107	150	40
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:	0.07	0.61	0.32	0.11	0.84	0.05	0.22	0.59	0.19	0.36	0.51	0.13
Final Sat.:	32	273	144	56	410	25	103	269	87	156	218	58
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	1.30	1.30	1.30	0.81	0.81	0.81	0.69	0.69	0.69
Crit Moves:	****					****		****			****	
Delay/Veh:	25.5	25.5	25.5	170.3	170	170.3	33.8	33.8	33.8	25.1	25.1	25.1
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:	25.5	25.5	25.5	170.3	170	170.3	33.8	33.8	33.8	25.1	25.1	25.1
LOS by Move:	D	D	D	F	F	F	D	D	D	D	D	D
ApproachDel:	25.5			170.3			33.8			25.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.5			170.3			33.8			25.1		
LOS by Appr:	D			F			D			D		
AllWayAvgQ:	1.8	1.8	1.8	21.8	21.8	21.8	2.9	2.9	2.9	1.7	1.7	1.7

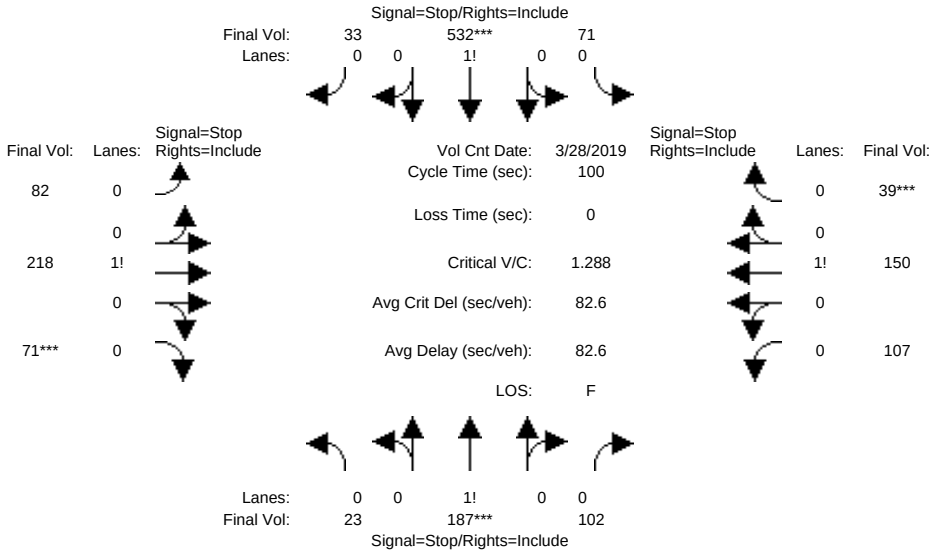
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	23	187	102	71	532	33	82	218	71	107	150	39
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:	23	187	102	71	532	33	82	218	71	107	150	39
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:	23	187	102	71	532	33	82	218	71	107	150	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:	23	187	102	71	532	33	82	218	71	107	150	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	187	102	71	532	33	82	218	71	107	150	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:	23	187	102	71	532	33	82	218	71	107	150	39
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:	0.07	0.60	0.33	0.11	0.84	0.05	0.22	0.59	0.19	0.36	0.51	0.13
Final Sat.:	33	269	147	55	413	26	102	271	88	157	220	57
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	1.29	1.29	1.29	0.80	0.80	0.80	0.68	0.68	0.68
Crit Moves:		****			****				****			****
Delay/Veh:	24.7	24.7	24.7	166.7	167	166.7	33.5	33.5	33.5	24.8	24.8	24.8
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:	24.7	24.7	24.7	166.7	167	166.7	33.5	33.5	33.5	24.8	24.8	24.8
LOS by Move:	C	C	C	F	F	F	D	D	D	C	C	C
ApproachDel:		24.7			166.7			33.5			24.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.7			166.7			33.5			24.8	
LOS by Appr:		C			F			D			C	
AllWayAvgQ:	1.7	1.7	1.7	21.5	21.5	21.5	2.9	2.9	2.9	1.7	1.7	1.7

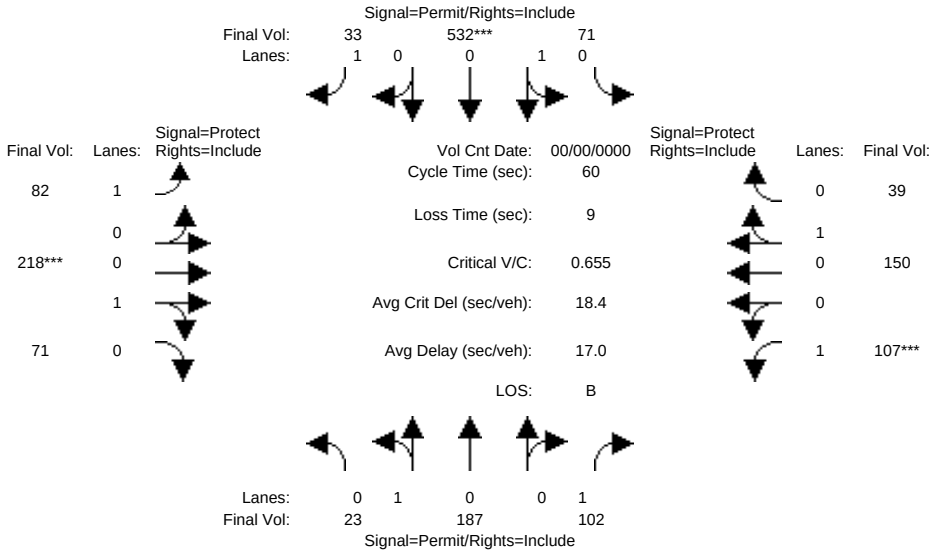
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #11574: Murphy Avenue and Main Avenue (Future)



Street Name:	Murphy Avenue						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:	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: 0 0 <<												
Base Vol:	23	187	102	71	532	33	82	218	71	107	150	39
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:	23	187	102	71	532	33	82	218	71	107	150	39
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:	23	187	102	71	532	33	82	218	71	107	150	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:	23	187	102	71	532	33	82	218	71	107	150	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	187	102	71	532	33	82	218	71	107	150	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:	23	187	102	71	532	33	82	218	71	107	150	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.11	0.89	1.00	0.12	0.88	1.00	1.00	0.75	0.25	1.00	0.79	0.21
Final Sat.:	197	1603	1750	212	1588	1750	1750	1358	442	1750	1429	371
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.34	0.34	0.02	0.05	0.16	0.16	0.06	0.11	0.11
Crit Moves:					****			****		****		
Green Time:	29.7	29.7	29.7	29.7	29.7	29.7	8.8	14.3	14.3	7.0	12.5	12.5
Volume/Cap:	0.24	0.24	0.12	0.68	0.68	0.04	0.32	0.68	0.68	0.52	0.50	0.50
Delay/Veh:	8.8	8.8	8.2	13.5	13.5	7.8	23.7	25.0	25.0	27.4	22.1	22.1
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:	8.8	8.8	8.2	13.5	13.5	7.8	23.7	25.0	25.0	27.4	22.1	22.1
LOS by Move:	A	A	A	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	2	2	1	10	10	0	2	7	7	3	4	4

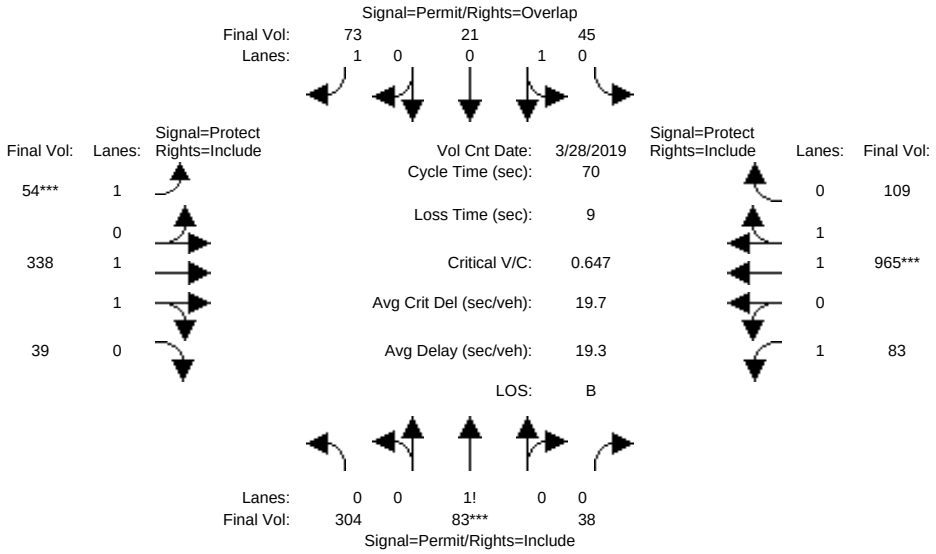
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	304	83	38	45	21	73	54	338	39	83	965	109
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:	304	83	38	45	21	73	54	338	39	83	965	109
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:	304	83	38	45	21	73	54	338	39	83	965	109
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:	304	83	38	45	21	73	54	338	39	83	965	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	83	38	45	21	73	54	338	39	83	965	109
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:	304	83	38	45	21	73	54	338	39	83	965	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.71	0.20	0.09	0.68	0.32	1.00	1.00	1.79	0.21	1.00	1.79	0.21
Final Sat.:	1252	342	156	1227	573	1750	1750	3317	383	1750	3324	375
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.04	0.04	0.04	0.03	0.10	0.10	0.05	0.29	0.29
Crit Moves:		****					****				****	
Green Time:	24.6	24.6	24.6	24.6	24.6	31.6	7.0	21.4	21.4	15.0	29.4	29.4
Volume/Cap:	0.69	0.69	0.69	0.10	0.10	0.09	0.31	0.33	0.33	0.22	0.69	0.69
Delay/Veh:	22.8	22.8	22.8	15.4	15.4	11.0	30.3	18.9	18.9	23.0	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:	22.8	22.8	22.8	15.4	15.4	11.0	30.3	18.9	18.9	23.0	17.9	17.9
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2k95thQ:	18	18	18	2	2	2	2	6	6	3	18	18

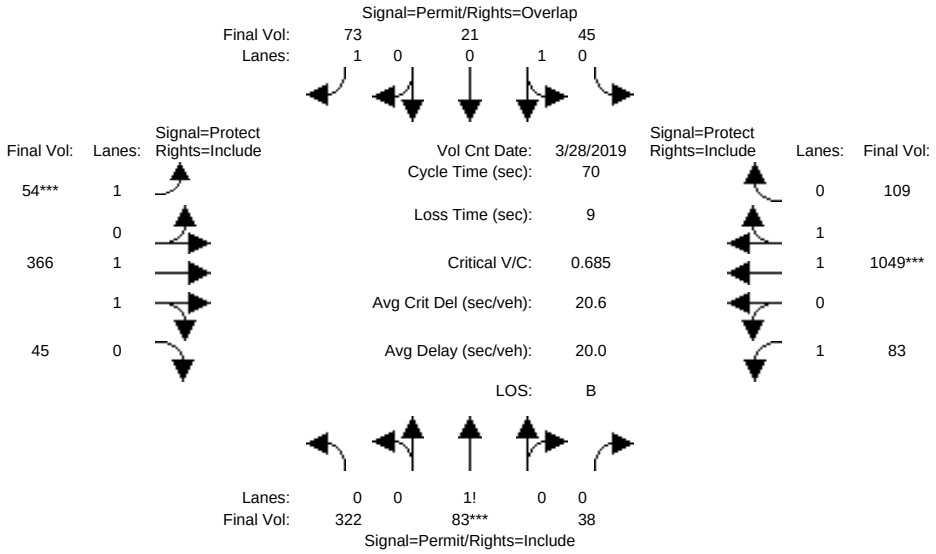
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	304	83	38	45	21	73	54	338	39	83	965	109
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:	304	83	38	45	21	73	54	338	39	83	965	109
Added Vol:	18	0	0	0	0	0	0	28	6	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	83	38	45	21	73	54	366	45	83	1049	109
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:	322	83	38	45	21	73	54	366	45	83	1049	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	83	38	45	21	73	54	366	45	83	1049	109
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:	322	83	38	45	21	73	54	366	45	83	1049	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.73	0.19	0.08	0.68	0.32	1.00	1.00	1.77	0.23	1.00	1.81	0.19
Final Sat.:	1272	328	150	1227	573	1750	1750	3295	405	1750	3351	348
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.04	0.04	0.04	0.03	0.11	0.11	0.05	0.31	0.31
Crit Moves:		****					****				****	
Green Time:	24.1	24.1	24.1	24.1	24.1	31.1	7.0	21.7	21.7	15.2	29.9	29.9
Volume/Cap:	0.73	0.73	0.73	0.11	0.11	0.09	0.31	0.36	0.36	0.22	0.73	0.73
Delay/Veh:	24.8	24.8	24.8	15.7	15.7	11.3	30.3	19.0	19.0	22.8	18.6	18.6
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:	24.8	24.8	24.8	15.7	15.7	11.3	30.3	19.0	19.0	22.8	18.6	18.6
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2k95thQ:	20	20	20	2	2	2	2	7	7	3	20	20

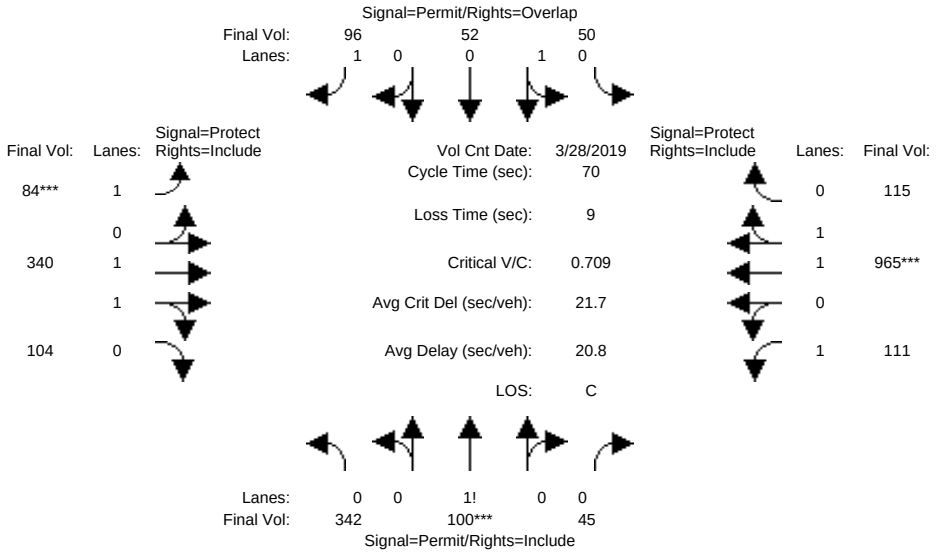
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	342	100	45	50	52	96	84	340	104	111	965	115
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:	342	100	45	50	52	96	84	340	104	111	965	115
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:	342	100	45	50	52	96	84	340	104	111	965	115
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:	342	100	45	50	52	96	84	340	104	111	965	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	100	45	50	52	96	84	340	104	111	965	115
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:	342	100	45	50	52	96	84	340	104	111	965	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.70	0.21	0.09	0.49	0.51	1.00	1.00	1.52	0.48	1.00	1.78	0.22
Final Sat.:	1229	359	162	882	918	1750	1750	2833	866	1750	3306	394
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.06	0.06	0.05	0.05	0.12	0.12	0.06	0.29	0.29
Crit Moves:		****					****				****	
Green Time:	26.4	26.4	26.4	26.4	26.4	33.4	7.0	20.4	20.4	14.3	27.6	27.6
Volume/Cap:	0.74	0.74	0.74	0.15	0.15	0.12	0.48	0.41	0.41	0.31	0.74	0.74
Delay/Veh:	23.3	23.3	23.3	14.5	14.5	10.2	31.8	20.2	20.2	24.2	20.1	20.1
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:	23.3	23.3	23.3	14.5	14.5	10.2	31.8	20.2	20.2	24.2	20.1	20.1
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	21	21	21	3	3	3	4	8	8	4	19	19

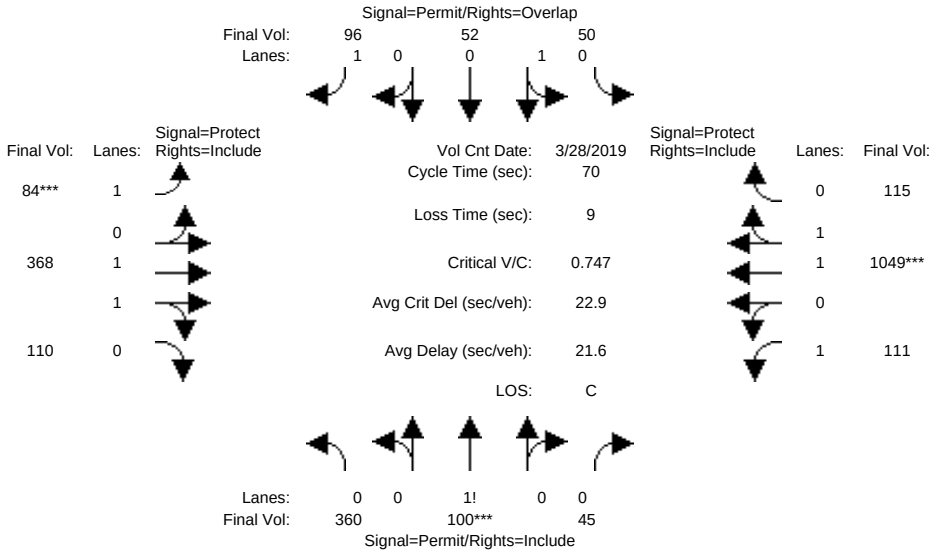
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	342	100	45	50	52	96	84	340	104	111	965	115
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:	342	100	45	50	52	96	84	340	104	111	965	115
Added Vol:	18	0	0	0	0	0	0	28	6	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	100	45	50	52	96	84	368	110	111	1049	115
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:	360	100	45	50	52	96	84	368	110	111	1049	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	100	45	50	52	96	84	368	110	111	1049	115
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:	360	100	45	50	52	96	84	368	110	111	1049	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.71	0.20	0.09	0.49	0.51	1.00	1.00	1.53	0.47	1.00	1.80	0.20
Final Sat.:	1248	347	156	882	918	1750	1750	2848	851	1750	3334	366
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.06	0.06	0.05	0.05	0.13	0.13	0.06	0.31	0.31
Crit Moves:		****					****				****	
Green Time:	25.8	25.8	25.8	25.8	25.8	32.8	7.0	20.7	20.7	14.5	28.2	28.2
Volume/Cap:	0.78	0.78	0.78	0.15	0.15	0.12	0.48	0.44	0.44	0.31	0.78	0.78
Delay/Veh:	25.7	25.7	25.7	14.9	14.9	10.5	31.8	20.2	20.2	24.0	21.0	21.0
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:	25.7	25.7	25.7	14.9	14.9	10.5	31.8	20.2	20.2	24.0	21.0	21.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	23	23	23	3	3	3	4	8	8	4	21	21

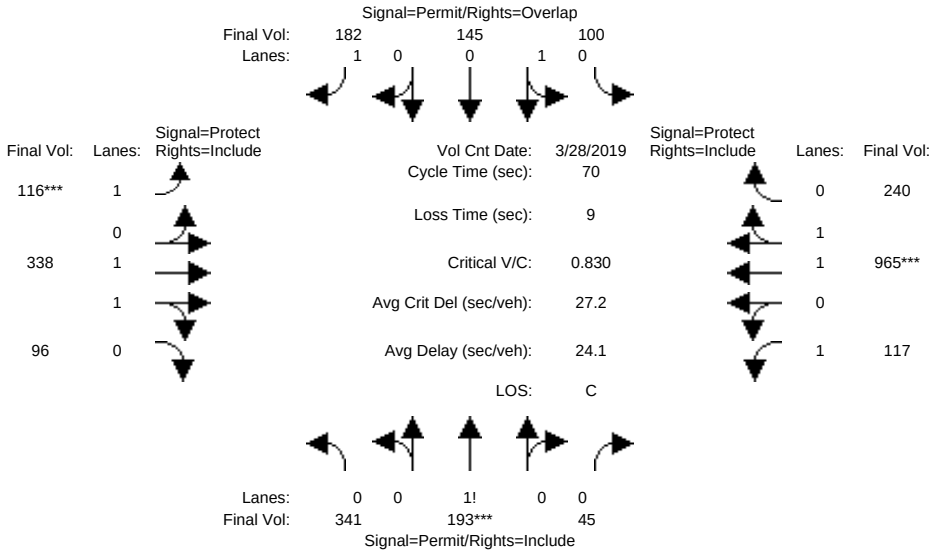
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	341	193	45	100	145	182	116	338	96	117	965	240
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:	341	193	45	100	145	182	116	338	96	117	965	240
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:	341	193	45	100	145	182	116	338	96	117	965	240
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:	341	193	45	100	145	182	116	338	96	117	965	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	193	45	100	145	182	116	338	96	117	965	240
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:	341	193	45	100	145	182	116	338	96	117	965	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.33	0.08	0.41	0.59	1.00	1.00	1.55	0.45	1.00	1.59	0.41
Final Sat.:	1031	583	136	735	1065	1750	1750	2881	818	1750	2963	737
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.14	0.14	0.10	0.07	0.12	0.12	0.07	0.33	0.33
Crit Moves:		****					****				****	
Green Time:	27.2	27.2	27.2	27.2	27.2	34.2	7.0	19.9	19.9	13.9	26.8	26.8
Volume/Cap:	0.85	0.85	0.85	0.35	0.35	0.21	0.66	0.41	0.41	0.34	0.85	0.85
Delay/Veh:	29.6	29.6	29.6	15.4	15.4	10.3	39.5	20.6	20.6	24.7	24.9	24.9
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:	29.6	29.6	29.6	15.4	15.4	10.3	39.5	20.6	20.6	24.7	24.9	24.9
LOS by Move:	C	C	C	B	B	B	D	C	C	C	C	C
HCM2k95thQ:	27	27	27	8	8	5	6	8	8	5	24	24

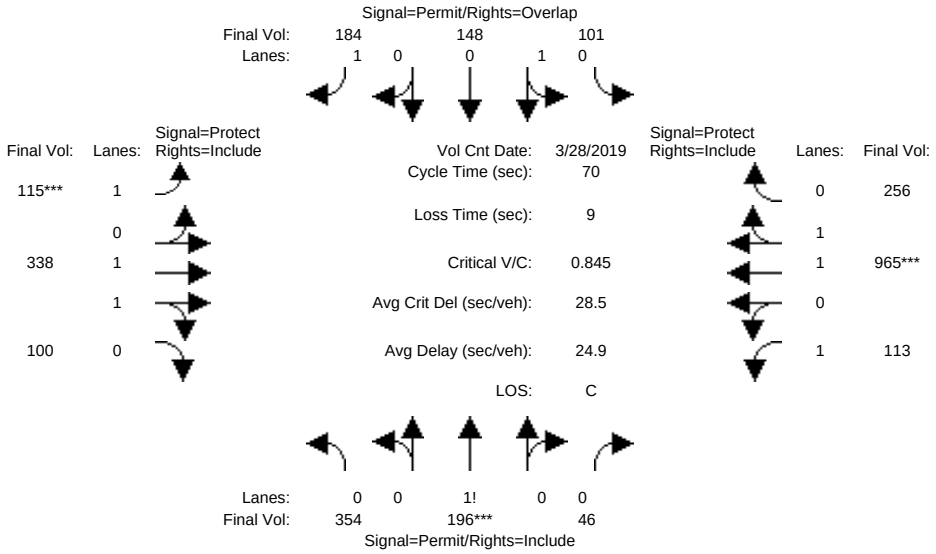
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	354	196	46	101	148	184	115	338	100	113	965	256
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:	354	196	46	101	148	184	115	338	100	113	965	256
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:	354	196	46	101	148	184	115	338	100	113	965	256
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:	354	196	46	101	148	184	115	338	100	113	965	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	196	46	101	148	184	115	338	100	113	965	256
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:	354	196	46	101	148	184	115	338	100	113	965	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.33	0.08	0.41	0.59	1.00	1.00	1.53	0.47	1.00	1.57	0.43
Final Sat.:	1039	576	135	730	1070	1750	1750	2855	845	1750	2924	776
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.14	0.14	0.11	0.07	0.12	0.12	0.06	0.33	0.33
Crit Moves:		****					****				****	
Green Time:	27.4	27.4	27.4	27.4	27.4	34.4	7.0	19.8	19.8	13.8	26.6	26.6
Volume/Cap:	0.87	0.87	0.87	0.35	0.35	0.21	0.66	0.42	0.42	0.33	0.87	0.87
Delay/Veh:	31.2	31.2	31.2	15.3	15.3	10.2	39.1	20.7	20.7	24.7	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	15.3	15.3	10.2	39.1	20.7	20.7	24.7	26.2	26.2
LOS by Move:	C	C	C	B	B	B	D	C	C	C	C	C
HCM2k95thQ:	29	29	29	8	8	5	5	8	8	4	24	24

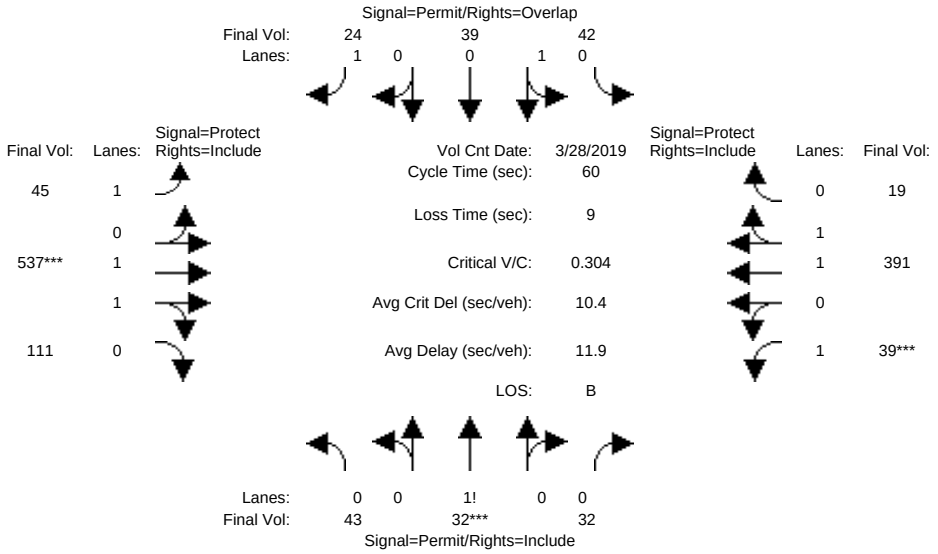
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	43	32	32	42	39	24	45	537	111	39	391	19
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:	43	32	32	42	39	24	45	537	111	39	391	19
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:	43	32	32	42	39	24	45	537	111	39	391	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	32	32	42	39	24	45	537	111	39	391	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	32	32	42	39	24	45	537	111	39	391	19
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:	43	32	32	42	39	24	45	537	111	39	391	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.40	0.30	0.30	0.52	0.48	1.00	1.00	1.65	0.35	1.00	1.90	0.10
Final Sat.:	703	523	523	933	867	1750	1750	3066	634	1750	3528	171
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.01	0.03	0.18	0.18	0.02	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	11.4	11.4	11.4	11.4	11.4	27.7	16.3	32.6	32.6	7.0	23.3	23.3
Volume/Cap:	0.32	0.32	0.32	0.24	0.24	0.03	0.09	0.32	0.32	0.19	0.29	0.29
Delay/Veh:	21.5	21.5	21.5	21.0	21.0	8.8	16.4	7.7	7.7	24.4	12.7	12.7
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:	21.5	21.5	21.5	21.0	21.0	8.8	16.4	7.7	7.7	24.4	12.7	12.7
LOS by Move:	C	C	C	C	C	A	B	A	A	C	B	B
HCM2k95thQ:	4	4	4	3	3	1	1	7	7	1	5	5

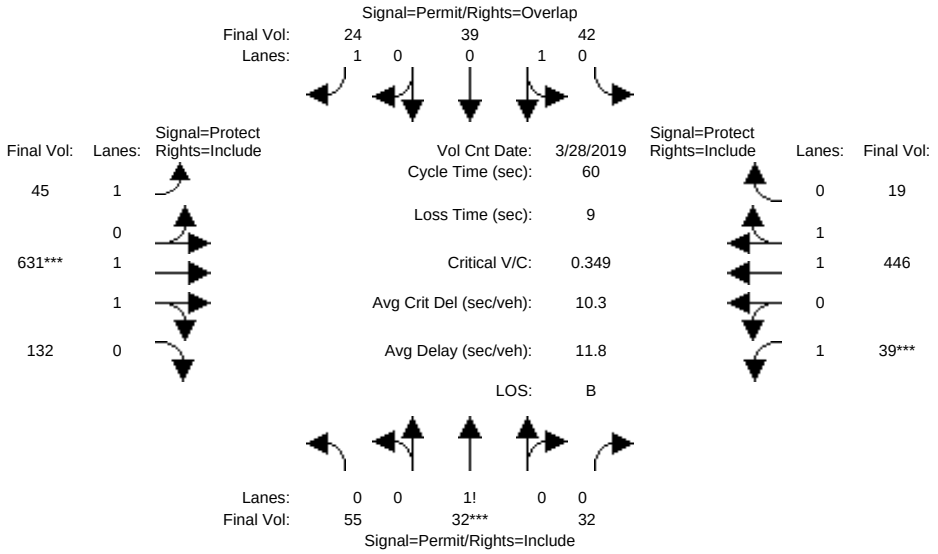
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	43	32	32	42	39	24	45	537	111	39	391	19
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:	43	32	32	42	39	24	45	537	111	39	391	19
Added Vol:	12	0	0	0	0	0	0	94	21	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	32	32	42	39	24	45	631	132	39	446	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	32	32	42	39	24	45	631	132	39	446	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	32	32	42	39	24	45	631	132	39	446	19
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:	55	32	32	42	39	24	45	631	132	39	446	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.27	0.27	0.52	0.48	1.00	1.00	1.64	0.36	1.00	1.92	0.08
Final Sat.:	809	471	471	933	867	1750	1750	3059	640	1750	3549	151
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.01	0.03	0.21	0.21	0.02	0.13	0.13
Crit Moves:		****						****		****		
Green Time:	10.9	10.9	10.9	10.9	10.9	27.4	16.5	33.1	33.1	7.0	23.6	23.6
Volume/Cap:	0.37	0.37	0.37	0.25	0.25	0.03	0.09	0.37	0.37	0.19	0.32	0.32
Delay/Veh:	22.3	22.3	22.3	21.4	21.4	9.0	16.3	7.7	7.7	24.4	12.8	12.8
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:	22.3	22.3	22.3	21.4	21.4	9.0	16.3	7.7	7.7	24.4	12.8	12.8
LOS by Move:	C	C	C	C	C	A	B	A	A	C	B	B
HCM2k95thQ:	5	5	5	3	3	1	1	8	8	1	6	6

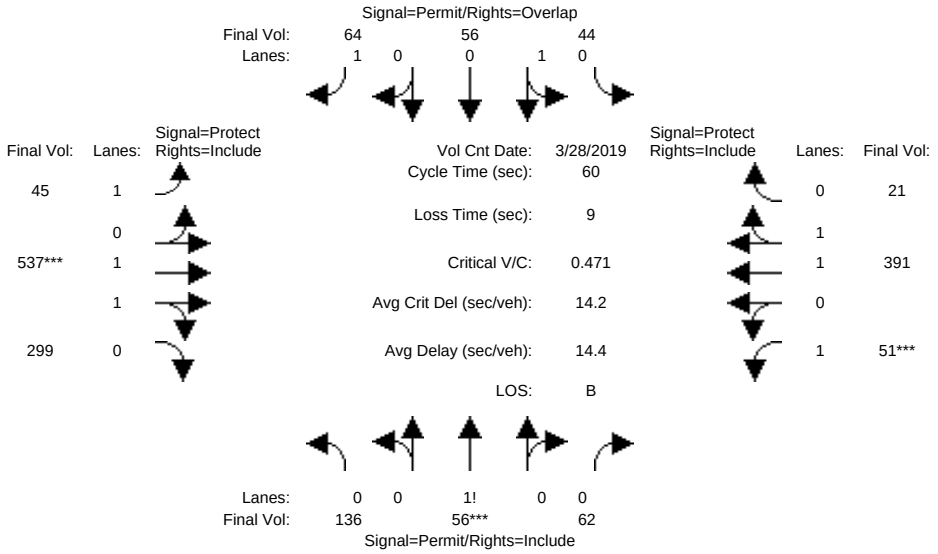
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	136	56	62	44	56	64	45	537	299	51	391	21
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	56	62	44	56	64	45	537	299	51	391	21
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	56	62	44	56	64	45	537	299	51	391	21
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	56	62	44	56	64	45	537	299	51	391	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	56	62	44	56	64	45	537	299	51	391	21
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:	136	56	62	44	56	64	45	537	299	51	391	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.54	0.22	0.24	0.44	0.56	1.00	1.00	1.27	0.73	1.00	1.90	0.10
Final Sat.:	937	386	427	792	1008	1750	1750	2376	1323	1750	3511	189
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.06	0.06	0.04	0.03	0.23	0.23	0.03	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	17.2	17.2	17.2	17.2	17.2	31.1	13.9	26.8	26.8	7.0	19.9	19.9
Volume/Cap:	0.51	0.51	0.51	0.19	0.19	0.07	0.11	0.51	0.51	0.25	0.34	0.34
Delay/Veh:	18.7	18.7	18.7	16.3	16.3	7.2	18.3	12.1	12.1	24.8	15.3	15.3
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:	18.7	18.7	18.7	16.3	16.3	7.2	18.3	12.1	12.1	24.8	15.3	15.3
LOS by Move:	B	B	B	B	B	A	B	B	B	C	B	B
HCM2k95thQ:	9	9	9	3	3	1	1	11	11	2	6	6

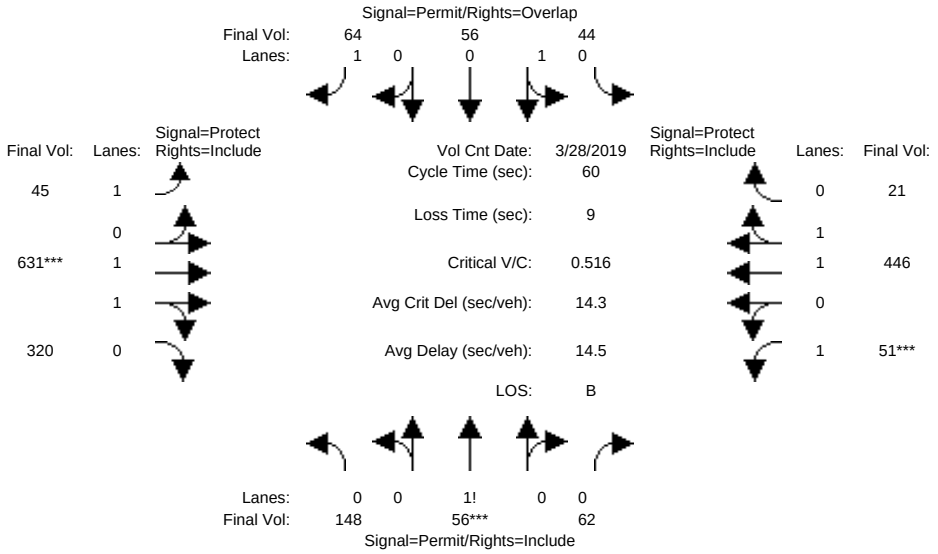
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	136	56	62	44	56	64	45	537	299	51	391	21
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	56	62	44	56	64	45	537	299	51	391	21
Added Vol:	12	0	0	0	0	0	0	94	21	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	56	62	44	56	64	45	631	320	51	446	21
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:	148	56	62	44	56	64	45	631	320	51	446	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	56	62	44	56	64	45	631	320	51	446	21
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:	148	56	62	44	56	64	45	631	320	51	446	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	0.56	0.21	0.23	0.44	0.56	1.00	1.00	1.31	0.69	1.00	1.91	0.09
Final Sat.:	974	368	408	792	1008	1750	1750	2454	1245	1750	3533	166
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.06	0.06	0.04	0.03	0.26	0.26	0.03	0.13	0.13
Crit Moves:		****						****		****		
Green Time:	16.3	16.3	16.3	16.3	16.3	30.6	14.3	27.7	27.7	7.0	20.4	20.4
Volume/Cap:	0.56	0.56	0.56	0.20	0.20	0.07	0.11	0.56	0.56	0.25	0.37	0.37
Delay/Veh:	20.2	20.2	20.2	17.0	17.0	7.5	18.0	12.2	12.2	24.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.2	20.2	17.0	17.0	7.5	18.0	12.2	12.2	24.8	15.2	15.2
LOS by Move:	C	C	C	B	B	A	B	B	B	C	B	B
HCM2k95thQ:	10	10	10	3	3	1	1	12	12	2	7	7

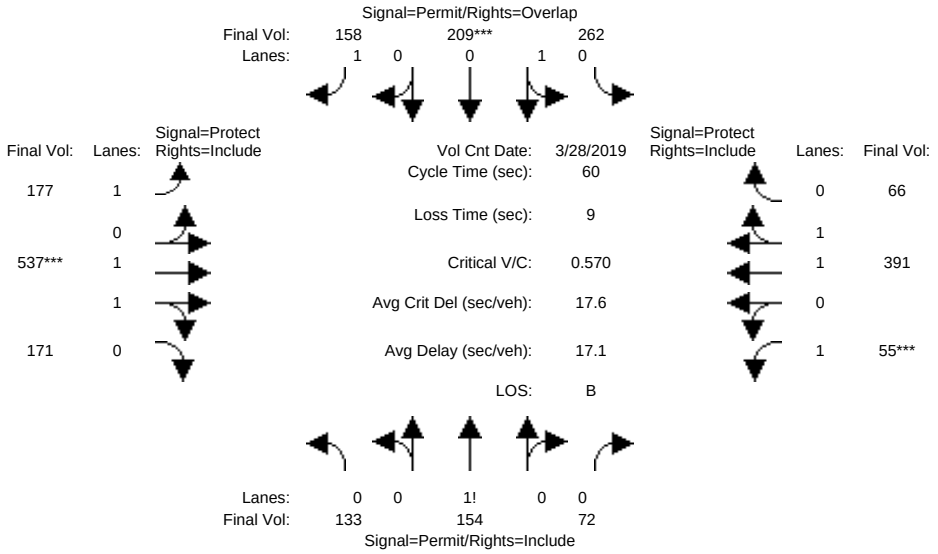
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	133	154	72	262	209	158	177	537	171	55	391	66
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	154	72	262	209	158	177	537	171	55	391	66
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	154	72	262	209	158	177	537	171	55	391	66
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	154	72	262	209	158	177	537	171	55	391	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	154	72	262	209	158	177	537	171	55	391	66
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	154	72	262	209	158	177	537	171	55	391	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.37	0.43	0.20	0.56	0.44	1.00	1.00	1.50	0.50	1.00	1.70	0.30
Final Sat.:	648	751	351	1001	799	1750	1750	2806	893	1750	3165	534
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.26	0.26	0.09	0.10	0.19	0.19	0.03	0.12	0.12
Crit Moves:					****			****		****		
Green Time:	25.4	25.4	25.4	25.4	25.4	35.9	10.5	18.6	18.6	7.0	15.1	15.1
Volume/Cap:	0.48	0.48	0.48	0.62	0.62	0.15	0.58	0.62	0.62	0.27	0.49	0.49
Delay/Veh:	13.0	13.0	13.0	15.0	15.0	5.4	25.4	18.7	18.7	24.9	19.6	19.6
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:	13.0	13.0	13.0	15.0	15.0	5.4	25.4	18.7	18.7	24.9	19.6	19.6
LOS by Move:	B	B	B	B	B	A	C	B	B	C	B	B
HCM2k95thQ:	11	11	11	15	15	3	7	11	11	2	7	7

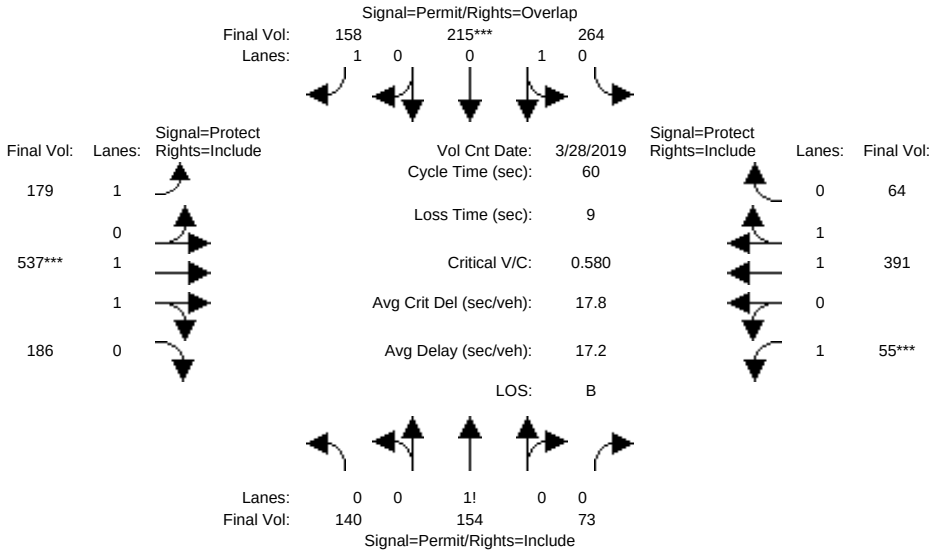
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne 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:	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: 28 Mar 2019 <<												
Base Vol:	140	154	73	264	215	158	179	537	186	55	391	64
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	154	73	264	215	158	179	537	186	55	391	64
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	154	73	264	215	158	179	537	186	55	391	64
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	154	73	264	215	158	179	537	186	55	391	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	154	73	264	215	158	179	537	186	55	391	64
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	154	73	264	215	158	179	537	186	55	391	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.42	0.20	0.55	0.45	1.00	1.00	1.47	0.53	1.00	1.71	0.29
Final Sat.:	668	734	348	992	808	1750	1750	2747	952	1750	3179	520
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.27	0.27	0.09	0.10	0.20	0.20	0.03	0.12	0.12
Crit Moves:					****			****		****		
Green Time:	25.4	25.4	25.4	25.4	25.4	35.9	10.6	18.6	18.6	7.0	15.1	15.1
Volume/Cap:	0.50	0.50	0.50	0.63	0.63	0.15	0.58	0.63	0.63	0.27	0.49	0.49
Delay/Veh:	13.2	13.2	13.2	15.3	15.3	5.4	25.5	18.9	18.9	24.9	19.6	19.6
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:	13.2	13.2	13.2	15.3	15.3	5.4	25.5	18.9	18.9	24.9	19.6	19.6
LOS by Move:	B	B	B	B	B	A	C	B	B	C	B	B
HCM2k95thQ:	11	11	11	16	16	3	7	11	11	2	7	7

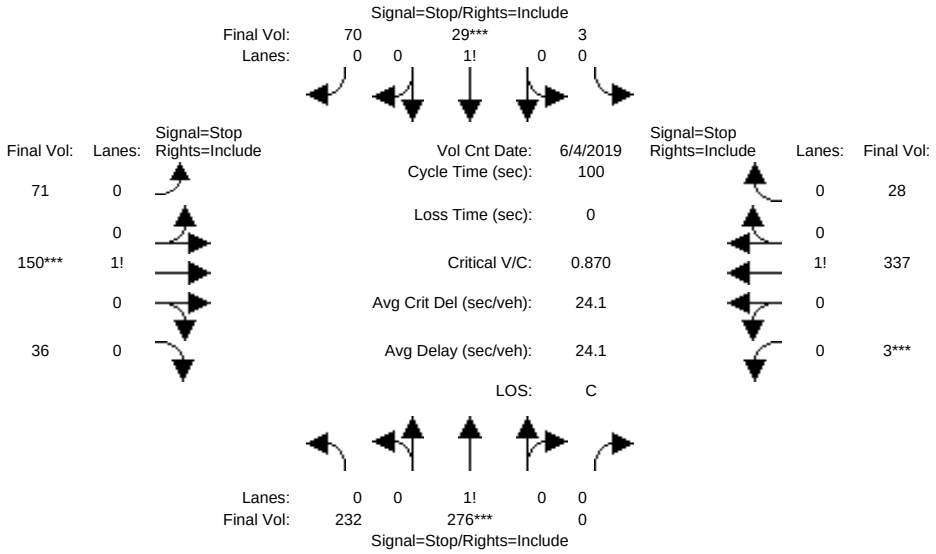
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	232	276	0	3	29	70	71	150	36	3	337	28
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:	232	276	0	3	29	70	71	150	36	3	337	28
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:	232	276	0	3	29	70	71	150	36	3	337	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:	232	276	0	3	29	70	71	150	36	3	337	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	276	0	3	29	70	71	150	36	3	337	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:	232	276	0	3	29	70	71	150	36	3	337	28
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:	0.46	0.54	0.00	0.03	0.28	0.69	0.28	0.58	0.14	0.01	0.91	0.08
Final Sat.:	267	317	0	14	136	329	142	300	72	4	504	42
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	xxxx	0.21	0.21	0.21	0.50	0.50	0.50	0.67	0.67	0.67
Crit Moves:		****			****			****			****	
Delay/Veh:	34.6	34.6	0.0	10.9	10.9	10.9	14.9	14.9	14.9	19.5	19.5	19.5
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:	34.6	34.6	0.0	10.9	10.9	10.9	14.9	14.9	14.9	19.5	19.5	19.5
LOS by Move:	D	D	*	B	B	B	B	B	B	C	C	C
ApproachDel:		34.6			10.9			14.9			19.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.6			10.9			14.9			19.5	
LOS by Appr:		D			B			B			C	
AllWayAvgQ:	4.1	4.1	4.1	0.2	0.2	0.2	0.8	0.8	0.8	1.6	1.6	1.6

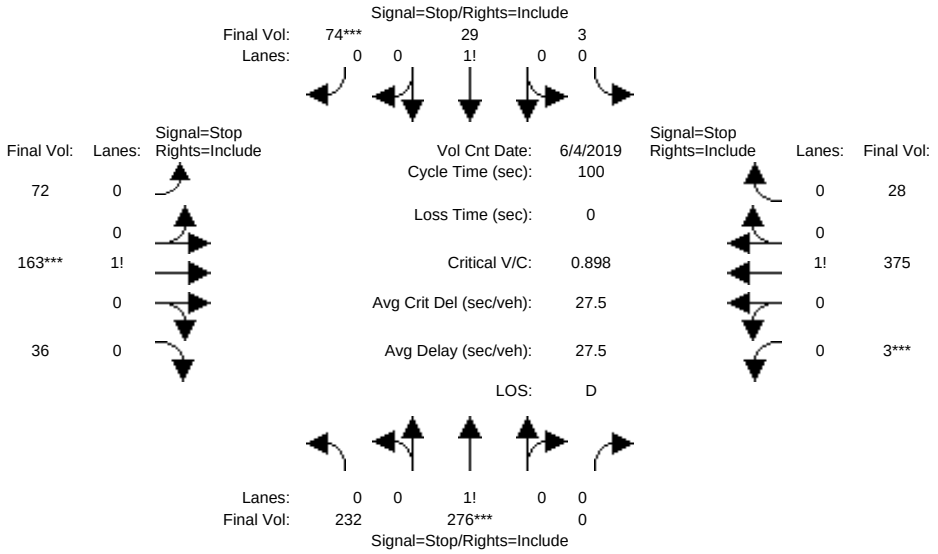
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	232	276	0	3	29	70	71	150	36	3	337	28
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:	232	276	0	3	29	70	71	150	36	3	337	28
Added Vol:	0	0	0	0	0	4	1	13	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	276	0	3	29	74	72	163	36	3	375	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:	232	276	0	3	29	74	72	163	36	3	375	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	276	0	3	29	74	72	163	36	3	375	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:	232	276	0	3	29	74	72	163	36	3	375	28
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:	0.46	0.54	0.00	0.03	0.27	0.70	0.27	0.60	0.13	0.01	0.92	0.07
Final Sat.:	258	307	0	13	126	321	134	303	67	4	502	37
Capacity Analysis Module:												
Vol/Sat:	0.90	0.90	xxxx	0.23	0.23	0.23	0.54	0.54	0.54	0.75	0.75	0.75
Crit Moves:		****				****		****		****		
Delay/Veh:	39.7	39.7	0.0	11.5	11.5	11.5	16.2	16.2	16.2	24.0	24.0	24.0
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:	39.7	39.7	0.0	11.5	11.5	11.5	16.2	16.2	16.2	24.0	24.0	24.0
LOS by Move:	E	E	*	B	B	B	C	C	C	C	C	C
ApproachDel:		39.7			11.5			16.2			24.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		39.7			11.5			16.2			24.0	
LOS by Appr:		E			B			C			C	
AllWayAvgQ:	4.8	4.8	4.8	0.2	0.2	0.2	0.9	0.9	0.9	2.2	2.2	2.2

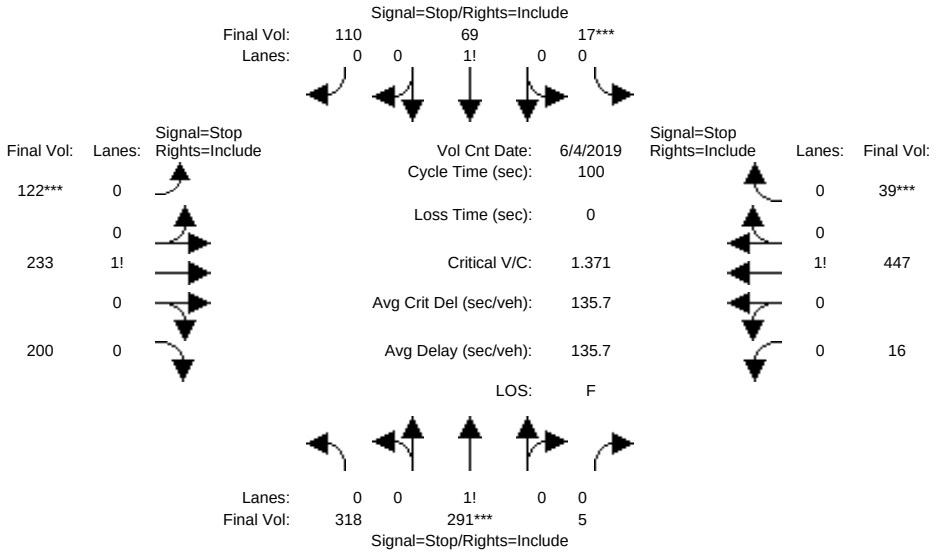
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	318	291	5	17	69	110	122	233	200	16	447	39
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:	318	291	5	17	69	110	122	233	200	16	447	39
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:	318	291	5	17	69	110	122	233	200	16	447	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:	318	291	5	17	69	110	122	233	200	16	447	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	291	5	17	69	110	122	233	200	16	447	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:	318	291	5	17	69	110	122	233	200	16	447	39
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:	0.52	0.47	0.01	0.09	0.35	0.56	0.22	0.42	0.36	0.03	0.89	0.08
Final Sat.:	232	212	4	35	144	229	102	195	167	15	406	35
Capacity Analysis Module:												
Vol/Sat:	1.37	1.37	1.37	0.48	0.48	0.48	1.20	1.20	1.20	1.10	1.10	1.10
Crit Moves:		****		****			****					****
Delay/Veh:	203.7	204	203.7	19.6	19.6	19.6	133.6	134	133.6	100.3	100	100.3
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:	203.7	204	203.7	19.6	19.6	19.6	133.6	134	133.6	100.3	100	100.3
LOS by Move:	F	F	F	C	C	C	F	F	F	F	F	F
ApproachDel:	203.7			19.6			133.6			100.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	203.7			19.6			133.6			100.3		
LOS by Appr:	F			C			F			F		
AllWayAvgQ:	24.0	24.0	24.0	0.9	0.9	0.9	15.8	15.8	15.8	11.3	11.3	11.3

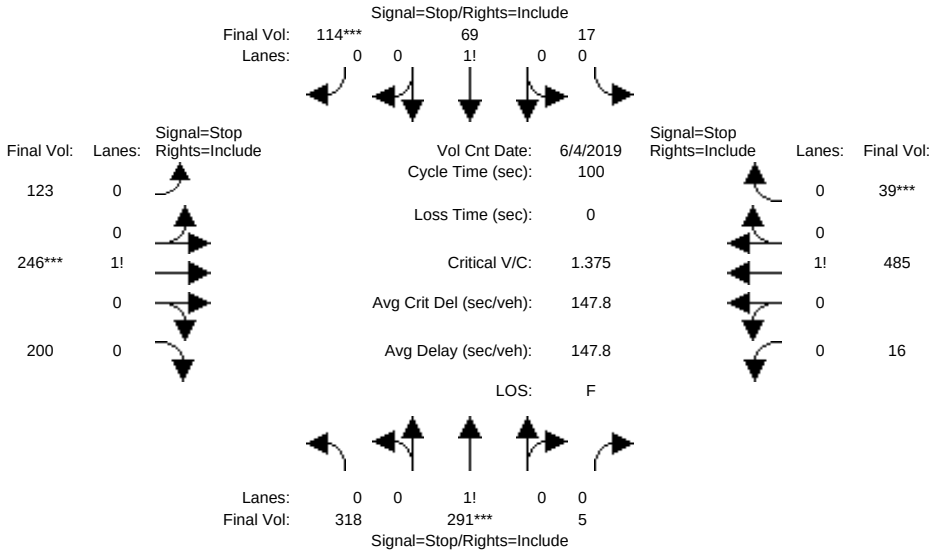
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	318	291	5	17	69	110	122	233	200	16	447	39
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:	318	291	5	17	69	110	122	233	200	16	447	39
Added Vol:	0	0	0	0	0	4	1	13	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	291	5	17	69	114	123	246	200	16	485	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:	318	291	5	17	69	114	123	246	200	16	485	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	291	5	17	69	114	123	246	200	16	485	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:	318	291	5	17	69	114	123	246	200	16	485	39
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:	0.52	0.47	0.01	0.08	0.35	0.57	0.22	0.43	0.35	0.03	0.90	0.07
Final Sat.:	231	212	4	35	141	233	100	200	162	13	408	33
Capacity Analysis Module:												
Vol/Sat:	1.37	1.37	1.37	0.49	0.49	0.49	1.23	1.23	1.23	1.19	1.19	1.19
Crit Moves:		****				****		****				****
Delay/Veh:	205.3	205	205.3	19.9	19.9	19.9	146.8	147	146.8	131.0	131	131.0
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:	205.3	205	205.3	19.9	19.9	19.9	146.8	147	146.8	131.0	131	131.0
LOS by Move:	F	F	F	C	C	C	F	F	F	F	F	F
ApproachDel:	205.3			19.9			146.8			131.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	205.3			19.9			146.8			131.0		
LOS by Appr:	F			C			F			F		
AllWayAvgQ:	24.1	24.1	24.1	0.9	0.9	0.9	17.5	17.5	17.5	15.2	15.2	15.2

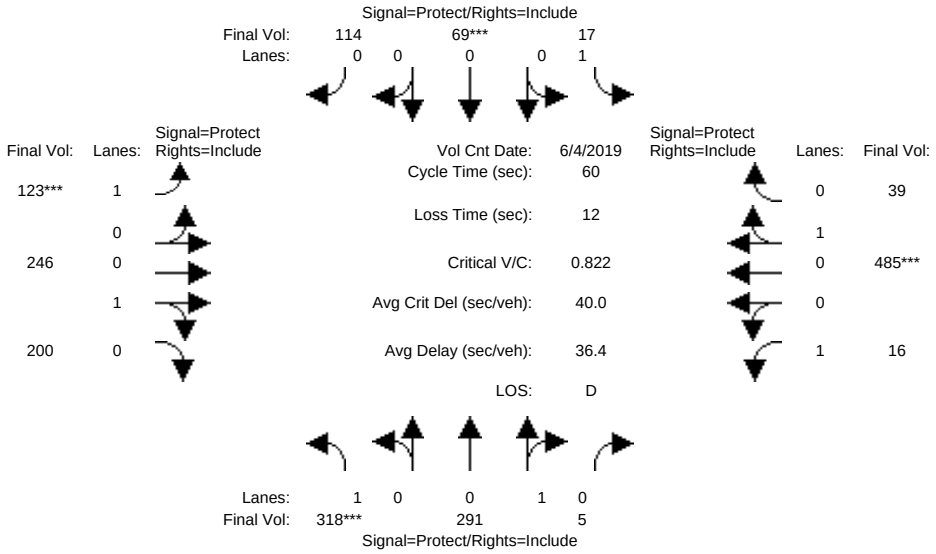
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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	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: 4 Jun 2019 <<												
Base Vol:	318	291	5	17	69	110	122	233	200	16	447	39
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:	318	291	5	17	69	110	122	233	200	16	447	39
Added Vol:	0	0	0	0	0	4	1	13	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	291	5	17	69	114	123	246	200	16	485	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:	318	291	5	17	69	114	123	246	200	16	485	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	291	5	17	69	114	123	246	200	16	485	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:	318	291	5	17	69	114	123	246	200	16	485	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	0.08	0.35	0.57	1.00	0.55	0.45	1.00	0.93	0.07
Final Sat.:	1750	1770	30	149	604	998	1750	993	807	1750	1666	134
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.16	0.11	0.11	0.11	0.07	0.25	0.25	0.01	0.29	0.29
Crit Moves:	****				****		****				****	
Green Time:	11.9	12.9	12.9	9.0	10.0	10.0	7.0	17.7	17.7	8.4	19.1	19.1
Volume/Cap:	0.92	0.77	0.77	0.76	0.69	0.69	0.60	0.84	0.84	0.07	0.92	0.92
Delay/Veh:	51.4	31.0	31.0	36.6	30.2	30.2	30.2	31.0	31.0	22.5	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	31.0	31.0	36.6	30.2	30.2	30.2	31.0	31.0	22.5	39.1	39.1
LOS by Move:	D	C	C	D	C	C	C	C	C	C	D	D
HCM2kAvgQ:	11	8	8	6	5	5	2	9	9	0	15	15

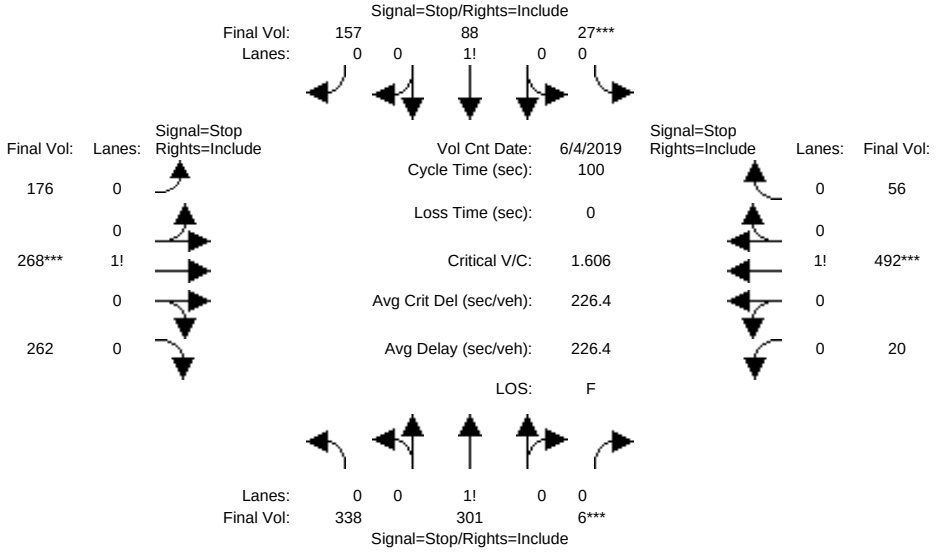
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	338	301	6	27	88	157	176	268	262	20	492	56
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:	338	301	6	27	88	157	176	268	262	20	492	56
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:	338	301	6	27	88	157	176	268	262	20	492	56
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:	338	301	6	27	88	157	176	268	262	20	492	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	301	6	27	88	157	176	268	262	20	492	56
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:	338	301	6	27	88	157	176	268	262	20	492	56
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:	0.52	0.47	0.01	0.10	0.32	0.58	0.25	0.38	0.37	0.03	0.87	0.10
Final Sat.:	223	199	4	41	133	236	110	167	163	15	375	43
Capacity Analysis Module:												
Vol/Sat:	1.52	1.52	1.52	0.66	0.66	0.66	1.61	1.61	1.61	1.31	1.31	1.31
Crit Moves:			****	****				****			****	
Delay/Veh:	266.2	266	266.2	27.6	27.6	27.6	303.9	304	303.9	180.2	180	180.2
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:	266.2	266	266.2	27.6	27.6	27.6	303.9	304	303.9	180.2	180	180.2
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	266.2			27.6			303.9			180.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	266.2			27.6			303.9			180.2		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	30.1	30.1	30.1	1.8	1.8	1.8	35.8	35.8	35.8	20.3	20.3	20.3

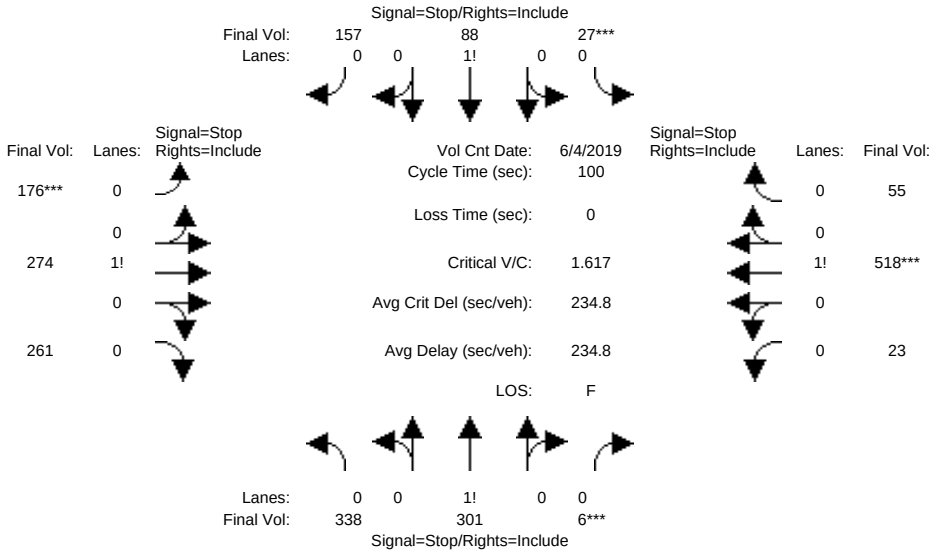
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
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:	0.52	0.47	0.01	0.10	0.32	0.58	0.25	0.38	0.37	0.04	0.87	0.09
Final Sat.:	223	199	4	41	133	236	109	169	161	17	376	40
Capacity Analysis Module:												
Vol/Sat:	1.52	1.52	1.52	0.66	0.66	0.66	1.62	1.62	1.62	1.38	1.38	1.38
Crit Moves:			****	****			****				****	
Delay/Veh:	266.2	266	266.2	27.6	27.6	27.6	309.1	309	309.1	206.9	207	206.9
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:	266.2	266	266.2	27.6	27.6	27.6	309.1	309	309.1	206.9	207	206.9
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	266.2			27.6			309.1			206.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	266.2			27.6			309.1			206.9		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	30.1	30.1	30.1	1.8	1.8	1.8	36.4	36.4	36.4	23.5	23.5	23.5

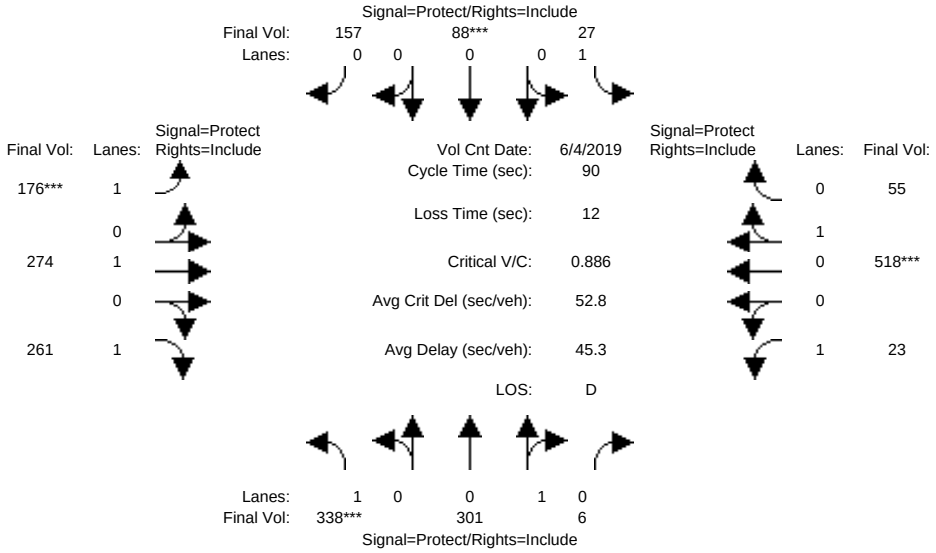
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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	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: 4 Jun 2019 <<												
Base Vol:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	301	6	27	88	157	176	274	261	23	518	55
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:	338	301	6	27	88	157	176	274	261	23	518	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	0.10	0.32	0.58	1.00	1.00	1.00	1.00	0.90	0.10
Final Sat.:	1750	1765	35	174	566	1010	1750	1900	1750	1750	1627	173
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.17	0.16	0.16	0.16	0.10	0.14	0.15	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	19.6	18.5	18.5	16.9	15.8	15.8	10.2	28.0	28.0	14.6	32.4	32.4
Volume/Cap:	0.89	0.83	0.83	0.83	0.89	0.89	0.89	0.46	0.48	0.08	0.89	0.89
Delay/Veh:	55.2	48.5	48.5	51.0	61.2	61.2	73.7	25.5	25.8	32.1	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	48.5	48.5	51.0	61.2	61.2	73.7	25.5	25.8	32.1	40.9	40.9
LOS by Move:	E	D	D	D	E	E	E	C	C	C	D	D
HCM2kAvgQ:	13	11	11	10	11	11	6	6	6	1	19	19

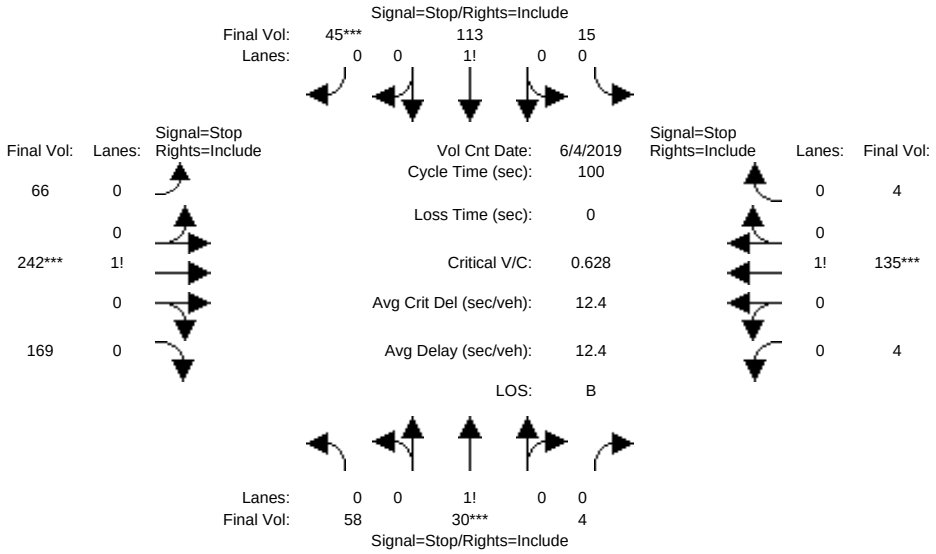
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	58	30	4	15	113	45	66	242	169	4	135	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:	58	30	4	15	113	45	66	242	169	4	135	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:	58	30	4	15	113	45	66	242	169	4	135	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:	58	30	4	15	113	45	66	242	169	4	135	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	30	4	15	113	45	66	242	169	4	135	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:	58	30	4	15	113	45	66	242	169	4	135	4
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:	0.63	0.33	0.04	0.09	0.65	0.26	0.14	0.51	0.35	0.03	0.94	0.03
Final Sat.:	356	184	25	53	402	160	105	385	269	18	614	18
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.28	0.28	0.28	0.63	0.63	0.63	0.22	0.22	0.22
Crit Moves:		****				****		****			****	
Delay/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	14.7	14.7	14.7	9.5	9.5	9.5
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	9.7	10.2	10.2	10.2	14.7	14.7	14.7	9.5	9.5	9.5
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		9.7			10.2			14.7			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.2			14.7			9.5	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	1.5	1.5	1.5	0.2	0.2	0.2

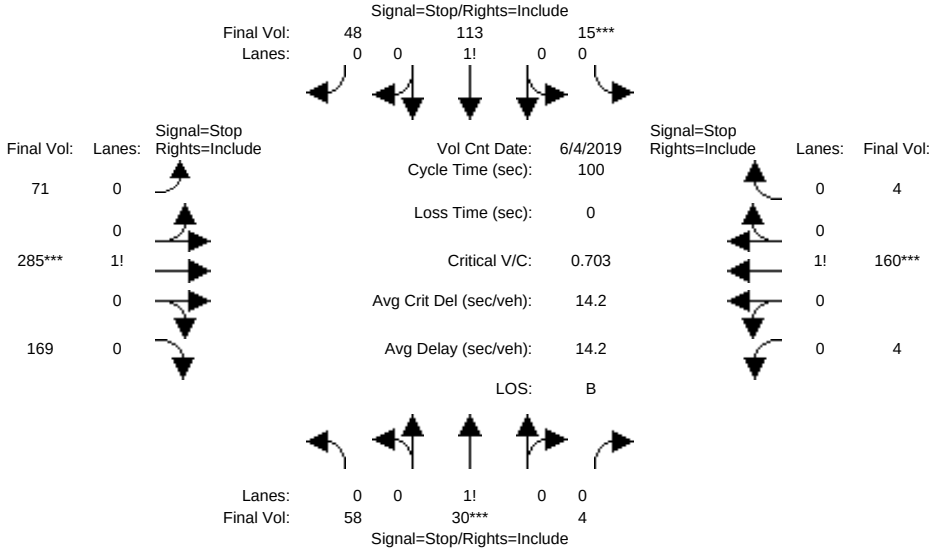
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	58	30	4	15	113	45	66	242	169	4	135	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:	58	30	4	15	113	45	66	242	169	4	135	4
Added Vol:	0	0	0	0	0	3	5	43	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	30	4	15	113	48	71	285	169	4	160	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:	58	30	4	15	113	48	71	285	169	4	160	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	30	4	15	113	48	71	285	169	4	160	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:	58	30	4	15	113	48	71	285	169	4	160	4
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:	0.63	0.33	0.04	0.09	0.64	0.27	0.14	0.54	0.32	0.02	0.96	0.02
Final Sat.:	339	175	23	50	379	161	101	405	240	15	607	15
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.70	0.70	0.70	0.26	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	10.0	10.0	10.6	10.6	10.6	17.5	17.5	17.5	10.0	10.0	10.0
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:	10.0	10.0	10.0	10.6	10.6	10.6	17.5	17.5	17.5	10.0	10.0	10.0
LOS by Move:	A	A	A	B	B	B	C	C	C	B	B	B
ApproachDel:		10.0			10.6			17.5			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.6			17.5			10.0	
LOS by Appr:		A			B			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.0	2.0	2.0	0.3	0.3	0.3

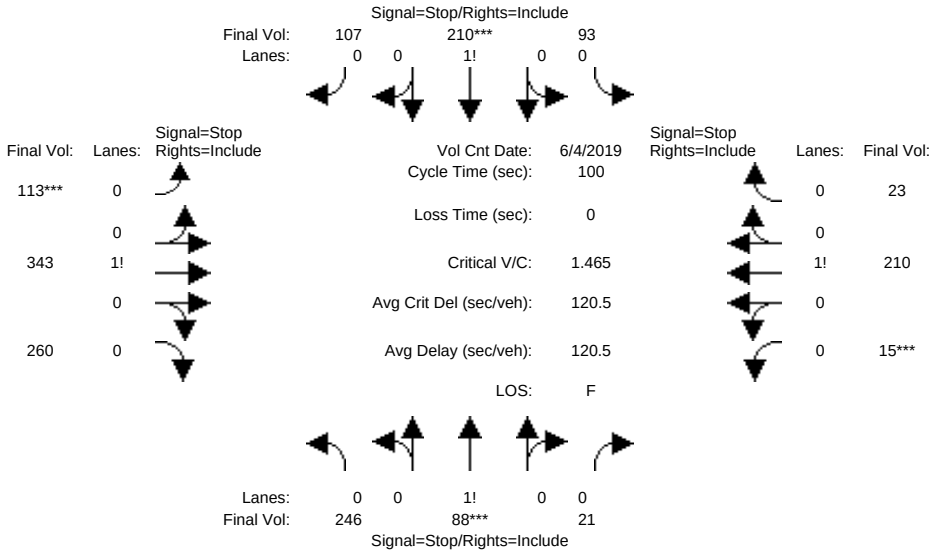
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
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:	0.69	0.25	0.06	0.23	0.51	0.26	0.16	0.48	0.36	0.06	0.85	0.09
Final Sat.:	304	109	26	105	238	121	77	234	177	25	344	38
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.88	0.88	0.88	1.46	1.46	1.46	0.61	0.61	0.61
Crit Moves:		****			****			****			****	
Delay/Veh:	35.3	35.3	35.3	44.1	44.1	44.1	240.6	241	240.6	21.9	21.9	21.9
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:	35.3	35.3	35.3	44.1	44.1	44.1	240.6	241	240.6	21.9	21.9	21.9
LOS by Move:	E	E	E	E	E	E	F	F	F	C	C	C
ApproachDel:		35.3			44.1			240.6			21.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.3			44.1			240.6			21.9	
LOS by Appr:		E			E			F			C	
AllWayAvgQ:	3.0	3.0	3.0	4.3	4.3	4.3	31.3	31.3	31.3	1.2	1.2	1.2

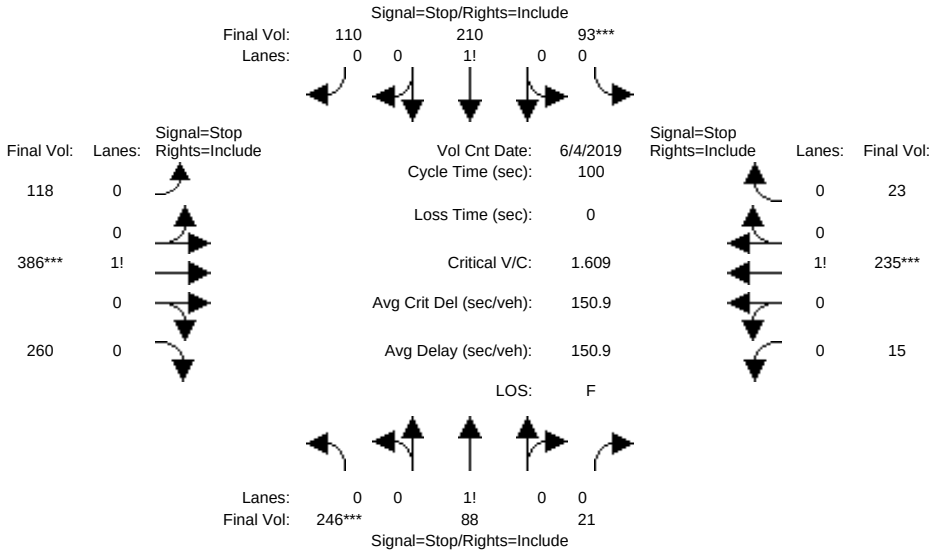
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
Added Vol:	0	0	0	0	0	3	5	43	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	88	21	93	210	110	118	386	260	15	235	23
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:	246	88	21	93	210	110	118	386	260	15	235	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	88	21	93	210	110	118	386	260	15	235	23
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:	246	88	21	93	210	110	118	386	260	15	235	23
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:	0.69	0.25	0.06	0.22	0.51	0.27	0.15	0.51	0.34	0.05	0.87	0.08
Final Sat.:	297	106	25	102	231	121	73	240	162	22	349	34
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.91	0.91	0.91	1.61	1.61	1.61	0.67	0.67	0.67
Crit Moves:	****			****				****			****	
Delay/Veh:	37.9	37.9	37.9	48.8	48.8	48.8	303.5	304	303.5	25.1	25.1	25.1
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:	37.9	37.9	37.9	48.8	48.8	48.8	303.5	304	303.5	25.1	25.1	25.1
LOS by Move:	E	E	E	E	E	E	F	F	F	D	D	D
ApproachDel:	37.9			48.8			303.5			25.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	37.9			48.8			303.5			25.1		
LOS by Appr:	E			E			F			D		
AllWayAvgQ:	3.2	3.2	3.2	4.8	4.8	4.8	38.6	38.6	38.6	1.5	1.5	1.5

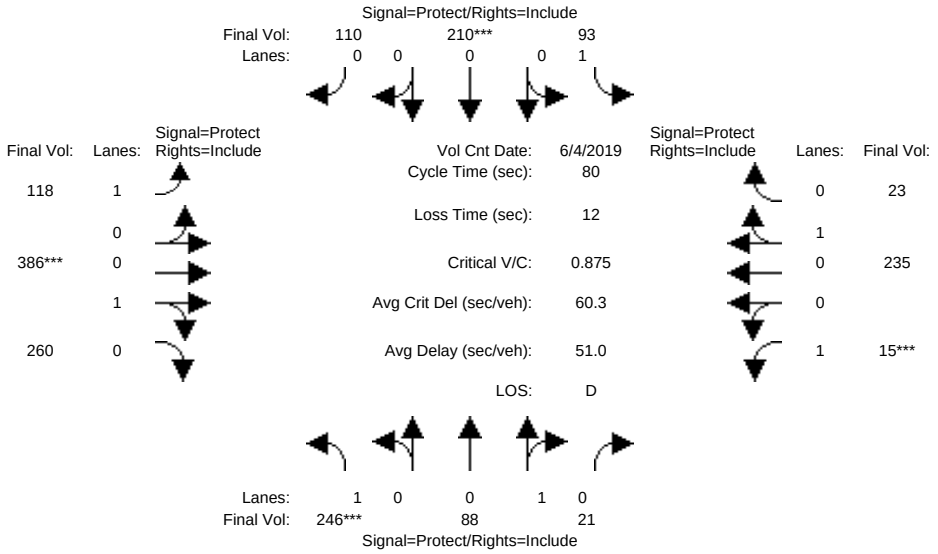
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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	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: 4 Jun 2019 <<												
Base Vol:	246	88	21	93	210	107	113	343	260	15	210	23
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:	246	88	21	93	210	107	113	343	260	15	210	23
Added Vol:	0	0	0	0	0	3	5	43	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	88	21	93	210	110	118	386	260	15	235	23
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:	246	88	21	93	210	110	118	386	260	15	235	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	88	21	93	210	110	118	386	260	15	235	23
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:	246	88	21	93	210	110	118	386	260	15	235	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.81	0.19	0.22	0.51	0.27	1.00	0.60	0.40	1.00	0.91	0.09
Final Sat.:	1750	1453	347	394	890	466	1750	1076	724	1750	1640	160
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.06	0.24	0.24	0.24	0.07	0.36	0.36	0.01	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	11.7	10.8	10.8	20.4	19.6	19.6	13.9	29.8	29.8	7.0	22.8	22.8
Volume/Cap:	0.96	0.45	0.45	0.92	0.96	0.96	0.39	0.96	0.96	0.10	0.50	0.50
Delay/Veh:	80.3	33.2	33.2	54.1	64.1	64.1	30.1	50.7	50.7	33.9	24.6	24.6
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:	80.3	33.2	33.2	54.1	64.1	64.1	30.1	50.7	50.7	33.9	24.6	24.6
LOS by Move:	F	C	C	D	E	E	C	D	D	C	C	C
HCM2kAvgQ:	11	3	3	15	16	16	3	19	19	0	6	6

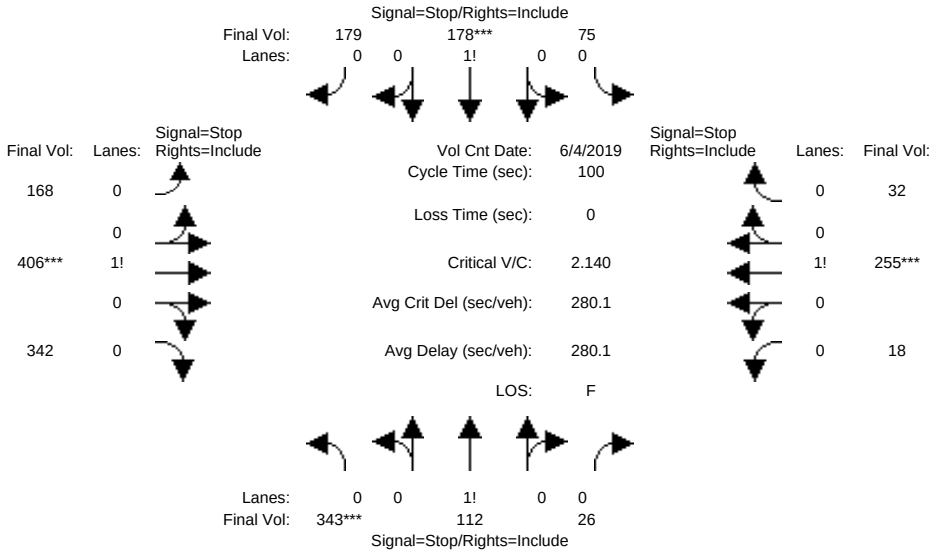
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	343	112	26	75	178	179	168	406	342	18	255	32
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:	343	112	26	75	178	179	168	406	342	18	255	32
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:	343	112	26	75	178	179	168	406	342	18	255	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	112	26	75	178	179	168	406	342	18	255	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	112	26	75	178	179	168	406	342	18	255	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	112	26	75	178	179	168	406	342	18	255	32
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:	0.72	0.23	0.05	0.17	0.42	0.41	0.18	0.45	0.37	0.06	0.84	0.10
Final Sat.:	295	96	22	75	177	178	79	190	160	23	332	42
Capacity Analysis Module:												
Vol/Sat:	1.16	1.16	1.16	1.01	1.01	1.01	2.14	2.14	2.14	0.77	0.77	0.77
Crit Moves:	****				****			****			****	
Delay/Veh:	125.3	125	125.3	74.3	74.3	74.3	539.6	540	539.6	36.5	36.5	36.5
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:	125.3	125	125.3	74.3	74.3	74.3	539.6	540	539.6	36.5	36.5	36.5
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:	125.3			74.3			539.6			36.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	125.3			74.3			539.6			36.5		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	13.0	13.0	13.0	7.5	7.5	7.5	62.8	62.8	62.8	2.7	2.7	2.7

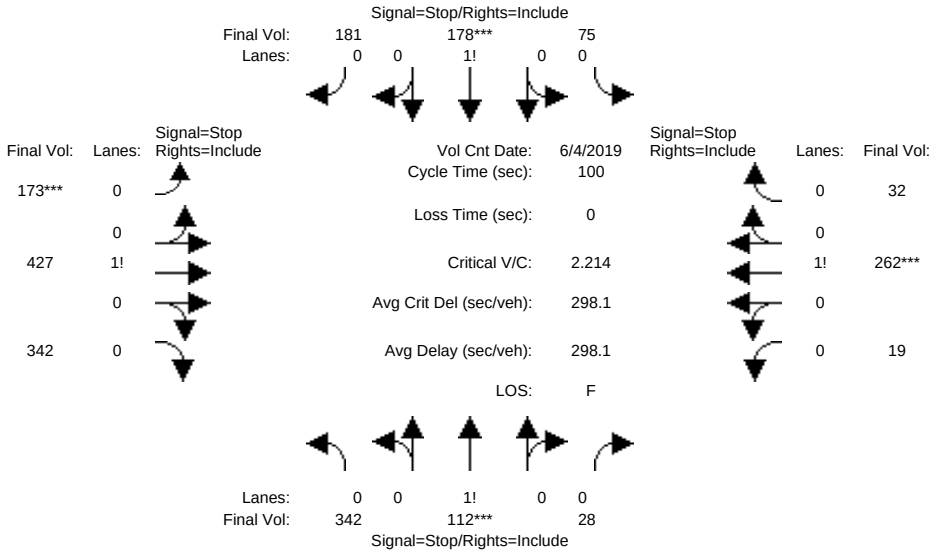
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	342	112	28	75	178	181	173	427	342	19	262	32
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:	342	112	28	75	178	181	173	427	342	19	262	32
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:	342	112	28	75	178	181	173	427	342	19	262	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	112	28	75	178	181	173	427	342	19	262	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	112	28	75	178	181	173	427	342	19	262	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	112	28	75	178	181	173	427	342	19	262	32
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:	0.71	0.23	0.06	0.17	0.41	0.42	0.18	0.46	0.36	0.06	0.84	0.10
Final Sat.:	292	96	24	74	175	178	78	193	154	24	332	41
Capacity Analysis Module:												
Vol/Sat:	1.17	1.17	1.17	1.02	1.02	1.02	2.21	2.21	2.21	0.79	0.79	0.79
Crit Moves:		****			****		****				****	
Delay/Veh:	128.5	128	128.5	77.2	77.2	77.2	572.9	573	572.9	38.6	38.6	38.6
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:	128.5	128	128.5	77.2	77.2	77.2	572.9	573	572.9	38.6	38.6	38.6
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:	128.5			77.2			572.9			38.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	128.5			77.2			572.9			38.6		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	13.3	13.3	13.3	7.8	7.8	7.8	66.3	66.3	66.3	2.9	2.9	2.9

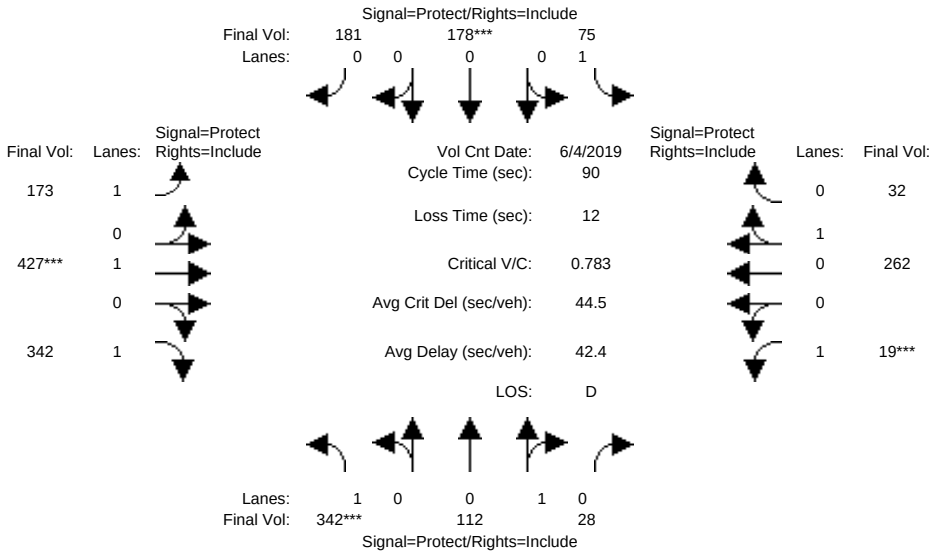
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #1563: Murphy Avenue and Tennant Avenue



Street Name:	Murphy Avenue						Tennant 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	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: 4 Jun 2019 <<												
Base Vol:	342	112	28	75	178	181	173	427	342	19	262	32
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:	342	112	28	75	178	181	173	427	342	19	262	32
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:	342	112	28	75	178	181	173	427	342	19	262	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	112	28	75	178	181	173	427	342	19	262	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	112	28	75	178	181	173	427	342	19	262	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	112	28	75	178	181	173	427	342	19	262	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	0.17	0.41	0.42	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	1440	360	302	718	730	1750	1900	1750	1750	1604	196
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.25	0.25	0.25	0.10	0.22	0.20	0.01	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	20.8	14.6	14.6	32.5	26.4	26.4	11.6	23.9	23.9	7.0	19.2	19.2
Volume/Cap:	0.85	0.48	0.48	0.69	0.85	0.85	0.76	0.85	0.74	0.14	0.76	0.76
Delay/Veh:	48.4	35.5	35.5	27.5	42.4	42.4	52.1	43.9	36.3	39.2	42.1	42.1
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:	48.4	35.5	35.5	27.5	42.4	42.4	52.1	43.9	36.3	39.2	42.1	42.1
LOS by Move:	D	D	D	C	D	D	D	D	D	D	D	D
HCM2kAvgQ:	13	4	4	12	15	15	5	12	10	1	10	10

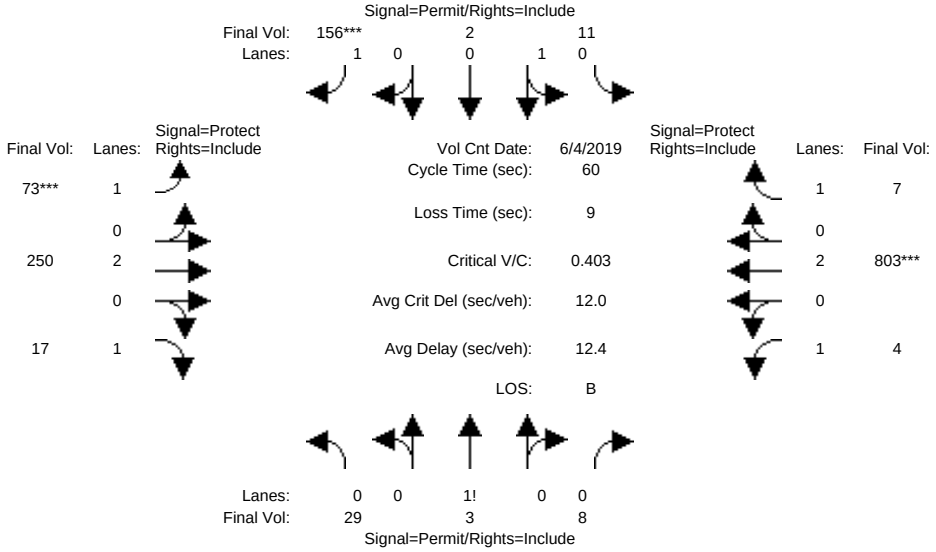
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	29	3	8	11	2	156	73	250	17	4	803	7
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:	29	3	8	11	2	156	73	250	17	4	803	7
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:	29	3	8	11	2	156	73	250	17	4	803	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	29	3	8	11	2	156	73	250	17	4	803	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	8	11	2	156	73	250	17	4	803	7
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:	29	3	8	11	2	156	73	250	17	4	803	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.72	0.08	0.20	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1269	131	350	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.09	0.04	0.07	0.01	0.00	0.21	0.00
Crit Moves:						****	****				****	
Green Time:	13.1	13.1	13.1	13.1	13.1	13.1	7.0	22.3	22.3	15.6	30.9	30.9
Volume/Cap:	0.11	0.11	0.11	0.03	0.03	0.41	0.36	0.18	0.03	0.01	0.41	0.01
Delay/Veh:	18.9	18.9	18.9	18.5	18.5	20.9	25.5	12.7	12.0	16.5	9.1	7.1
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:	18.9	18.9	18.9	18.5	18.5	20.9	25.5	12.7	12.0	16.5	9.1	7.1
LOS by Move:	B	B	B	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	1	1	1	0	0	6	3	3	0	0	9	0

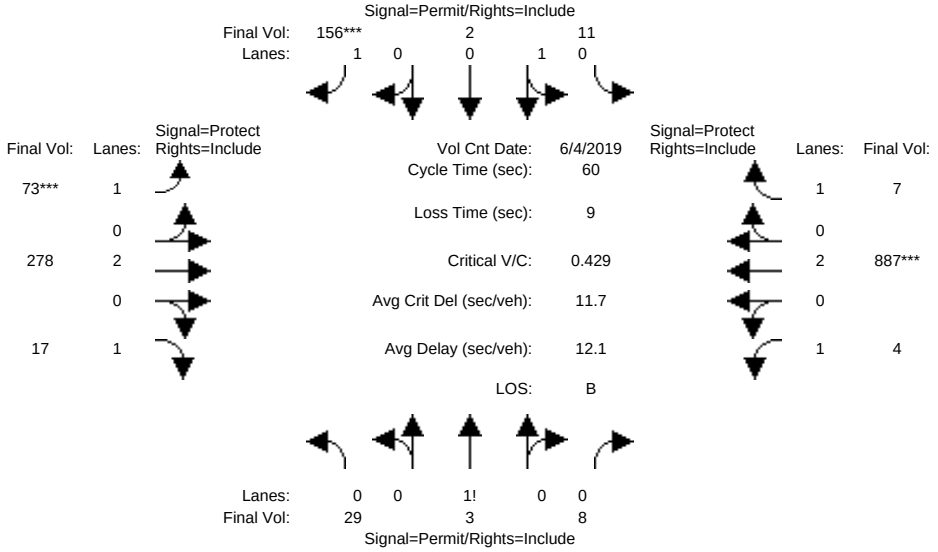
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	29	3	8	11	2	156	73	250	17	4	803	7
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:	29	3	8	11	2	156	73	250	17	4	803	7
Added Vol:	0	0	0	0	0	0	0	28	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3	8	11	2	156	73	278	17	4	887	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	29	3	8	11	2	156	73	278	17	4	887	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	8	11	2	156	73	278	17	4	887	7
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:	29	3	8	11	2	156	73	278	17	4	887	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.72	0.08	0.20	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1269	131	350	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.09	0.04	0.07	0.01	0.00	0.23	0.00
Crit Moves:						****	****				****	
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	7.0	22.8	22.8	16.0	31.8	31.8
Volume/Cap:	0.11	0.11	0.11	0.04	0.04	0.44	0.36	0.19	0.03	0.01	0.44	0.01
Delay/Veh:	19.7	19.7	19.7	19.3	19.3	21.8	25.5	12.5	11.6	16.2	8.8	6.6
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:	19.7	19.7	19.7	19.3	19.3	21.8	25.5	12.5	11.6	16.2	8.8	6.6
LOS by Move:	B	B	B	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	1	1	1	0	0	6	3	3	0	0	10	0

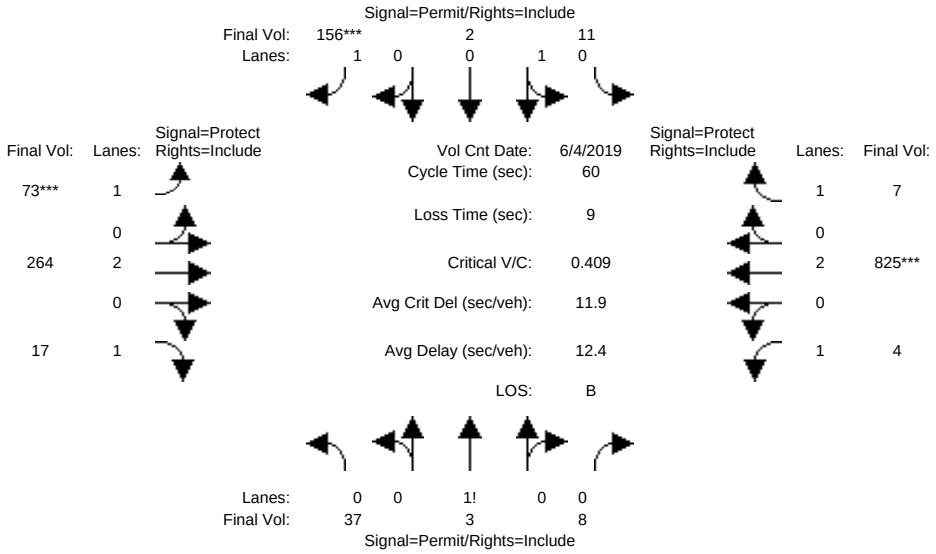
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	37	3	8	11	2	156	73	264	17	4	825	7
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:	37	3	8	11	2	156	73	264	17	4	825	7
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:	37	3	8	11	2	156	73	264	17	4	825	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	37	3	8	11	2	156	73	264	17	4	825	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	8	11	2	156	73	264	17	4	825	7
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:	37	3	8	11	2	156	73	264	17	4	825	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.06	0.17	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1349	109	292	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.09	0.04	0.07	0.01	0.00	0.22	0.00
Crit Moves:						****	****				****	
Green Time:	12.8	12.8	12.8	12.8	12.8	12.8	7.0	22.5	22.5	15.7	31.2	31.2
Volume/Cap:	0.13	0.13	0.13	0.03	0.03	0.42	0.36	0.19	0.03	0.01	0.42	0.01
Delay/Veh:	19.2	19.2	19.2	18.7	18.7	21.1	25.5	12.7	11.9	16.4	9.0	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:	19.2	19.2	19.2	18.7	18.7	21.1	25.5	12.7	11.9	16.4	9.0	6.9
LOS by Move:	B	B	B	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	2	2	2	0	0	6	3	3	0	0	9	0

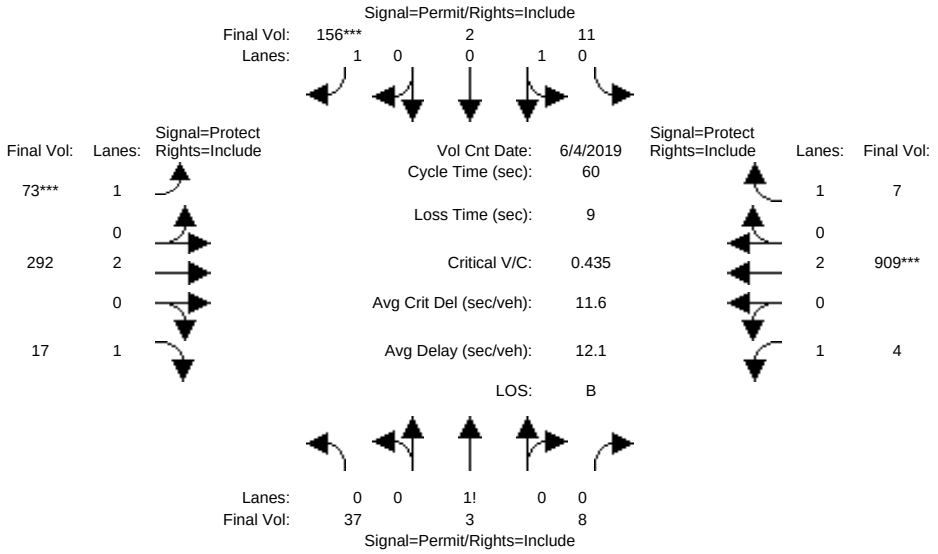
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	37	3	8	11	2	156	73	264	17	4	825	7
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:	37	3	8	11	2	156	73	264	17	4	825	7
Added Vol:	0	0	0	0	0	0	0	28	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	3	8	11	2	156	73	292	17	4	909	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	37	3	8	11	2	156	73	292	17	4	909	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	8	11	2	156	73	292	17	4	909	7
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:	37	3	8	11	2	156	73	292	17	4	909	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.06	0.17	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1349	109	292	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.09	0.04	0.08	0.01	0.00	0.24	0.00
Crit Moves:						****	****				****	
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	7.0	23.0	23.0	16.1	32.1	32.1
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.45	0.36	0.20	0.03	0.01	0.45	0.01
Delay/Veh:	20.0	20.0	20.0	19.4	19.4	22.0	25.5	12.4	11.6	16.1	8.7	6.5
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:	20.0	20.0	20.0	19.4	19.4	22.0	25.5	12.4	11.6	16.1	8.7	6.5
LOS by Move:	B	B	B	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	2	2	2	0	0	7	3	4	0	0	10	0

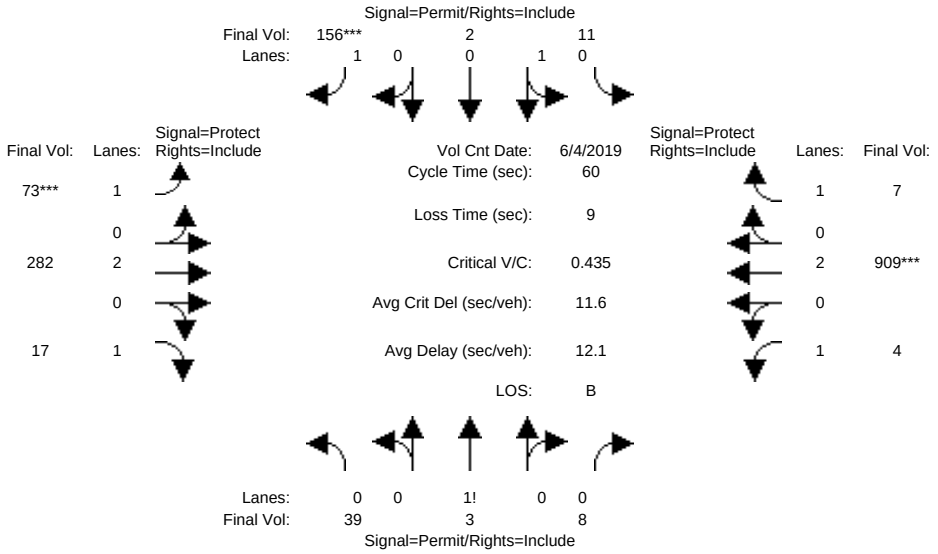
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	39	3	8	11	2	156	73	282	17	4	909	7
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:	39	3	8	11	2	156	73	282	17	4	909	7
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:	39	3	8	11	2	156	73	282	17	4	909	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	39	3	8	11	2	156	73	282	17	4	909	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	3	8	11	2	156	73	282	17	4	909	7
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:	39	3	8	11	2	156	73	282	17	4	909	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.06	0.16	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1365	105	280	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.09	0.04	0.07	0.01	0.00	0.24	0.00
Crit Moves:						****	****				****	
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	7.0	23.0	23.0	16.1	32.1	32.1
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.45	0.36	0.19	0.03	0.01	0.45	0.01
Delay/Veh:	20.0	20.0	20.0	19.4	19.4	22.0	25.5	12.4	11.6	16.1	8.7	6.5
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:	20.0	20.0	20.0	19.4	19.4	22.0	25.5	12.4	11.6	16.1	8.7	6.5
LOS by Move:	C	C	C	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	2	2	2	0	0	7	3	3	0	0	10	0

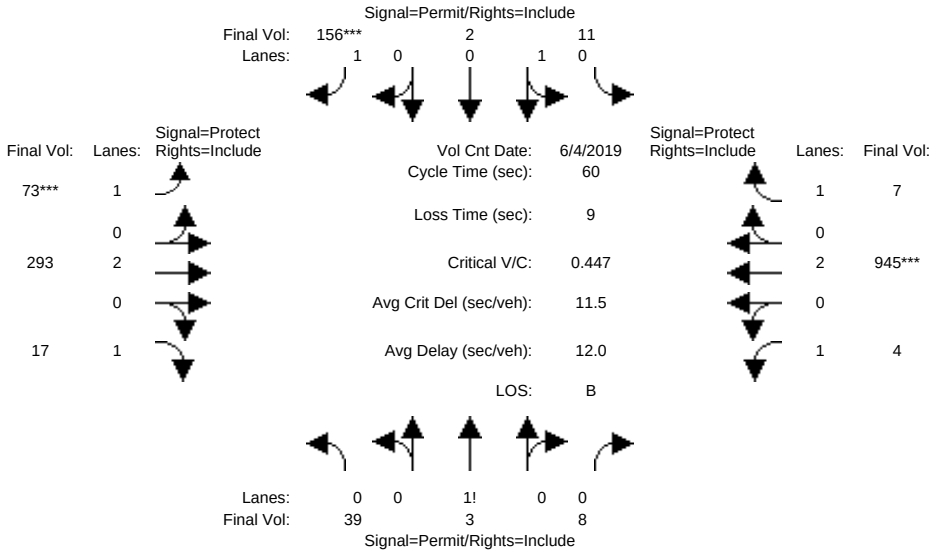
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	39	3	8	11	2	156	73	293	17	4	945	7
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:	39	3	8	11	2	156	73	293	17	4	945	7
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:	39	3	8	11	2	156	73	293	17	4	945	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	39	3	8	11	2	156	73	293	17	4	945	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	3	8	11	2	156	73	293	17	4	945	7
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:	39	3	8	11	2	156	73	293	17	4	945	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.06	0.16	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1365	105	280	1523	277	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.09	0.04	0.08	0.01	0.00	0.25	0.00
Crit Moves:						****	****				****	
Green Time:	11.6	11.6	11.6	11.6	11.6	11.6	7.0	23.2	23.2	16.2	32.4	32.4
Volume/Cap:	0.15	0.15	0.15	0.04	0.04	0.46	0.36	0.20	0.03	0.01	0.46	0.01
Delay/Veh:	20.3	20.3	20.3	19.7	19.7	22.4	25.5	12.3	11.4	16.0	8.6	6.4
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:	20.3	20.3	20.3	19.7	19.7	22.4	25.5	12.3	11.4	16.0	8.6	6.4
LOS by Move:	C	C	C	B	B	C	C	B	B	B	A	A
HCM2k95thQ:	2	2	2	0	0	7	3	4	0	0	10	0

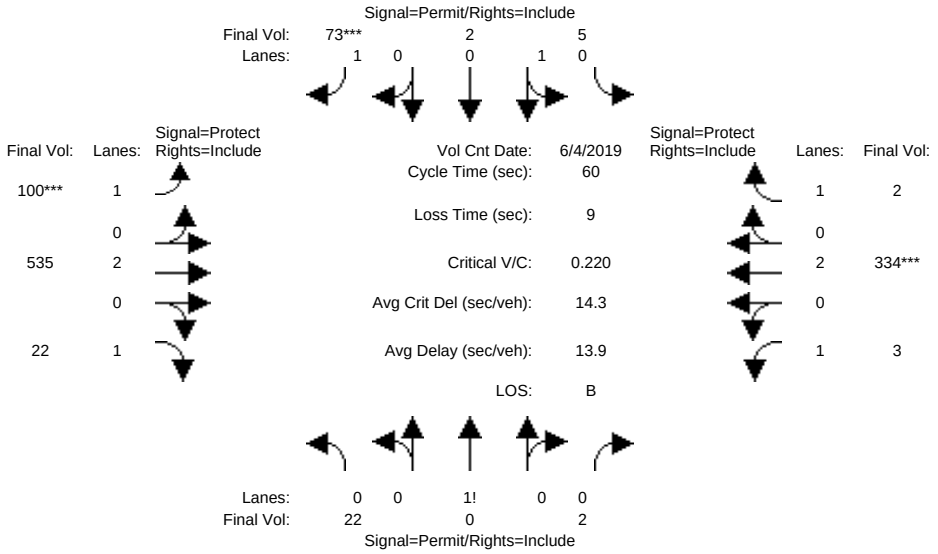
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	22	0	2	5	2	73	100	535	22	3	334	2
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:	22	0	2	5	2	73	100	535	22	3	334	2
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:	22	0	2	5	2	73	100	535	22	3	334	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	2	5	2	73	100	535	22	3	334	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	2	5	2	73	100	535	22	3	334	2
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:	22	0	2	5	2	73	100	535	22	3	334	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1604	0	146	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.04	0.06	0.14	0.01	0.00	0.09	0.00
Crit Moves:						****	****				****	
Green Time:	11.4	0.0	11.4	11.4	11.4	11.4	15.6	23.3	23.3	16.3	24.0	24.0
Volume/Cap:	0.07	0.00	0.07	0.02	0.02	0.22	0.22	0.36	0.03	0.01	0.22	0.00
Delay/Veh:	20.1	0.0	20.1	19.8	19.8	20.9	17.7	13.2	11.4	15.9	11.9	10.8
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:	20.1	0.0	20.1	19.8	19.8	20.9	17.7	13.2	11.4	15.9	11.9	10.8
LOS by Move:	C	A	C	B	B	C	B	B	B	B	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	7	1	0	4	0

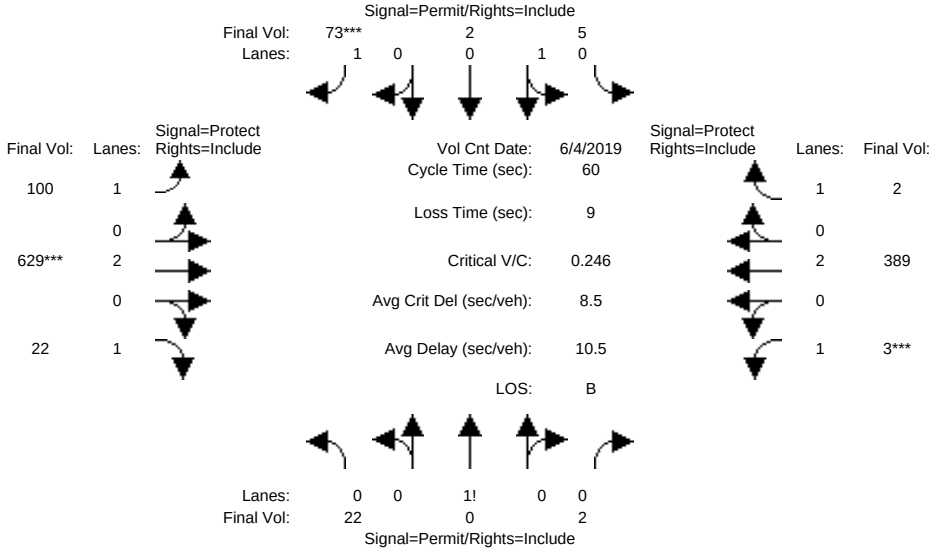
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	22	0	2	5	2	73	100	535	22	3	334	2
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:	22	0	2	5	2	73	100	535	22	3	334	2
Added Vol:	0	0	0	0	0	0	0	94	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	2	5	2	73	100	629	22	3	389	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	2	5	2	73	100	629	22	3	389	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	2	5	2	73	100	629	22	3	389	2
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:	22	0	2	5	2	73	100	629	22	3	389	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1604	0	146	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.04	0.06	0.17	0.01	0.00	0.10	0.00
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.08	0.00	0.08	0.02	0.02	0.25	0.20	0.29	0.02	0.01	0.25	0.00
Delay/Veh:	21.2	0.0	21.2	20.9	20.9	22.2	16.6	6.8	5.7	23.5	12.0	10.7
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:	21.2	0.0	21.2	20.9	20.9	22.2	16.6	6.8	5.7	23.5	12.0	10.7
LOS by Move:	C	A	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	6	0	0	5	0

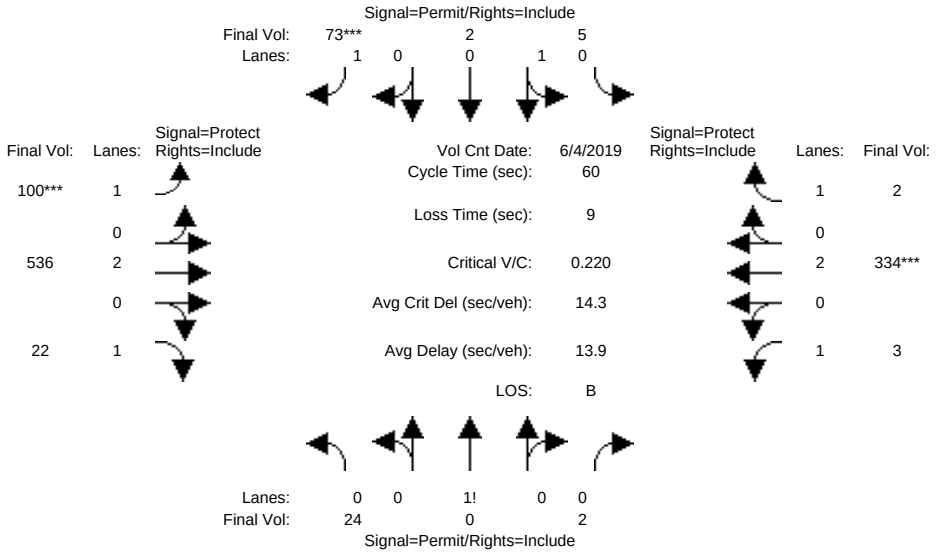
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	24	0	2	5	2	73	100	536	22	3	334	2
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:	24	0	2	5	2	73	100	536	22	3	334	2
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:	24	0	2	5	2	73	100	536	22	3	334	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	2	5	2	73	100	536	22	3	334	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	2	5	2	73	100	536	22	3	334	2
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:	24	0	2	5	2	73	100	536	22	3	334	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1615	0	135	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.04	0.06	0.14	0.01	0.00	0.09	0.00
Crit Moves:						****	****				****	
Green Time:	11.4	0.0	11.4	11.4	11.4	11.4	15.6	23.3	23.3	16.3	24.0	24.0
Volume/Cap:	0.08	0.00	0.08	0.02	0.02	0.22	0.22	0.36	0.03	0.01	0.22	0.00
Delay/Veh:	20.1	0.0	20.1	19.8	19.8	20.9	17.7	13.2	11.4	15.9	11.9	10.8
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:	20.1	0.0	20.1	19.8	19.8	20.9	17.7	13.2	11.4	15.9	11.9	10.8
LOS by Move:	C	A	C	B	B	C	B	B	B	B	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	7	1	0	4	0

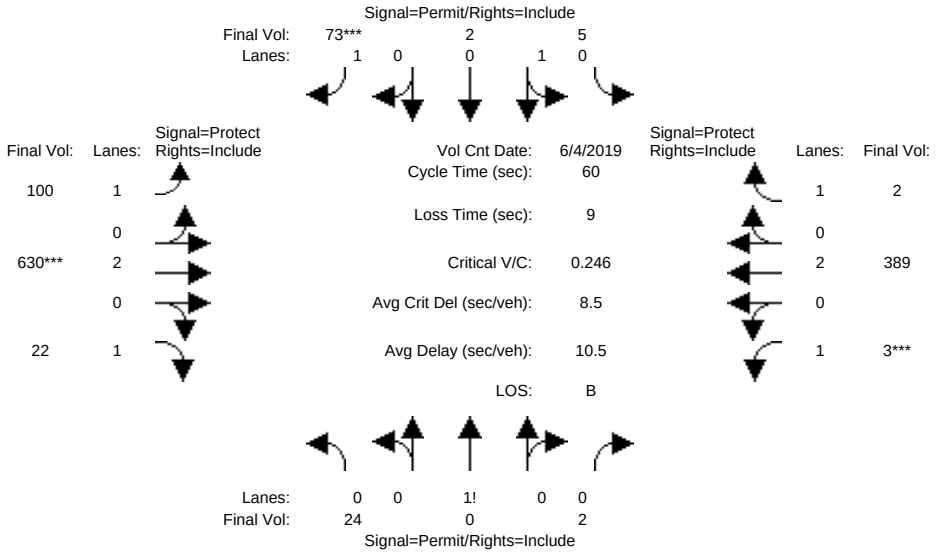
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	24	0	2	5	2	73	100	536	22	3	334	2
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:	24	0	2	5	2	73	100	536	22	3	334	2
Added Vol:	0	0	0	0	0	0	0	94	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	2	5	2	73	100	630	22	3	389	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	2	5	2	73	100	630	22	3	389	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	2	5	2	73	100	630	22	3	389	2
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:	24	0	2	5	2	73	100	630	22	3	389	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1615	0	135	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.04	0.06	0.17	0.01	0.00	0.10	0.00
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.09	0.00	0.09	0.02	0.02	0.25	0.20	0.29	0.02	0.01	0.25	0.00
Delay/Veh:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	6.8	5.7	23.5	12.0	10.7
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:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	6.8	5.7	23.5	12.0	10.7
LOS by Move:	C	A	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	6	0	0	5	0

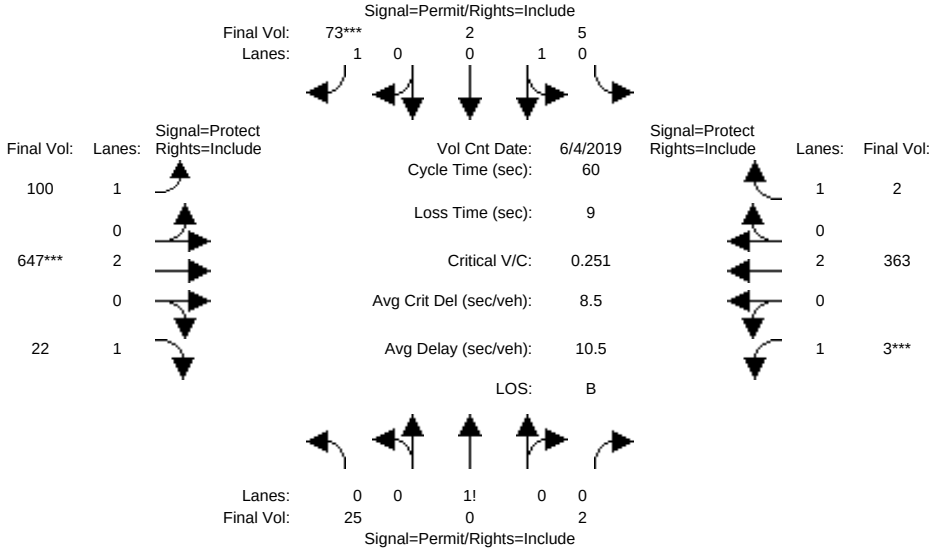
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	25	0	2	5	2	73	100	647	22	3	363	2
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:	25	0	2	5	2	73	100	647	22	3	363	2
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:	25	0	2	5	2	73	100	647	22	3	363	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	2	5	2	73	100	647	22	3	363	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	2	5	2	73	100	647	22	3	363	2
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:	25	0	2	5	2	73	100	647	22	3	363	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.00	0.07	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1620	0	130	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.04	0.06	0.17	0.01	0.00	0.10	0.00
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.09	0.00	0.09	0.02	0.02	0.25	0.20	0.30	0.02	0.01	0.24	0.00
Delay/Veh:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	6.9	5.7	23.5	11.9	10.7
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:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	6.9	5.7	23.5	11.9	10.7
LOS by Move:	C	A	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	6	0	0	4	0

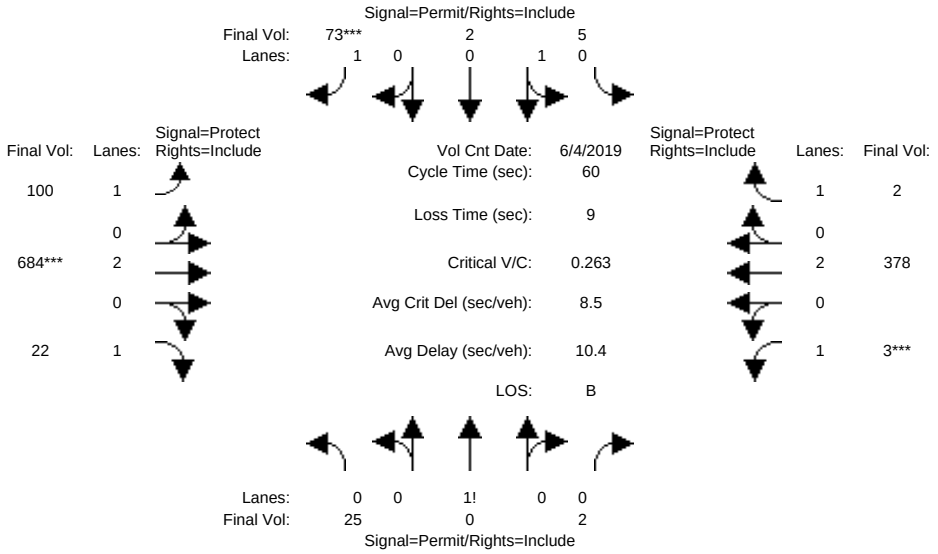
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4100: Peppertree Avenue and Dunne Avenue



Street Name:	Peppertree Avenue						Dunne 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:	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: 4 Jun 2019 <<												
Base Vol:	25	0	2	5	2	73	100	684	22	3	378	2
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:	25	0	2	5	2	73	100	684	22	3	378	2
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:	25	0	2	5	2	73	100	684	22	3	378	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	2	5	2	73	100	684	22	3	378	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	2	5	2	73	100	684	22	3	378	2
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:	25	0	2	5	2	73	100	684	22	3	378	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.00	0.07	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1620	0	130	1286	514	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.04	0.06	0.18	0.01	0.00	0.10	0.00
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.09	0.00	0.09	0.02	0.02	0.25	0.20	0.32	0.02	0.01	0.25	0.00
Delay/Veh:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	7.0	5.7	23.5	12.0	10.7
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:	21.3	0.0	21.3	20.9	20.9	22.2	16.6	7.0	5.7	23.5	12.0	10.7
LOS by Move:	C	A	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	1	0	0	3	3	6	0	0	5	0

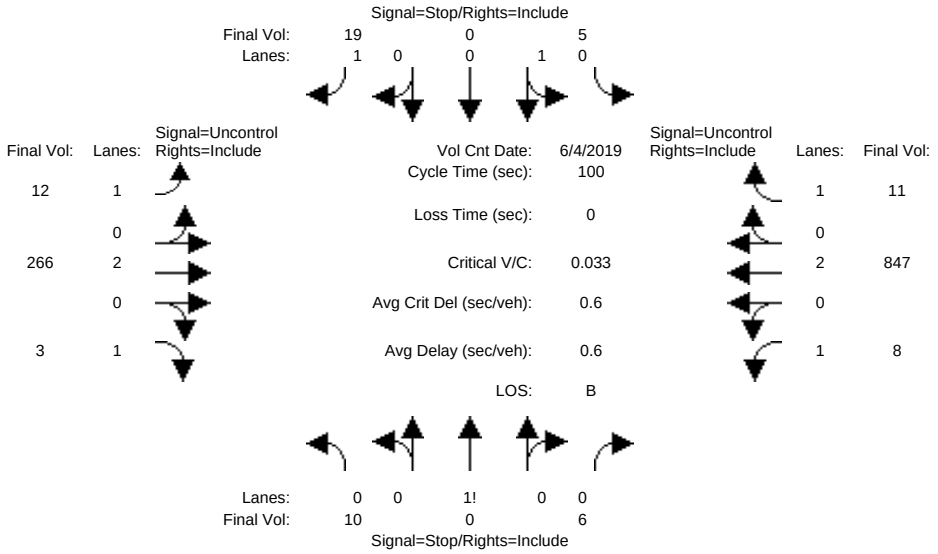
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	10	0	6	5	0	19	12	266	3	8	847	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:	10	0	6	5	0	19	12	266	3	8	847	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:	10	0	6	5	0	19	12	266	3	8	847	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:	10	0	6	5	0	19	12	266	3	8	847	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	6	5	0	19	12	266	3	8	847	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	730	1164	133	1020	1156	424	858	xxxx	xxxxx	269	xxxx	xxxxx
Potent Cap.:	314	196	898	194	198	585	791	xxxx	xxxxx	1306	xxxx	xxxxx
Move Cap.:	299	192	898	189	194	585	791	xxxx	xxxxx	1306	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	0.03	0.00	0.03	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	9.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	399	xxxxx	189	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	24.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:	14.4			14.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

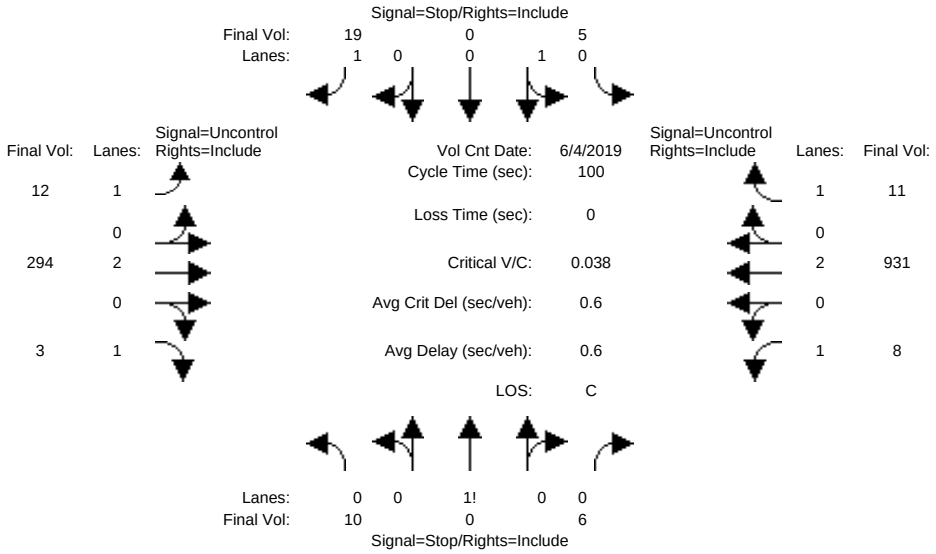
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	10	0	6	5	0	19	12	266	3	8	847	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:	10	0	6	5	0	19	12	266	3	8	847	11
Added Vol:	0	0	0	0	0	0	0	28	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	6	5	0	19	12	294	3	8	931	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:	10	0	6	5	0	19	12	294	3	8	931	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	6	5	0	19	12	294	3	8	931	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	800	1276	147	1118	1268	466	942	xxxx	xxxxx	297	xxxx	xxxxx
Potent Cap.:	280	168	880	164	170	549	736	xxxx	xxxxx	1276	xxxx	xxxxx
Move Cap.:	265	164	880	160	166	549	736	xxxx	xxxxx	1276	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	0.03	0.00	0.03	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8	10.0	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	360	xxxxx	160	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	28.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:	15.5			15.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

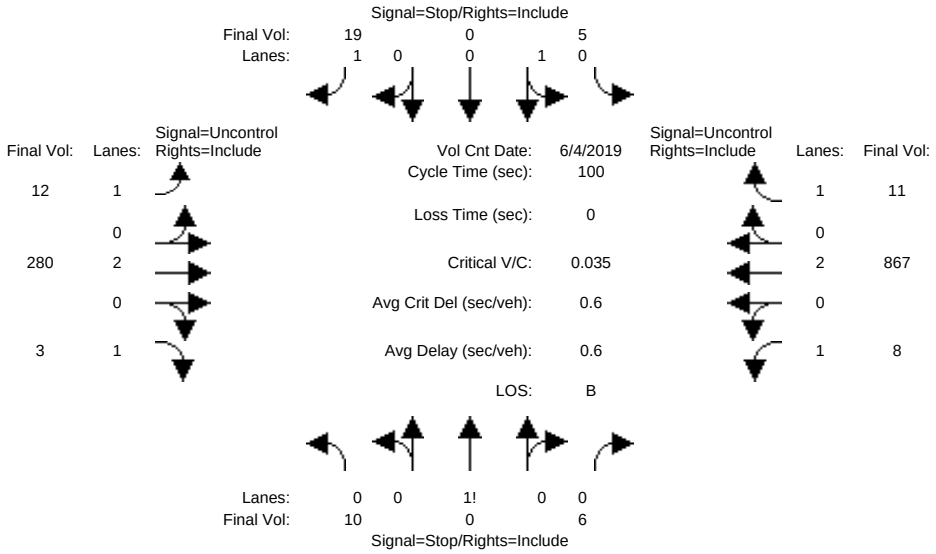
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	10	0	6	5	0	19	12	280	3	8	867	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:	10	0	6	5	0	19	12	280	3	8	867	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:	10	0	6	5	0	19	12	280	3	8	867	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:	10	0	6	5	0	19	12	280	3	8	867	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	6	5	0	19	12	280	3	8	867	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	754	1198	140	1047	1190	434	878	xxxx	xxxxx	283	xxxx	xxxxx
Potent Cap.:	302	187	889	185	189	576	778	xxxx	xxxxx	1291	xxxx	xxxxx
Move Cap.:	287	183	889	181	185	576	778	xxxx	xxxxx	1291	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	0.03	0.00	0.03	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	9.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	385	xxxxx	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.8	xxxxx	25.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	D	*	*	*	*	*	*	*	*
ApproachDel:	14.8			14.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

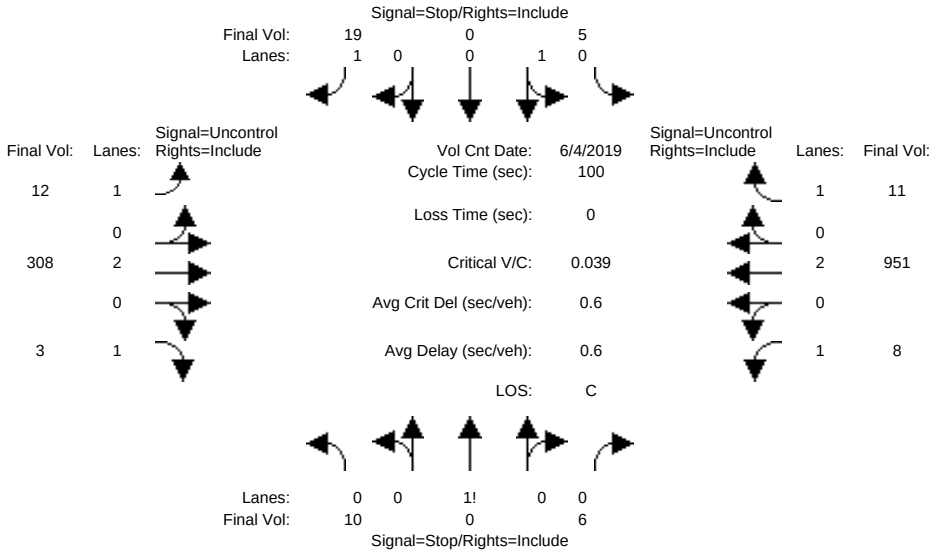
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	10	0	6	5	0	19	12	280	3	8	867	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:	10	0	6	5	0	19	12	280	3	8	867	11
Added Vol:	0	0	0	0	0	0	0	28	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	6	5	0	19	12	308	3	8	951	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:	10	0	6	5	0	19	12	308	3	8	951	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	6	5	0	19	12	308	3	8	951	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	824	1310	154	1145	1302	476	962	xxxx	xxxxx	311	xxxx	xxxxx
Potent Cap.:	269	160	871	157	162	541	724	xxxx	xxxxx	1261	xxxx	xxxxx
Move Cap.:	255	157	871	153	159	541	724	xxxx	xxxxx	1261	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	0.03	0.00	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	10.1	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	347	xxxxx	153	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.9	xxxxx	29.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:	15.9			15.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

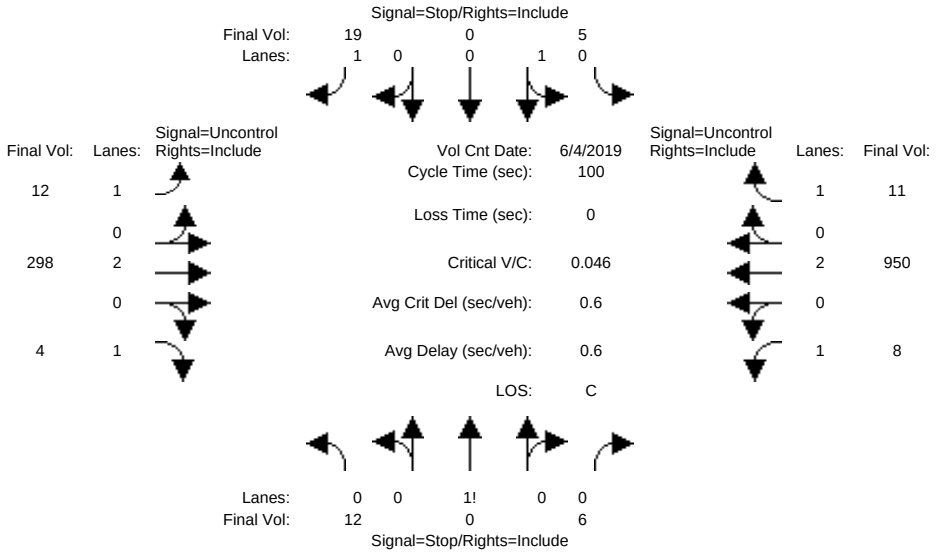
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	12	0	6	5	0	19	12	298	4	8	950	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:	12	0	6	5	0	19	12	298	4	8	950	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:	12	0	6	5	0	19	12	298	4	8	950	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:	12	0	6	5	0	19	12	298	4	8	950	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	6	5	0	19	12	298	4	8	950	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	813	1299	149	1139	1292	475	961	xxxx	xxxxx	302	xxxx	xxxxx
Potent Cap.:	274	163	877	159	165	541	724	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	259	159	877	155	161	541	724	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.01	0.03	0.00	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	10.1	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	339	xxxxx	155	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.2	xxxxx	29.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		16.2			15.5			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

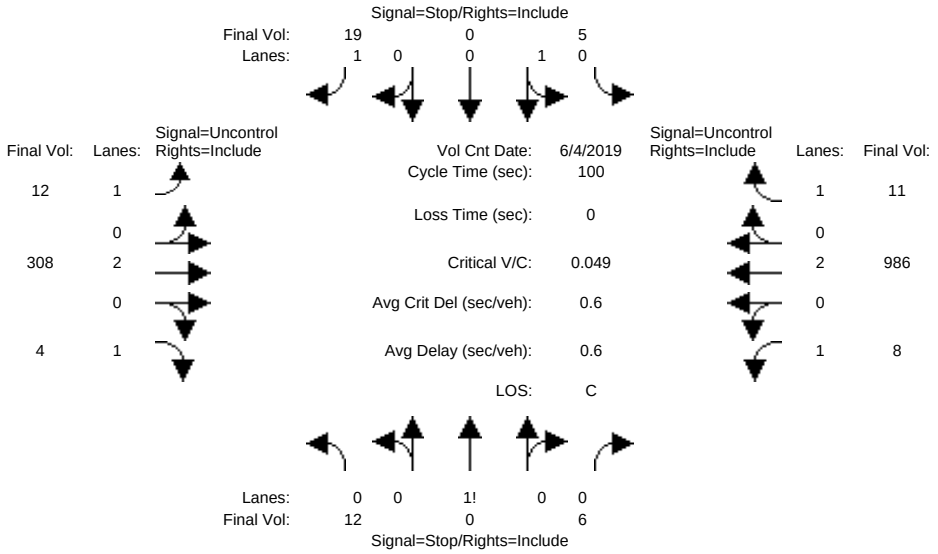
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	12	0	6	5	0	19	12	308	4	8	986	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:	12	0	6	5	0	19	12	308	4	8	986	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:	12	0	6	5	0	19	12	308	4	8	986	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:	12	0	6	5	0	19	12	308	4	8	986	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	6	5	0	19	12	308	4	8	986	11
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	841	1345	154	1180	1338	493	997	xxxx	xxxxx	312	xxxx	xxxxx
Potent Cap.:	261	153	871	148	154	527	702	xxxx	xxxxx	1260	xxxx	xxxxx
Move Cap.:	247	149	871	144	151	527	702	xxxx	xxxxx	1260	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.01	0.03	0.00	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.1	10.2	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	325	xxxxx	144	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.7	xxxxx	30.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		16.7			16.0			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

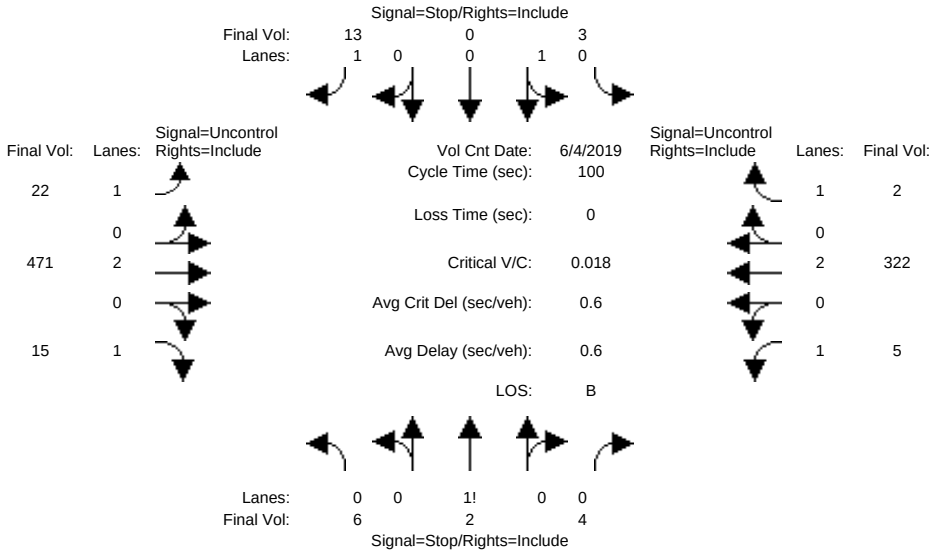
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	22	471	15	5	322	2
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:	6	2	4	3	0	13	22	471	15	5	322	2
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:	6	2	4	3	0	13	22	471	15	5	322	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	4	3	0	13	22	471	15	5	322	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	22	471	15	5	322	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	686	849	236	613	862	161	324	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	338	300	772	381	295	862	1247	xxxx	xxxxx	1087	xxxx	xxxxx
Move Cap.:	327	294	772	371	288	862	1247	xxxx	xxxxx	1087	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.9	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	395	xxxxx	371	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		14.4			10.3			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

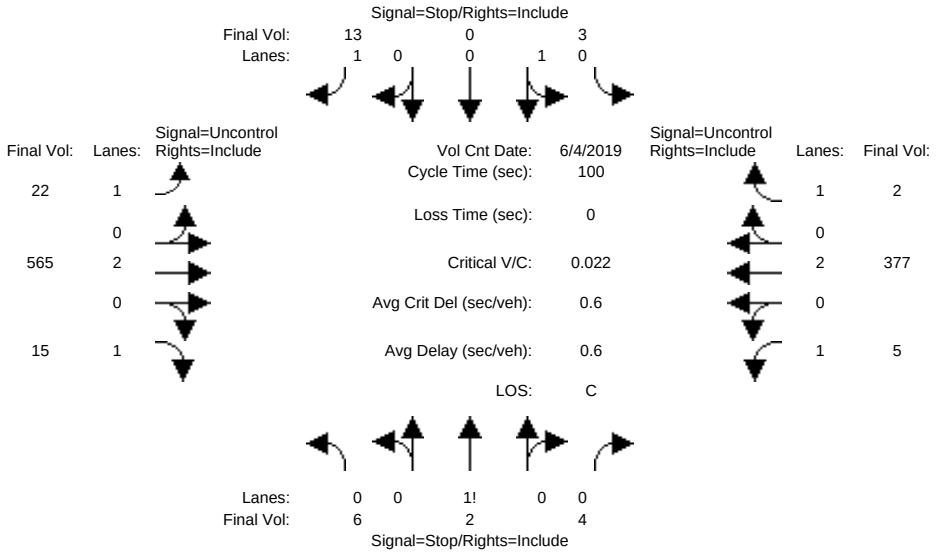
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	22	471	15	5	322	2
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:	6	2	4	3	0	13	22	471	15	5	322	2
Added Vol:	0	0	0	0	0	0	0	94	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2	4	3	0	13	22	565	15	5	377	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	4	3	0	13	22	565	15	5	377	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	22	565	15	5	377	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	808	998	283	715	1011	189	379	xxxx	xxxxx	580	xxxx	xxxxx
Potent Cap.:	276	246	721	322	241	828	1191	xxxx	xxxxx	1004	xxxx	xxxxx
Move Cap.:	267	240	721	313	236	828	1191	xxxx	xxxxx	1004	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	8.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	330	xxxxx	313	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:		16.3			10.8			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

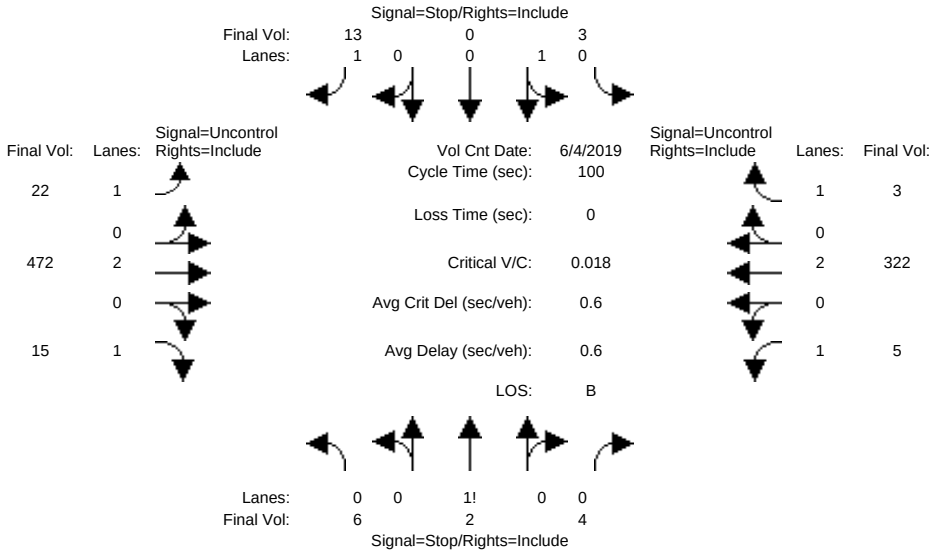
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	22	472	15	5	322	3
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:	6	2	4	3	0	13	22	472	15	5	322	3
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:	6	2	4	3	0	13	22	472	15	5	322	3
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:	6	2	4	3	0	13	22	472	15	5	322	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	22	472	15	5	322	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	687	851	236	613	863	161	325	xxxx	xxxxx	487	xxxx	xxxxx
Potent Cap.:	337	299	772	381	295	862	1246	xxxx	xxxxx	1086	xxxx	xxxxx
Move Cap.:	326	293	772	370	288	862	1246	xxxx	xxxxx	1086	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.9	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	395	xxxxx	370	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		14.4			10.3			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

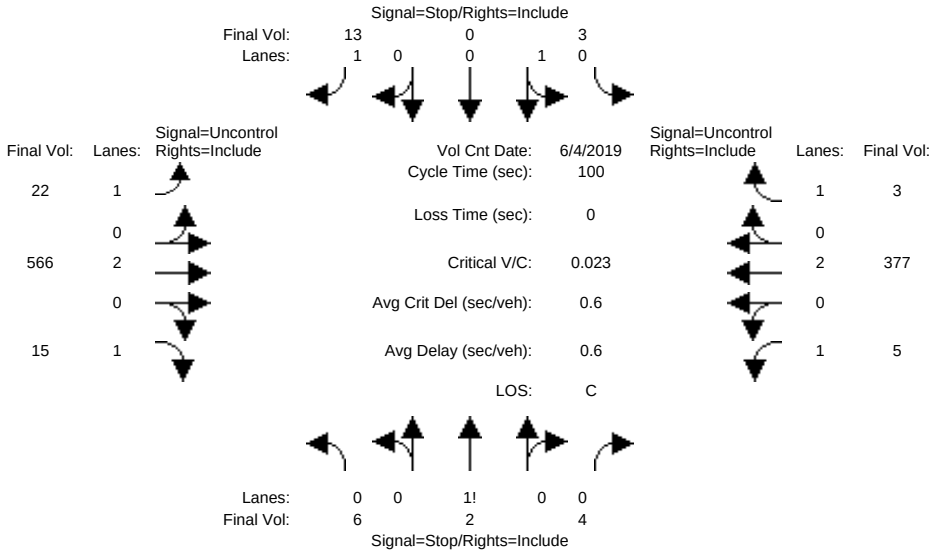
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	22	472	15	5	322	3
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:	6	2	4	3	0	13	22	472	15	5	322	3
Added Vol:	0	0	0	0	0	0	0	94	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2	4	3	0	13	22	566	15	5	377	3
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:	6	2	4	3	0	13	22	566	15	5	377	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	22	566	15	5	377	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	809	1000	283	715	1012	189	380	xxxx	xxxxx	581	xxxx	xxxxx
Potent Cap.:	276	245	720	322	241	828	1190	xxxx	xxxxx	1003	xxxx	xxxxx
Move Cap.:	266	239	720	312	235	828	1190	xxxx	xxxxx	1003	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	8.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	329	xxxxx	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:		16.3			10.8			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

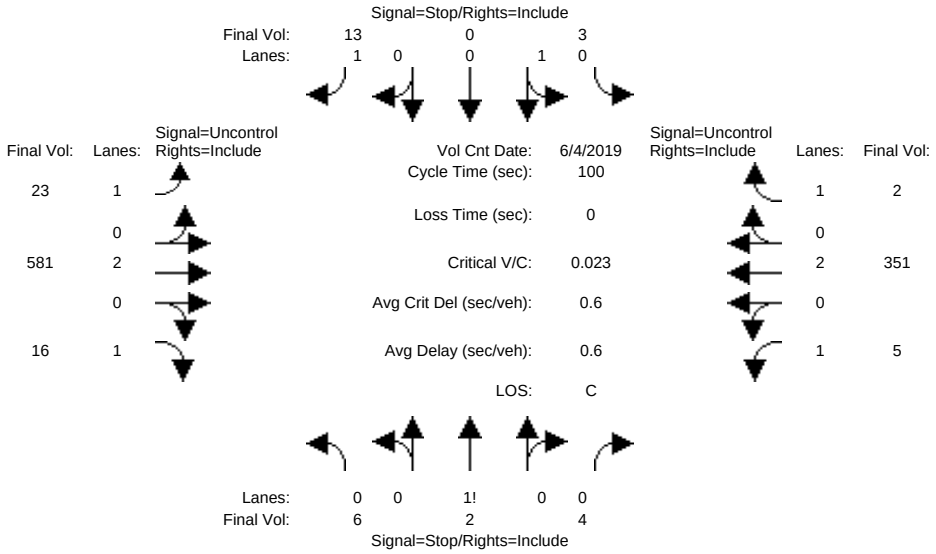
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	23	581	16	5	351	2
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:	6	2	4	3	0	13	23	581	16	5	351	2
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:	6	2	4	3	0	13	23	581	16	5	351	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	4	3	0	13	23	581	16	5	351	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	23	581	16	5	351	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	813	990	291	699	1004	176	353	xxxx	xxxxx	597	xxxx	xxxxx
Potent Cap.:	274	248	712	331	244	844	1217	xxxx	xxxxx	989	xxxx	xxxxx
Move Cap.:	265	242	712	321	238	844	1217	xxxx	xxxxx	989	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	8.0	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	328	xxxxx	321	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.4	xxxxx	16.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:	16.4			10.6			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

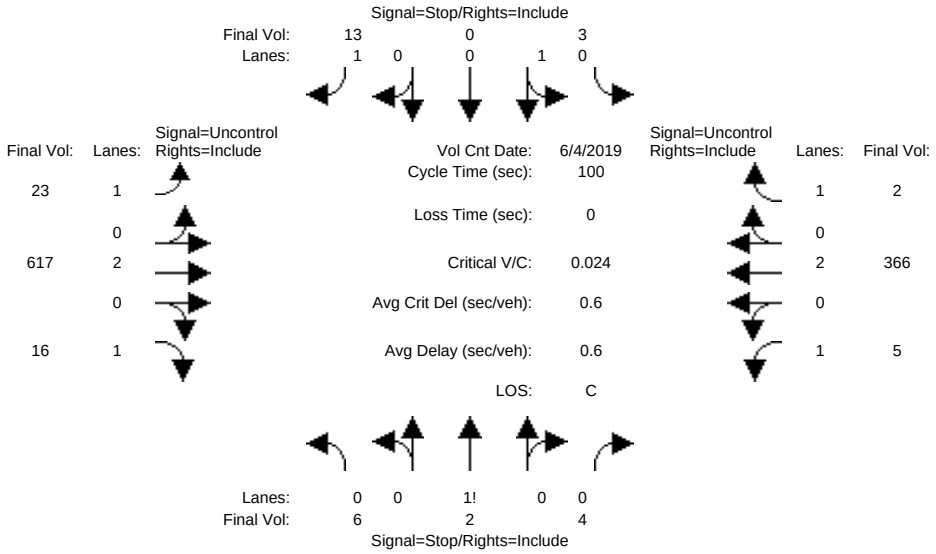
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4200: Pine Way and Dunne Avenue



Street Name:	Pine Way and Dunne Avenue						Dunne 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: 4 Jun 2019 <<												
Base Vol:	6	2	4	3	0	13	23	617	16	5	366	2
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:	6	2	4	3	0	13	23	617	16	5	366	2
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:	6	2	4	3	0	13	23	617	16	5	366	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	4	3	0	13	23	617	16	5	366	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	2	4	3	0	13	23	617	16	5	366	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	856	1041	309	732	1055	183	368	xxxx	xxxxx	633	xxxx	xxxxx
Potent Cap.:	255	232	693	313	227	834	1202	xxxx	xxxxx	960	xxxx	xxxxx
Move Cap.:	246	226	693	303	222	834	1202	xxxx	xxxxx	960	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.01	0.00	0.02	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	8.1	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	308	xxxxx	303	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.2	xxxxx	17.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:	17.2			10.8			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

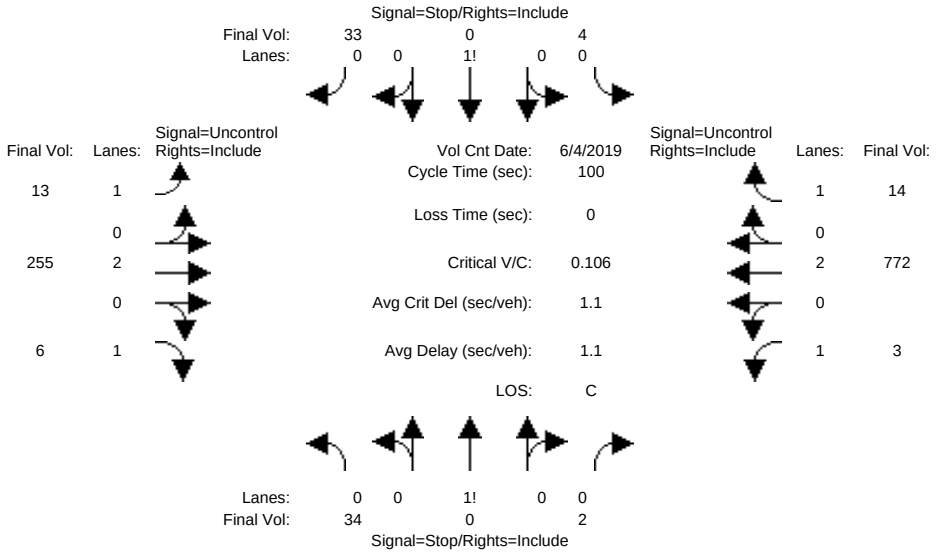
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



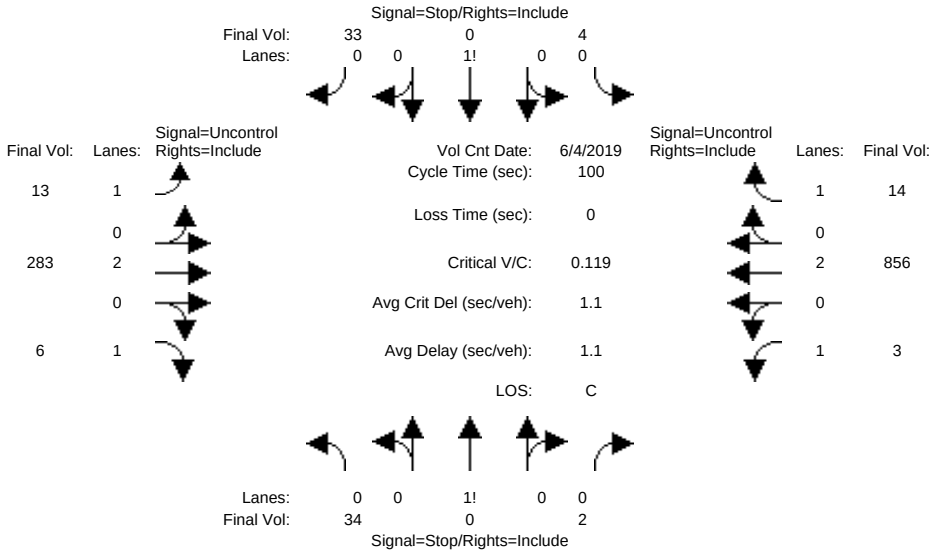

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      34    0     2     4    0    33    13  255     6     3  772    14
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:   34    0     2     4    0    33    13  255     6     3  772    14
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:   34    0     2     4    0    33    13  255     6     3  772    14
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:    34    0     2     4    0    33    13  255     6     3  772    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34    0     2     4    0    33    13  255     6     3  772    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  673 1073   128   932 1065   386   786 xxxx xxxxx   261 xxxx xxxxx
Potent Cap.:  345  222   905   225  224   618   842 xxxx xxxxx  1315 xxxx xxxxx
Move Cap.:    322  218   905   221  220   618   842 xxxx xxxxx  1315 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.00  0.02 0.00  0.05  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  334 xxxxx  xxxx  518 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 17.1 xxxxx xxxxx 12.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:      17.1             12.5           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

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

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



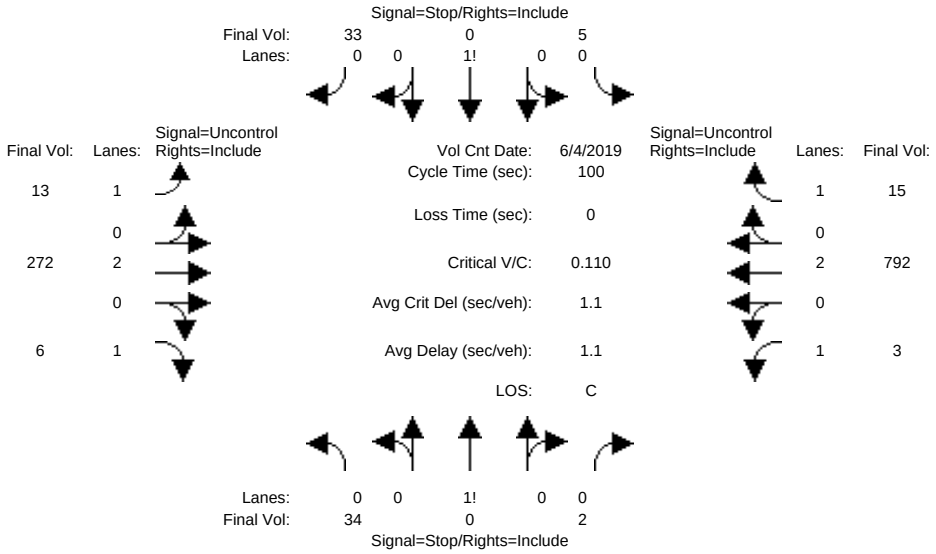

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      34    0     2     4    0    33    13  255     6     3  772    14
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:   34    0     2     4    0    33    13  255     6     3  772    14
Added Vol:      0    0     0     0    0     0     0   28     0     0   84     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   34    0     2     4    0    33    13  283     6     3  856    14
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:    34    0     2     4    0    33    13  283     6     3  856    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34    0     2     4    0    33    13  283     6     3  856    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  743 1185   142  1030 1177   428   870 xxxx xxxxx   289 xxxx xxxxx
Potent Cap.:  307  191   887   191  193   581   783 xxxx xxxxx  1284 xxxx xxxxx
Move Cap.:    286  187   887   187  189   581   783 xxxx xxxxx  1284 xxxx xxxxx
Volume/Cap:  0.12 0.00  0.00  0.02 0.00  0.06  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  297 xxxxx  xxxx  473 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 18.8 xxxxx xxxxx 13.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:       18.8             13.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



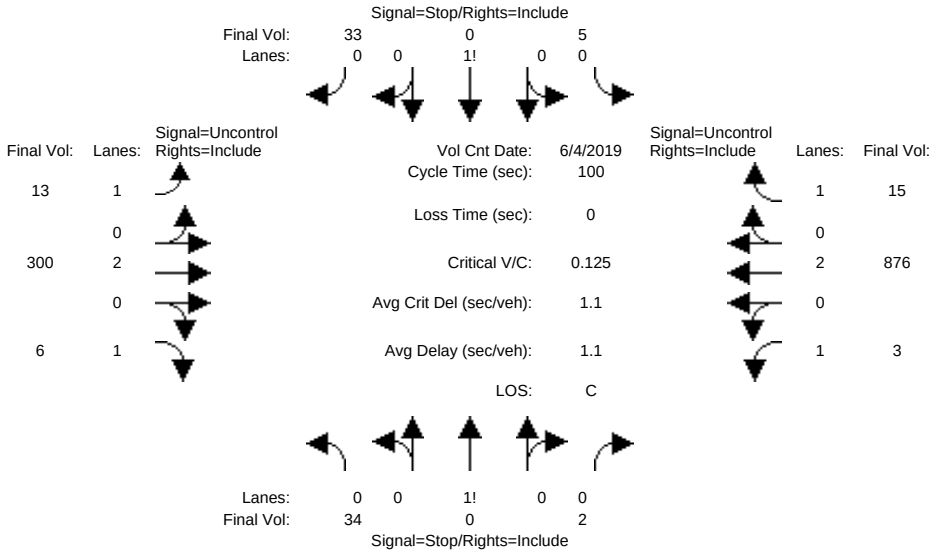

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      34    0     2     5    0    33    13  272     6     3  792    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34    0     2     5    0    33    13  272     6     3  792    15
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:   34    0     2     5    0    33    13  272     6     3  792    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:    34    0     2     5    0    33    13  272     6     3  792    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34    0     2     5    0    33    13  272     6     3  792    15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  700 1111   136   960 1102   396   807 xxxx xxxxx   278 xxxx xxxxx
Potent Cap.:  330  211   894   214  213   609   827 xxxx xxxxx  1296 xxxx xxxxx
Move Cap.:    308  207   894   211  210   609   827 xxxx xxxxx  1296 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.00  0.02 0.00  0.05  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  319 xxxxx  xxxx  488 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 17.7 xxxxx xxxxx 13.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:      17.7             13.0           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



Street Name:	Claret Drive/Tassajara Circle						Dunne 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: 4 Jun 2019 <<												
Base Vol:	34	0	2	5	0	33	13	272	6	3	792	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	2	5	0	33	13	272	6	3	792	15
Added Vol:	0	0	0	0	0	0	0	28	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	2	5	0	33	13	300	6	3	876	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	34	0	2	5	0	33	13	300	6	3	876	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	2	5	0	33	13	300	6	3	876	15
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	770	1223	150	1058	1214	438	891	xxxx	xxxxx	306	xxxx	xxxxx
Potent Cap.:	294	181	876	182	183	572	769	xxxx	xxxxx	1266	xxxx	xxxxx
Move Cap.:	273	177	876	179	180	572	769	xxxx	xxxxx	1266	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.00	0.03	0.00	0.06	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	284	xxxxx	xxxx	444	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.5	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	19.5			13.9			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

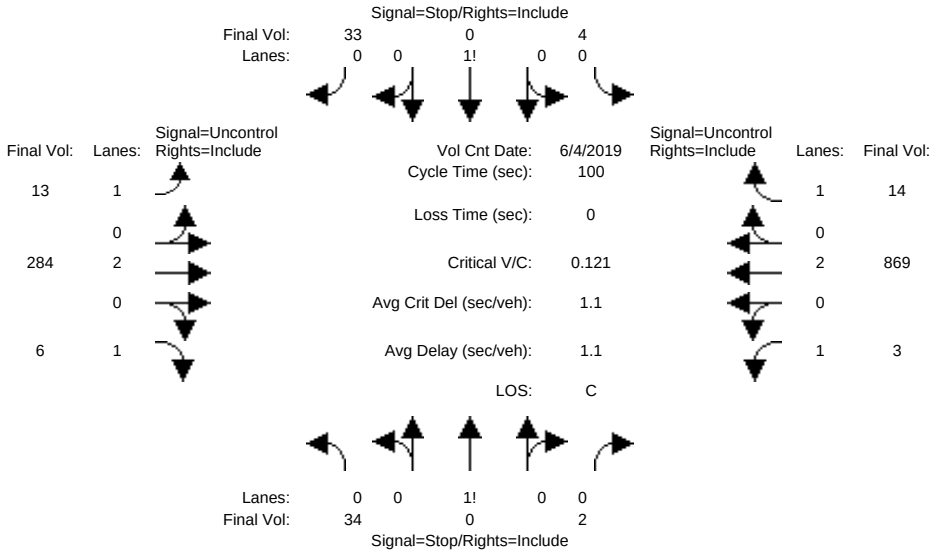
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



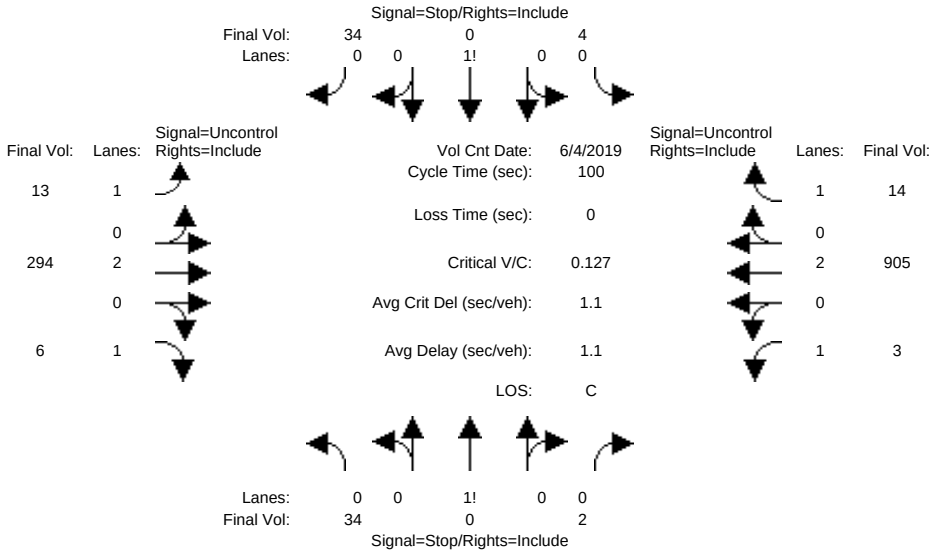

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      34    0     2     4    0    33    13  284     6     3  869    14
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:   34    0     2     4    0    33    13  284     6     3  869    14
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:   34    0     2     4    0    33    13  284     6     3  869    14
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:    34    0     2     4    0    33    13  284     6     3  869    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34    0     2     4    0    33    13  284     6     3  869    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  751 1199   142  1043 1191   435   883 xxxx xxxxx   290 xxxx xxxxx
Potent Cap.:  303  187   886   186  189   575   775 xxxx xxxxx  1283 xxxx xxxxx
Move Cap.:    282  183   886   183  185   575   775 xxxx xxxxx  1283 xxxx xxxxx
Volume/Cap:  0.12 0.00  0.00  0.02 0.00  0.06  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  293 xxxxx  xxxx  467 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 19.0 xxxxx xxxxx 13.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:       19.0             13.4           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



Street Name:	Claret Drive/Tassajara Circle						Dunne 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: 4 Jun 2019 <<												
Base Vol:	34	0	2	4	0	34	13	294	6	3	905	14
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:	34	0	2	4	0	34	13	294	6	3	905	14
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:	34	0	2	4	0	34	13	294	6	3	905	14
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:	34	0	2	4	0	34	13	294	6	3	905	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	2	4	0	34	13	294	6	3	905	14
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	779	1245	147	1084	1237	453	919	xxxx	xxxxx	300	xxxx	xxxxx
Potent Cap.:	290	176	880	174	177	560	751	xxxx	xxxxx	1273	xxxx	xxxxx
Move Cap.:	268	172	880	171	174	560	751	xxxx	xxxxx	1273	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.00	0.02	0.00	0.06	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	279	xxxxx	xxxx	452	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.8	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	19.8			13.7			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

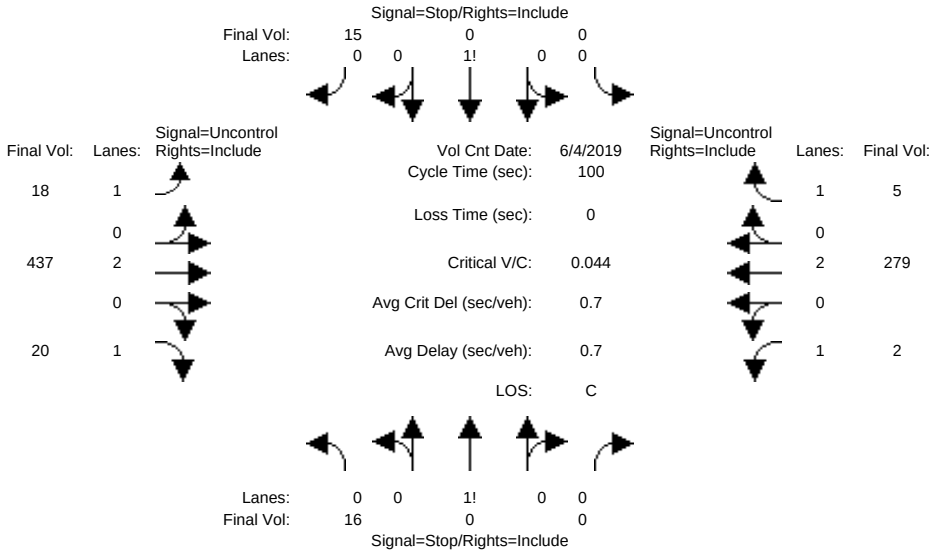
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



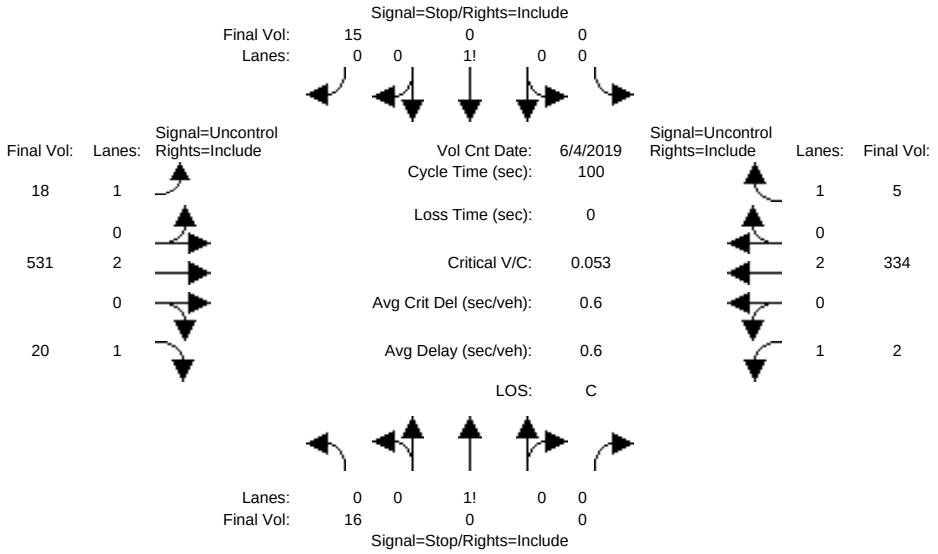

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      16    0     0     0    0    15    18  437    20     2  279     5
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:   16    0     0     0    0    15    18  437    20     2  279     5
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:   16    0     0     0    0    15    18  437    20     2  279     5
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:    16    0     0     0    0    15    18  437    20     2  279     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     0     0    0    15    18  437    20     2  279     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5 xxxx xxxxx xxxxx xxxx   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  617 xxxx xxxxx  xxxx xxxx   140   284 xxxx xxxxx   457 xxxx xxxxx
Potent Cap.:  379 xxxx xxxxx  xxxx xxxx   889  1290 xxxx xxxxx  1114 xxxx xxxxx
Move Cap.:    368 xxxx xxxxx  xxxx xxxx   889  1290 xxxx xxxxx  1114 xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  0.02  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx   0.1   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del: 15.2 xxxx xxxxx xxxxx xxxx   9.1   7.8 xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    C    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      15.2              9.1           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

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

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



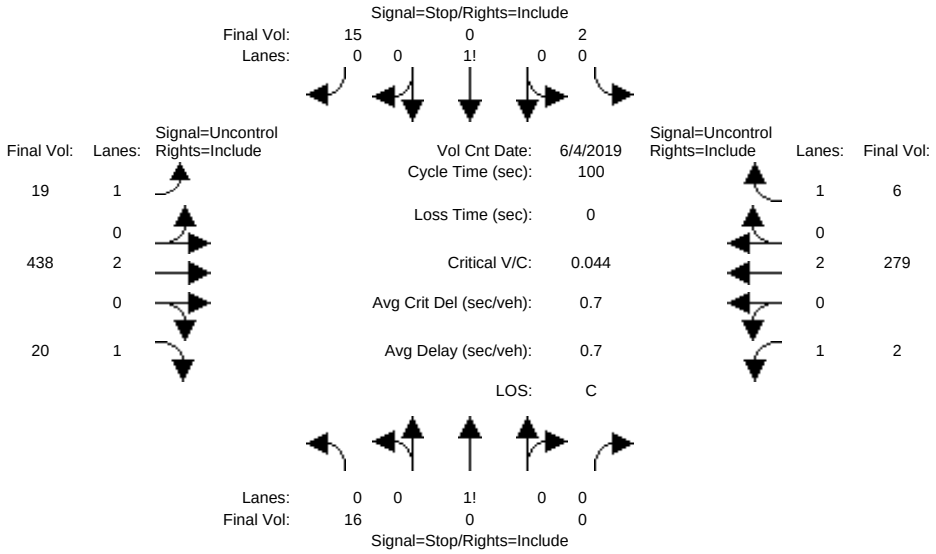

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      16    0     0     0    0    15    18  437    20     2  279     5
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:   16    0     0     0    0    15    18  437    20     2  279     5
Added Vol:      0    0     0     0    0     0     0   94     0     0   55     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16    0     0     0    0    15    18  531    20     2  334     5
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:    16    0     0     0    0    15    18  531    20     2  334     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     0     0    0    15    18  531    20     2  334     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5 xxxx xxxxx xxxxx xxxx   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  738 xxxx xxxxx  xxxx xxxx   167   339 xxxx xxxxx   551 xxxx xxxxx
Potent Cap.:  310 xxxx xxxxx  xxxx xxxx   854  1231 xxxx xxxxx  1029 xxxx xxxxx
Move Cap.:    300 xxxx xxxxx  xxxx xxxx   854  1231 xxxx xxxxx  1029 xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  0.02  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx   0.1   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del: 17.7 xxxx xxxxx xxxxx xxxx   9.3   8.0 xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:    C    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      17.7              9.3           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



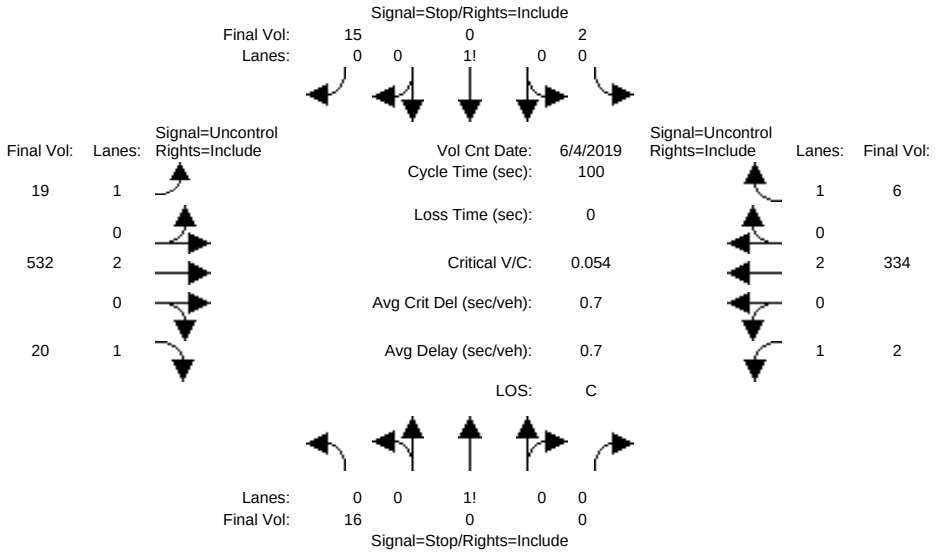

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      16    0     0     2    0    15    19  438    20     2  279     6
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:   16    0     0     2    0    15    19  438    20     2  279     6
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:   16    0     0     2    0    15    19  438    20     2  279     6
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:    16    0     0     2    0    15    19  438    20     2  279     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     0     2    0    15    19  438    20     2  279     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5 xxxx xxxxx   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  620 xxxx xxxxx   540  779   140   285 xxxx xxxxx   458 xxxx xxxxx
Potent Cap.:  377 xxxx xxxxx   429  330   889  1289 xxxx xxxxx  1114 xxxx xxxxx
Move Cap.:    366 xxxx xxxxx   424  324   889  1289 xxxx xxxxx  1114 xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  0.00 0.00  0.02  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del: 15.3 xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    C    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  788 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     *    *     *     *    *     *
ApproachDel:      15.3              9.7           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



Street Name:	Claret Drive/Tassajara Circle						Dunne 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: 4 Jun 2019 <<												
Base Vol:	16	0	0	2	0	15	19	438	20	2	279	6
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:	16	0	0	2	0	15	19	438	20	2	279	6
Added Vol:	0	0	0	0	0	0	0	94	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	0	2	0	15	19	532	20	2	334	6
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:	16	0	0	2	0	15	19	532	20	2	334	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	0	2	0	15	19	532	20	2	334	6
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	741	xxxx	xxxxx	642	928	167	340	xxxx	xxxxx	552	xxxx	xxxxx
Potent Cap.:	308	xxxx	xxxxx	363	270	854	1230	xxxx	xxxxx	1028	xxxx	xxxxx
Move Cap.:	299	xxxx	xxxxx	358	265	854	1230	xxxx	xxxxx	1028	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	0.01	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	17.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	735	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	17.7			10.0			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

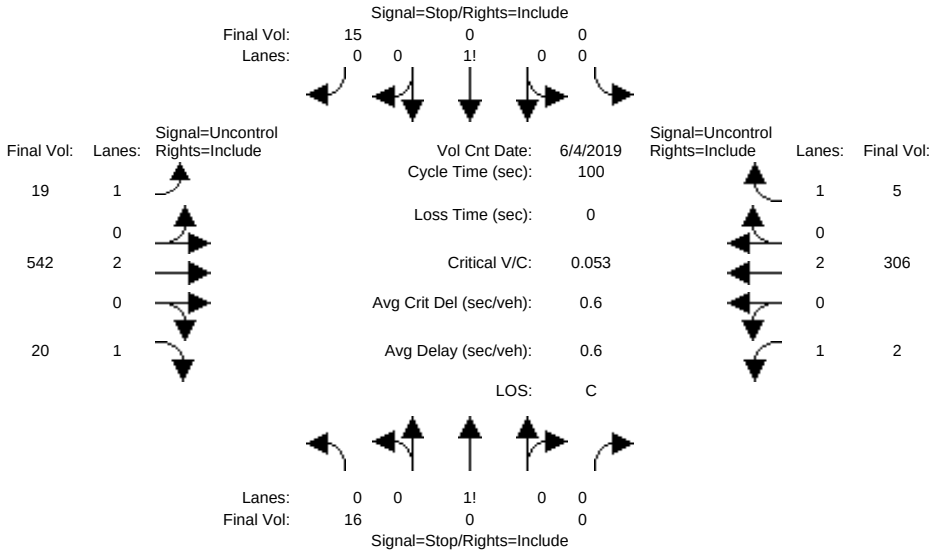
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



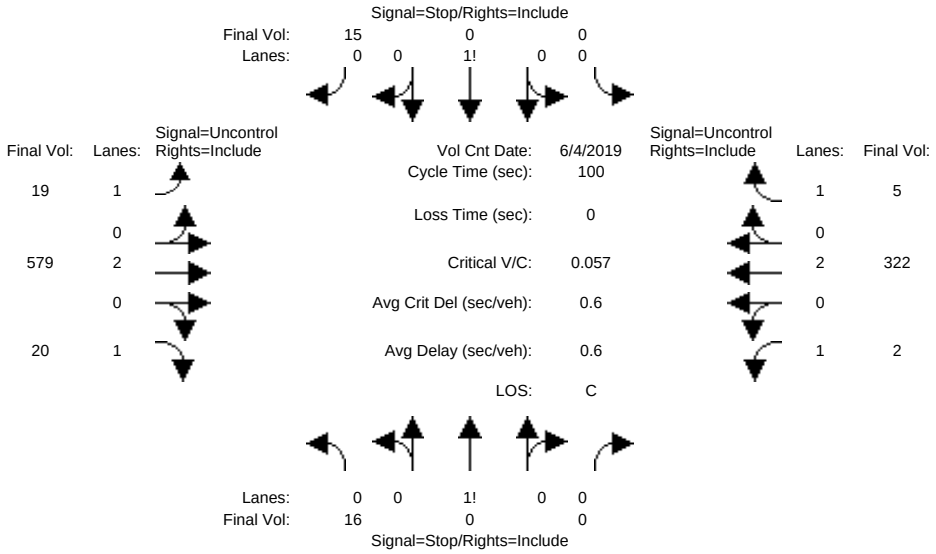

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      16    0     0     0    0    15    19  542    20     2  306     5
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:   16    0     0     0    0    15    19  542    20     2  306     5
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:   16    0     0     0    0    15    19  542    20     2  306     5
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:    16    0     0     0    0    15    19  542    20     2  306     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     0     0    0    15    19  542    20     2  306     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5 xxxx xxxxx xxxxx xxxx   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  737 xxxx xxxxx  xxxx xxxx   153   311 xxxx xxxxx   562 xxxx xxxxx
Potent Cap.:  310 xxxx xxxxx  xxxx xxxx   872  1261 xxxx xxxxx  1019 xxxx xxxxx
Move Cap.:    301 xxxx xxxxx  xxxx xxxx   872  1261 xxxx xxxxx  1019 xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  0.02  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx   0.1   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del: 17.6 xxxx xxxxx xxxxx xxxx   9.2   7.9 xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:    C    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      17.6              9.2           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4300: Claret Drive/Tassajara Circle and Dunne Avenue



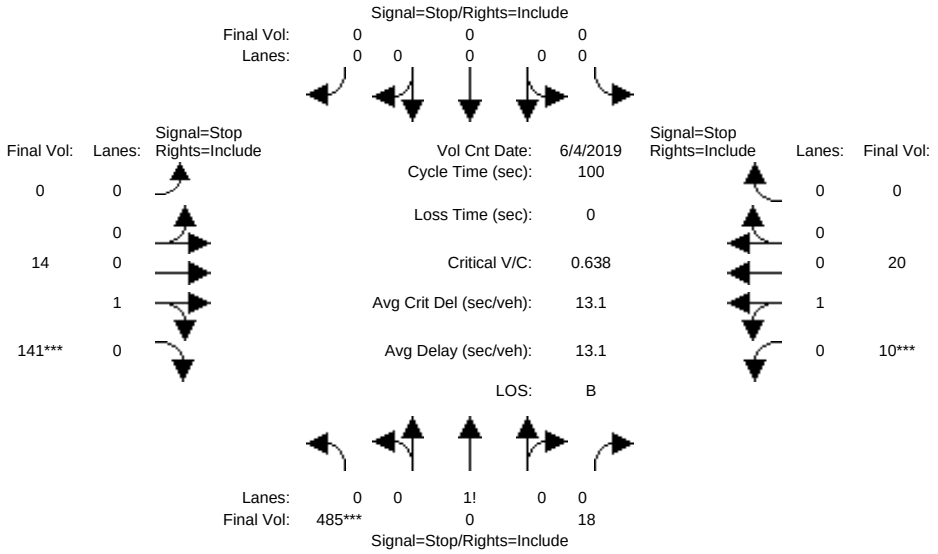

```
Street Name:  Claret Drive/Tassajara Circle            Dunne Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:      16    0     0     0    0    15    19  579    20     2  322     5
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:   16    0     0     0    0    15    19  579    20     2  322     5
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:   16    0     0     0    0    15    19  579    20     2  322     5
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:    16    0     0     0    0    15    19  579    20     2  322     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     0     0    0    15    19  579    20     2  322     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5 xxxx xxxxx xxxxx xxxx   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  782 xxxx xxxxx  xxxx xxxx   161   327 xxxx xxxxx   599 xxxx xxxxx
Potent Cap.:  288 xxxx xxxxx  xxxx xxxx   862  1244 xxxx xxxxx   988 xxxx xxxxx
Move Cap.:    279 xxxx xxxxx  xxxx xxxx   862  1244 xxxx xxxxx   988 xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  0.02  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx   0.1   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del: 18.7 xxxx xxxxx xxxxx xxxx   9.3   7.9 xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    C    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      18.7              9.3           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

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

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	485	0	18	0	0	0	0	14	141	10	20	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:	485	0	18	0	0	0	0	14	141	10	20	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:	485	0	18	0	0	0	0	14	141	10	20	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:	485	0	18	0	0	0	0	14	141	10	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	18	0	0	0	0	14	141	10	20	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:	485	0	18	0	0	0	0	14	141	10	20	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:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.91	0.33	0.67	0.00
Final Sat.:	761	0	28	0	0	0	0	66	663	206	412	0
Capacity Analysis Module:												
Vol/Sat:	0.64	xxxx	0.64	xxxx	xxxx	xxxx	xxxx	0.21	0.21	0.05	0.05	xxxx
Crit Moves:	****								****	****		
Delay/Veh:	14.8	0.0	14.8	0.0	0.0	0.0	0.0	8.7	8.7	8.6	8.6	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:	14.8	0.0	14.8	0.0	0.0	0.0	0.0	8.7	8.7	8.6	8.6	0.0
LOS by Move:	B	*	B	*	*	*	*	A	A	A	A	*
ApproachDel:	14.8			xxxxxx			8.7			8.6		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.8			xxxxxx			8.7			8.6		
LOS by Appr:	B			*			A			A		
AllWayAvgQ:	1.6	1.6	1.6	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0

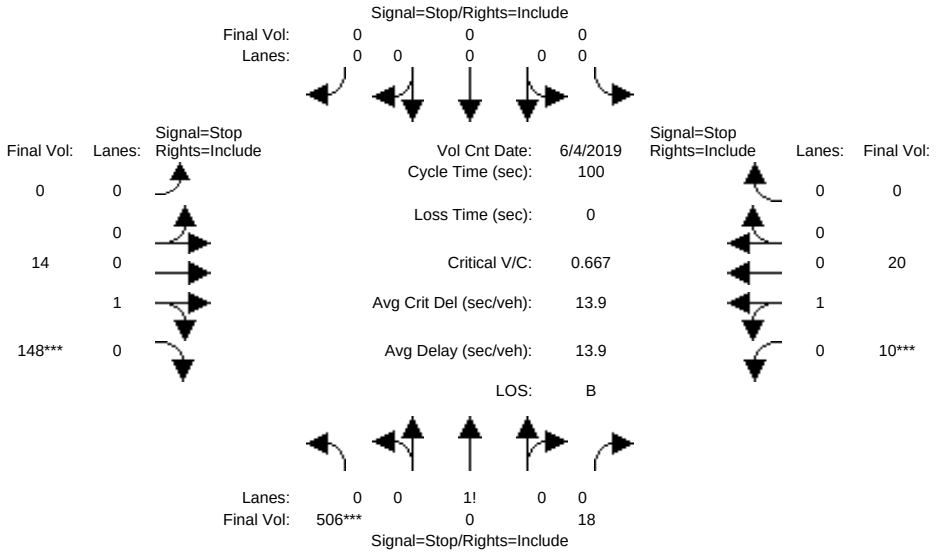
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	485	0	18	0	0	0	0	14	141	10	20	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:	485	0	18	0	0	0	0	14	141	10	20	0
Added Vol:	21	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	0	18	0	0	0	0	14	148	10	20	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:	506	0	18	0	0	0	0	14	148	10	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	0	18	0	0	0	0	14	148	10	20	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:	506	0	18	0	0	0	0	14	148	10	20	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:	0.97	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.91	0.33	0.67	0.00
Final Sat.:	759	0	27	0	0	0	0	62	657	203	405	0
Capacity Analysis Module:												
Vol/Sat:	0.67	xxxx	0.67	xxxx	xxxx	xxxx	xxxx	0.23	0.23	0.05	0.05	xxxx
Crit Moves:	****								****	****		
Delay/Veh:	15.8	0.0	15.8	0.0	0.0	0.0	0.0	8.8	8.8	8.6	8.6	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:	15.8	0.0	15.8	0.0	0.0	0.0	0.0	8.8	8.8	8.6	8.6	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	A	A	*
ApproachDel:	15.8			xxxxxx			8.8			8.6		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	15.8			xxxxxx			8.8			8.6		
LOS by Appr:	C			*			A			A		
AllWayAvgQ:	1.8	1.8	1.8	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0

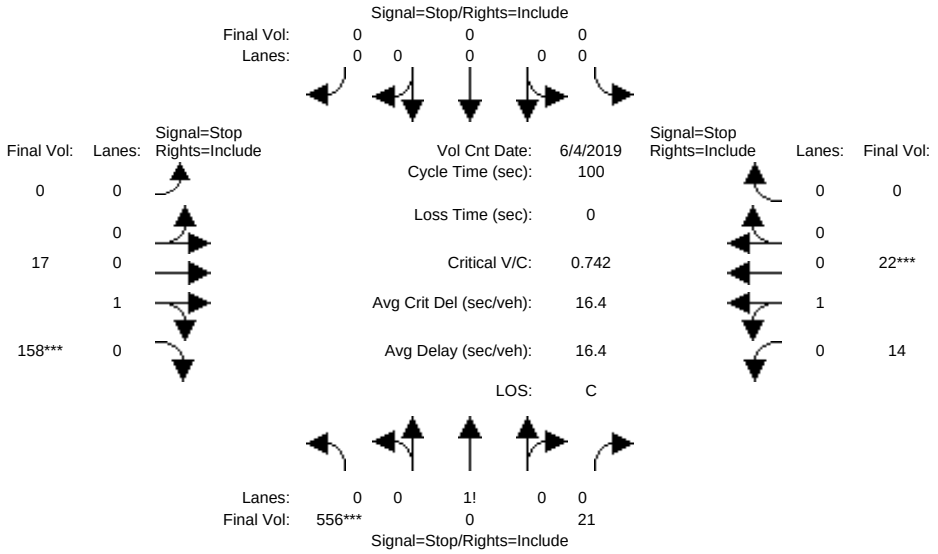
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	556	0	21	0	0	0	0	17	158	14	22	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:	556	0	21	0	0	0	0	17	158	14	22	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:	556	0	21	0	0	0	0	17	158	14	22	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:	556	0	21	0	0	0	0	17	158	14	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	0	21	0	0	0	0	17	158	14	22	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:	556	0	21	0	0	0	0	17	158	14	22	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:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.90	0.39	0.61	0.00
Final Sat.:	750	0	28	0	0	0	0	67	626	228	358	0
Capacity Analysis Module:												
Vol/Sat:	0.74	xxxx	0.74	xxxx	xxxx	xxxx	xxxx	0.25	0.25	0.06	0.06	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	19.1	0.0	19.1	0.0	0.0	0.0	0.0	9.2	9.2	8.9	8.9	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:	19.1	0.0	19.1	0.0	0.0	0.0	0.0	9.2	9.2	8.9	8.9	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	A	A	*
ApproachDel:	19.1			xxxxxx			9.2			8.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	19.1			xxxxxx			9.2			8.9		
LOS by Appr:	C			*			A			A		
AllWayAvgQ:	2.5	2.5	2.5	0.0	0.0	0.0	0.3	0.3	0.3	0.1	0.1	0.1

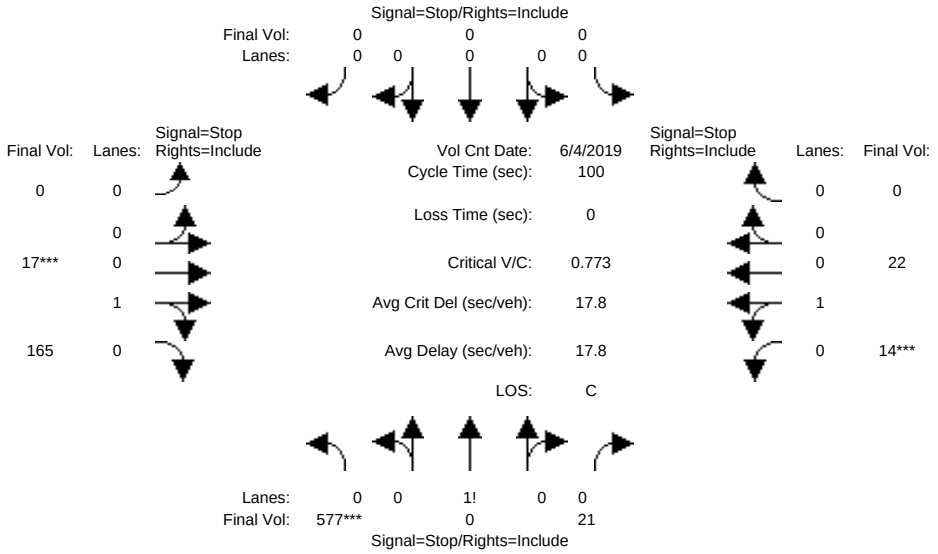
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	556	0	21	0	0	0	0	17	158	14	22	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:	556	0	21	0	0	0	0	17	158	14	22	0
Added Vol:	21	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	577	0	21	0	0	0	0	17	165	14	22	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:	577	0	21	0	0	0	0	17	165	14	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	577	0	21	0	0	0	0	17	165	14	22	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:	577	0	21	0	0	0	0	17	165	14	22	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:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.91	0.39	0.61	0.00
Final Sat.:	746	0	27	0	0	0	0	64	621	227	356	0
Capacity Analysis Module:												
Vol/Sat:	0.77	xxxx	0.77	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.06	0.06	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	9.4	9.4	9.0	9.0	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:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	9.4	9.4	9.0	9.0	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	A	A	*
ApproachDel:	20.9			xxxxxx			9.4			9.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	20.9			xxxxxx			9.4			9.0		
LOS by Appr:	C			*			A			A		
AllWayAvgQ:	2.9	2.9	2.9	0.0	0.0	0.0	0.3	0.3	0.3	0.1	0.1	0.1

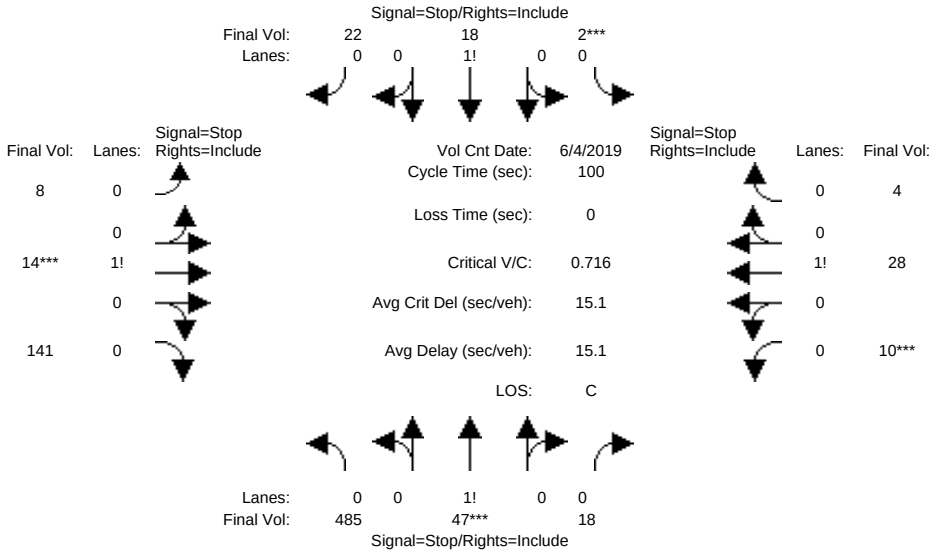
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	485	47	18	2	18	22	8	14	141	10	28	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:	485	47	18	2	18	22	8	14	141	10	28	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:	485	47	18	2	18	22	8	14	141	10	28	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:	485	47	18	2	18	22	8	14	141	10	28	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	47	18	2	18	22	8	14	141	10	28	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:	485	47	18	2	18	22	8	14	141	10	28	4
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:	0.88	0.09	0.03	0.05	0.43	0.52	0.05	0.09	0.86	0.24	0.67	0.09
Final Sat.:	678	66	25	34	304	372	33	58	589	140	392	56
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.06	0.06	0.06	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	17.9	17.9	17.9	8.0	8.0	8.0	9.2	9.2	9.2	8.9	8.9	8.9
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:	17.9	17.9	17.9	8.0	8.0	8.0	9.2	9.2	9.2	8.9	8.9	8.9
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
ApproachDel:		17.9			8.0			9.2			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.9			8.0			9.2			8.9	
LOS by Appr:		C			A			A			A	
AllWayAvgQ:	2.2	2.2	2.2	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.1	0.1

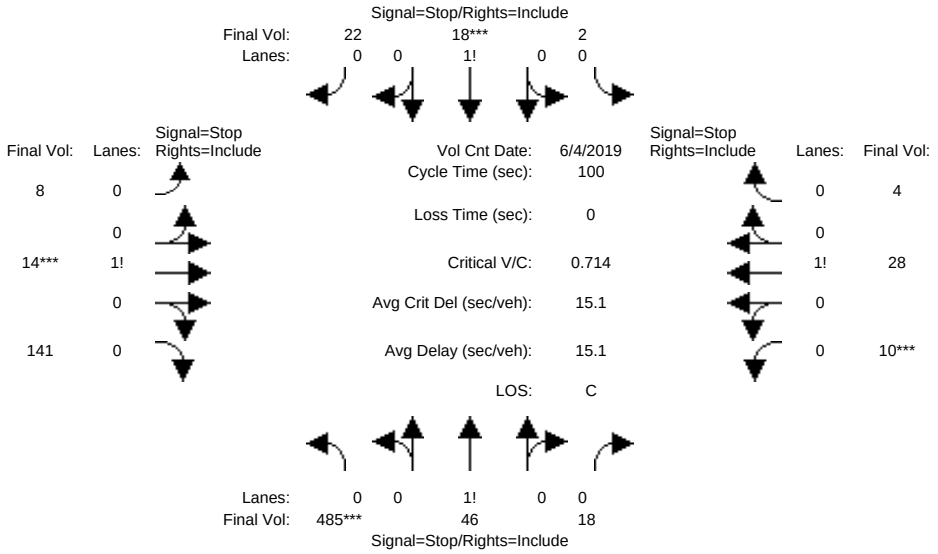
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	485	46	18	2	18	22	8	14	141	10	28	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:	485	46	18	2	18	22	8	14	141	10	28	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:	485	46	18	2	18	22	8	14	141	10	28	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:	485	46	18	2	18	22	8	14	141	10	28	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	46	18	2	18	22	8	14	141	10	28	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:	485	46	18	2	18	22	8	14	141	10	28	4
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:	0.89	0.08	0.03	0.05	0.43	0.52	0.05	0.09	0.86	0.24	0.67	0.09
Final Sat.:	679	64	25	34	304	372	33	58	589	140	392	56
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.06	0.06	0.06	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	17.8	17.8	17.8	8.0	8.0	8.0	9.2	9.2	9.2	8.9	8.9	8.9
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:	17.8	17.8	17.8	8.0	8.0	8.0	9.2	9.2	9.2	8.9	8.9	8.9
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
ApproachDel:		17.8			8.0			9.2			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.8			8.0			9.2			8.9	
LOS by Appr:		C			A			A			A	
AllWayAvgQ:	2.2	2.2	2.2	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.1	0.1

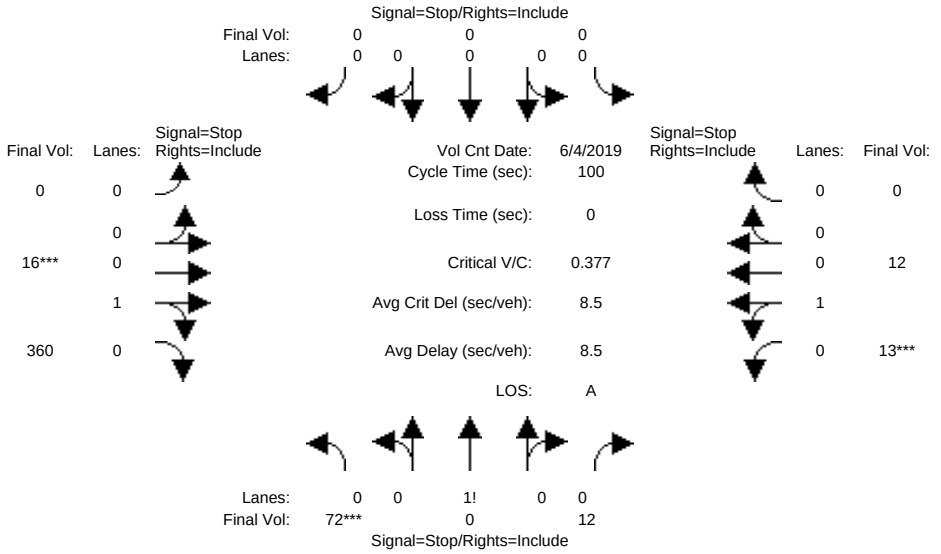
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	0	12	0	0	0	0	16	360	13	12	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:	72	0	12	0	0	0	0	16	360	13	12	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:	72	0	12	0	0	0	0	16	360	13	12	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:	72	0	12	0	0	0	0	16	360	13	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	12	0	0	0	0	16	360	13	12	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:	72	0	12	0	0	0	0	16	360	13	12	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:	0.86	0.00	0.14	0.00	0.00	0.00	0.00	0.04	0.96	0.52	0.48	0.00
Final Sat.:	613	0	102	0	0	0	0	42	955	401	371	0
Capacity Analysis Module:												
Vol/Sat:	0.12	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.38	0.38	0.03	0.03	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.3	0.0	8.3	0.0	0.0	0.0	0.0	8.6	8.6	7.7	7.7	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:	8.3	0.0	8.3	0.0	0.0	0.0	0.0	8.6	8.6	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.3			xxxxxx			8.6			7.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.3			xxxxxx			8.6			7.7		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.0	0.0	0.0

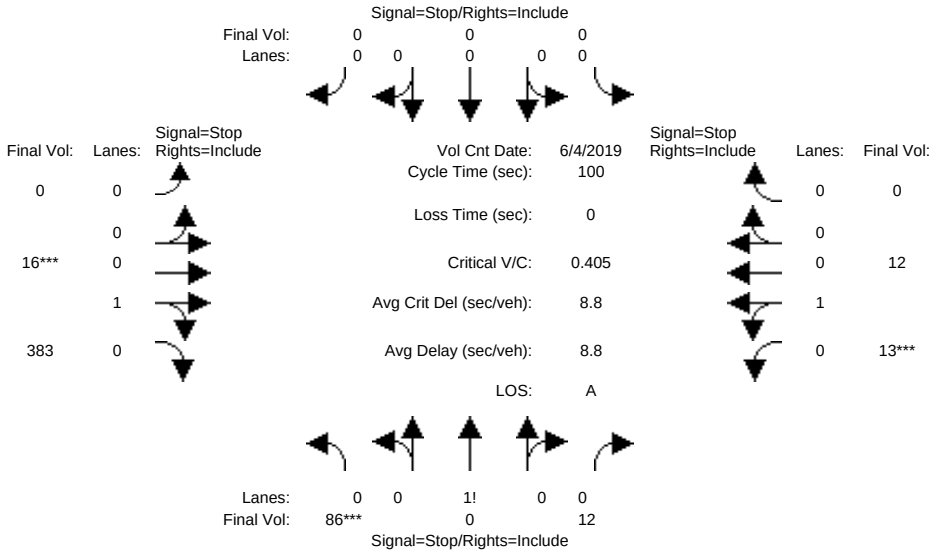
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	0	12	0	0	0	0	16	360	13	12	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:	72	0	12	0	0	0	0	16	360	13	12	0
Added Vol:	14	0	0	0	0	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	0	12	0	0	0	0	16	383	13	12	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	0	12	0	0	0	0	16	383	13	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	12	0	0	0	0	16	383	13	12	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	0	12	0	0	0	0	16	383	13	12	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:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	0.04	0.96	0.52	0.48	0.00
Final Sat.:	619	0	86	0	0	0	0	40	947	394	364	0
Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.03	0.03	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.9	8.9	7.7	7.7	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:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.9	8.9	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.5			xxxxxx			8.9			7.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.5			xxxxxx			8.9			7.7		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.0	0.0	0.0

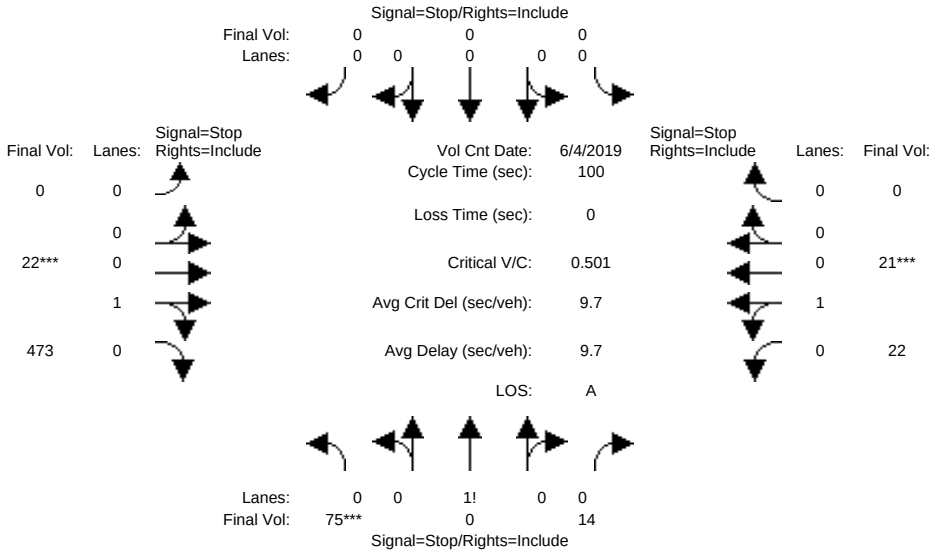
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	75	0	14	0	0	0	0	22	473	22	21	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:	75	0	14	0	0	0	0	22	473	22	21	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:	75	0	14	0	0	0	0	22	473	22	21	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:	75	0	14	0	0	0	0	22	473	22	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	14	0	0	0	0	22	473	22	21	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:	75	0	14	0	0	0	0	22	473	22	21	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:	0.84	0.00	0.16	0.00	0.00	0.00	0.00	0.04	0.96	0.51	0.49	0.00
Final Sat.:	564	0	105	0	0	0	0	44	945	383	366	0
Capacity Analysis Module:												
Vol/Sat:	0.13	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	0.50	0.50	0.06	0.06	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	10.1	10.1	7.9	7.9	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:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	10.1	10.1	7.9	7.9	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	A	A	*
ApproachDel:	8.6			xxxxxx			10.1			7.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.6			xxxxxx			10.1			7.9		
LOS by Appr:	A			*			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	1.0	1.0	1.0	0.1	0.1	0.1

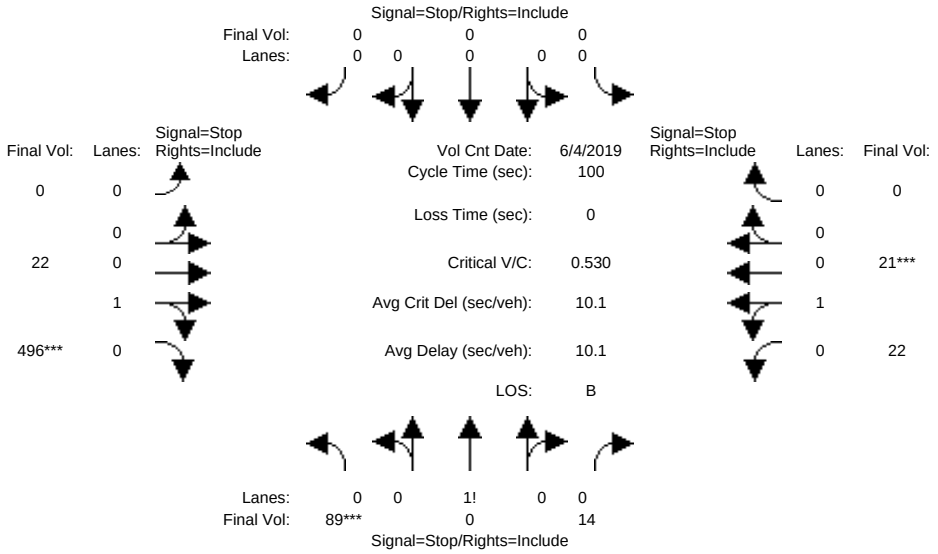
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	75	0	14	0	0	0	0	22	473	22	21	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:	75	0	14	0	0	0	0	22	473	22	21	0
Added Vol:	14	0	0	0	0	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	0	14	0	0	0	0	22	496	22	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	0	14	0	0	0	0	22	496	22	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	14	0	0	0	0	22	496	22	21	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:	89	0	14	0	0	0	0	22	496	22	21	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:	0.86	0.00	0.14	0.00	0.00	0.00	0.00	0.04	0.96	0.51	0.49	0.00
Final Sat.:	571	0	90	0	0	0	0	41	935	376	359	0
Capacity Analysis Module:												
Vol/Sat:	0.16	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	0.53	0.53	0.06	0.06	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	10.6	10.6	8.0	8.0	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:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	10.6	10.6	8.0	8.0	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	A	A	*
ApproachDel:	8.9			xxxxxx			10.6			8.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.9			xxxxxx			10.6			8.0		
LOS by Appr:	A			*			B			A		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	1.1	1.1	1.1	0.1	0.1	0.1

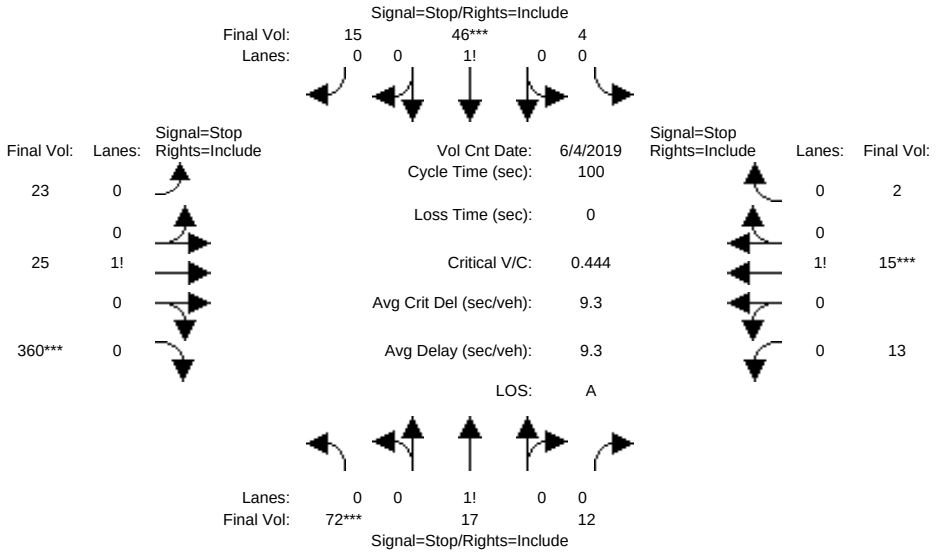
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	17	12	4	46	15	23	25	360	13	15	2
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:	72	17	12	4	46	15	23	25	360	13	15	2
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:	72	17	12	4	46	15	23	25	360	13	15	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	17	12	4	46	15	23	25	360	13	15	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	17	12	4	46	15	23	25	360	13	15	2
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:	72	17	12	4	46	15	23	25	360	13	15	2
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:	0.71	0.17	0.12	0.06	0.71	0.23	0.06	0.06	0.88	0.43	0.50	0.07
Final Sat.:	484	114	81	43	492	160	52	56	811	313	361	48
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.09	0.09	0.44	0.44	0.44	0.04	0.04	0.04
Crit Moves:	****				****				****		****	
Delay/Veh:	8.7	8.7	8.7	8.2	8.2	8.2	9.7	9.7	9.7	7.9	7.9	7.9
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:	8.7	8.7	8.7	8.2	8.2	8.2	9.7	9.7	9.7	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			8.2			9.7			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.2			9.7			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0

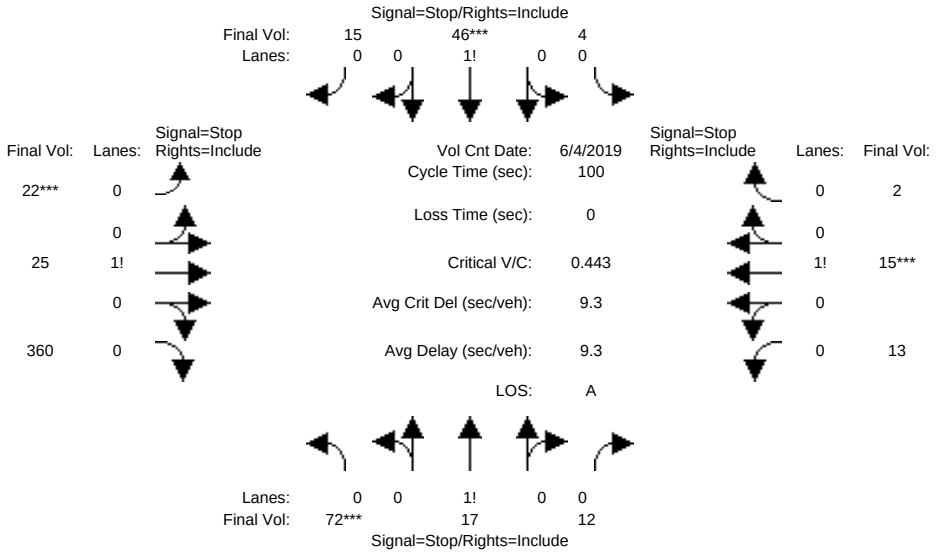
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4400: Hill Road and Main Avenue



Street Name:	Hill 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	17	12	4	46	15	22	25	360	13	15	2
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:	72	17	12	4	46	15	22	25	360	13	15	2
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:	72	17	12	4	46	15	22	25	360	13	15	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	17	12	4	46	15	22	25	360	13	15	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	17	12	4	46	15	22	25	360	13	15	2
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:	72	17	12	4	46	15	22	25	360	13	15	2
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:	0.71	0.17	0.12	0.06	0.71	0.23	0.05	0.06	0.89	0.43	0.50	0.07
Final Sat.:	485	114	81	43	492	160	50	56	813	313	361	48
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.09	0.09	0.44	0.44	0.44	0.04	0.04	0.04
Crit Moves:	****				****		****				****	
Delay/Veh:	8.7	8.7	8.7	8.2	8.2	8.2	9.7	9.7	9.7	7.9	7.9	7.9
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:	8.7	8.7	8.7	8.2	8.2	8.2	9.7	9.7	9.7	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			8.2			9.7			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.2			9.7			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0

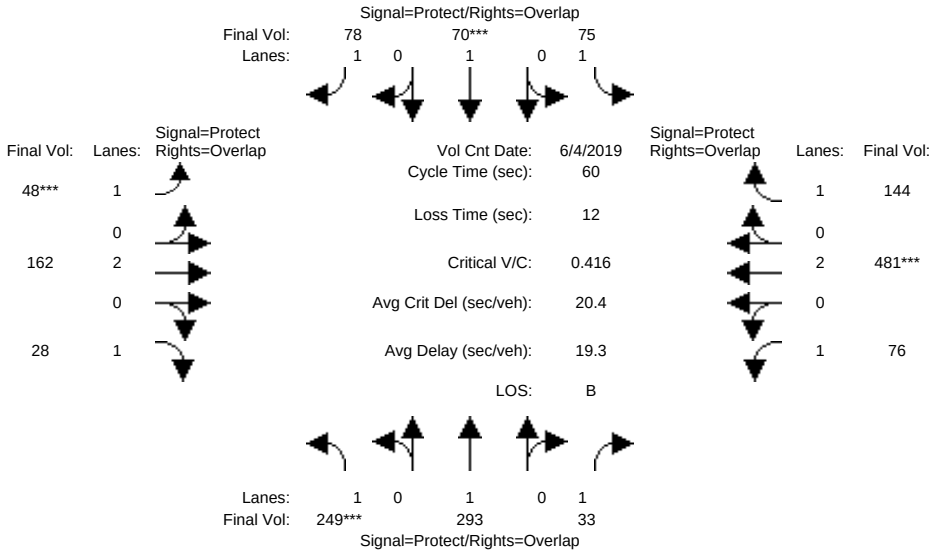
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.02	0.04	0.04	0.04	0.03	0.04	0.02	0.04	0.13	0.08
Crit Moves:	****				****		****				****	
Green Time:	16.4	15.5	24.4	10.9	10.0	17.0	7.0	12.7	29.1	8.9	14.6	25.5
Volume/Cap:	0.52	0.60	0.05	0.24	0.22	0.16	0.24	0.20	0.03	0.29	0.52	0.19
Delay/Veh:	19.5	21.5	10.8	21.4	22.0	16.3	24.7	19.6	8.1	23.4	20.2	11.0
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:	19.5	21.5	10.8	21.4	22.0	16.3	24.7	19.6	8.1	23.4	20.2	11.0
LOS by Move:	B	C	B	C	C	B	C	B	A	C	C	B
HCM2k95thQ:	10	11	1	3	3	3	2	2	1	3	9	4

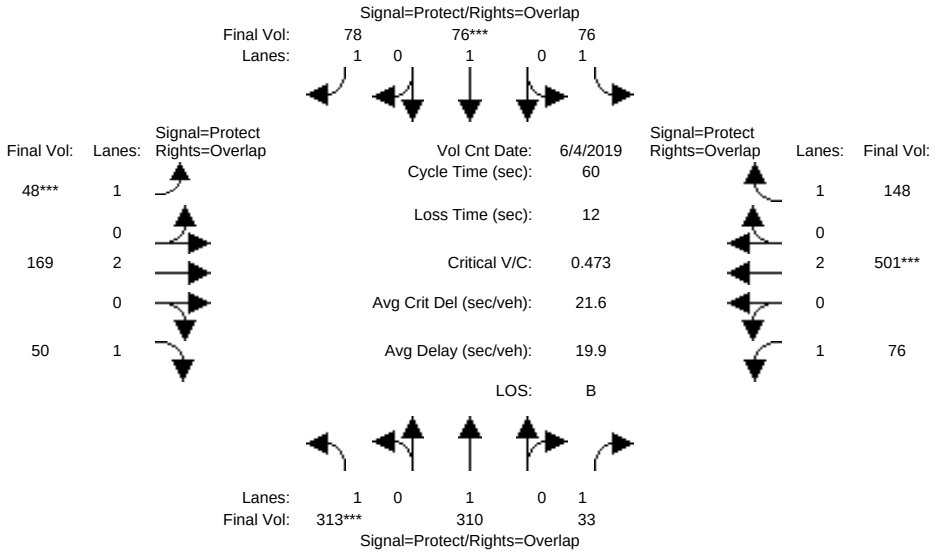
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
Added Vol:	64	17	0	1	6	0	0	7	22	0	20	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	310	33	76	76	78	48	169	50	76	501	148
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:	313	310	33	76	76	78	48	169	50	76	501	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	310	33	76	76	78	48	169	50	76	501	148
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:	313	310	33	76	76	78	48	169	50	76	501	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.02	0.04	0.04	0.04	0.03	0.04	0.03	0.04	0.13	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.8	16.4	24.7	11.5	10.0	17.0	7.0	11.9	29.7	8.3	13.2	24.6
Volume/Cap:	0.60	0.60	0.05	0.23	0.24	0.16	0.24	0.23	0.06	0.31	0.60	0.21
Delay/Veh:	20.0	20.9	10.6	20.9	22.1	16.3	24.7	20.4	7.9	24.0	22.3	11.5
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:	20.0	20.9	10.6	20.9	22.1	16.3	24.7	20.4	7.9	24.0	22.3	11.5
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	12	11	1	3	3	3	2	3	1	3	10	4

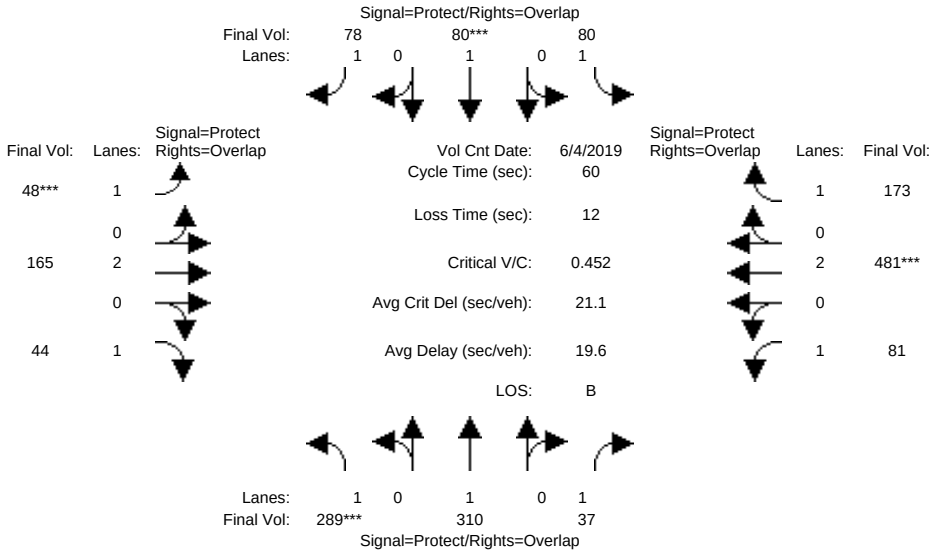
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	289	310	37	80	80	78	48	165	44	81	481	173
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:	289	310	37	80	80	78	48	165	44	81	481	173
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:	289	310	37	80	80	78	48	165	44	81	481	173
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:	289	310	37	80	80	78	48	165	44	81	481	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	310	37	80	80	78	48	165	44	81	481	173
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:	289	310	37	80	80	78	48	165	44	81	481	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.02	0.05	0.04	0.04	0.03	0.04	0.03	0.05	0.13	0.10
Crit Moves:	****				****		****				****	
Green Time:	17.5	16.2	24.6	11.3	10.0	17.0	7.0	12.0	29.6	8.4	13.5	24.8
Volume/Cap:	0.56	0.60	0.05	0.24	0.25	0.16	0.24	0.22	0.05	0.33	0.56	0.24
Delay/Veh:	19.5	21.1	10.7	21.1	22.2	16.3	24.7	20.2	7.9	24.0	21.6	11.6
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:	19.5	21.1	10.7	21.1	22.2	16.3	24.7	20.2	7.9	24.0	21.6	11.6
LOS by Move:	B	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	11	11	1	3	3	3	2	3	1	4	9	5

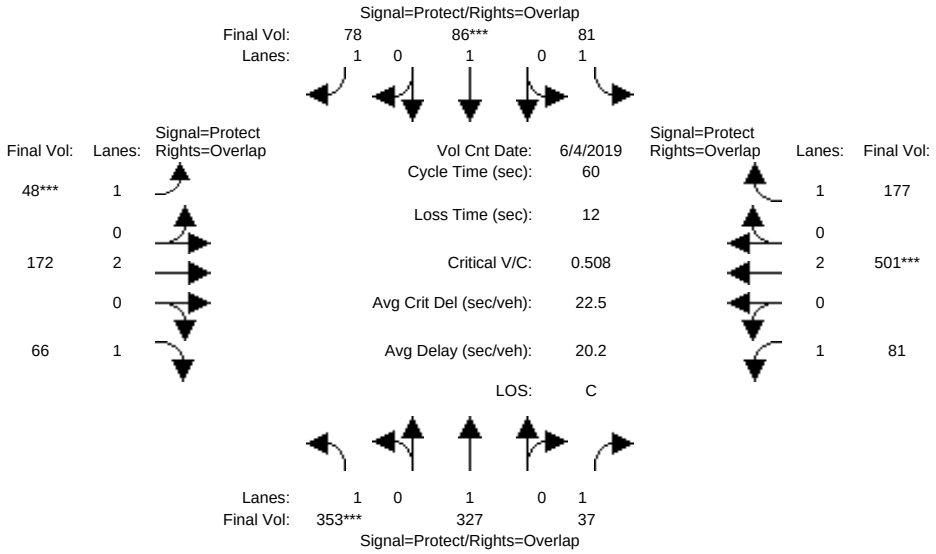
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	289	310	37	80	80	78	48	165	44	81	481	173
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:	289	310	37	80	80	78	48	165	44	81	481	173
Added Vol:	64	17	0	1	6	0	0	7	22	0	20	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	327	37	81	86	78	48	172	66	81	501	177
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:	353	327	37	81	86	78	48	172	66	81	501	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	327	37	81	86	78	48	172	66	81	501	177
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:	353	327	37	81	86	78	48	172	66	81	501	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.02	0.05	0.05	0.04	0.03	0.05	0.04	0.05	0.13	0.10
Crit Moves:	****				****		****				****	
Green Time:	18.7	17.1	25.1	11.6	10.0	17.0	7.0	11.3	30.1	7.9	12.3	23.9
Volume/Cap:	0.65	0.60	0.05	0.24	0.27	0.16	0.24	0.24	0.08	0.35	0.65	0.25
Delay/Veh:	20.4	20.4	10.4	20.8	22.3	16.3	24.7	20.9	7.8	24.6	23.8	12.3
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:	20.4	20.4	10.4	20.8	22.3	16.3	24.7	20.9	7.8	24.6	23.8	12.3
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	14	12	1	3	3	3	2	3	1	4	11	5

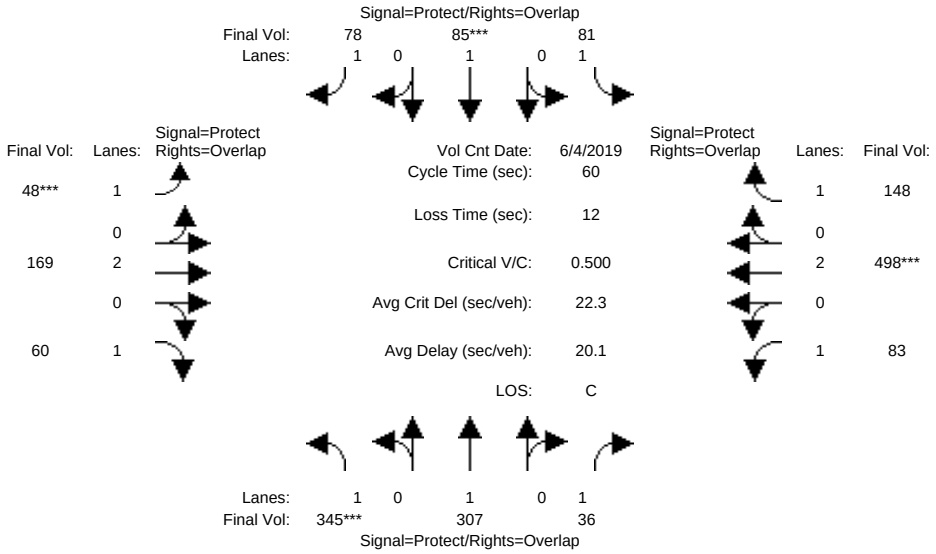
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	345	307	36	81	85	78	48	169	60	83	498	148
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:	345	307	36	81	85	78	48	169	60	83	498	148
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:	345	307	36	81	85	78	48	169	60	83	498	148
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:	345	307	36	81	85	78	48	169	60	83	498	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	307	36	81	85	78	48	169	60	83	498	148
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:	345	307	36	81	85	78	48	169	60	83	498	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.02	0.05	0.04	0.04	0.03	0.04	0.03	0.05	0.13	0.08
Crit Moves:	****				****		****				****	
Green Time:	18.6	16.8	24.8	11.8	10.0	17.0	7.0	11.4	30.0	8.0	12.4	24.2
Volume/Cap:	0.64	0.58	0.05	0.24	0.27	0.16	0.24	0.23	0.07	0.36	0.64	0.21
Delay/Veh:	20.3	20.1	10.6	20.7	22.3	16.3	24.7	20.8	7.8	24.6	23.5	11.8
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:	20.3	20.1	10.6	20.7	22.3	16.3	24.7	20.8	7.8	24.6	23.5	11.8
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	13	11	1	3	3	3	2	3	1	4	10	4

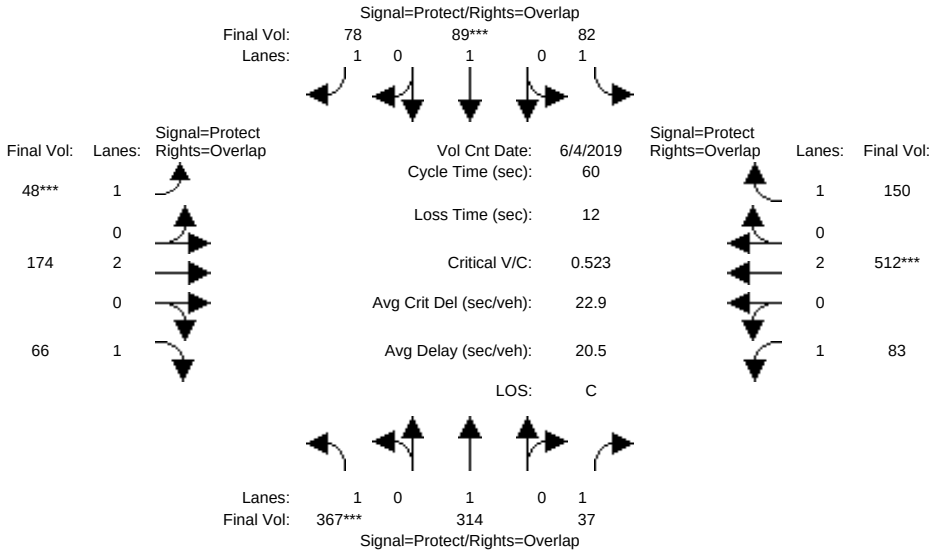
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	367	314	37	82	89	78	48	174	66	83	512	150
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:	367	314	37	82	89	78	48	174	66	83	512	150
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:	367	314	37	82	89	78	48	174	66	83	512	150
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:	367	314	37	82	89	78	48	174	66	83	512	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	314	37	82	89	78	48	174	66	83	512	150
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:	367	314	37	82	89	78	48	174	66	83	512	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.02	0.05	0.05	0.04	0.03	0.05	0.04	0.05	0.13	0.09
Crit Moves:	****				****		****				****	
Green Time:	18.9	17.0	24.9	11.9	10.0	17.0	7.0	11.3	30.1	7.9	12.1	24.0
Volume/Cap:	0.67	0.58	0.05	0.24	0.28	0.16	0.24	0.24	0.08	0.36	0.67	0.21
Delay/Veh:	21.0	20.1	10.5	20.6	22.3	16.3	24.7	20.9	7.8	24.7	24.3	12.0
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:	21.0	20.1	10.5	20.6	22.3	16.3	24.7	20.9	7.8	24.7	24.3	12.0
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	14	11	1	3	3	3	2	3	1	4	11	4

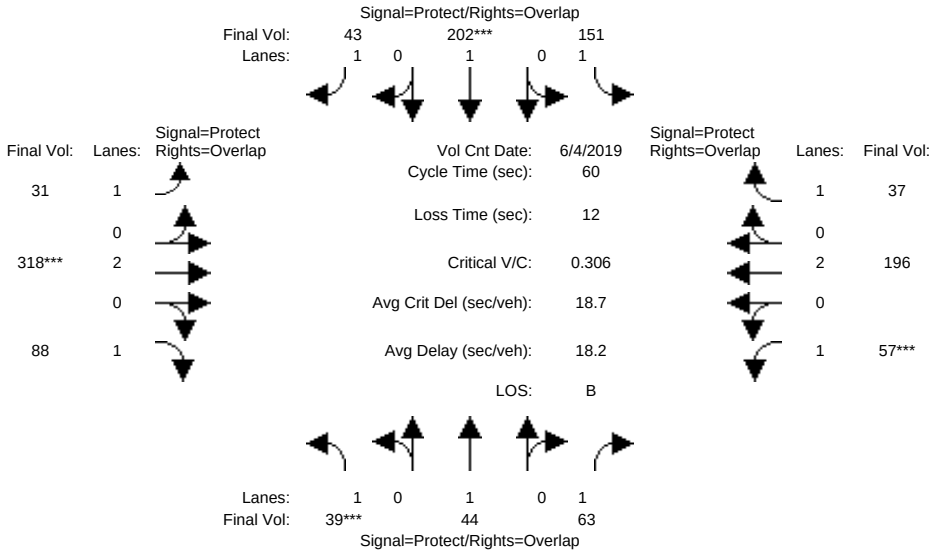
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.09	0.11	0.02	0.02	0.08	0.05	0.03	0.05	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	15.3	22.3	10.7	19.0	28.1	9.0	15.0	22.0	7.0	12.9	23.6
Volume/Cap:	0.19	0.09	0.10	0.48	0.34	0.05	0.12	0.34	0.14	0.28	0.24	0.05
Delay/Veh:	24.4	17.1	12.3	23.3	16.0	8.7	22.2	18.6	12.8	24.9	19.6	11.3
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:	24.4	17.1	12.3	23.3	16.0	8.7	22.2	18.6	12.8	24.9	19.6	11.3
LOS by Move:	C	B	B	C	B	A	C	B	B	C	B	B
HCM2k95thQ:	2	1	2	7	6	1	1	5	2	3	3	1

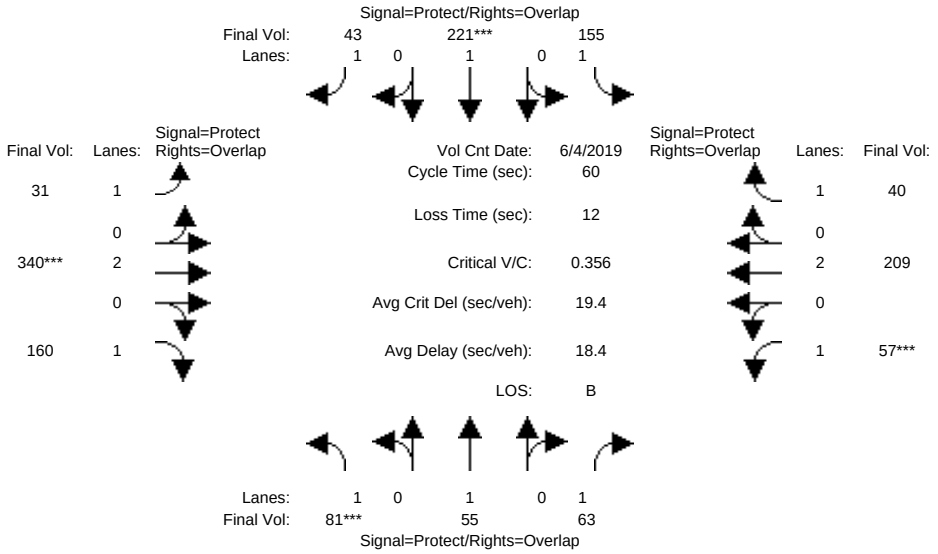
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
Added Vol:	42	11	0	4	19	0	0	22	72	0	13	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	55	63	155	221	43	31	340	160	57	209	40
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:	81	55	63	155	221	43	31	340	160	57	209	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	55	63	155	221	43	31	340	160	57	209	40
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:	81	55	63	155	221	43	31	340	160	57	209	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.09	0.12	0.02	0.02	0.09	0.09	0.03	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.5	15.6	22.6	10.9	18.9	27.8	8.9	14.6	22.1	7.0	12.7	23.6
Volume/Cap:	0.37	0.11	0.10	0.49	0.37	0.05	0.12	0.37	0.25	0.28	0.26	0.06
Delay/Veh:	25.1	17.1	12.2	23.2	16.3	8.9	22.4	19.2	13.4	24.9	19.9	11.4
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:	25.1	17.1	12.2	23.2	16.3	8.9	22.4	19.2	13.4	24.9	19.9	11.4
LOS by Move:	C	B	B	C	B	A	C	B	B	C	B	B
HCM2k95thQ:	4	2	2	7	7	1	1	5	4	3	4	1

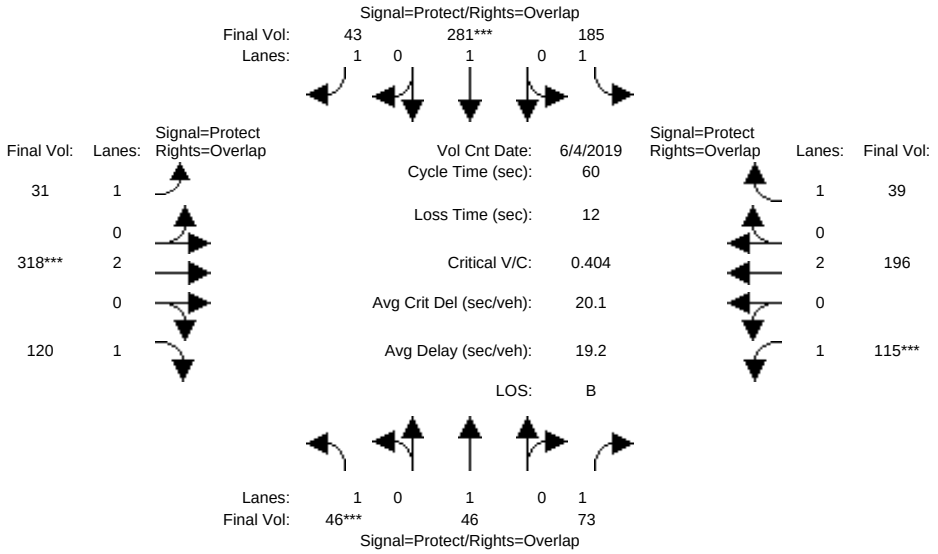
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	46	46	73	185	281	43	31	318	120	115	196	39
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:	46	46	73	185	281	43	31	318	120	115	196	39
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:	46	46	73	185	281	43	31	318	120	115	196	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:	46	46	73	185	281	43	31	318	120	115	196	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	46	73	185	281	43	31	318	120	115	196	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:	46	46	73	185	281	43	31	318	120	115	196	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.11	0.15	0.02	0.02	0.08	0.07	0.07	0.05	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	16.1	25.2	11.3	20.4	28.9	8.5	11.5	18.5	9.1	12.1	23.4
Volume/Cap:	0.23	0.09	0.10	0.56	0.44	0.05	0.13	0.44	0.22	0.44	0.26	0.06
Delay/Veh:	24.6	16.5	10.6	24.3	15.8	8.3	22.7	21.8	15.6	24.3	20.3	11.5
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:	24.6	16.5	10.6	24.3	15.8	8.3	22.7	21.8	15.6	24.3	20.3	11.5
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2k95thQ:	2	1	2	8	9	1	1	5	4	5	4	1

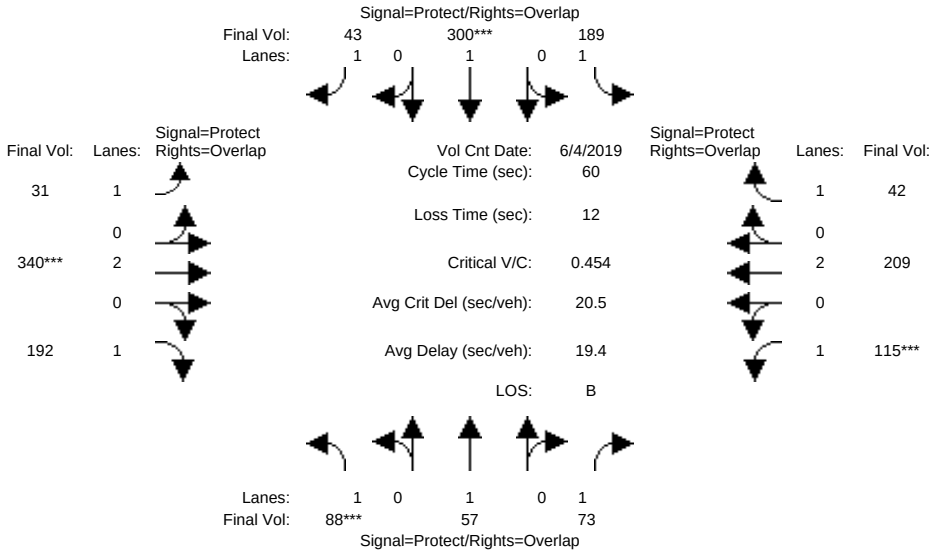
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	46	46	73	185	281	43	31	318	120	115	196	39
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:	46	46	73	185	281	43	31	318	120	115	196	39
Added Vol:	42	11	0	4	19	0	0	22	72	0	13	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	57	73	189	300	43	31	340	192	115	209	42
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:	88	57	73	189	300	43	31	340	192	115	209	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	57	73	189	300	43	31	340	192	115	209	42
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:	88	57	73	189	300	43	31	340	192	115	209	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.11	0.16	0.02	0.02	0.09	0.11	0.07	0.06	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.3	24.9	11.4	20.7	29.0	8.4	11.7	18.7	8.6	12.0	23.4
Volume/Cap:	0.43	0.11	0.10	0.57	0.46	0.05	0.13	0.46	0.35	0.46	0.28	0.06
Delay/Veh:	26.1	16.5	10.8	24.4	15.8	8.2	22.9	21.8	16.3	24.9	20.6	11.5
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:	26.1	16.5	10.8	24.4	15.8	8.2	22.9	21.8	16.3	24.9	20.6	11.5
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2k95thQ:	4	2	2	9	9	1	1	6	6	5	4	1

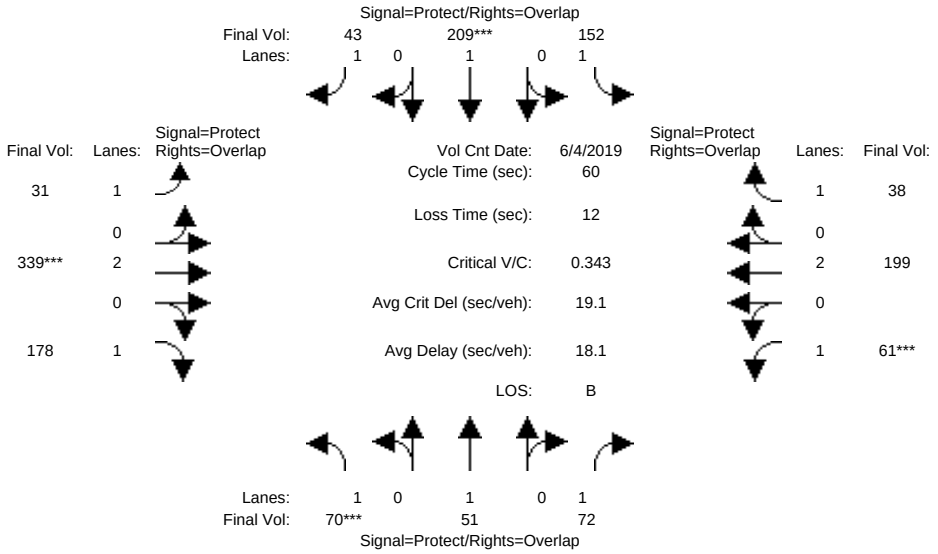
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	70	51	72	152	209	43	31	339	178	61	199	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	51	72	152	209	43	31	339	178	61	199	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	51	72	152	209	43	31	339	178	61	199	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	51	72	152	209	43	31	339	178	61	199	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	51	72	152	209	43	31	339	178	61	199	38
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:	70	51	72	152	209	43	31	339	178	61	199	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.04	0.09	0.11	0.02	0.02	0.09	0.10	0.03	0.05	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	15.2	22.2	10.6	18.8	27.9	9.2	15.2	22.2	7.0	13.1	23.7
Volume/Cap:	0.34	0.11	0.11	0.49	0.35	0.05	0.12	0.35	0.27	0.30	0.24	0.06
Delay/Veh:	25.4	17.3	12.5	23.5	16.3	8.8	22.1	18.6	13.5	25.1	19.5	11.3
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:	25.4	17.3	12.5	23.5	16.3	8.8	22.1	18.6	13.5	25.1	19.5	11.3
LOS by Move:	C	B	B	C	B	A	C	B	B	C	B	B
HCM2k95thQ:	3	2	2	7	6	1	1	5	5	3	3	1

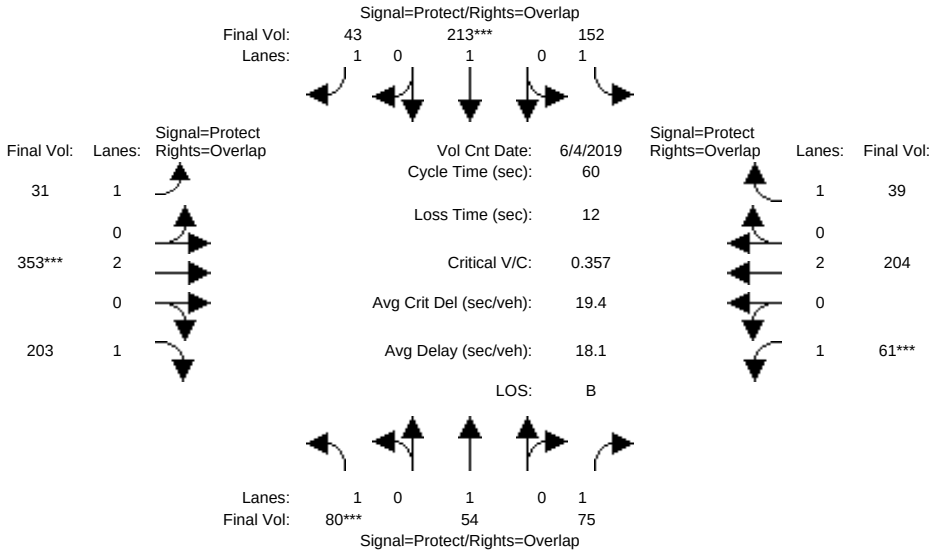
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	80	54	75	152	213	43	31	353	203	61	204	39
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:	80	54	75	152	213	43	31	353	203	61	204	39
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:	80	54	75	152	213	43	31	353	203	61	204	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:	80	54	75	152	213	43	31	353	203	61	204	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	54	75	152	213	43	31	353	203	61	204	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:	80	54	75	152	213	43	31	353	203	61	204	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.09	0.11	0.02	0.02	0.09	0.12	0.03	0.05	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.5	15.2	22.2	10.6	18.3	27.5	9.1	15.2	22.7	7.0	13.1	23.7
Volume/Cap:	0.37	0.11	0.12	0.49	0.37	0.05	0.12	0.37	0.31	0.30	0.25	0.06
Delay/Veh:	25.1	17.3	12.5	23.5	16.7	9.1	22.1	18.7	13.4	25.1	19.6	11.3
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:	25.1	17.3	12.5	23.5	16.7	9.1	22.1	18.7	13.4	25.1	19.6	11.3
LOS by Move:	C	B	B	C	B	A	C	B	B	C	B	B
HCM2k95thQ:	4	2	2	7	7	1	1	5	6	3	4	1

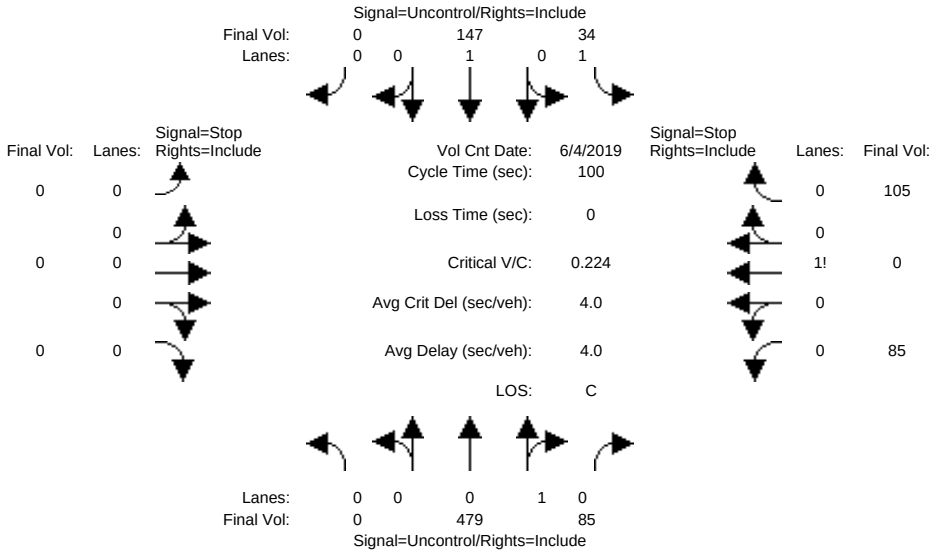
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	479	85	34	147	0	0	0	0	85	0	105
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	479	85	34	147	0	0	0	0	85	0	105
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	479	85	34	147	0	0	0	0	85	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	479	85	34	147	0	0	0	0	85	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	479	85	34	147	0	0	0	0	85	0	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	737	737	522
Potent Cap.:	xxxx	xxxx	xxxxx	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	349	559
Move Cap.:	xxxx	xxxx	xxxxx	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	337	559
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.19
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	461	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.2		
ApproachLOS:	*			*			*			C		

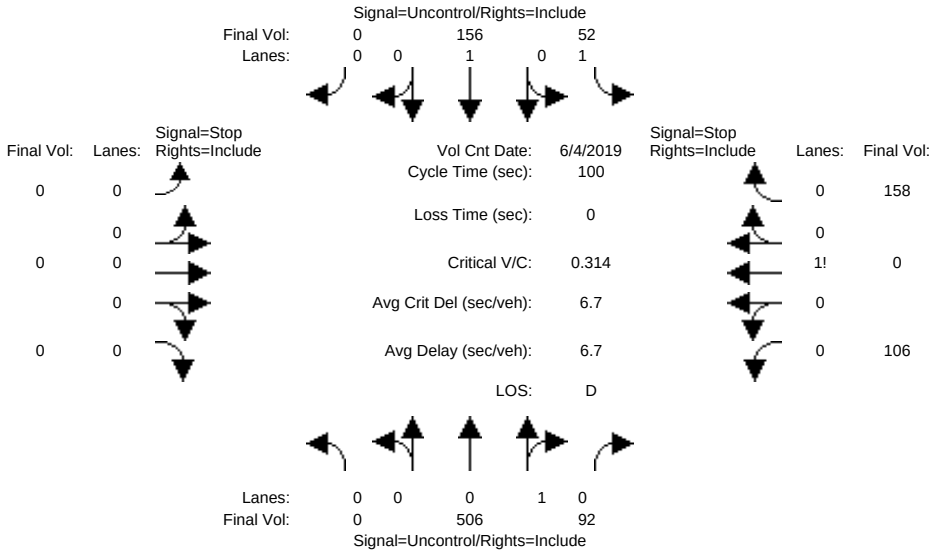
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name: Hill Road Fountain Oaks Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	479	85	34	147	0	0	0	0	85	0	105
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	479	85	34	147	0	0	0	0	85	0	105
Added Vol:	0	27	7	18	9	0	0	0	0	21	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	506	92	52	156	0	0	0	0	106	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	506	92	52	156	0	0	0	0	106	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	506	92	52	156	0	0	0	0	106	0	158
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	598	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	812	552
Potent Cap.:	xxxx	xxxx	xxxxx	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	315	537
Move Cap.:	xxxx	xxxx	xxxxx	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	299	537
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.29

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	434	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.4		
ApproachLOS:	*			*			*			D		

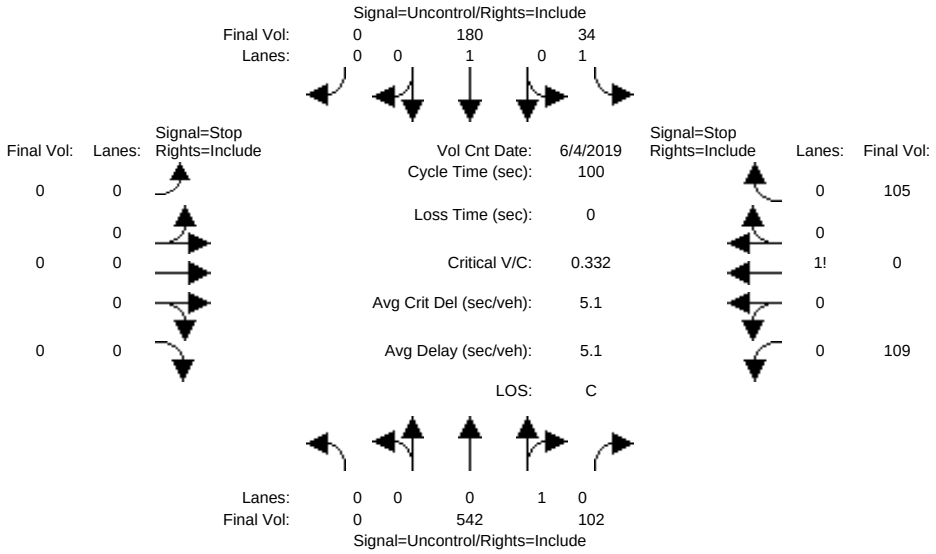
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	542	102	34	180	0	0	0	0	109	0	105
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	542	102	34	180	0	0	0	0	109	0	105
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	542	102	34	180	0	0	0	0	109	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	542	102	34	180	0	0	0	0	109	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	542	102	34	180	0	0	0	0	109	0	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	841	841	593
Potent Cap.:	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	338	303	509
Move Cap.:	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	293	509
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	398	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.1		
ApproachLOS:	*			*			*			C		

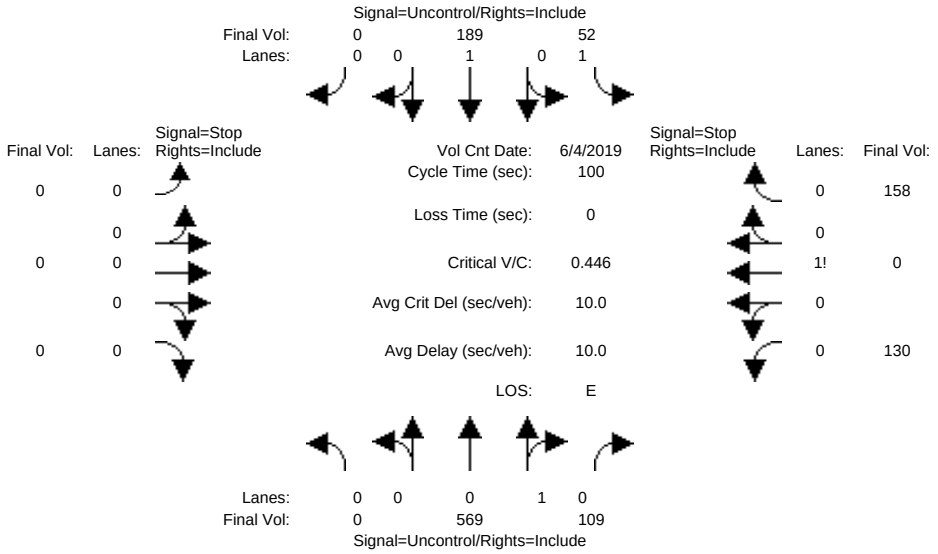
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	542	102	34	180	0	0	0	0	109	0	105
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	542	102	34	180	0	0	0	0	109	0	105
Added Vol:	0	27	7	18	9	0	0	0	0	21	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	569	109	52	189	0	0	0	0	130	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	109	52	189	0	0	0	0	130	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	569	109	52	189	0	0	0	0	130	0	158
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	678	xxxx	xxxxx	xxxx	xxxx	xxxxx	917	917	624
Potent Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	274	489
Move Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	259	489
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	0.00	0.32
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	375	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.2		
ApproachLOS:	*			*			*			E		

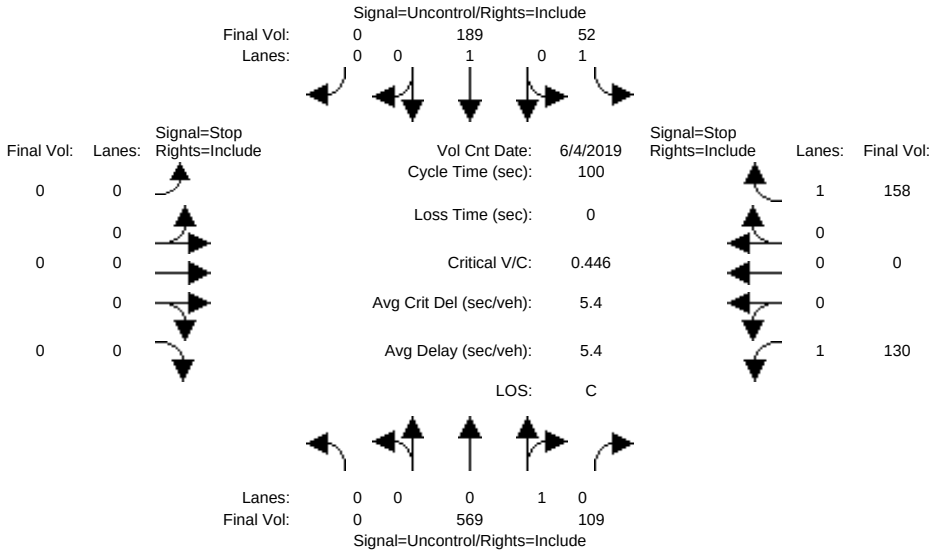
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	542	102	34	180	0	0	0	0	109	0	105
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	542	102	34	180	0	0	0	0	109	0	105
Added Vol:	0	27	7	18	9	0	0	0	0	21	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	569	109	52	189	0	0	0	0	130	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	109	52	189	0	0	0	0	130	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	569	109	52	189	0	0	0	0	130	0	158
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	678	xxxx	xxxxx	xxxx	xxxx	xxxxx	917	xxxx	624
Potent Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	xxxx	489
Move Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	xxxx	489
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	0.32
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	1.4
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.9	xxxx	15.8
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.8		
ApproachLOS:	*			*			*			C		

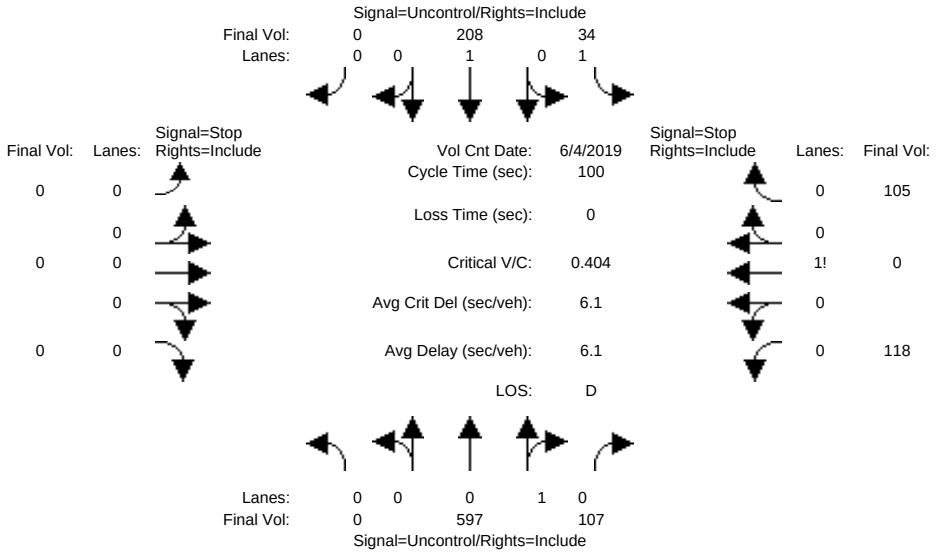
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	597	107	34	208	0	0	0	0	118	0	105
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	597	107	34	208	0	0	0	0	118	0	105
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	597	107	34	208	0	0	0	0	118	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	107	34	208	0	0	0	0	118	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	597	107	34	208	0	0	0	0	118	0	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	704	xxxx	xxxxx	xxxx	xxxx	xxxxx	927	927	651
Potent Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	472
Move Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	260	472
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	356	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			30.6		
ApproachLOS:	*			*			*			D		

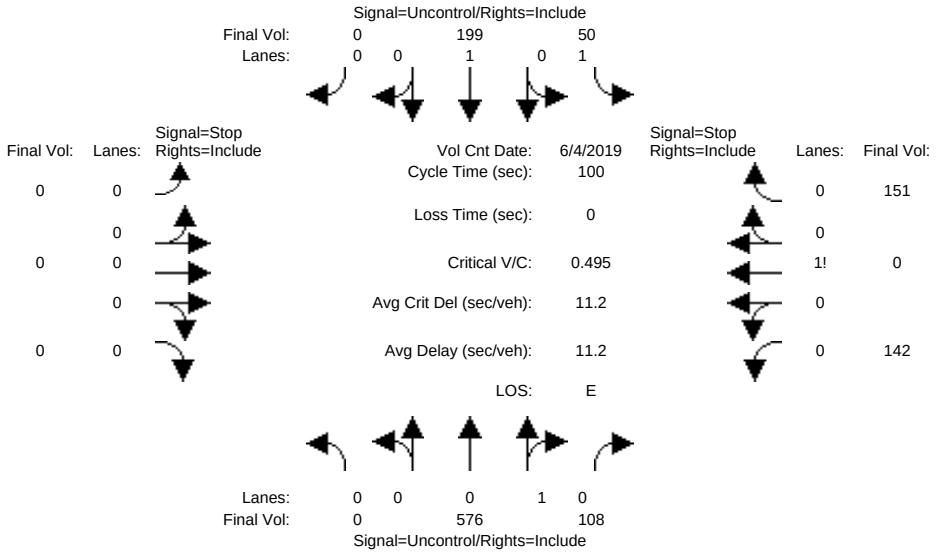
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4700: Hill Road and Fountain Oaks Drive



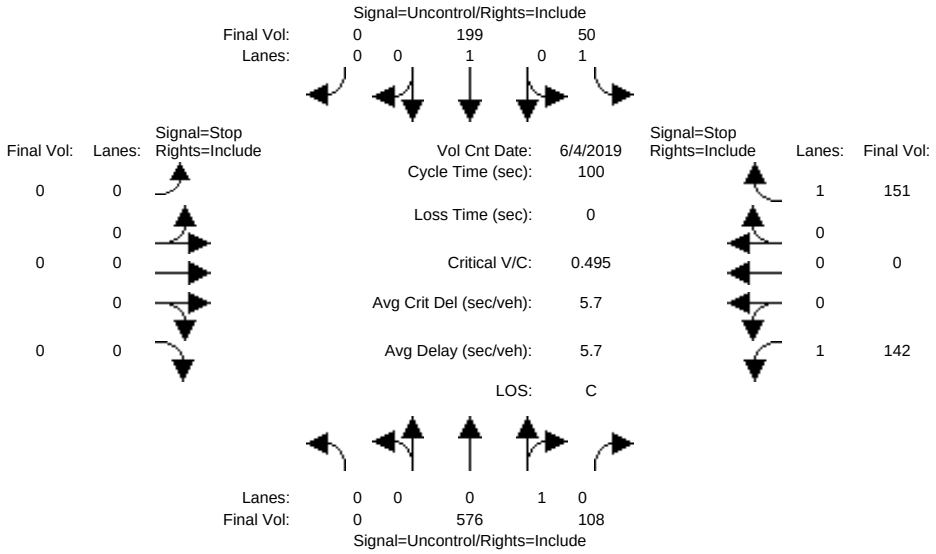

```
Street Name:            Hill Road                    Fountain Oaks Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       0  576   108    50  199     0     0    0     0   142    0   151
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  576   108    50  199     0     0    0     0   142    0   151
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  576   108    50  199     0     0    0     0   142    0   151
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  576   108    50  199     0     0    0     0   142    0   151
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  576   108    50  199     0     0    0     0   142    0   151
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   684 xxxx xxxxx  xxxx xxxx xxxxx   929  929   630
Potent Cap.: xxxx xxxx xxxxx   919 xxxx xxxxx  xxxx xxxx xxxxx   300  270   485
Move Cap.:   xxxx xxxx xxxxx   919 xxxx xxxxx  xxxx xxxx xxxxx   287  255   485
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.49 0.00  0.31
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  364 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  7.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 45.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             45.4
ApproachLOS:         *                *                *                E
Note: Queue reported is the number of cars per lane.
```

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	576	108	50	199	0	0	0	0	142	0	151
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	576	108	50	199	0	0	0	0	142	0	151
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	576	108	50	199	0	0	0	0	142	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	576	108	50	199	0	0	0	0	142	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	576	108	50	199	0	0	0	0	142	0	151
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	684	xxxx	xxxxx	xxxx	xxxx	xxxxx	929	xxxx	630
Potent Cap.:	xxxx	xxxx	xxxxx	919	xxxx	xxxxx	xxxx	xxxx	xxxxx	300	xxxx	485
Move Cap.:	xxxx	xxxx	xxxxx	919	xxxx	xxxxx	xxxx	xxxx	xxxxx	287	xxxx	485
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.2	xxxx	15.7
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.3		
ApproachLOS:	*			*			*			C		

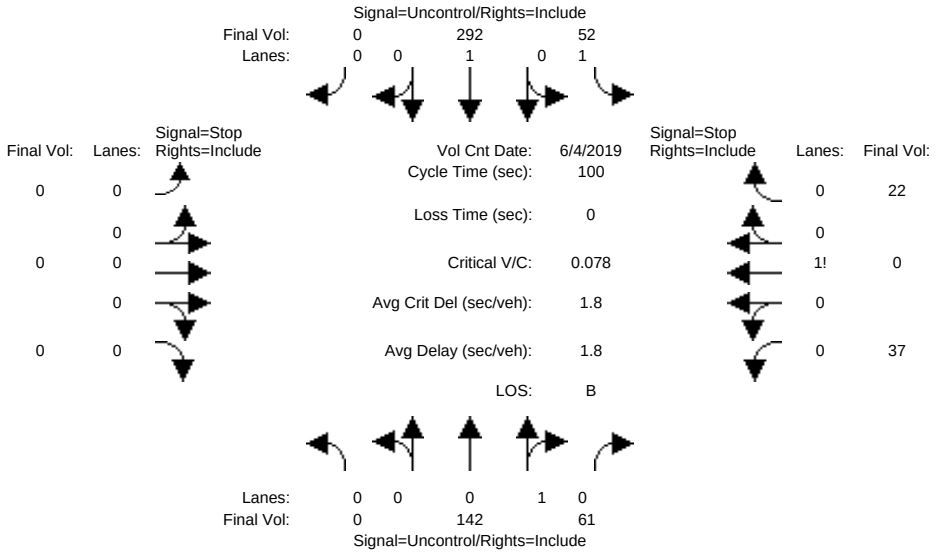
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	142	61	52	292	0	0	0	0	37	0	22
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	142	61	52	292	0	0	0	0	37	0	22
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	142	61	52	292	0	0	0	0	37	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	142	61	52	292	0	0	0	0	37	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	142	61	52	292	0	0	0	0	37	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	203	xxxx	xxxxx	xxxx	xxxx	xxxxx	569	569	173
Potent Cap.:	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	435	876
Move Cap.:	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	473	419	876
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	571	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

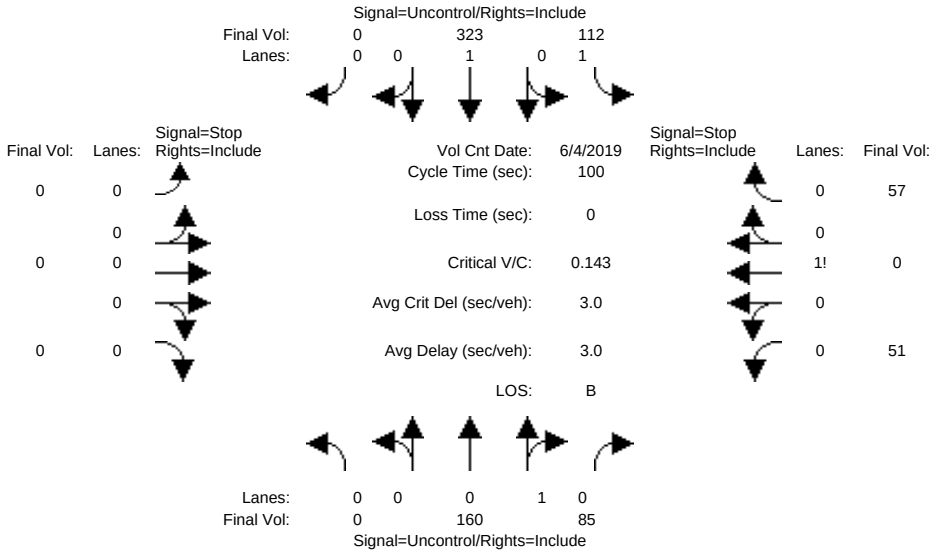
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	142	61	52	292	0	0	0	0	37	0	22
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	142	61	52	292	0	0	0	0	37	0	22
Added Vol:	0	18	24	60	31	0	0	0	0	14	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	160	85	112	323	0	0	0	0	51	0	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:	0	160	85	112	323	0	0	0	0	51	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	160	85	112	323	0	0	0	0	51	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	245	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	750	203
Potent Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	343	843
Move Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	314	843
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	514	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

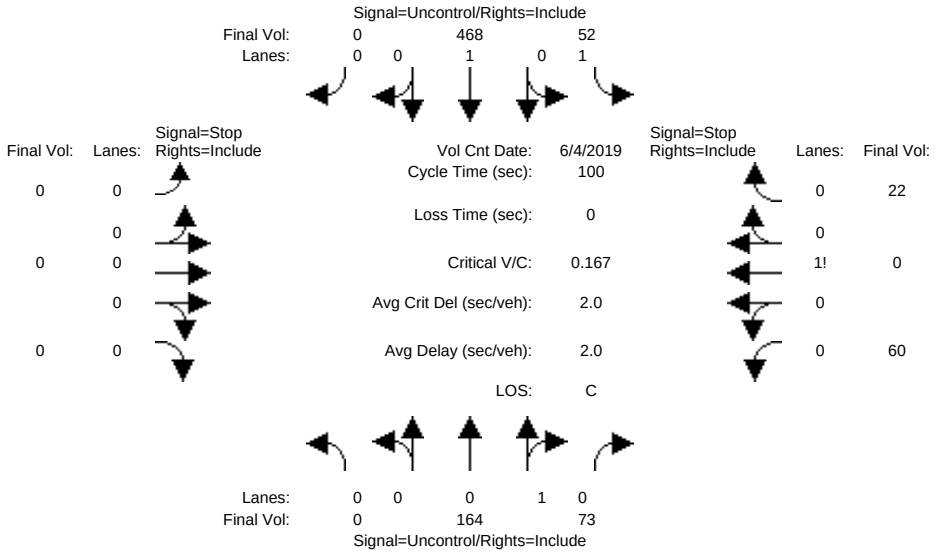
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	164	73	52	468	0	0	0	0	60	0	22
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	164	73	52	468	0	0	0	0	60	0	22
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	164	73	52	468	0	0	0	0	60	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	164	73	52	468	0	0	0	0	60	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	164	73	52	468	0	0	0	0	60	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	237	xxxx	xxxxx	xxxx	xxxx	xxxxx	773	773	201
Potent Cap.:	xxxx	xxxx	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx	370	332	846
Move Cap.:	xxxx	xxxx	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	319	846
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	425	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

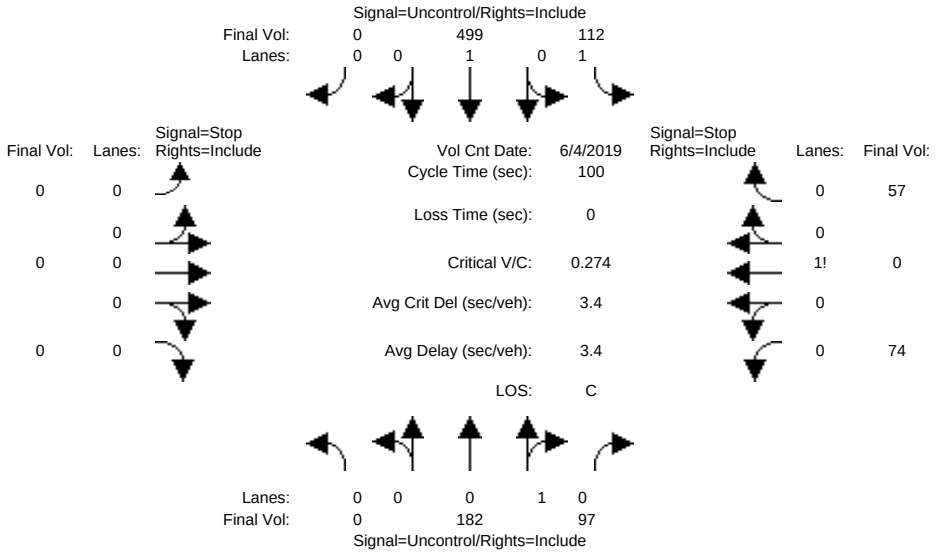
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	164	73	52	468	0	0	0	0	60	0	22
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	164	73	52	468	0	0	0	0	60	0	22
Added Vol:	0	18	24	60	31	0	0	0	0	14	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	97	112	499	0	0	0	0	74	0	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:	0	182	97	112	499	0	0	0	0	74	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	182	97	112	499	0	0	0	0	74	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	954	231
Potent Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	261	814
Move Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	271	238	814
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	381	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.3		
ApproachLOS:	*			*			*			C		

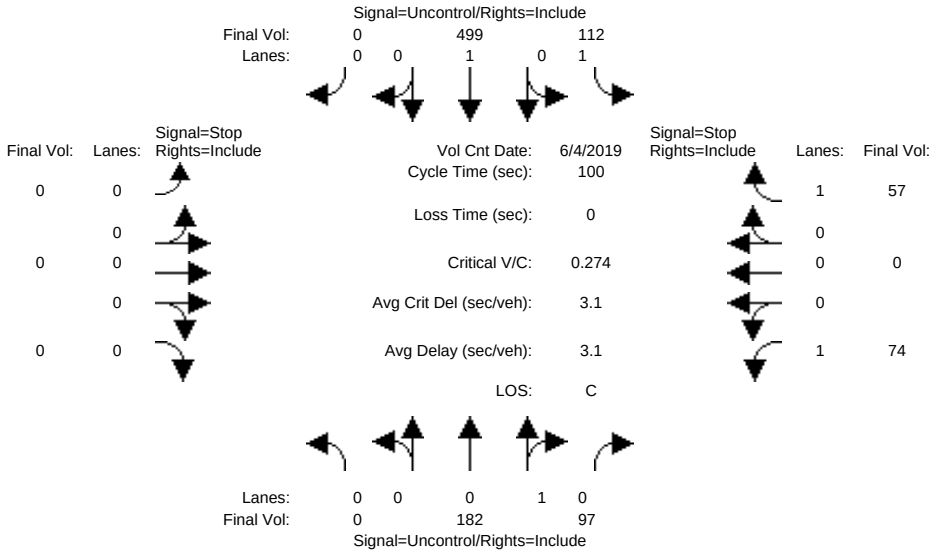
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	164	73	52	468	0	0	0	0	60	0	22
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	164	73	52	468	0	0	0	0	60	0	22
Added Vol:	0	18	24	60	31	0	0	0	0	14	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	97	112	499	0	0	0	0	74	0	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:	0	182	97	112	499	0	0	0	0	74	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	182	97	112	499	0	0	0	0	74	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	xxxx	231
Potent Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	xxxx	814
Move Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	271	xxxx	814
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.2	xxxx	9.8
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.4		
ApproachLOS:	*			*			*			C		

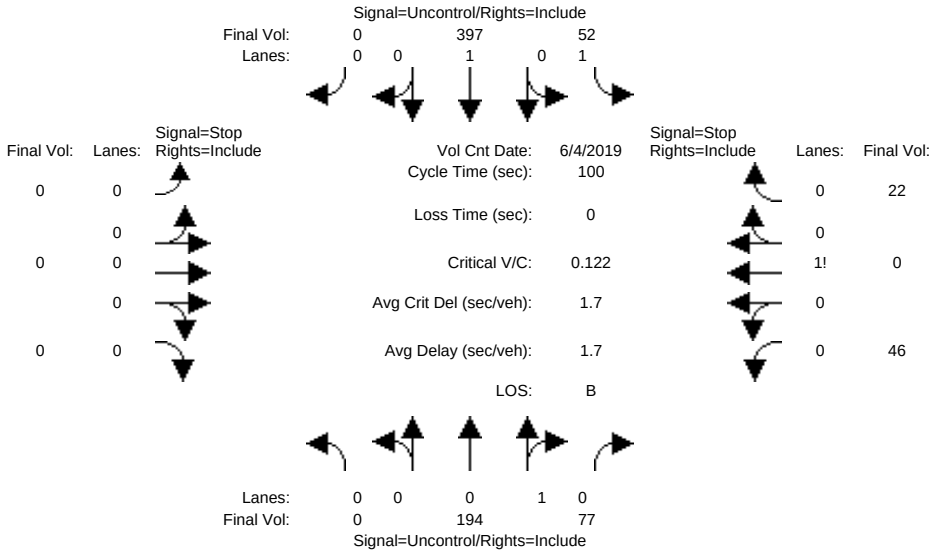
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	194	77	52	397	0	0	0	0	46	0	22
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	194	77	52	397	0	0	0	0	46	0	22
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	194	77	52	397	0	0	0	0	46	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	194	77	52	397	0	0	0	0	46	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	194	77	52	397	0	0	0	0	46	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	271	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	734	233
Potent Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	350	812
Move Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	336	812
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	458	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.2		
ApproachLOS:	*			*			*			B		

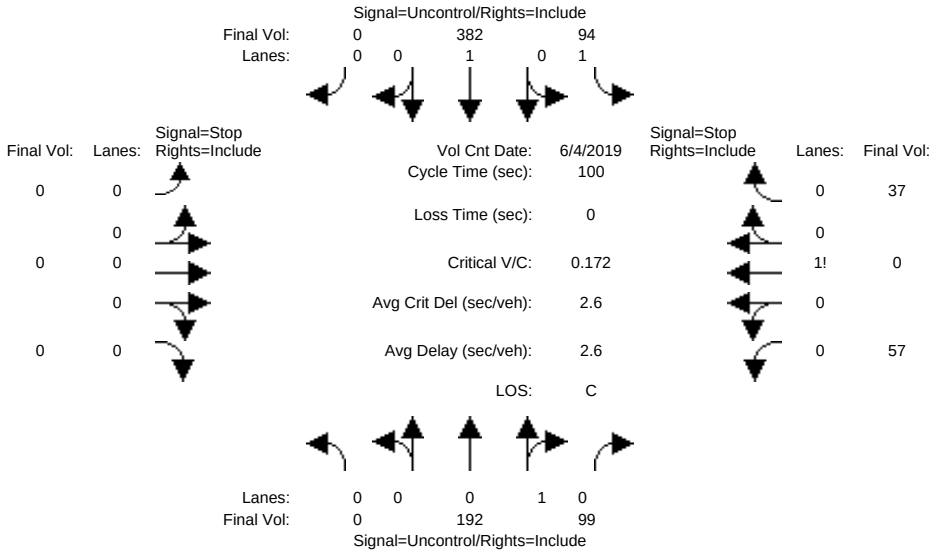
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	192	99	94	382	0	0	0	0	57	0	37
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	192	99	94	382	0	0	0	0	57	0	37
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	192	99	94	382	0	0	0	0	57	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	99	94	382	0	0	0	0	57	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	99	94	382	0	0	0	0	57	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	812	242
Potent Cap.:	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	316	802
Move Cap.:	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	332	292	802
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	431	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.7		
ApproachLOS:	*			*			*			C		

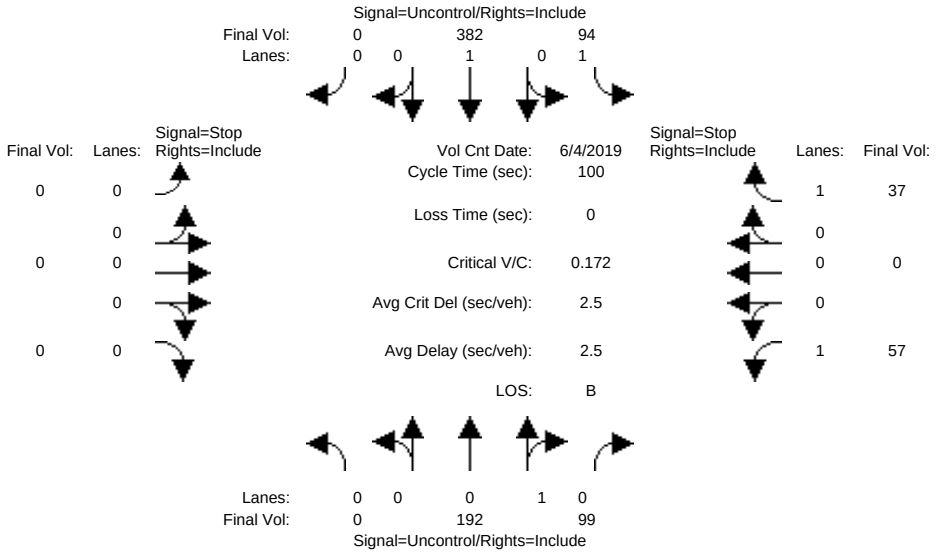
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	192	99	94	382	0	0	0	0	57	0	37
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	192	99	94	382	0	0	0	0	57	0	37
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	192	99	94	382	0	0	0	0	57	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	99	94	382	0	0	0	0	57	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	99	94	382	0	0	0	0	57	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	242
Potent Cap.:	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	xxxx	802
Move Cap.:	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	332	xxxx	802
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.1	xxxx	9.7
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.8		
ApproachLOS:	*			*			*			B		

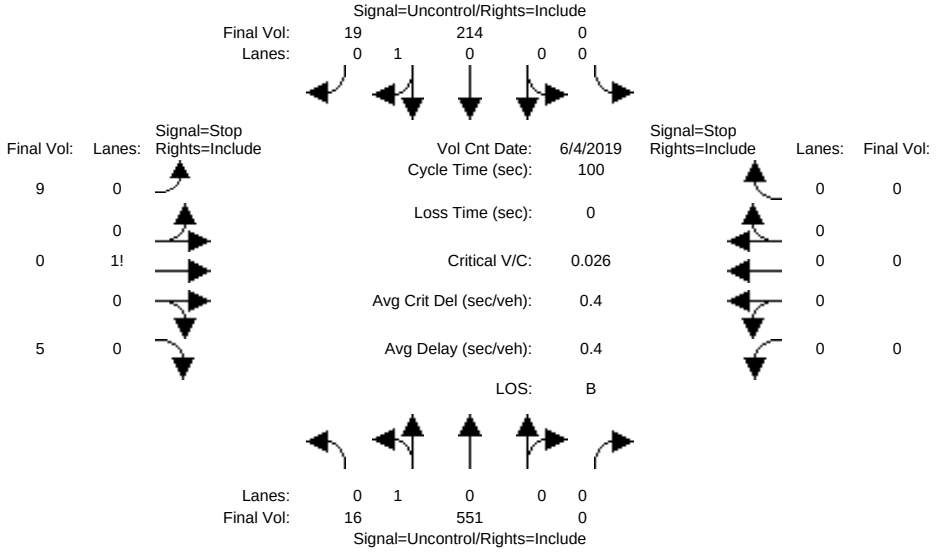
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	16	551	0	0	214	19	9	0	5	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:	16	551	0	0	214	19	9	0	5	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:	16	551	0	0	214	19	9	0	5	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:	16	551	0	0	214	19	9	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	551	0	0	214	19	9	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	807	224	xxxx	xxxx	xxxxx
Potent Cap.:	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	354	318	821	xxxx	xxxx	xxxxx
Move Cap.:	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	314	821	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	441	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

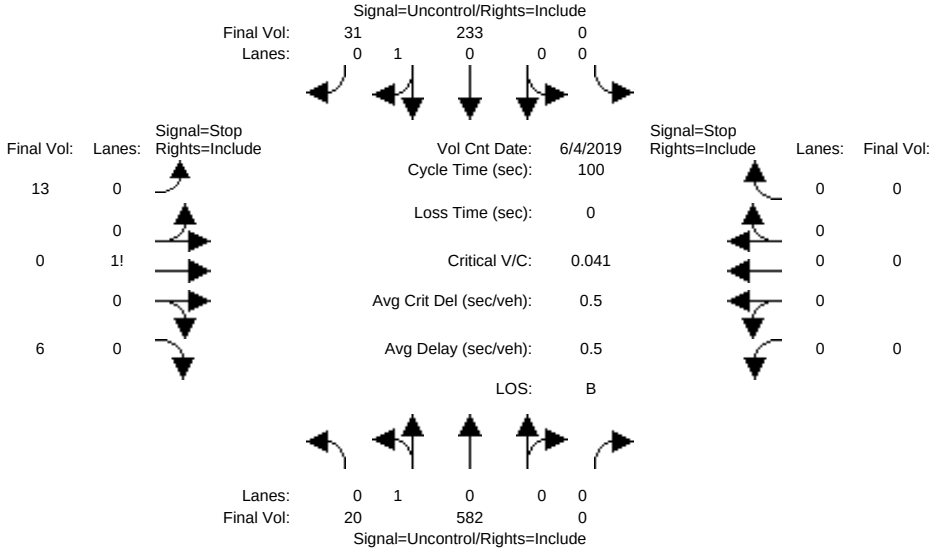
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	16	551	0	0	214	19	9	0	5	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:	16	551	0	0	214	19	9	0	5	0	0	0
Added Vol:	4	31	0	0	19	12	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	582	0	0	233	31	13	0	6	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:	20	582	0	0	233	31	13	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	582	0	0	233	31	13	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	264	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	871	249	xxxx	xxxx	xxxxx
Potent Cap.:	1312	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	292	795	xxxx	xxxx	xxxxx
Move Cap.:	1312	xxxx	xxxxx	xxxx	xxxx	xxxxx	321	287	795	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	395	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

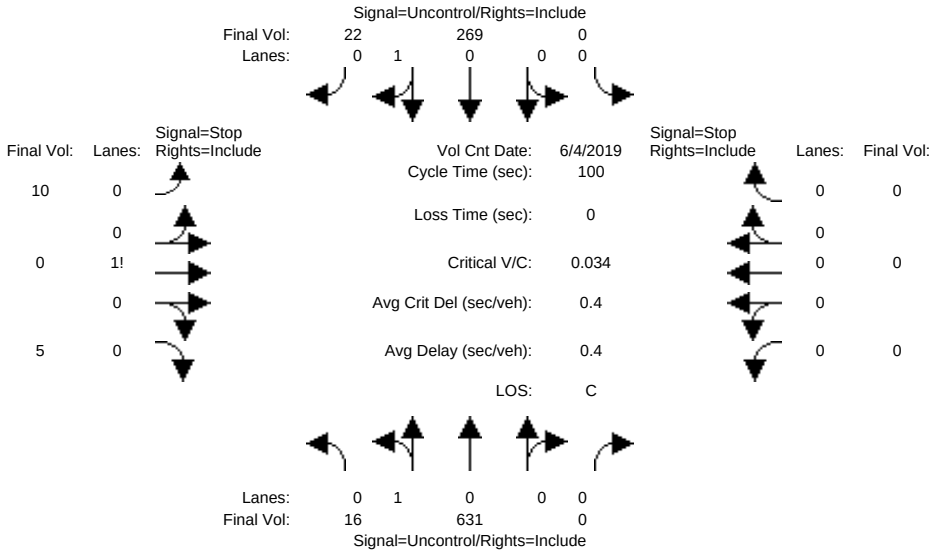
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	16	631	0	0	269	22	10	0	5	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:	16	631	0	0	269	22	10	0	5	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:	16	631	0	0	269	22	10	0	5	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:	16	631	0	0	269	22	10	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	631	0	0	269	22	10	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	943	943	280	xxxx	xxxx	xxxxx
Potent Cap.:	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	265	764	xxxx	xxxx	xxxxx
Move Cap.:	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	261	764	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	367	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.2			xxxxxx		
ApproachLOS:	*			*			C			*		

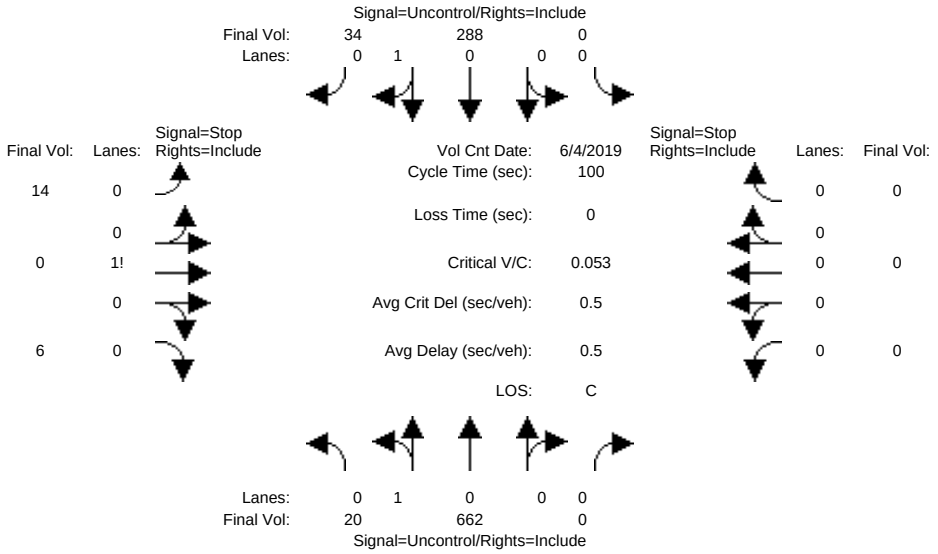
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	16	631	0	0	269	22	10	0	5	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:	16	631	0	0	269	22	10	0	5	0	0	0
Added Vol:	4	31	0	0	19	12	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	662	0	0	288	34	14	0	6	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:	20	662	0	0	288	34	14	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	662	0	0	288	34	14	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	322	xxxx	xxxxx	xxxx	xxxx	xxxxx	1007	1007	305	xxxx	xxxx	xxxxx
Potent Cap.:	1249	xxxx	xxxxx	xxxx	xxxx	xxxxx	269	243	740	xxxx	xxxx	xxxxx
Move Cap.:	1249	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	239	740	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	329	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.6			xxxxxx		
ApproachLOS:	*			*			C			*		

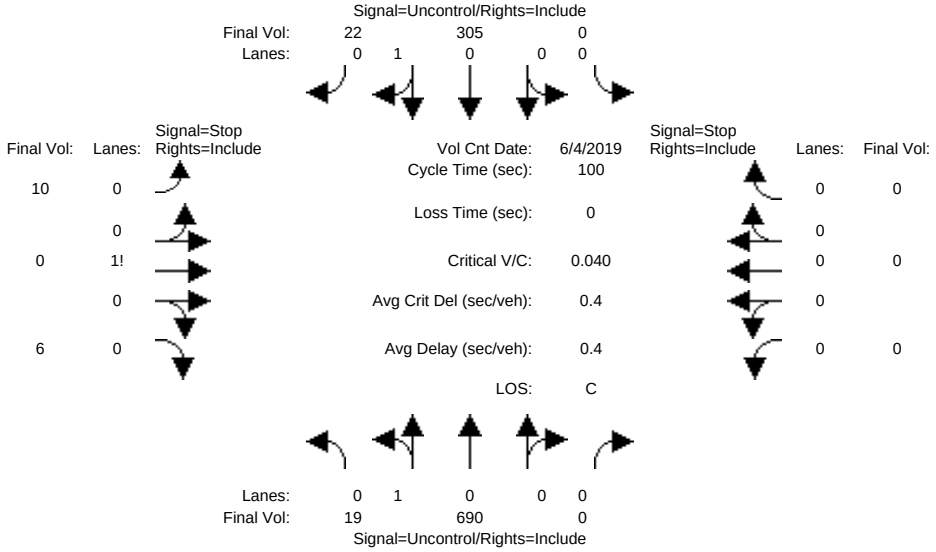
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	19	690	0	0	305	22	10	0	6	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:	19	690	0	0	305	22	10	0	6	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:	19	690	0	0	305	22	10	0	6	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:	19	690	0	0	305	22	10	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	690	0	0	305	22	10	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	1044	1044	316	xxxx	xxxx	xxxxx
Potent Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	231	729	xxxx	xxxx	xxxxx
Move Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	227	729	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	335	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

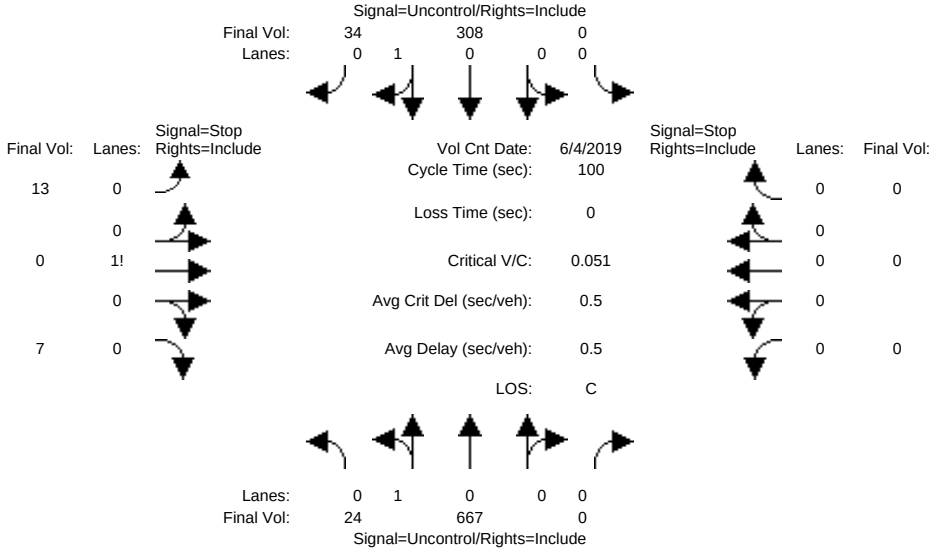
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	24	667	0	0	308	34	13	0	7	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:	24	667	0	0	308	34	13	0	7	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:	24	667	0	0	308	34	13	0	7	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:	24	667	0	0	308	34	13	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	667	0	0	308	34	13	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	342	xxxx	xxxxx	xxxx	xxxx	xxxxx	1040	1040	325	xxxx	xxxx	xxxxx
Potent Cap.:	1228	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	232	721	xxxx	xxxx	xxxxx
Move Cap.:	1228	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	228	721	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	328	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.7			xxxxxx		
ApproachLOS:	*			*			C			*		

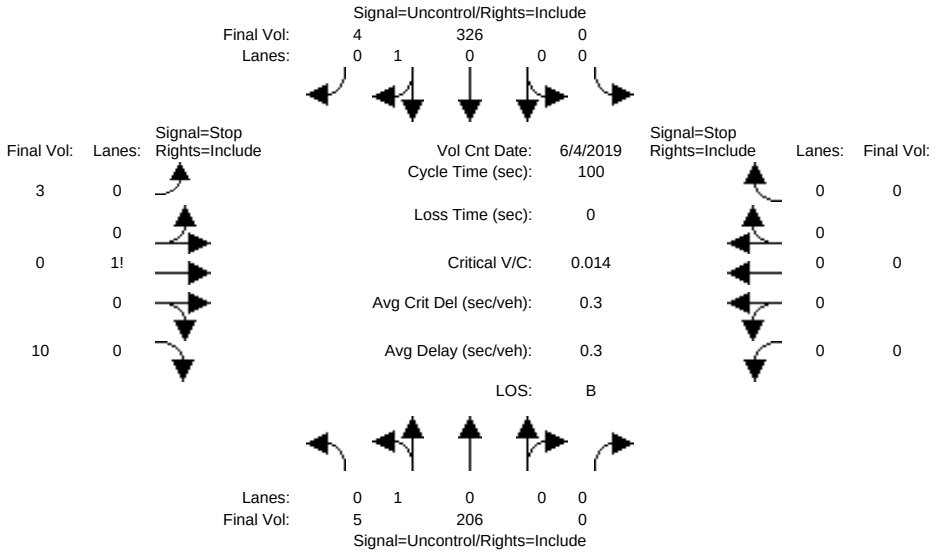
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	5	206	0	0	326	4	3	0	10	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:	5	206	0	0	326	4	3	0	10	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:	5	206	0	0	326	4	3	0	10	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:	5	206	0	0	326	4	3	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	206	0	0	326	4	3	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	330	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	544	328	xxxx	xxxx	xxxxx
Potent Cap.:	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx	504	449	718	xxxx	xxxx	xxxxx
Move Cap.:	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx	502	447	718	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	653	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.6			xxxxxx		
ApproachLOS:	*			*			B			*		

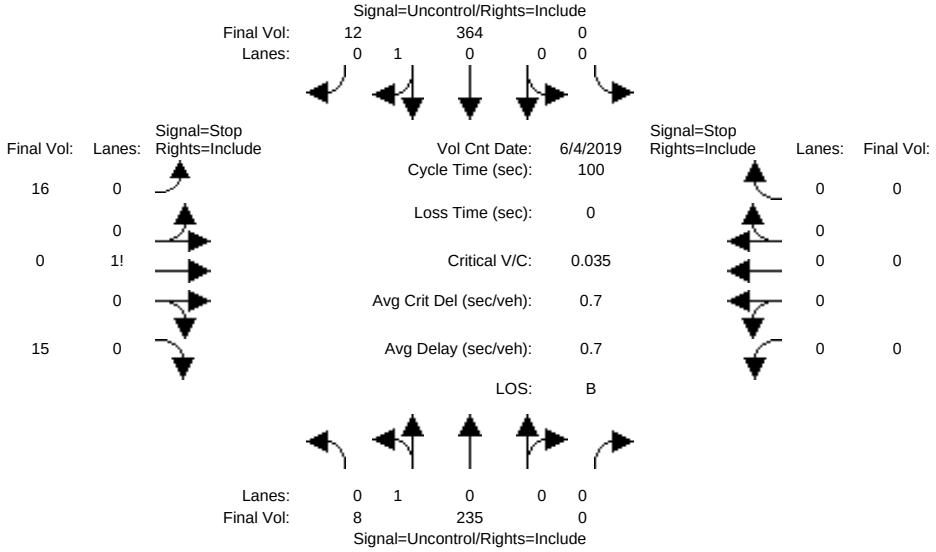
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	5	206	0	0	326	4	3	0	10	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:	5	206	0	0	326	4	3	0	10	0	0	0
Added Vol:	3	29	0	0	38	8	13	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	235	0	0	364	12	16	0	15	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:	8	235	0	0	364	12	16	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	235	0	0	364	12	16	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	376	xxxx	xxxxx	xxxx	xxxx	xxxxx	621	621	370	xxxx	xxxx	xxxxx
Potent Cap.:	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	406	680	xxxx	xxxx	xxxxx
Move Cap.:	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	403	680	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	540	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.1			xxxxxx		
ApproachLOS:	*			*			B			*		

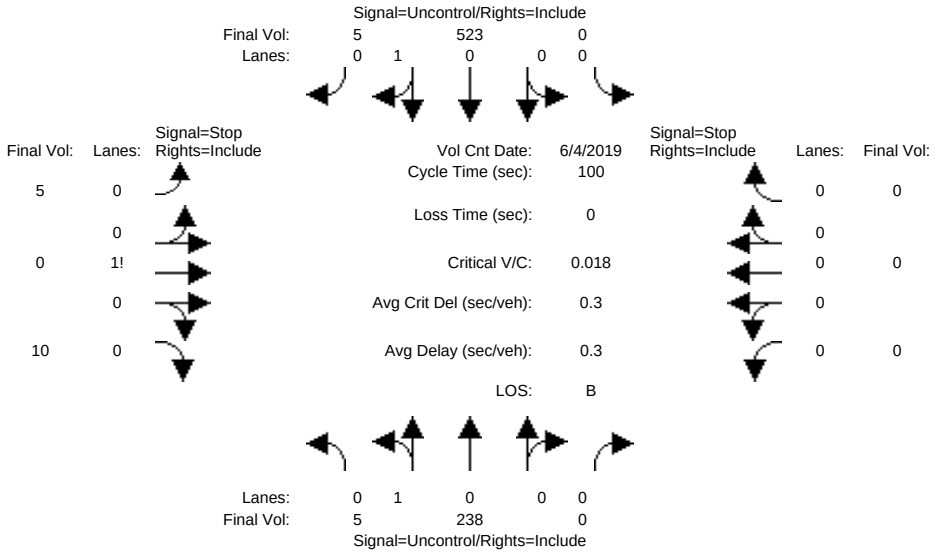
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	5	238	0	0	523	5	5	0	10	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:	5	238	0	0	523	5	5	0	10	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:	5	238	0	0	523	5	5	0	10	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:	5	238	0	0	523	5	5	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	238	0	0	523	5	5	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	774	526	xxxx	xxxx	xxxxx
Potent Cap.:	1049	xxxx	xxxxx	xxxx	xxxx	xxxxx	370	332	556	xxxx	xxxx	xxxxx
Move Cap.:	1049	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	330	556	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	475	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

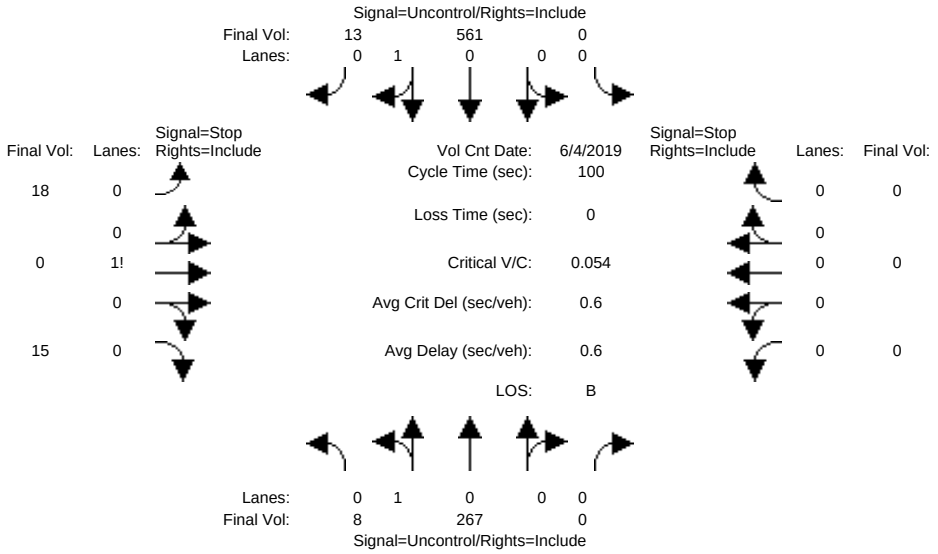
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	5	238	0	0	523	5	5	0	10	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:	5	238	0	0	523	5	5	0	10	0	0	0
Added Vol:	3	29	0	0	38	8	13	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	267	0	0	561	13	18	0	15	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:	8	267	0	0	561	13	18	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	267	0	0	561	13	18	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	574	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	851	568	xxxx	xxxx	xxxxx
Potent Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	300	527	xxxx	xxxx	xxxxx
Move Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	297	527	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	398	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.8			xxxxxx		
ApproachLOS:	*			*			B			*		

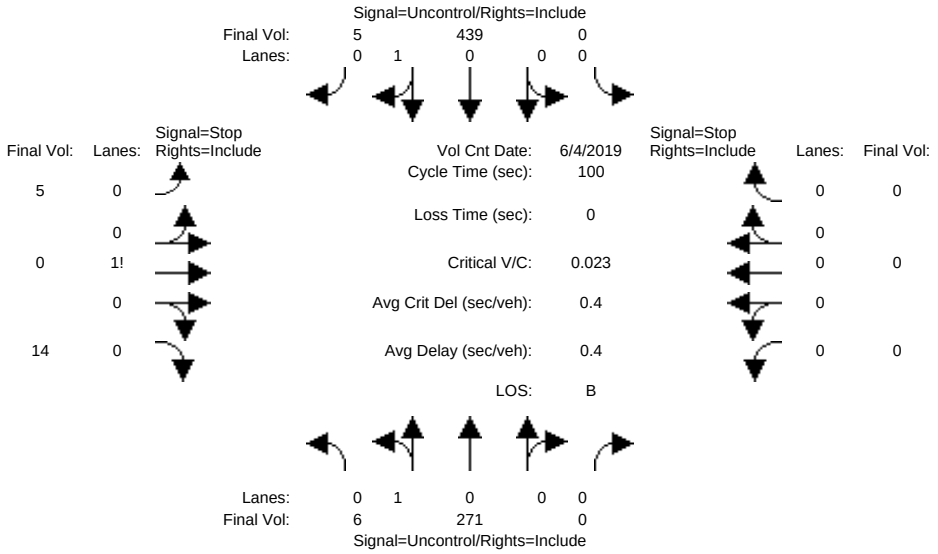
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	6	271	0	0	439	5	5	0	14	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:	6	271	0	0	439	5	5	0	14	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:	6	271	0	0	439	5	5	0	14	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:	6	271	0	0	439	5	5	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	271	0	0	439	5	5	0	14	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	444	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	725	442	xxxx	xxxx	xxxxx
Potent Cap.:	1127	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	354	620	xxxx	xxxx	xxxxx
Move Cap.:	1127	xxxx	xxxxx	xxxx	xxxx	xxxxx	394	352	620	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	539	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

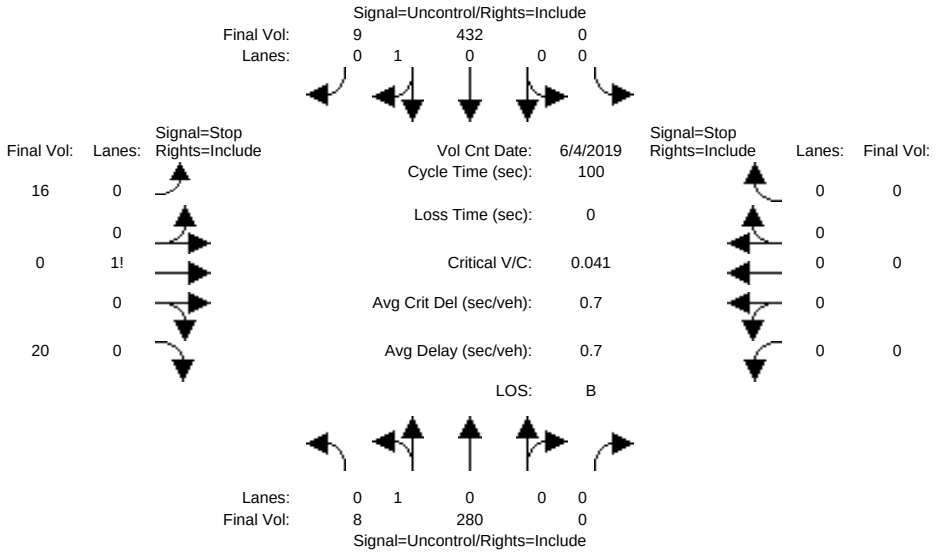
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4800: Hill Road and San Pedro Avenue



Street Name:	Hill Road						San Pedro 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: 4 Jun 2019 <<												
Base Vol:	8	280	0	0	432	9	16	0	20	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:	8	280	0	0	432	9	16	0	20	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:	8	280	0	0	432	9	16	0	20	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:	8	280	0	0	432	9	16	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	280	0	0	432	9	16	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	441	xxxx	xxxxx	xxxx	xxxx	xxxxx	733	733	437	xxxx	xxxx	xxxxx
Potent Cap.:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	350	624	xxxx	xxxx	xxxxx
Move Cap.:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	348	624	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	492	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

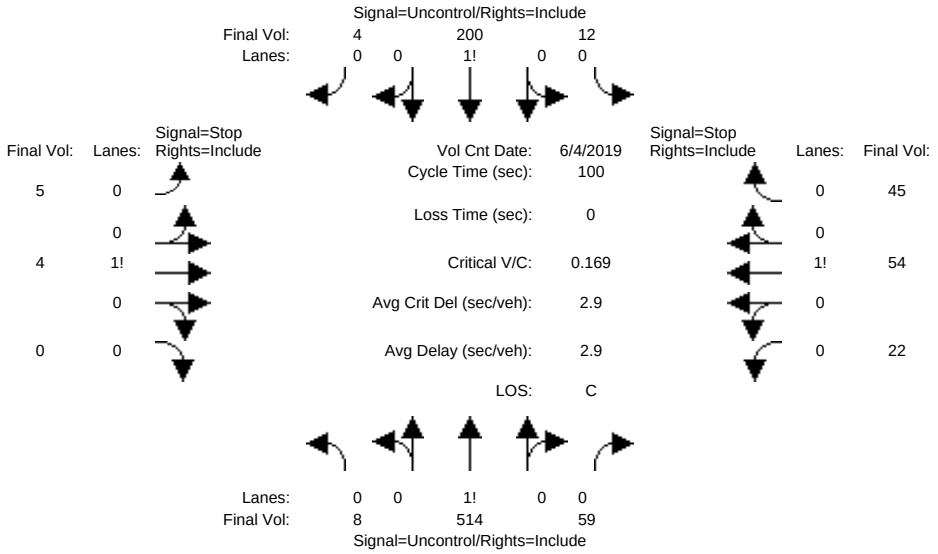
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue



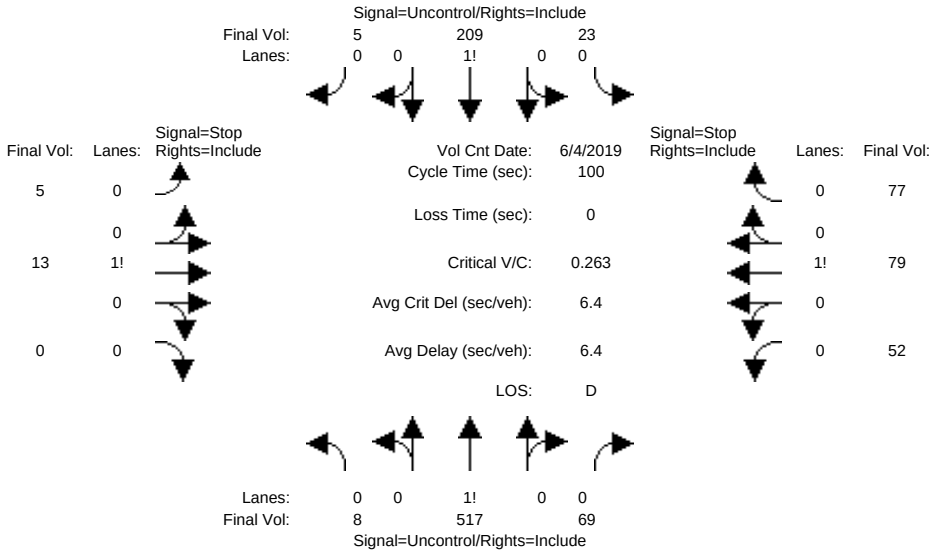

```
Street Name:            Hill Road                    Barrett Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       8  514    59    12  200     4     5    4     0    22   54    45
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:    8  514    59    12  200     4     5    4     0    22   54    45
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:    8  514    59    12  200     4     5    4     0    22   54    45
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:     8  514    59    12  200     4     5    4     0    22   54    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8  514    59    12  200     4     5    4     0    22   54    45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5 xxxxx   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0 xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  204 xxxx xxxxx   573 xxxx xxxxx   835  815 xxxxx   788  788   544
Potent Cap.: 1380 xxxx xxxxx  1010 xxxx xxxxx   289  314 xxxxx   311  326   543
Move Cap.:   1380 xxxx xxxxx  1010 xxxx xxxxx   228  309 xxxxx   304  320   543
Volume/Cap:  0.01 xxxx  xxxx  0.01 xxxx  xxxx  0.02 0.01  xxxx  0.07 0.17  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx   8.6 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   258 xxxx xxxxx  xxxx  374 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx  1.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  19.5 xxxx xxxxx xxxxx 19.2 xxxxx
Shared LOS:     *    *     *     *    *     *     C    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             19.5             19.2
ApproachLOS:         *                *                C                C
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	8	514	59	12	200	4	5	4	0	22	54	45
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:	8	514	59	12	200	4	5	4	0	22	54	45
Added Vol:	0	3	10	11	9	1	0	9	0	30	25	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	517	69	23	209	5	5	13	0	52	79	77
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:	8	517	69	23	209	5	5	13	0	52	79	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	517	69	23	209	5	5	13	0	52	79	77
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	214	xxxx	xxxxx	586	xxxx	xxxxx	903	860	xxxxx	832	828	552
Potent Cap.:	1368	xxxx	xxxxx	999	xxxx	xxxxx	260	296	xxxxx	291	309	538
Move Cap.:	1368	xxxx	xxxxx	999	xxxx	xxxxx	174	287	xxxxx	275	300	538
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.05	xxxx	0.19	0.26	0.14
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.7	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	243	xxxx	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.0	xxxx	xxxxx	xxxxx	29.4	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			21.0			29.4		
ApproachLOS:	*			*			C			D		

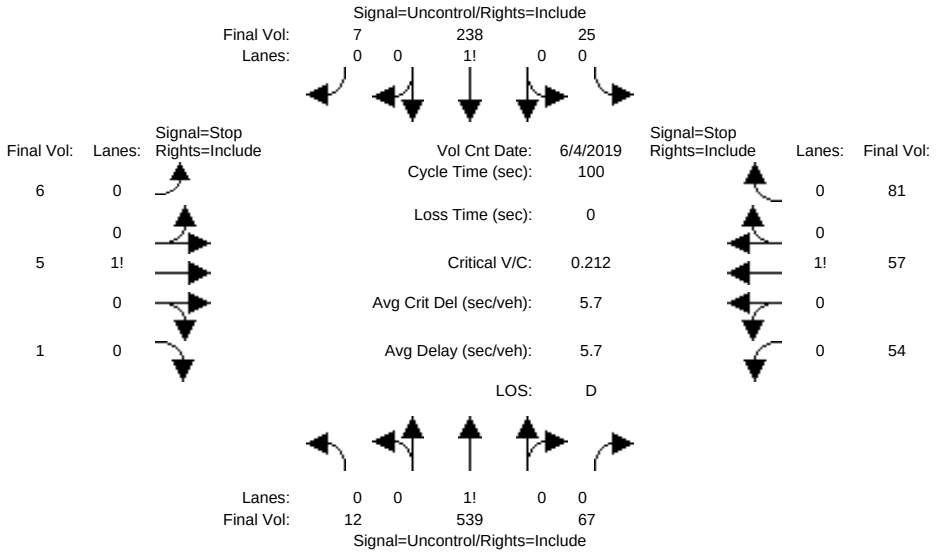
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	12	539	67	25	238	7	6	5	1	54	57	81
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:	12	539	67	25	238	7	6	5	1	54	57	81
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:	12	539	67	25	238	7	6	5	1	54	57	81
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:	12	539	67	25	238	7	6	5	1	54	57	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	539	67	25	238	7	6	5	1	54	57	81
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	245	xxxx	xxxxx	606	xxxx	xxxxx	957	922	242	891	892	573
Potent Cap.:	1333	xxxx	xxxxx	982	xxxx	xxxxx	239	272	802	265	284	523
Move Cap.:	1333	xxxx	xxxxx	982	xxxx	xxxxx	166	263	802	254	274	523
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.04	0.02	0.00	0.21	0.21	0.15
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.8	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	212	xxxxx	xxxx	334	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.0	xxxxx	xxxxx	29.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.0			29.4		
ApproachLOS:	*			*			C			D		

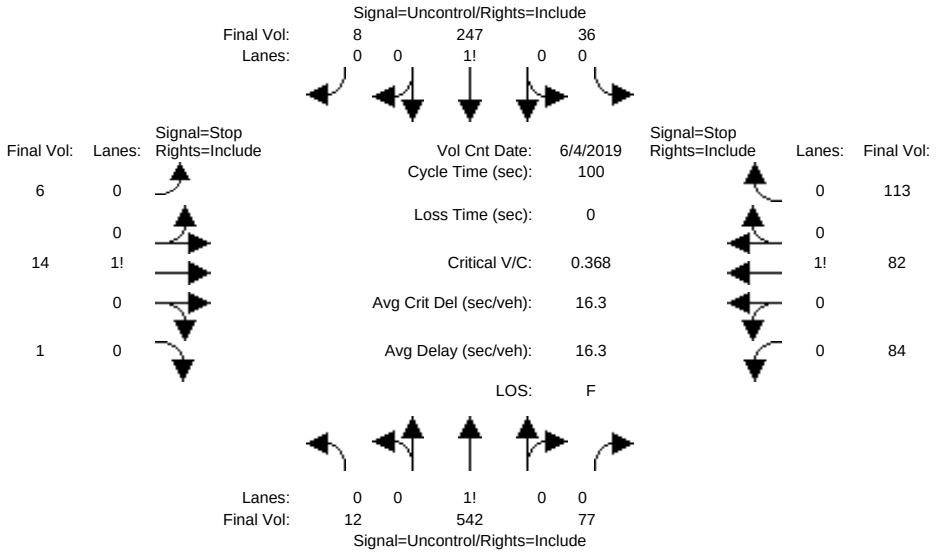
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	12	539	67	25	238	7	6	5	1	54	57	81
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:	12	539	67	25	238	7	6	5	1	54	57	81
Added Vol:	0	3	10	11	9	1	0	9	0	30	25	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	542	77	36	247	8	6	14	1	84	82	113
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:	12	542	77	36	247	8	6	14	1	84	82	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	542	77	36	247	8	6	14	1	84	82	113
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	255	xxxx	xxxxx	619	xxxx	xxxxx	1025	966	251	935	932	581
Potent Cap.:	1322	xxxx	xxxxx	971	xxxx	xxxxx	215	257	793	248	269	518
Move Cap.:	1322	xxxx	xxxxx	971	xxxx	xxxxx	122	245	793	228	256	518
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.05	0.06	0.00	0.37	0.32	0.22
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.8	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	195	xxxxx	xxxx	308	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	8.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.7	xxxxx	xxxxx	67.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			25.7			67.8		
ApproachLOS:	*			*			D			F		

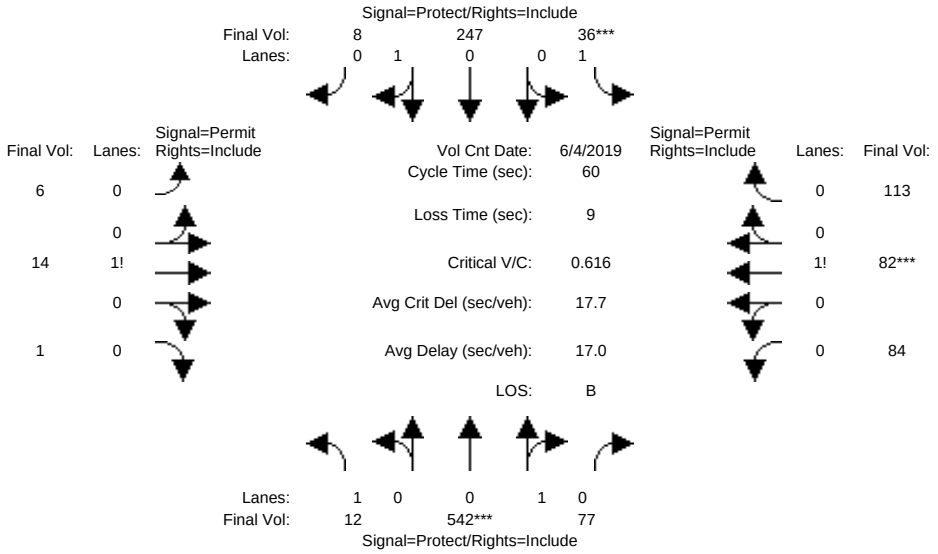
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	12	539	67	25	238	7	6	5	1	54	57	81
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:	12	539	67	25	238	7	6	5	1	54	57	81
Added Vol:	0	3	10	11	9	1	0	9	0	30	25	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	542	77	36	247	8	6	14	1	84	82	113
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:	12	542	77	36	247	8	6	14	1	84	82	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	542	77	36	247	8	6	14	1	84	82	113
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:	12	542	77	36	247	8	6	14	1	84	82	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.88	0.12	1.00	0.97	0.03	0.28	0.67	0.05	0.30	0.29	0.41
Final Sat.:	1750	1576	224	1750	1744	56	500	1167	83	527	514	709
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.02	0.14	0.14	0.01	0.01	0.01	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green Time:	15.3	30.1	30.1	7.0	21.8	21.8	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.03	0.69	0.69	0.18	0.39	0.39	0.05	0.05	0.05	0.69	0.69	0.69
Delay/Veh:	16.8	13.6	13.6	24.3	14.6	14.6	17.9	17.9	17.9	25.9	25.9	25.9
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:	16.8	13.6	13.6	24.3	14.6	14.6	17.9	17.9	17.9	25.9	25.9	25.9
LOS by Move:	B	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	10	10	1	4	4	0	0	0	7	7	7

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

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Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

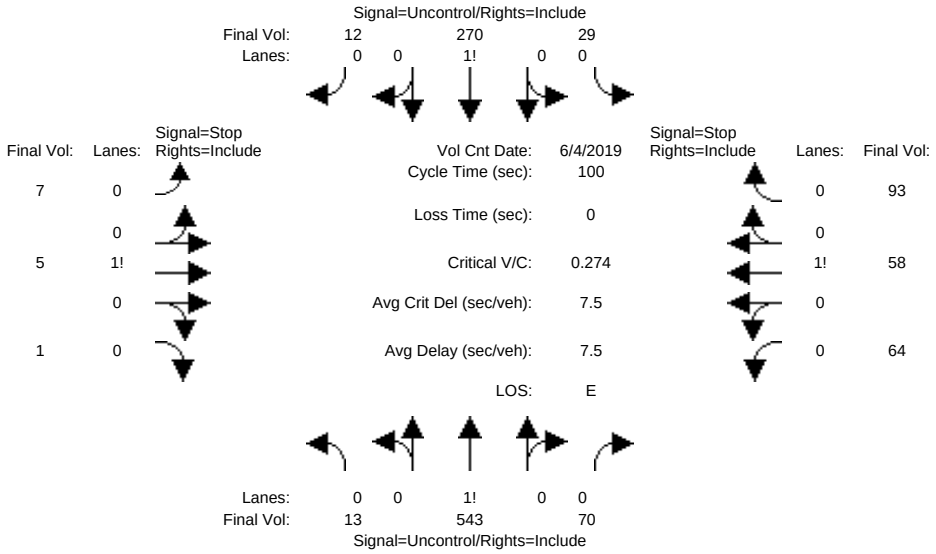
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	23	303	686	316
Demand Flow Rate, veh/h	23	309	700	322
Vehicles Circulating, veh/h	406	621	62	197
Vehicles Exiting, veh/h	113	141	367	733
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	10.7	8.8	6.0
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	23	309	700	322
Cap Entry Lane, veh/h	912	732	1295	1129
Entry HV Adj Factor	0.987	0.981	0.980	0.980
Flow Entry, veh/h	23	303	686	316
Cap Entry, veh/h	900	719	1270	1106
V/C Ratio	0.025	0.422	0.540	0.285
Control Delay, s/veh	4.2	10.7	8.8	6.0
LOS	A	B	A	A
95th %tile Queue, veh	0	2	3	1

City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	13	543	70	29	270	12	7	5	1	64	58	93
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:	13	543	70	29	270	12	7	5	1	64	58	93
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:	13	543	70	29	270	12	7	5	1	64	58	93
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:	13	543	70	29	270	12	7	5	1	64	58	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	543	70	29	270	12	7	5	1	64	58	93
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	282	xxxx	xxxxx	613	xxxx	xxxxx	1014	973	276	941	944	578
Potent Cap.:	1292	xxxx	xxxxx	976	xxxx	xxxxx	219	254	768	245	264	519
Move Cap.:	1292	xxxx	xxxxx	976	xxxx	xxxxx	144	244	768	234	254	519
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.05	0.02	0.00	0.27	0.23	0.18
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.8	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	185	xxxxx	xxxx	316	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	4.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.0	xxxxx	xxxxx	37.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			26.0			37.7		
ApproachLOS:	*			*			D			E		

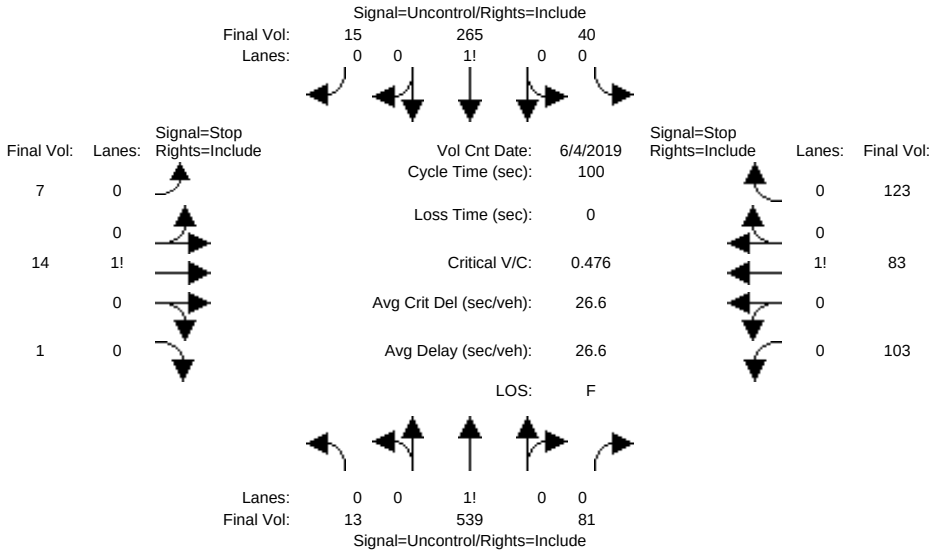
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	539	81	40	265	15	7	14	1	103	83	123
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	280	xxxx	xxxxx	620	xxxx	xxxxx	1061	999	273	966	966	580
Potent Cap.:	1294	xxxx	xxxxx	970	xxxx	xxxxx	203	246	771	236	257	518
Move Cap.:	1294	xxxx	xxxxx	970	xxxx	xxxxx	110	233	771	216	243	518
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.06	0.06	0.00	0.48	0.34	0.24
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	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	176	xxxxx	xxxx	293	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	11.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.4	xxxxx	xxxxx	107	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			28.4			106.9		
ApproachLOS:	*			*			D			F		

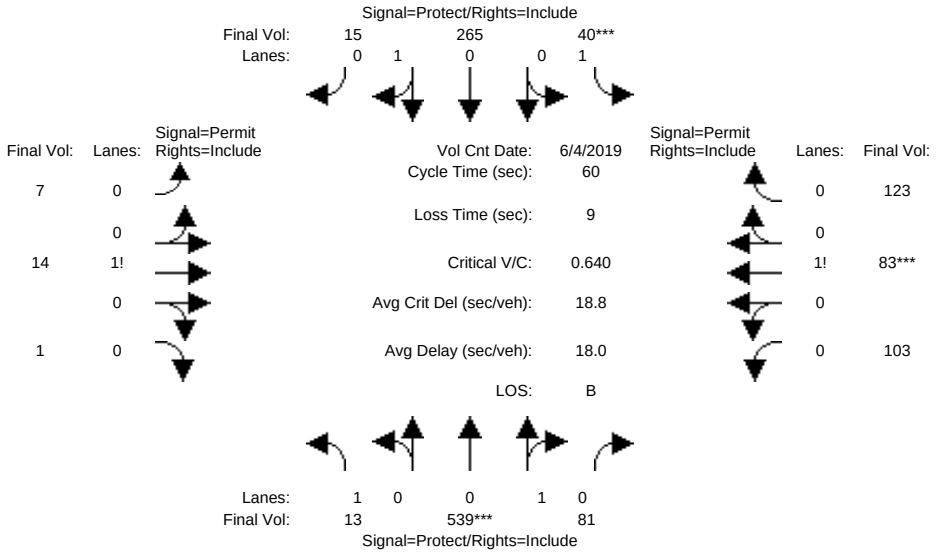
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	539	81	40	265	15	7	14	1	103	83	123
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:	13	539	81	40	265	15	7	14	1	103	83	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.87	0.13	1.00	0.95	0.05	0.32	0.64	0.04	0.33	0.27	0.40
Final Sat.:	1750	1565	235	1750	1704	96	557	1114	80	583	470	697
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.02	0.16	0.16	0.01	0.01	0.01	0.18	0.18	0.18
Crit Moves:		****		****							****	
Green Time:	14.9	29.1	29.1	7.0	21.2	21.2	14.9	14.9	14.9	14.9	14.9	14.9
Volume/Cap:	0.03	0.71	0.71	0.20	0.44	0.44	0.05	0.05	0.05	0.71	0.71	0.71
Delay/Veh:	17.1	14.9	14.9	24.4	15.3	15.3	17.2	17.2	17.2	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:	17.1	14.9	14.9	24.4	15.3	15.3	17.2	17.2	17.2	26.0	26.0	26.0
LOS by Move:	B	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	11	11	1	5	5	0	0	0	7	7	7

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

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Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

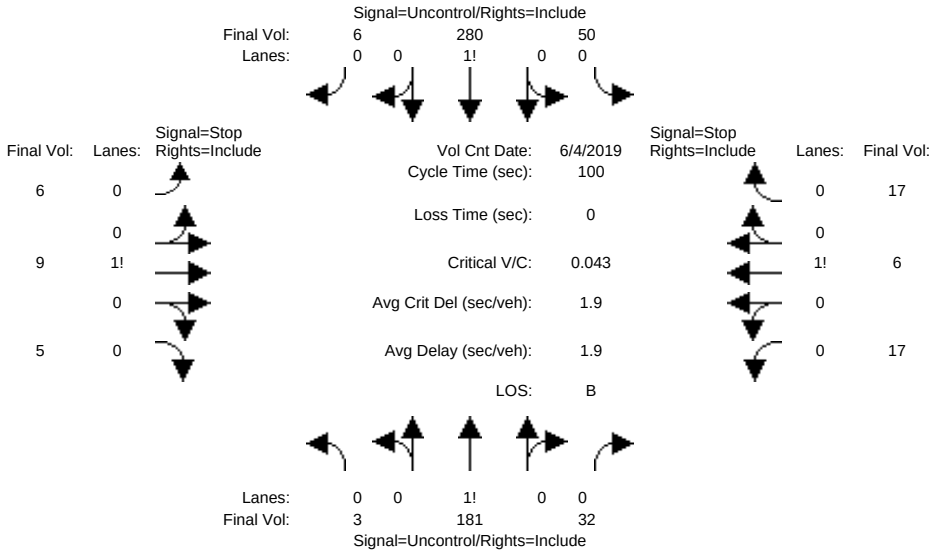
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	336	688	347
Demand Flow Rate, veh/h	24	343	702	354
Vehicles Circulating, veh/h	452	620	67	220
Vehicles Exiting, veh/h	122	149	409	743
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	11.7	8.9	6.5
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	24	343	702	354
Cap Entry Lane, veh/h	870	733	1289	1103
Entry HV Adj Factor	0.988	0.980	0.980	0.981
Flow Entry, veh/h	24	336	688	347
Cap Entry, veh/h	860	719	1264	1081
V/C Ratio	0.028	0.468	0.545	0.321
Control Delay, s/veh	4.4	11.7	8.9	6.5
LOS	A	B	A	A
95th %tile Queue, veh	0	3	3	1

City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue



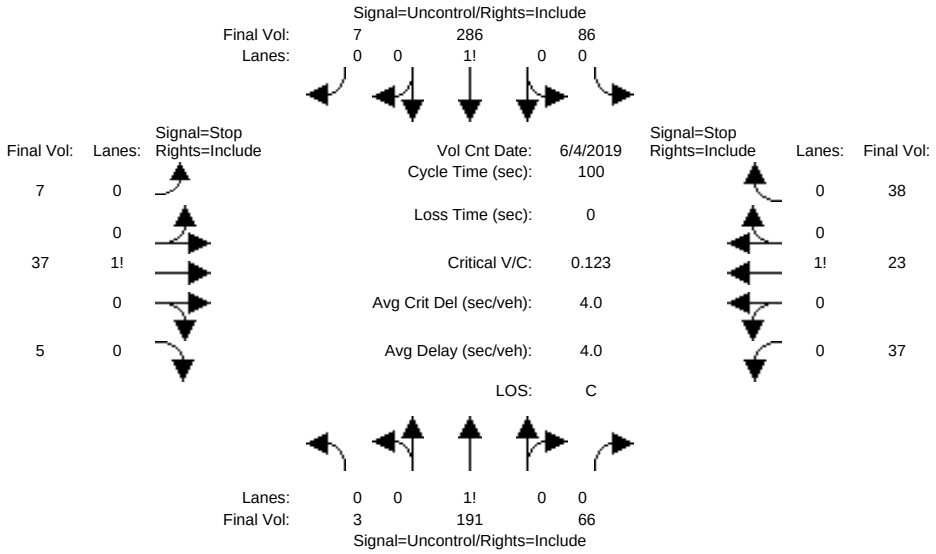

```
Street Name:            Hill Road                    Barrett Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       3  181   32    50  280    6     6    9    5     17    6    17
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:    3  181   32    50  280    6     6    9    5     17    6    17
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:    3  181   32    50  280    6     6    9    5     17    6    17
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:     3  181   32    50  280    6     6    9    5     17    6    17
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0     0
FinalVolume:    3  181   32    50  280    6     6    9    5     17    6    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
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:  286 xxxx xxxxx   213 xxxx xxxxx   598  602   283   593  589   197
Potent Cap.: 1288 xxxx xxxxx  1369 xxxx xxxxx   417  416   761   420  423   849
Move Cap.:   1288 xxxx xxxxx  1369 xxxx xxxxx   392  400   761   398  407   849
Volume/Cap:  0.00 xxxx  xxxx  0.04 xxxx  xxxx  0.02 0.02  0.01  0.04 0.01  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.7 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  451 xxxxx  xxxx  516 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.4 xxxxx xxxxx 12.6 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             13.4            12.6
ApproachLOS:         *                *                B               B
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue



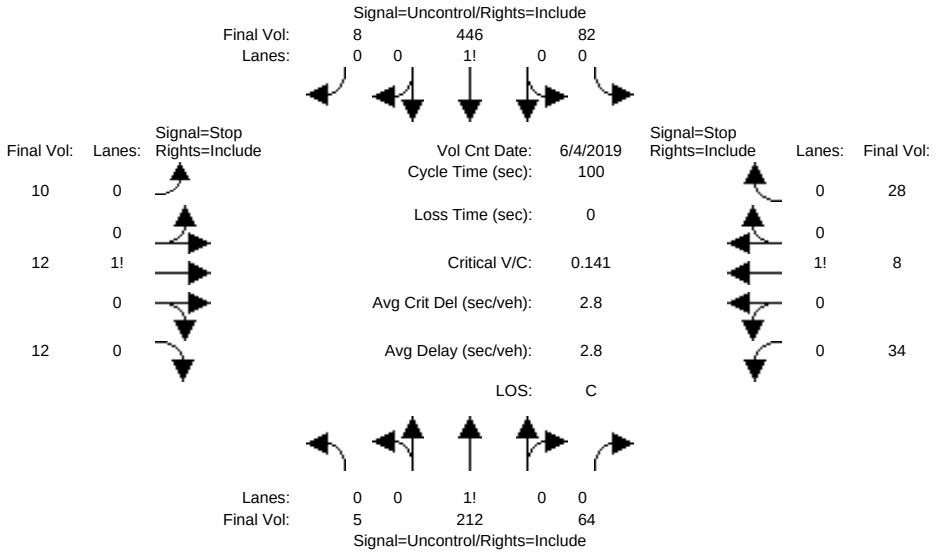

```
Street Name:            Hill Road                    Barrett Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       3  181    32    50  280     6     6    9     5    17    6    17
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:    3  181    32    50  280     6     6    9     5    17    6    17
Added Vol:      0   10    34    36    6     1     1   28     0    20   17    21
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    3  191    66    86  286     7     7   37     5    37   23    38
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:     3  191    66    86  286     7     7   37     5    37   23    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3  191    66    86  286     7     7   37     5    37   23    38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
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:  293 xxxx xxxxx   257 xxxx xxxxx   722  725   290   713  695   224
Potent Cap.: 1280 xxxx xxxxx  1320 xxxx xxxxx   345  354   754   350  368   820
Move Cap.:   1280 xxxx xxxxx  1320 xxxx xxxxx   295  329   754   301  342   820
Volume/Cap:  0.00 xxxx  xxxx  0.07 xxxx  xxxx  0.02 0.11  0.01  0.12 0.07  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.9 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  343 xxxxx  xxxx  414 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.2 xxxxx xxxxx 16.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             17.2            16.4
ApproachLOS:         *                *               C               C
Note: Queue reported is the number of cars per lane.
```


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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	5	212	64	82	446	8	10	12	12	34	8	28
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:	5	212	64	82	446	8	10	12	12	34	8	28
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:	5	212	64	82	446	8	10	12	12	34	8	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:	5	212	64	82	446	8	10	12	12	34	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	212	64	82	446	8	10	12	12	34	8	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	454	xxxx	xxxxx	276	xxxx	xxxxx	886	900	450	880	872	244
Potent Cap.:	1117	xxxx	xxxxx	1299	xxxx	xxxxx	267	280	613	270	291	800
Move Cap.:	1117	xxxx	xxxxx	1299	xxxx	xxxxx	239	261	613	242	271	800
Volume/Cap:	0.00	xxxx	xxxx	0.06	xxxx	xxxx	0.04	0.05	0.02	0.14	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.0	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	316	xxxxx	xxxx	341	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.7			18.3		
ApproachLOS:	*			*			C			C		

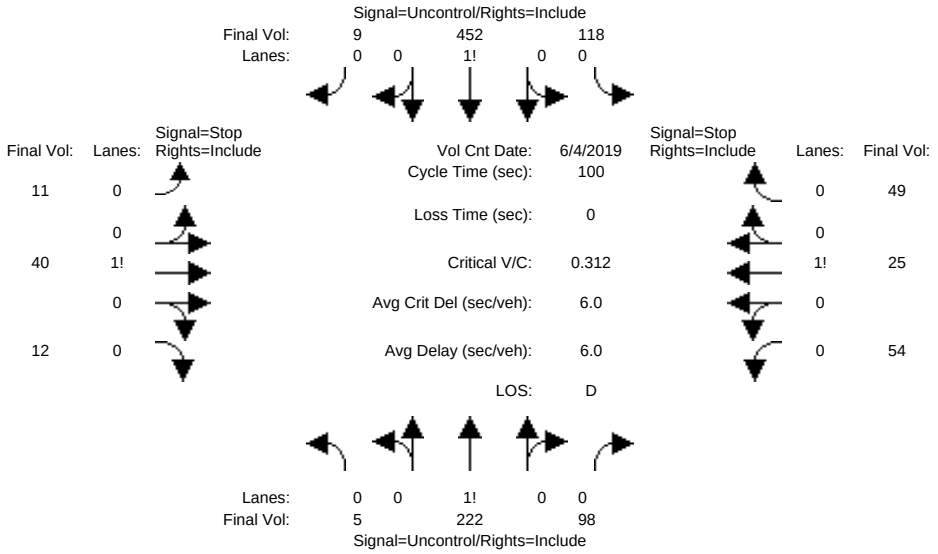
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	5	212	64	82	446	8	10	12	12	34	8	28
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:	5	212	64	82	446	8	10	12	12	34	8	28
Added Vol:	0	10	34	36	6	1	1	28	0	20	17	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	222	98	118	452	9	11	40	12	54	25	49
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:	5	222	98	118	452	9	11	40	12	54	25	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	222	98	118	452	9	11	40	12	54	25	49
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	461	xxxx	xxxxx	320	xxxx	xxxxx	1011	1023	457	1000	978	271
Potent Cap.:	1111	xxxx	xxxxx	1251	xxxx	xxxxx	220	238	608	224	252	773
Move Cap.:	1111	xxxx	xxxxx	1251	xxxx	xxxxx	174	213	608	173	226	773
Volume/Cap:	0.00	xxxx	xxxx	0.09	xxxx	xxxx	0.06	0.19	0.02	0.31	0.11	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.2	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	232	xxxxx	xxxx	263	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.1	xxxxx	xxxxx	30.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			26.1			30.9		
ApproachLOS:	*			*			D			D		

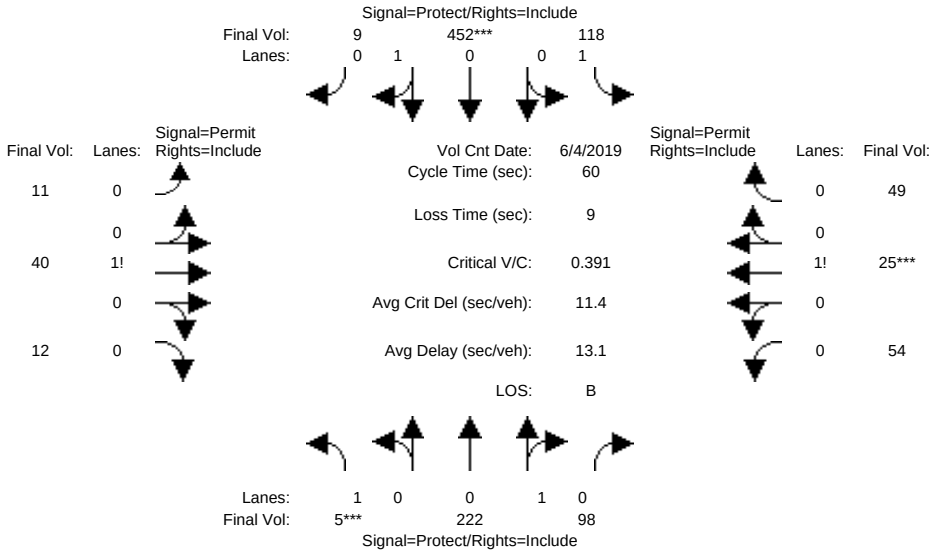
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	5	212	64	82	446	8	10	12	12	34	8	28
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:	5	212	64	82	446	8	10	12	12	34	8	28
Added Vol:	0	10	34	36	6	1	1	28	0	20	17	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	222	98	118	452	9	11	40	12	54	25	49
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:	5	222	98	118	452	9	11	40	12	54	25	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	222	98	118	452	9	11	40	12	54	25	49
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:	5	222	98	118	452	9	11	40	12	54	25	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.69	0.31	1.00	0.98	0.02	0.17	0.64	0.19	0.42	0.20	0.38
Final Sat.:	1750	1249	551	1750	1765	35	306	1111	333	738	342	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.26	0.26	0.04	0.04	0.04	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green Time:	7.0	24.8	24.8	16.2	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.43	0.43	0.25	0.45	0.45	0.22	0.22	0.22	0.44	0.44	0.44
Delay/Veh:	23.5	13.0	13.0	17.4	7.9	7.9	22.0	22.0	22.0	23.5	23.5	23.5
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:	23.5	13.0	13.0	17.4	7.9	7.9	22.0	22.0	22.0	23.5	23.5	23.5
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	2	6	6	1	1	1	3	3	3

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

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

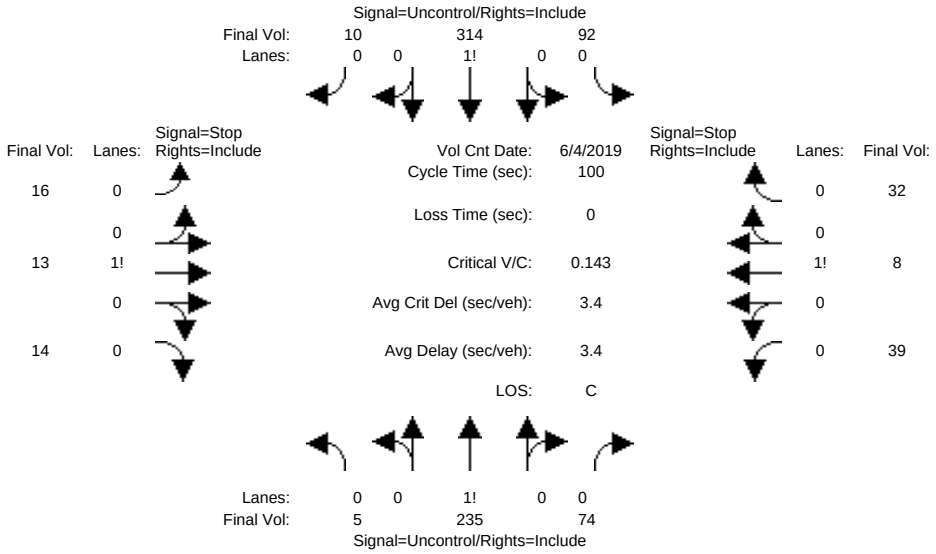
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	68	139	353	629
Demand Flow Rate, veh/h	69	142	360	642
Vehicles Circulating, veh/h	692	263	187	93
Vehicles Exiting, veh/h	43	284	574	312
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	4.7	6.3	8.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	69	142	360	642
Cap Entry Lane, veh/h	681	1055	1140	1255
Entry HV Adj Factor	0.987	0.982	0.981	0.980
Flow Entry, veh/h	68	139	353	629
Cap Entry, veh/h	673	1036	1119	1230
V/C Ratio	0.101	0.135	0.316	0.512
Control Delay, s/veh	6.5	4.7	6.3	8.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	5	235	74	92	314	10	16	13	14	39	8	32
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:	5	235	74	92	314	10	16	13	14	39	8	32
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:	5	235	74	92	314	10	16	13	14	39	8	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	235	74	92	314	10	16	13	14	39	8	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	235	74	92	314	10	16	13	14	39	8	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	324	xxxx	xxxxx	309	xxxx	xxxxx	805	822	319	799	790	272
Potent Cap.:	1247	xxxx	xxxxx	1263	xxxx	xxxxx	303	311	726	306	325	772
Move Cap.:	1247	xxxx	xxxxx	1263	xxxx	xxxxx	267	286	726	272	299	772
Volume/Cap:	0.00	xxxx	xxxx	0.07	xxxx	xxxx	0.06	0.05	0.02	0.14	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.1	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	345	xxxxx	xxxx	373	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.9	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.9			17.2		
ApproachLOS:	*			*			C			C		

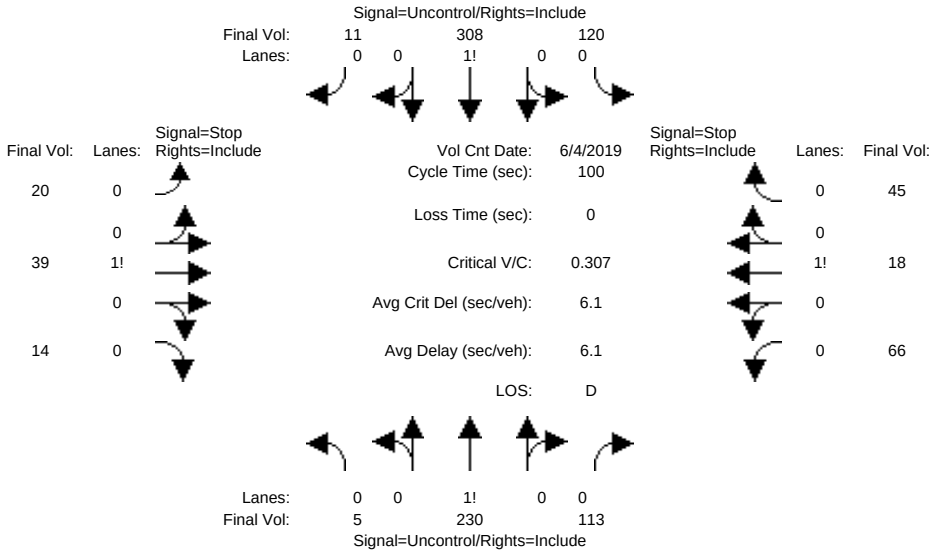
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4900: Hill Road and Barrett Avenue



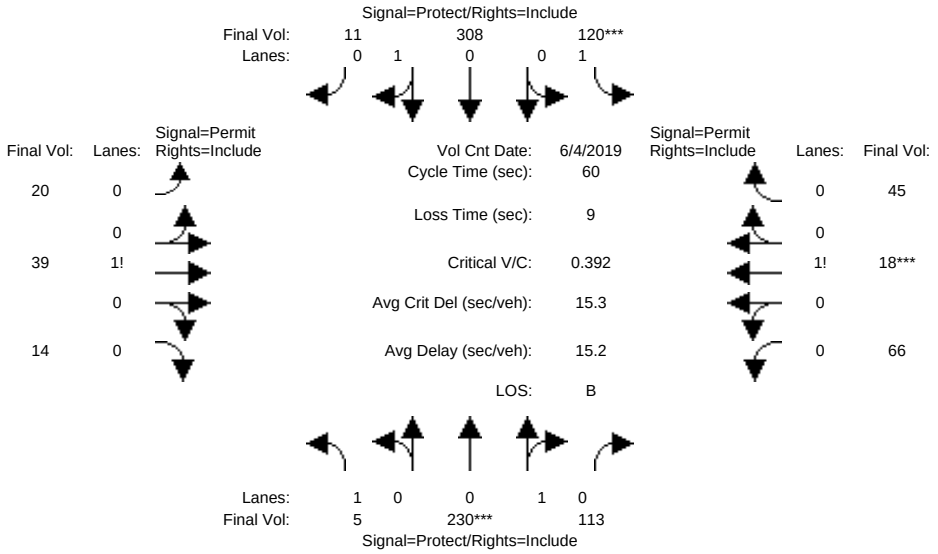

```
Street Name:            Hill Road                    Barrett Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       5  230   113   120  308   11    20   39    14    66   18    45
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:    5  230   113   120  308   11    20   39    14    66   18    45
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:    5  230   113   120  308   11    20   39    14    66   18    45
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:     5  230   113   120  308   11    20   39    14    66   18    45
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
FinalVolume:    5  230   113   120  308   11    20   39    14    66   18    45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
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:  319 xxxx xxxxx   343 xxxx xxxxx   882  907   314   877  856   287
Potent Cap.: 1252 xxxx xxxxx  1227 xxxx xxxxx   269  278   732   271  298   757
Move Cap.:   1252 xxxx xxxxx  1227 xxxx xxxxx   220  248   732   215  265   757
Volume/Cap:  0.00 xxxx  xxxx  0.10 xxxx  xxxx  0.09 0.16  0.02  0.31 0.07  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.9 xxxx xxxxx   8.3 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  273 xxxxx  xxxx  297 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.1 xxxxx xxxxx  2.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.9 xxxxx xxxxx 26.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             22.9             26.1
ApproachLOS:         *                *               C                D
Note: Queue reported is the number of cars per lane.
```

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	5	230	113	120	308	11	20	39	14	66	18	45
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:	5	230	113	120	308	11	20	39	14	66	18	45
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:	5	230	113	120	308	11	20	39	14	66	18	45
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:	5	230	113	120	308	11	20	39	14	66	18	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	230	113	120	308	11	20	39	14	66	18	45
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:	5	230	113	120	308	11	20	39	14	66	18	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.67	0.33	1.00	0.97	0.03	0.27	0.54	0.19	0.51	0.14	0.35
Final Sat.:	1750	1207	593	1750	1738	62	479	935	336	895	244	610
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.18	0.18	0.04	0.04	0.04	0.07	0.07	0.07
Crit Moves:		****		****							****	
Green Time:	15.8	29.2	29.2	10.5	23.9	23.9	11.3	11.3	11.3	11.3	11.3	11.3
Volume/Cap:	0.01	0.39	0.39	0.39	0.44	0.44	0.22	0.22	0.22	0.39	0.39	0.39
Delay/Veh:	16.4	10.1	10.1	22.7	13.6	13.6	21.0	21.0	21.0	22.1	22.1	22.1
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:	16.4	10.1	10.1	22.7	13.6	13.6	21.0	21.0	21.0	22.1	22.1	22.1
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	3	5	5	1	1	1	3	3	3

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

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Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

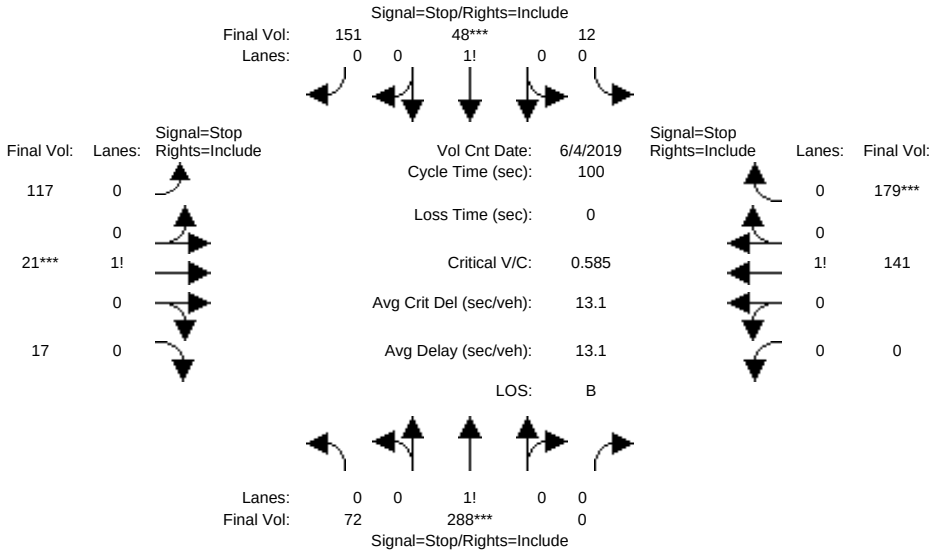
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	79	141	378	477
Demand Flow Rate, veh/h	80	143	385	487
Vehicles Circulating, veh/h	548	282	198	98
Vehicles Exiting, veh/h	37	301	430	327
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	4.8	6.6	6.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	80	143	385	487
Cap Entry Lane, veh/h	789	1035	1128	1249
Entry HV Adj Factor	0.989	0.983	0.982	0.980
Flow Entry, veh/h	79	141	378	477
Cap Entry, veh/h	781	1018	1107	1224
V/C Ratio	0.101	0.138	0.341	0.390
Control Delay, s/veh	5.6	4.8	6.6	6.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

City of Morgan Hill
New Horizons

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

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	288	0	12	48	151	117	21	17	0	141	179
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:	72	288	0	12	48	151	117	21	17	0	141	179
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:	72	288	0	12	48	151	117	21	17	0	141	179
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:	72	288	0	12	48	151	117	21	17	0	141	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	288	0	12	48	151	117	21	17	0	141	179
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:	72	288	0	12	48	151	117	21	17	0	141	179
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:	0.20	0.80	0.00	0.06	0.23	0.71	0.75	0.14	0.11	0.00	0.44	0.56
Final Sat.:	123	493	0	35	139	436	403	72	59	0	277	351
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	xxxx	0.35	0.35	0.35	0.29	0.29	0.29	xxxx	0.51	0.51
Crit Moves:		****			****			****				****
Delay/Veh:	15.3	15.3	0.0	10.8	10.8	10.8	11.1	11.1	11.1	0.0	13.1	13.1
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:	15.3	15.3	0.0	10.8	10.8	10.8	11.1	11.1	11.1	0.0	13.1	13.1
LOS by Move:	C	C	*	B	B	B	B	B	B	*	B	B
ApproachDel:		15.3			10.8			11.1			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.3			10.8			11.1			13.1	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.2	1.2	1.2	0.4	0.4	0.4	0.3	0.3	0.3	0.8	0.8	0.8

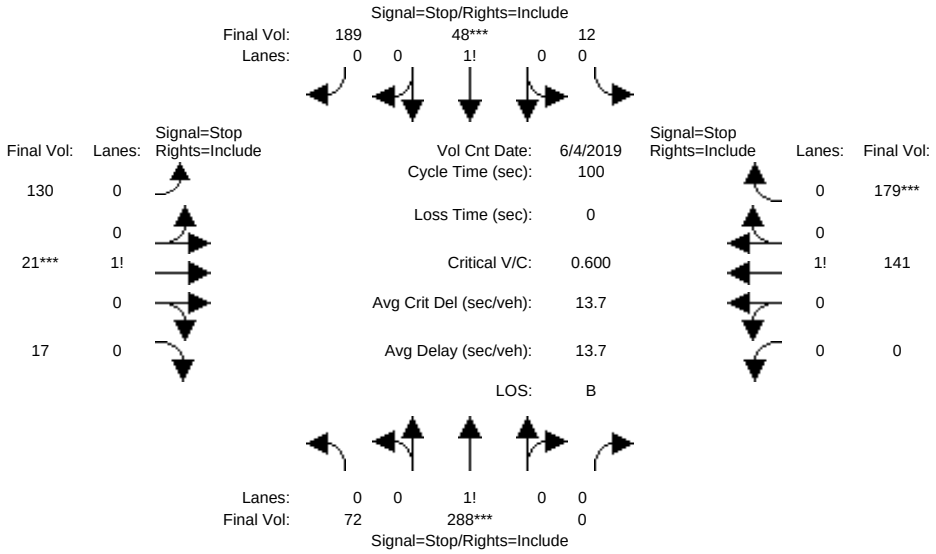
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	72	288	0	12	48	151	117	21	17	0	141	179
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:	72	288	0	12	48	151	117	21	17	0	141	179
Added Vol:	0	0	0	0	0	38	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	288	0	12	48	189	130	21	17	0	141	179
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:	72	288	0	12	48	189	130	21	17	0	141	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	288	0	12	48	189	130	21	17	0	141	179
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:	72	288	0	12	48	189	130	21	17	0	141	179
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:	0.20	0.80	0.00	0.05	0.19	0.76	0.77	0.13	0.10	0.00	0.44	0.56
Final Sat.:	120	480	0	29	116	459	399	65	52	0	267	339
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	xxxx	0.41	0.41	0.41	0.33	0.33	0.33	xxxx	0.53	0.53
Crit Moves:		****			****			****				****
Delay/Veh:	16.0	16.0	0.0	11.7	11.7	11.7	11.7	11.7	11.7	0.0	13.7	13.7
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:	16.0	16.0	0.0	11.7	11.7	11.7	11.7	11.7	11.7	0.0	13.7	13.7
LOS by Move:	C	C	*	B	B	B	B	B	B	*	B	B
ApproachDel:		16.0			11.7			11.7			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			11.7			11.7			13.7	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.2	1.2	1.2	0.5	0.5	0.5	0.4	0.4	0.4	0.9	0.9	0.9

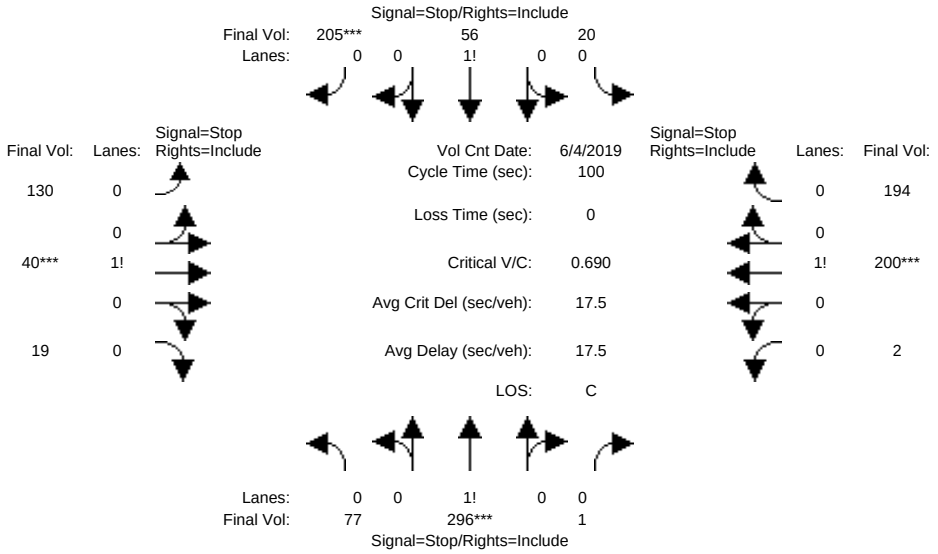
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	77	296	1	20	56	205	130	40	19	2	200	194
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:	77	296	1	20	56	205	130	40	19	2	200	194
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:	77	296	1	20	56	205	130	40	19	2	200	194
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:	77	296	1	20	56	205	130	40	19	2	200	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	296	1	20	56	205	130	40	19	2	200	194
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:	77	296	1	20	56	205	130	40	19	2	200	194
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:	0.20	0.79	0.01	0.07	0.20	0.73	0.69	0.21	0.10	0.01	0.50	0.49
Final Sat.:	113	434	1	39	109	398	323	99	47	3	290	281
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.51	0.51	0.51	0.40	0.40	0.40	0.69	0.69	0.69
Crit Moves:		****				****		****			****	
Delay/Veh:	20.0	20.0	20.0	14.2	14.2	14.2	13.4	13.4	13.4	19.4	19.4	19.4
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:	20.0	20.0	20.0	14.2	14.2	14.2	13.4	13.4	13.4	19.4	19.4	19.4
LOS by Move:	C	C	C	B	B	B	B	B	B	C	C	C
ApproachDel:		20.0			14.2			13.4			19.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.0			14.2			13.4			19.4	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	1.6	1.6	1.6	0.8	0.8	0.8	0.5	0.5	0.5	1.7	1.7	1.7

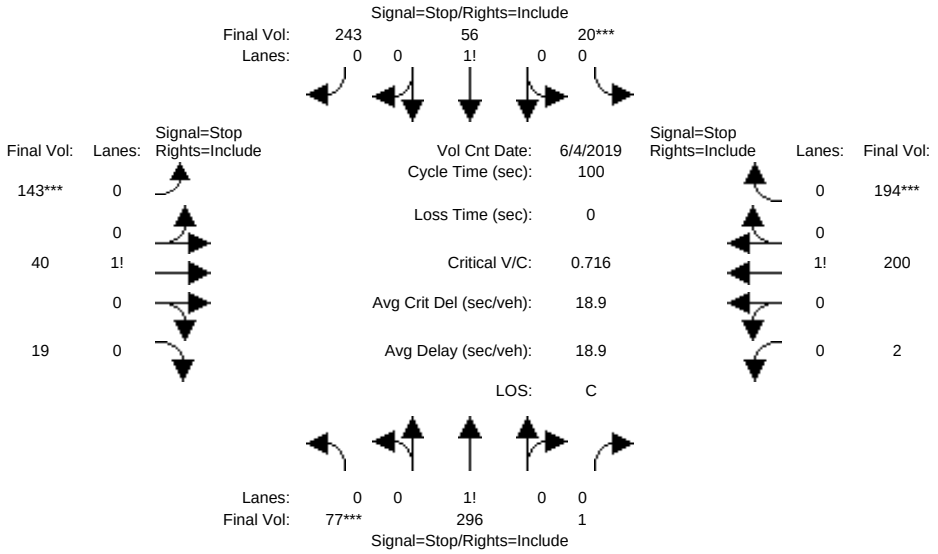
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	77	296	1	20	56	205	130	40	19	2	200	194
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:	77	296	1	20	56	205	130	40	19	2	200	194
Added Vol:	0	0	0	0	0	38	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	296	1	20	56	243	143	40	19	2	200	194
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:	77	296	1	20	56	243	143	40	19	2	200	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	296	1	20	56	243	143	40	19	2	200	194
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:	77	296	1	20	56	243	143	40	19	2	200	194
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:	0.20	0.79	0.01	0.06	0.18	0.76	0.71	0.20	0.09	0.01	0.50	0.49
Final Sat.:	109	419	1	34	95	411	319	89	42	3	279	271
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.59	0.59	0.59	0.45	0.45	0.45	0.72	0.72	0.72
Crit Moves:	****			****			****					****
Delay/Veh:	21.5	21.5	21.5	16.2	16.2	16.2	14.3	14.3	14.3	21.1	21.1	21.1
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:	21.5	21.5	21.5	16.2	16.2	16.2	14.3	14.3	14.3	21.1	21.1	21.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:	21.5			16.2			14.3			21.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.5			16.2			14.3			21.1		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	1.8	1.8	1.8	1.1	1.1	1.1	0.5	0.5	0.5	1.8	1.8	1.8

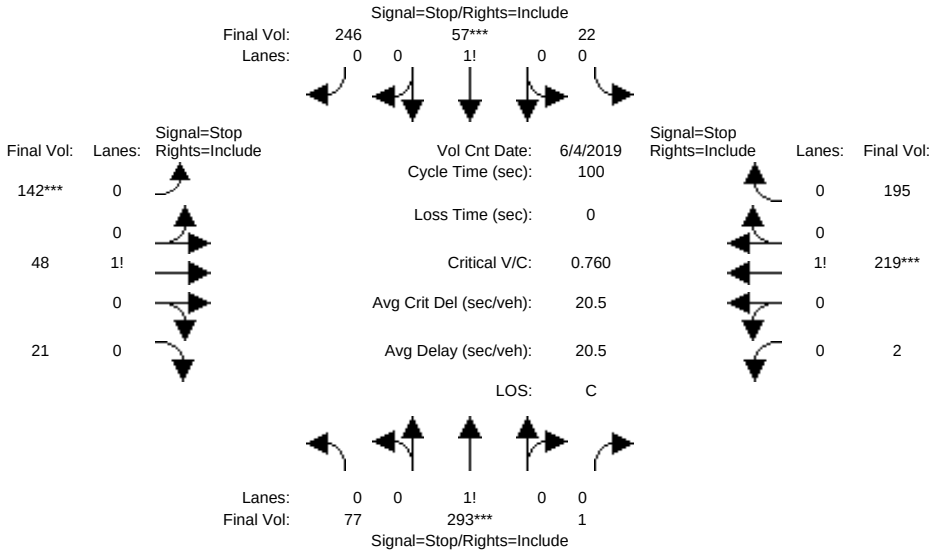
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	77	293	1	22	57	246	142	48	21	2	219	195
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:	77	293	1	22	57	246	142	48	21	2	219	195
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:	77	293	1	22	57	246	142	48	21	2	219	195
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:	77	293	1	22	57	246	142	48	21	2	219	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	293	1	22	57	246	142	48	21	2	219	195
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:	77	293	1	22	57	246	142	48	21	2	219	195
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:	0.20	0.79	0.01	0.07	0.17	0.76	0.67	0.23	0.10	0.01	0.52	0.47
Final Sat.:	107	407	1	36	92	397	297	101	44	3	288	257
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.62	0.62	0.62	0.48	0.48	0.48	0.76	0.76	0.76
Crit Moves:		****			****			****			****	
Delay/Veh:	22.6	22.6	22.6	17.3	17.3	17.3	15.0	15.0	15.0	24.0	24.0	24.0
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:	22.6	22.6	22.6	17.3	17.3	17.3	15.0	15.0	15.0	24.0	24.0	24.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		22.6			17.3			15.0			24.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.6			17.3			15.0			24.0	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.9	1.9	1.9	1.2	1.2	1.2	0.6	0.6	0.6	2.2	2.2	2.2

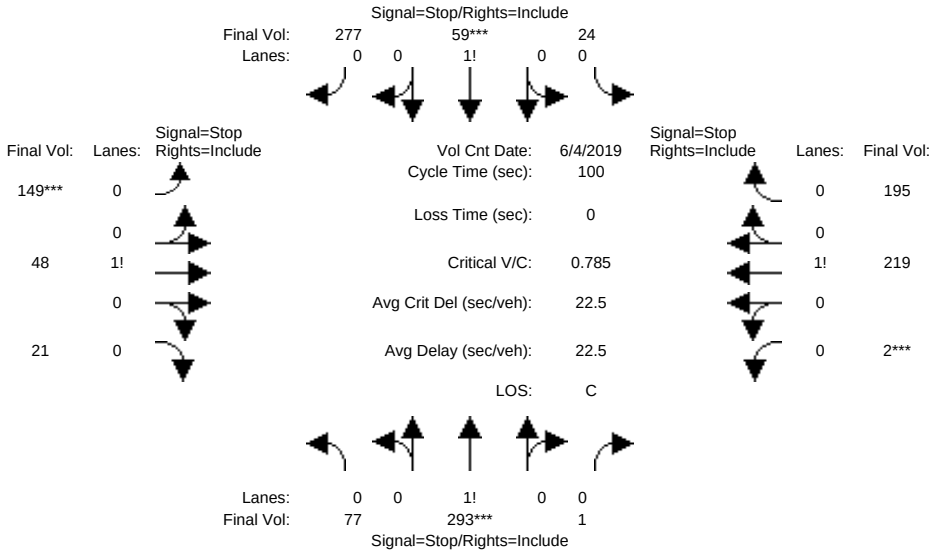
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	77	293	1	24	59	277	149	48	21	2	219	195
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:	77	293	1	24	59	277	149	48	21	2	219	195
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:	77	293	1	24	59	277	149	48	21	2	219	195
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:	77	293	1	24	59	277	149	48	21	2	219	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	293	1	24	59	277	149	48	21	2	219	195
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:	77	293	1	24	59	277	149	48	21	2	219	195
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:	0.20	0.79	0.01	0.07	0.16	0.77	0.68	0.22	0.10	0.01	0.52	0.47
Final Sat.:	104	395	1	35	85	401	290	94	41	3	279	248
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.69	0.69	0.69	0.51	0.51	0.51	0.79	0.79	0.79
Crit Moves:		****			****			****			****	
Delay/Veh:	24.4	24.4	24.4	20.2	20.2	20.2	16.0	16.0	16.0	26.2	26.2	26.2
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:	24.4	24.4	24.4	20.2	20.2	20.2	16.0	16.0	16.0	26.2	26.2	26.2
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		24.4			20.2			16.0			26.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.4			20.2			16.0			26.2	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	2.0	2.0	2.0	1.6	1.6	1.6	0.7	0.7	0.7	2.5	2.5	2.5

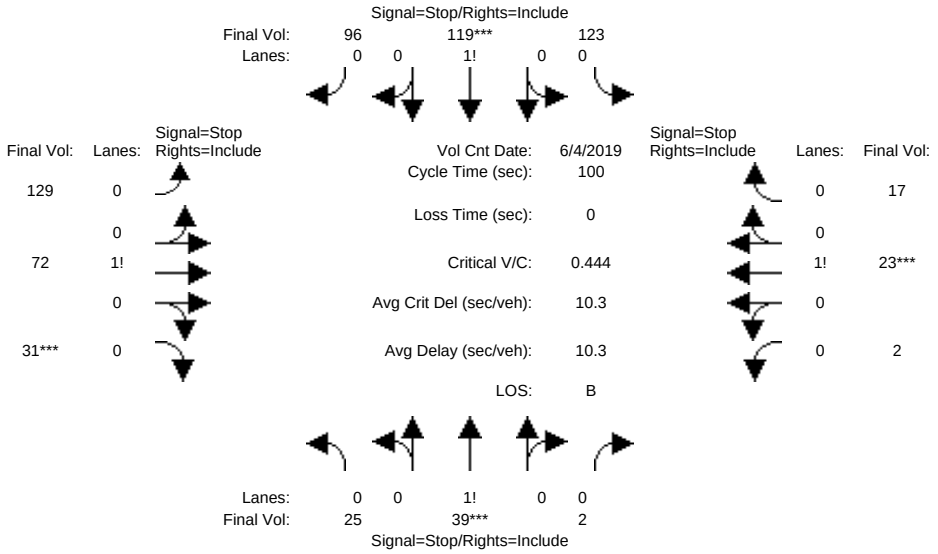
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	25	39	2	123	119	96	129	72	31	2	23	17
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:	25	39	2	123	119	96	129	72	31	2	23	17
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:	25	39	2	123	119	96	129	72	31	2	23	17
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:	25	39	2	123	119	96	129	72	31	2	23	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	39	2	123	119	96	129	72	31	2	23	17
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:	25	39	2	123	119	96	129	72	31	2	23	17
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:	0.38	0.59	0.03	0.37	0.35	0.28	0.56	0.31	0.13	0.05	0.55	0.40
Final Sat.:	254	396	20	277	268	216	385	215	93	32	366	271
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.44	0.44	0.44	0.34	0.34	0.34	0.06	0.06	0.06
Crit Moves:		****			****				****		****	
Delay/Veh:	8.5	8.5	8.5	10.9	10.9	10.9	10.2	10.2	10.2	8.2	8.2	8.2
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:	8.5	8.5	8.5	10.9	10.9	10.9	10.2	10.2	10.2	8.2	8.2	8.2
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		8.5			10.9			10.2			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			10.9			10.2			8.2	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.4	0.4	0.4	0.1	0.1	0.1

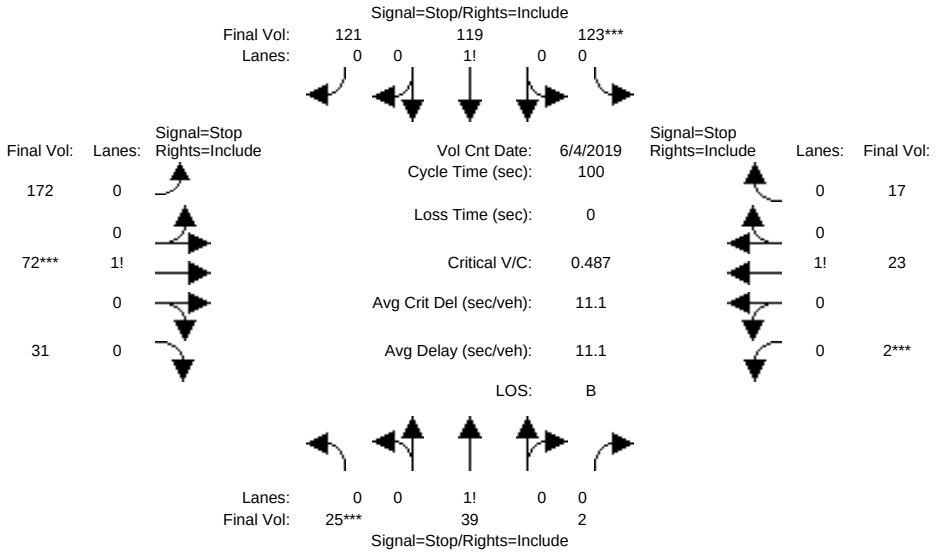
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	25	39	2	123	119	96	129	72	31	2	23	17
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:	25	39	2	123	119	96	129	72	31	2	23	17
Added Vol:	0	0	0	0	0	25	43	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	39	2	123	119	121	172	72	31	2	23	17
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:	25	39	2	123	119	121	172	72	31	2	23	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	39	2	123	119	121	172	72	31	2	23	17
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:	25	39	2	123	119	121	172	72	31	2	23	17
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:	0.38	0.59	0.03	0.34	0.33	0.33	0.63	0.26	0.11	0.05	0.55	0.40
Final Sat.:	243	380	19	252	244	248	426	178	77	31	353	261
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.49	0.49	0.49	0.40	0.40	0.40	0.07	0.07	0.07
Crit Moves:	****			****				****		****		
Delay/Veh:	8.8	8.8	8.8	11.7	11.7	11.7	11.1	11.1	11.1	8.4	8.4	8.4
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:	8.8	8.8	8.8	11.7	11.7	11.7	11.1	11.1	11.1	8.4	8.4	8.4
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		8.8			11.7			11.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			11.7			11.1			8.4	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.8	0.8	0.6	0.6	0.6	0.1	0.1	0.1

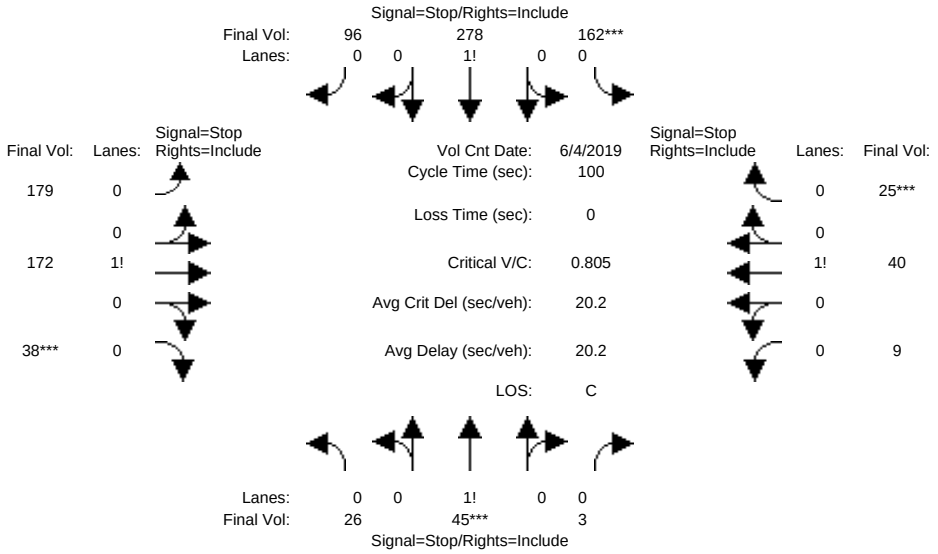
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	26	45	3	162	278	96	179	172	38	9	40	25
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:	26	45	3	162	278	96	179	172	38	9	40	25
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:	26	45	3	162	278	96	179	172	38	9	40	25
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:	26	45	3	162	278	96	179	172	38	9	40	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	45	3	162	278	96	179	172	38	9	40	25
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:	26	45	3	162	278	96	179	172	38	9	40	25
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:	0.35	0.61	0.04	0.30	0.52	0.18	0.46	0.44	0.10	0.12	0.54	0.34
Final Sat.:	185	321	21	201	345	119	279	268	59	64	286	179
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.80	0.80	0.80	0.64	0.64	0.64	0.14	0.14	0.14
Crit Moves:		****		****					****			****
Delay/Veh:	10.0	10.0	10.0	25.1	25.1	25.1	17.4	17.4	17.4	9.9	9.9	9.9
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:	10.0	10.0	10.0	25.1	25.1	25.1	17.4	17.4	17.4	9.9	9.9	9.9
LOS by Move:	A	A	A	D	D	D	C	C	C	A	A	A
ApproachDel:		10.0			25.1			17.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			25.1			17.4			9.9	
LOS by Appr:		A			D			C			A	
AllWayAvgQ:	0.1	0.1	0.1	3.1	3.1	3.1	1.5	1.5	1.5	0.1	0.1	0.1

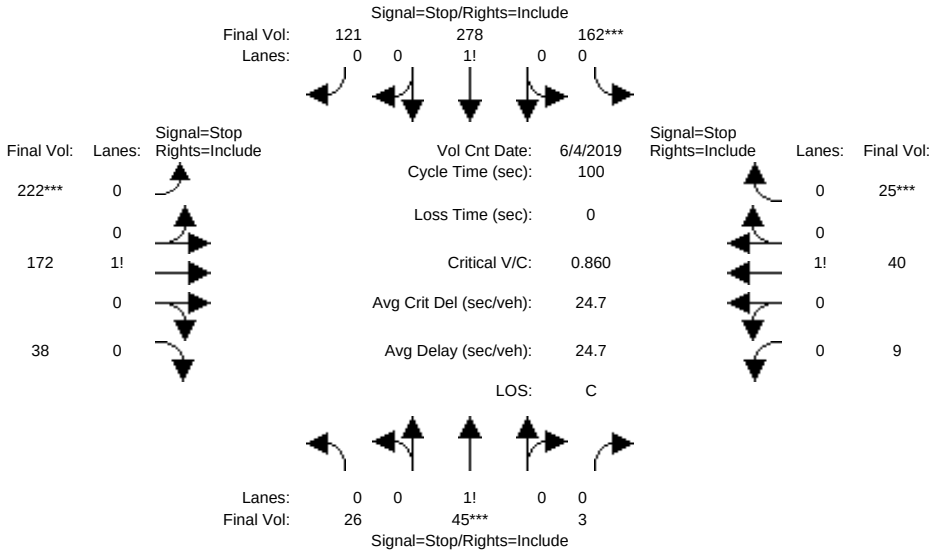
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	26	45	3	162	278	96	179	172	38	9	40	25
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:	26	45	3	162	278	96	179	172	38	9	40	25
Added Vol:	0	0	0	0	0	25	43	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	45	3	162	278	121	222	172	38	9	40	25
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:	26	45	3	162	278	121	222	172	38	9	40	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	45	3	162	278	121	222	172	38	9	40	25
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:	26	45	3	162	278	121	222	172	38	9	40	25
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:	0.35	0.61	0.04	0.29	0.49	0.22	0.51	0.40	0.09	0.12	0.54	0.34
Final Sat.:	180	311	21	188	323	141	307	238	53	63	281	176
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.86	0.86	0.86	0.72	0.72	0.72	0.14	0.14	0.14
Crit Moves:		****			****			****				****
Delay/Veh:	10.3	10.3	10.3	31.2	31.2	31.2	21.3	21.3	21.3	10.2	10.2	10.2
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:	10.3	10.3	10.3	31.2	31.2	31.2	21.3	21.3	21.3	10.2	10.2	10.2
LOS by Move:	B	B	B	D	D	D	C	C	C	B	B	B
ApproachDel:		10.3			31.2			21.3			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			31.2			21.3			10.2	
LOS by Appr:		B			D			C			B	
AllWayAvgQ:	0.1	0.1	0.1	4.1	4.1	4.1	2.1	2.1	2.1	0.1	0.1	0.1

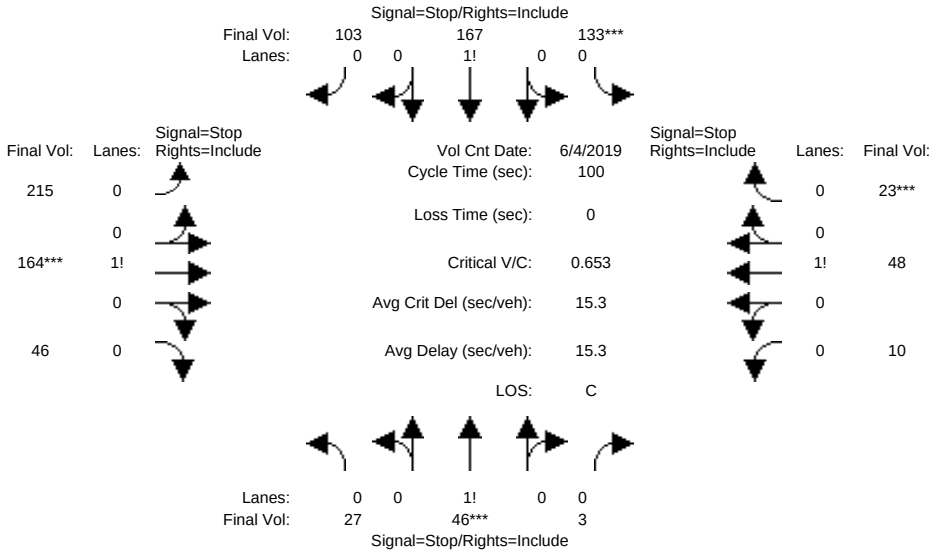
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	27	46	3	133	167	103	215	164	46	10	48	23
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:	27	46	3	133	167	103	215	164	46	10	48	23
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:	27	46	3	133	167	103	215	164	46	10	48	23
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:	27	46	3	133	167	103	215	164	46	10	48	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	46	3	133	167	103	215	164	46	10	48	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	46	3	133	167	103	215	164	46	10	48	23
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:	0.35	0.61	0.04	0.33	0.41	0.26	0.50	0.39	0.11	0.12	0.60	0.28
Final Sat.:	193	329	21	216	271	167	329	251	70	70	335	161
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.62	0.62	0.62	0.65	0.65	0.65	0.14	0.14	0.14
Crit Moves:		****		****				****				****
Delay/Veh:	9.8	9.8	9.8	15.7	15.7	15.7	17.0	17.0	17.0	9.5	9.5	9.5
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:	9.8	9.8	9.8	15.7	15.7	15.7	17.0	17.0	17.0	9.5	9.5	9.5
LOS by Move:	A	A	A	C	C	C	C	C	C	A	A	A
ApproachDel:		9.8			15.7			17.0			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			15.7			17.0			9.5	
LOS by Appr:		A			C			C			A	
AllWayAvgQ:	0.1	0.1	0.1	1.3	1.3	1.3	1.6	1.6	1.6	0.1	0.1	0.1

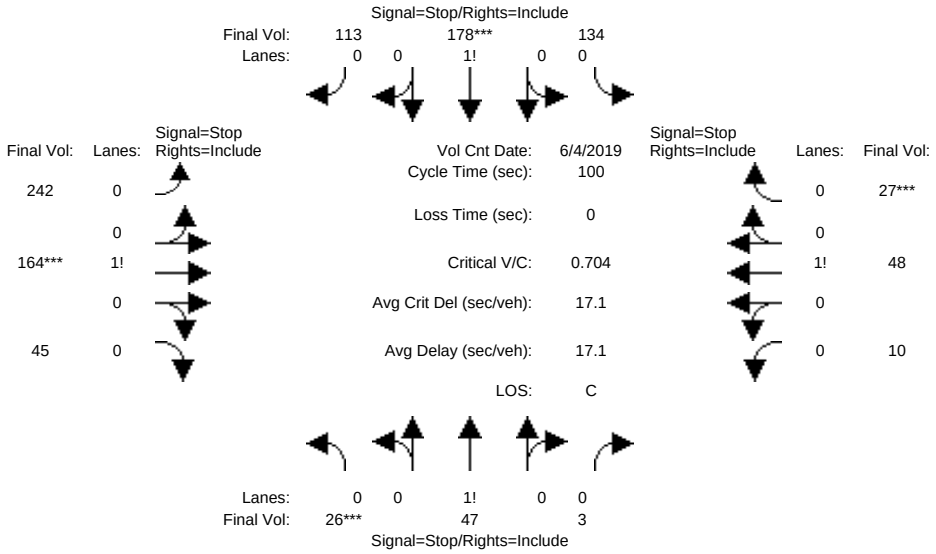
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #5000: Hill Road and Tennant Avenue



Street Name:	Hill Road						Tennant 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	26	47	3	134	178	113	242	164	45	10	48	27
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:	26	47	3	134	178	113	242	164	45	10	48	27
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:	26	47	3	134	178	113	242	164	45	10	48	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	47	3	134	178	113	242	164	45	10	48	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	3	134	178	113	242	164	45	10	48	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	47	3	134	178	113	242	164	45	10	48	27
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:	0.34	0.62	0.04	0.31	0.42	0.27	0.54	0.36	0.10	0.12	0.56	0.32
Final Sat.:	179	324	21	203	269	171	344	233	64	65	311	175
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.66	0.66	0.66	0.70	0.70	0.70	0.15	0.15	0.15
Crit Moves:	****				****			****				****
Delay/Veh:	10.0	10.0	10.0	17.4	17.4	17.4	19.4	19.4	19.4	9.8	9.8	9.8
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:	10.0	10.0	10.0	17.4	17.4	17.4	19.4	19.4	19.4	9.8	9.8	9.8
LOS by Move:	B	B	B	C	C	C	C	C	C	A	A	A
ApproachDel:	10.0			17.4			19.4			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			17.4			19.4			9.8		
LOS by Appr:	B			C			C			A		
AllWayAvgQ:	0.1	0.1	0.1	1.6	1.6	1.6	1.9	1.9	1.9	0.1	0.1	0.1

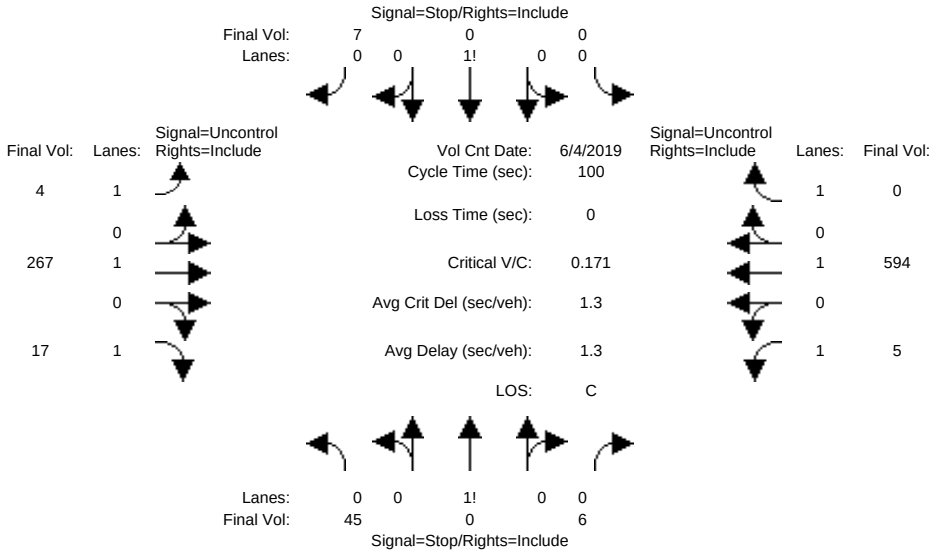
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	267	17	5	594	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:	45	0	6	0	0	7	4	267	17	5	594	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:	45	0	6	0	0	7	4	267	17	5	594	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:	45	0	6	0	0	7	4	267	17	5	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	0	6	0	0	7	4	267	17	5	594	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	883	879	267	xxxx	xxxx	594	594	xxxx	xxxxx	284	xxxx	xxxxx
Potent Cap.:	269	288	777	xxxx	xxxx	509	992	xxxx	xxxxx	1290	xxxx	xxxxx
Move Cap.:	263	286	777	xxxx	xxxx	509	992	xxxx	xxxxx	1290	xxxx	xxxxx
Volume/Cap:	0.17	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	8.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	286	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.3			12.2			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

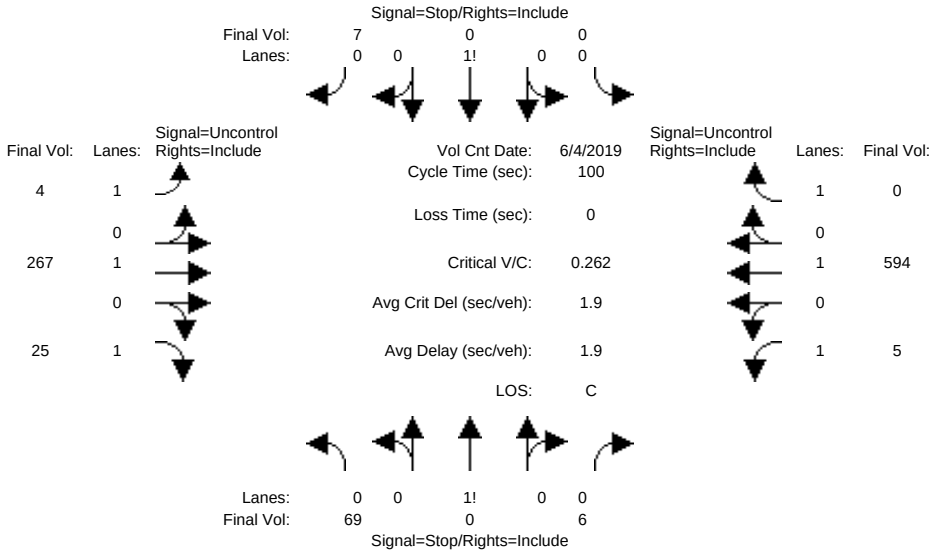
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	267	17	5	594	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:	45	0	6	0	0	7	4	267	17	5	594	0
Added Vol:	24	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	6	0	0	7	4	267	25	5	594	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:	69	0	6	0	0	7	4	267	25	5	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	6	0	0	7	4	267	25	5	594	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	883	879	267	xxxx	xxxx	594	594	xxxx	xxxxx	292	xxxx	xxxxx
Potent Cap.:	269	288	777	xxxx	xxxx	509	992	xxxx	xxxxx	1281	xxxx	xxxxx
Move Cap.:	263	286	777	xxxx	xxxx	509	992	xxxx	xxxxx	1281	xxxx	xxxxx
Volume/Cap:	0.26	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	8.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	278	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.6			12.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

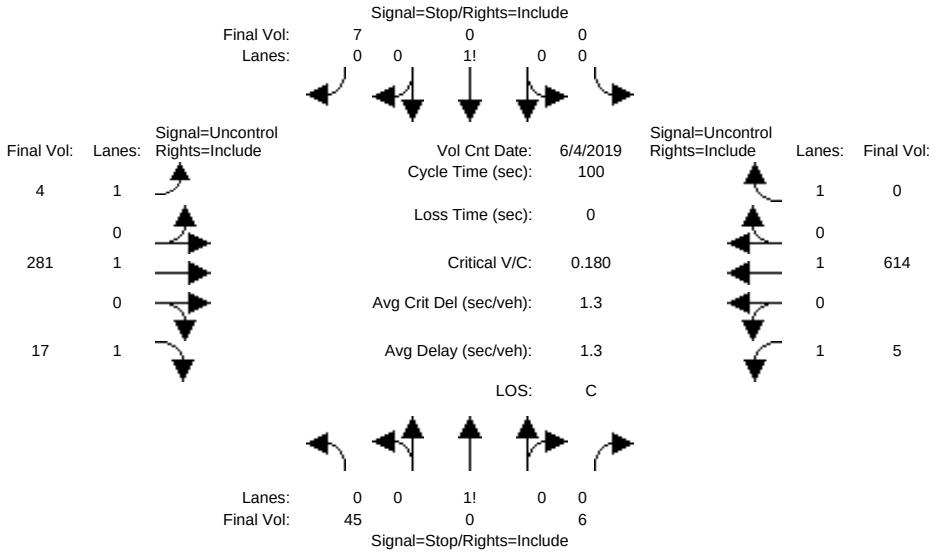
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	281	17	5	614	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:	45	0	6	0	0	7	4	281	17	5	614	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:	45	0	6	0	0	7	4	281	17	5	614	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:	45	0	6	0	0	7	4	281	17	5	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	0	6	0	0	7	4	281	17	5	614	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	917	913	281	xxxx	xxxx	614	614	xxxx	xxxxx	298	xxxx	xxxxx
Potent Cap.:	255	276	763	xxxx	xxxx	496	975	xxxx	xxxxx	1275	xxxx	xxxxx
Move Cap.:	250	273	763	xxxx	xxxx	496	975	xxxx	xxxxx	1275	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	8.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		21.3			12.4			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

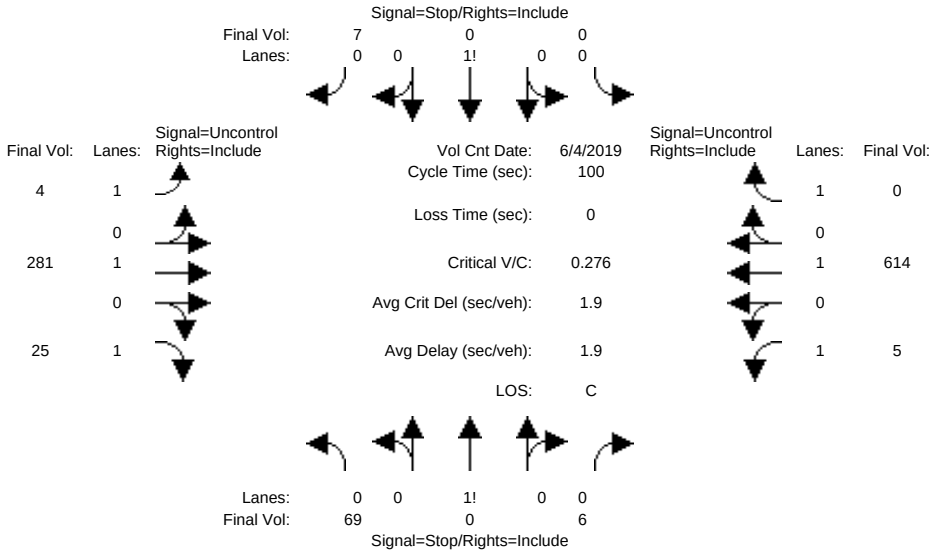
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	281	17	5	614	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:	45	0	6	0	0	7	4	281	17	5	614	0
Added Vol:	24	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	6	0	0	7	4	281	25	5	614	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:	69	0	6	0	0	7	4	281	25	5	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	6	0	0	7	4	281	25	5	614	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	917	913	281	xxxx	xxxx	614	614	xxxx	xxxxx	306	xxxx	xxxxx
Potent Cap.:	255	276	763	xxxx	xxxx	496	975	xxxx	xxxxx	1266	xxxx	xxxxx
Move Cap.:	250	273	763	xxxx	xxxx	496	975	xxxx	xxxxx	1266	xxxx	xxxxx
Volume/Cap:	0.28	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	8.7	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	264	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		24.0			12.4			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

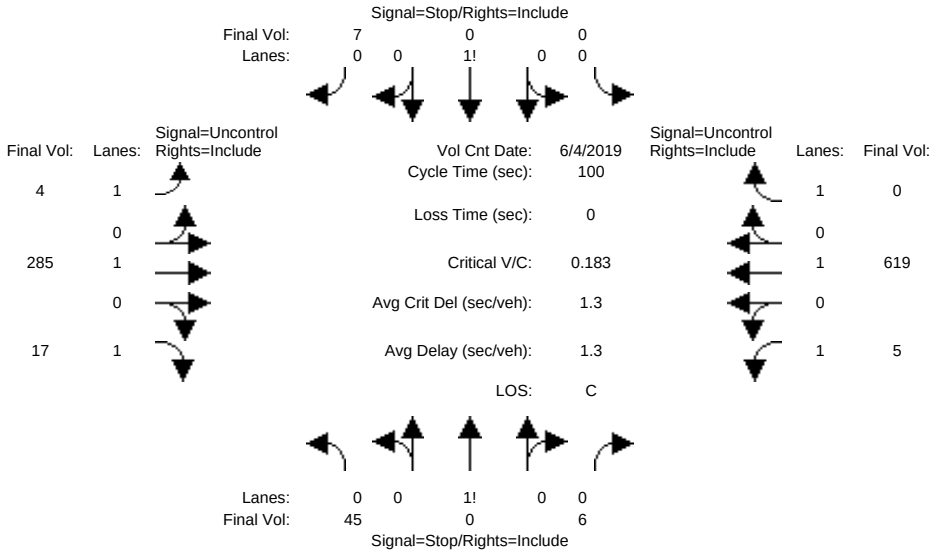
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	285	17	5	619	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:	45	0	6	0	0	7	4	285	17	5	619	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:	45	0	6	0	0	7	4	285	17	5	619	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:	45	0	6	0	0	7	4	285	17	5	619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	0	6	0	0	7	4	285	17	5	619	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	926	922	285	xxxx	xxxx	619	619	xxxx	xxxxx	302	xxxx	xxxxx
Potent Cap.:	251	272	759	xxxx	xxxx	492	971	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	246	270	759	xxxx	xxxx	492	971	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	8.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	268	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.6			12.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

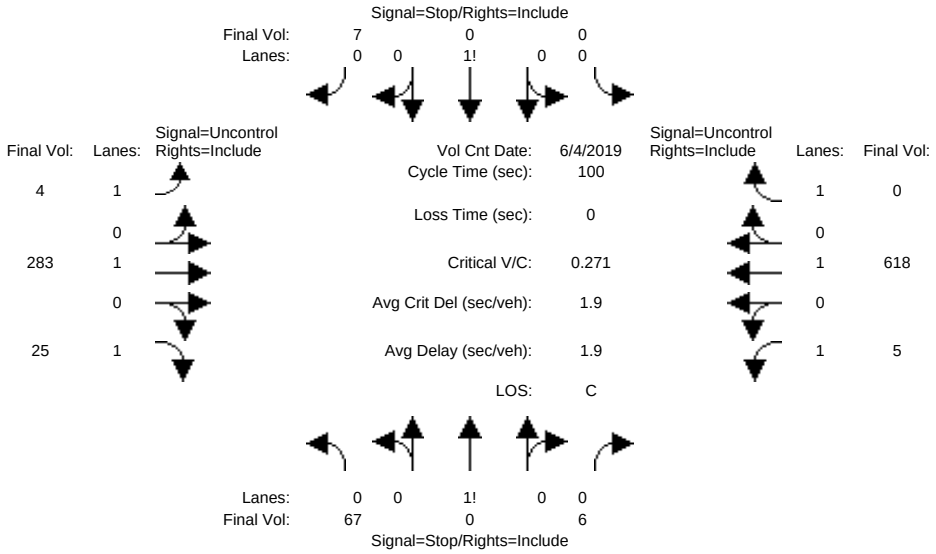
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	67	0	6	0	0	7	4	283	25	5	618	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:	67	0	6	0	0	7	4	283	25	5	618	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:	67	0	6	0	0	7	4	283	25	5	618	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:	67	0	6	0	0	7	4	283	25	5	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	67	0	6	0	0	7	4	283	25	5	618	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	923	919	283	xxxx	xxxx	618	618	xxxx	xxxxx	308	xxxx	xxxxx
Potent Cap.:	253	273	761	xxxx	xxxx	493	972	xxxx	xxxxx	1264	xxxx	xxxxx
Move Cap.:	247	271	761	xxxx	xxxx	493	972	xxxx	xxxxx	1264	xxxx	xxxxx
Volume/Cap:	0.27	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	8.7	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	262	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	24.0			12.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

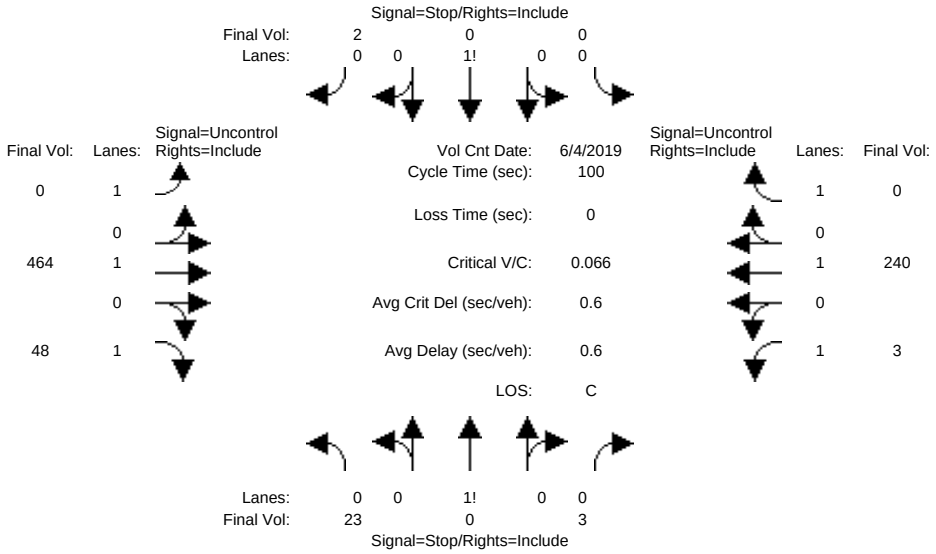
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	464	48	3	240	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:	23	0	3	0	0	2	0	464	48	3	240	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:	23	0	3	0	0	2	0	464	48	3	240	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:	23	0	3	0	0	2	0	464	48	3	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	3	0	0	2	0	464	48	3	240	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	711	710	464	xxxx	xxxx	240	xxxx	xxxx	xxxxx	512	xxxx	xxxxx
Potent Cap.:	351	361	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx
Move Cap.:	349	360	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	367	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		15.6			9.5			xxxxxx			xxxxxx	
ApproachLOS:		C			A			*			*	

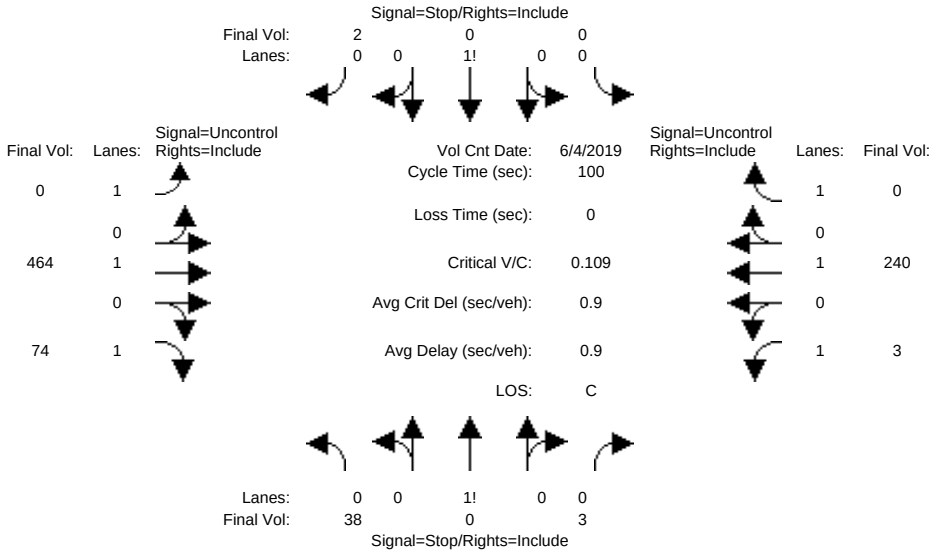
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	464	48	3	240	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:	23	0	3	0	0	2	0	464	48	3	240	0
Added Vol:	15	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	3	0	0	2	0	464	74	3	240	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:	38	0	3	0	0	2	0	464	74	3	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	3	0	0	2	0	464	74	3	240	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	711	710	464	xxxx	xxxx	240	xxxx	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	351	361	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Move Cap.:	349	360	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	360	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.3			9.5			xxxxxx			xxxxxx		
ApproachLOS:	C			A			*			*		

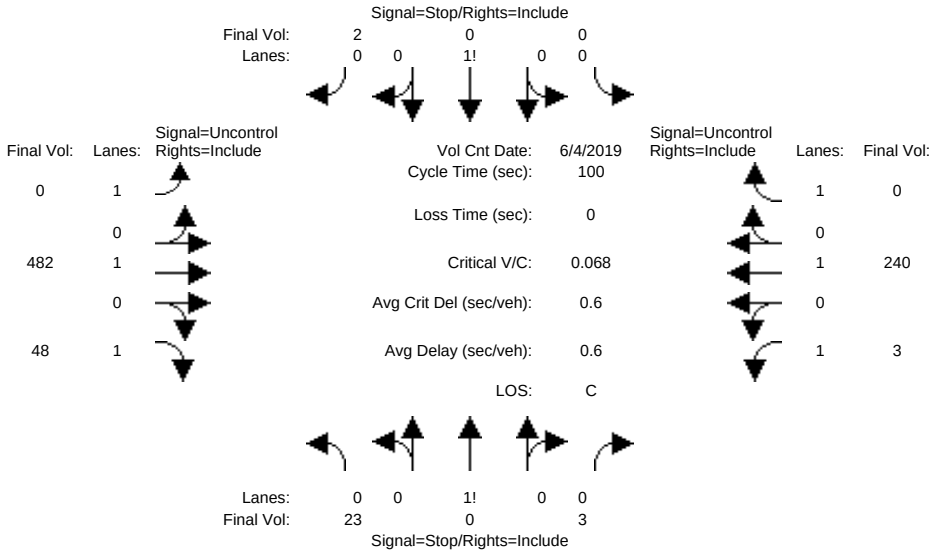
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	482	48	3	240	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:	23	0	3	0	0	2	0	482	48	3	240	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:	23	0	3	0	0	2	0	482	48	3	240	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:	23	0	3	0	0	2	0	482	48	3	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	3	0	0	2	0	482	48	3	240	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	729	728	482	xxxx	xxxx	240	xxxx	xxxx	xxxxx	530	xxxx	xxxxx
Potent Cap.:	341	353	588	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx
Move Cap.:	339	352	588	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	357	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			9.5			xxxxxx			xxxxxx		
ApproachLOS:	C			A			*			*		

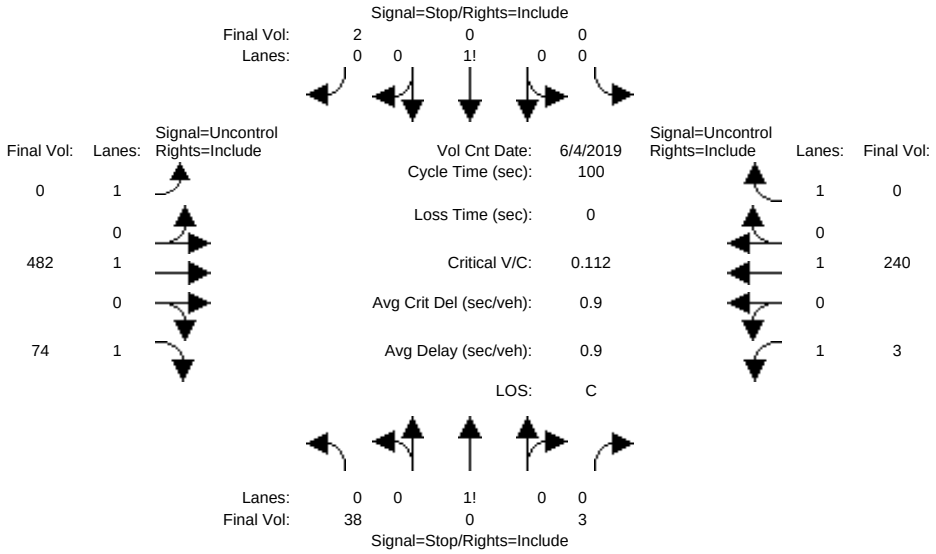
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	482	48	3	240	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:	23	0	3	0	0	2	0	482	48	3	240	0
Added Vol:	15	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	3	0	0	2	0	482	74	3	240	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:	38	0	3	0	0	2	0	482	74	3	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	3	0	0	2	0	482	74	3	240	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	729	728	482	xxxx	xxxx	240	xxxx	xxxx	xxxxx	556	xxxx	xxxxx
Potent Cap.:	341	353	588	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1025	xxxx	xxxxx
Move Cap.:	339	352	588	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1025	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	350	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6			9.5			xxxxxx			xxxxxx	
ApproachLOS:		C			A			*			*	

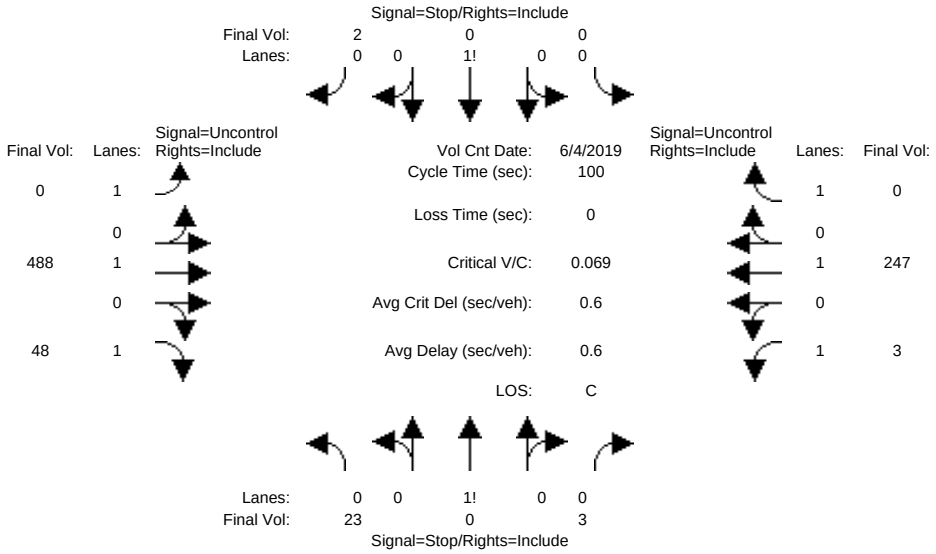
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	488	48	3	247	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:	23	0	3	0	0	2	0	488	48	3	247	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:	23	0	3	0	0	2	0	488	48	3	247	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:	23	0	3	0	0	2	0	488	48	3	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	3	0	0	2	0	488	48	3	247	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	742	741	488	xxxx	xxxx	247	xxxx	xxxx	xxxxx	536	xxxx	xxxxx
Potent Cap.:	334	347	584	xxxx	xxxx	797	xxxx	xxxx	xxxxx	1042	xxxx	xxxxx
Move Cap.:	333	346	584	xxxx	xxxx	797	xxxx	xxxx	xxxxx	1042	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	350	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1			9.5			xxxxxx			xxxxxx		
ApproachLOS:	C			A			*			*		

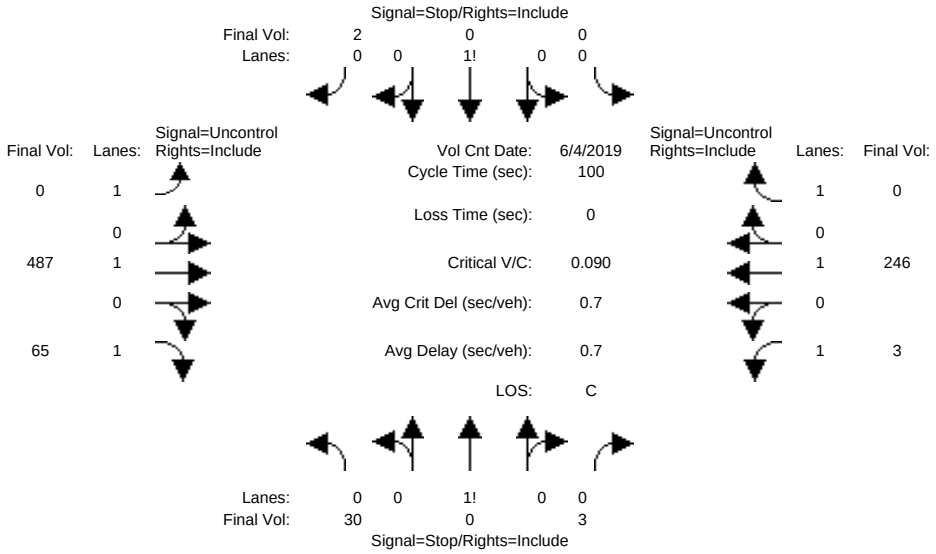
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	30	0	3	0	0	2	0	487	65	3	246	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:	30	0	3	0	0	2	0	487	65	3	246	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:	30	0	3	0	0	2	0	487	65	3	246	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:	30	0	3	0	0	2	0	487	65	3	246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	0	3	0	0	2	0	487	65	3	246	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	740	739	487	xxxx	xxxx	246	xxxx	xxxx	xxxxx	552	xxxx	xxxxx
Potent Cap.:	335	347	585	xxxx	xxxx	798	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx
Move Cap.:	334	346	585	xxxx	xxxx	798	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	347	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.5			9.5			xxxxx			xxxxx	
ApproachLOS:		C			A			*			*	

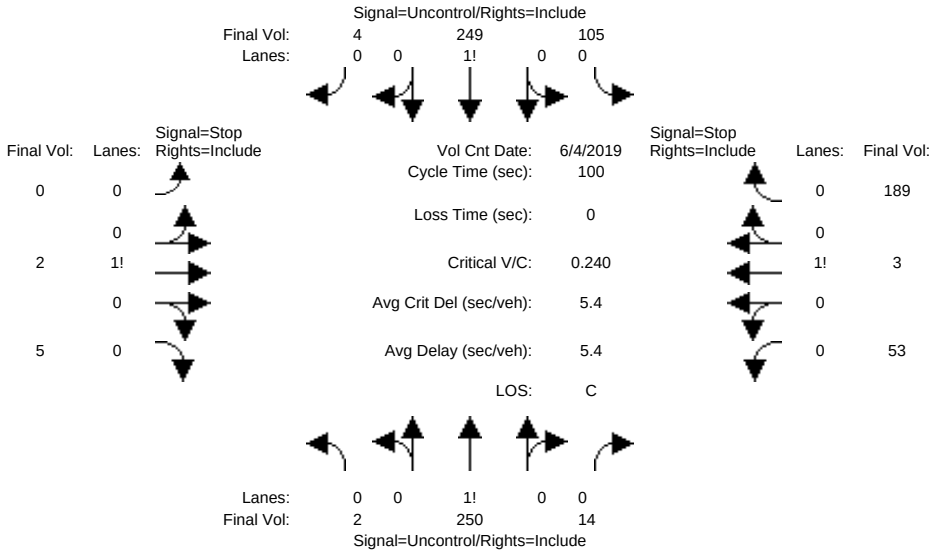
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	2	250	14	105	249	4	0	2	5	53	3	189
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:	2	250	14	105	249	4	0	2	5	53	3	189
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:	2	250	14	105	249	4	0	2	5	53	3	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	250	14	105	249	4	0	2	5	53	3	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	250	14	105	249	4	0	2	5	53	3	189
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	253	xxxx	xxxxx	264	xxxx	xxxxx	xxxx	729	251	726	724	257
Potent Cap.:	1324	xxxx	xxxxx	1312	xxxx	xxxxx	xxxx	352	793	343	354	787
Move Cap.:	1324	xxxx	xxxxx	1312	xxxx	xxxxx	xxxx	322	793	317	324	787
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	0.01	0.01	0.17	0.01	0.24
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	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	xxxx	559	xxxx	588	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	15.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.5			15.4		
ApproachLOS:	*			*			B			C		

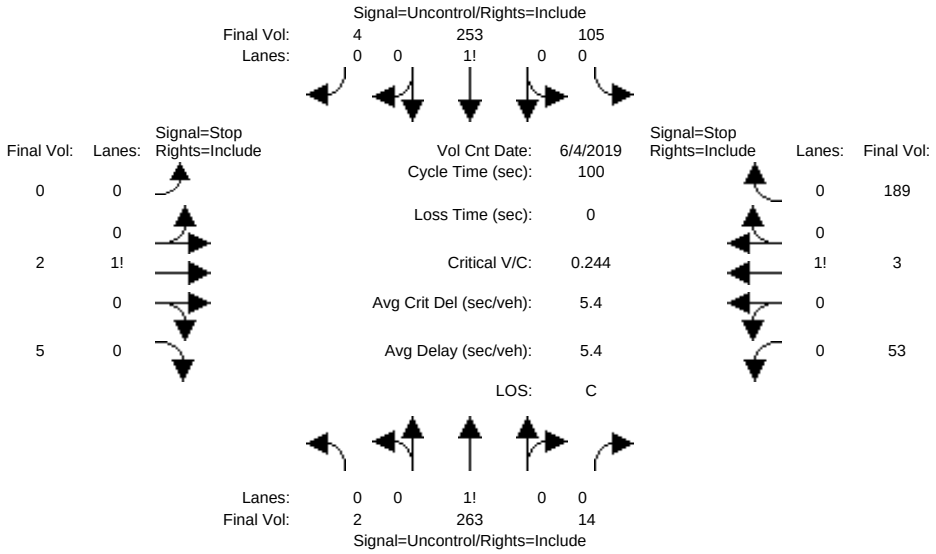
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	2	250	14	105	249	4	0	2	5	53	3	189
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:	2	250	14	105	249	4	0	2	5	53	3	189
Added Vol:	0	13	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	263	14	105	253	4	0	2	5	53	3	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	263	14	105	253	4	0	2	5	53	3	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	263	14	105	253	4	0	2	5	53	3	189
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	257	xxxx	xxxxx	277	xxxx	xxxxx	xxxx	746	255	743	741	270
Potent Cap.:	1320	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	344	789	334	347	774
Move Cap.:	1320	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	314	789	308	316	774
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	0.01	0.01	0.17	0.01	0.24
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	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	xxxx	551	xxxx	575	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	15.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.6			15.8		
ApproachLOS:	*			*			B			C		

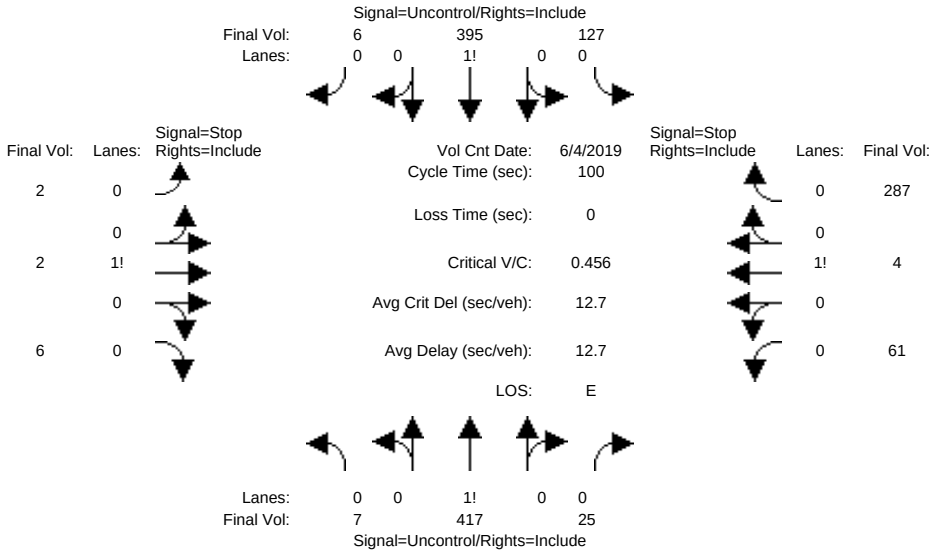
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	7	417	25	127	395	6	2	2	6	61	4	287
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:	7	417	25	127	395	6	2	2	6	61	4	287
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:	7	417	25	127	395	6	2	2	6	61	4	287
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:	7	417	25	127	395	6	2	2	6	61	4	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	417	25	127	395	6	2	2	6	61	4	287
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	401	xxxx	xxxxx	442	xxxx	xxxxx	1241	1108	398	1100	1099	430
Potent Cap.:	1169	xxxx	xxxxx	1129	xxxx	xxxxx	153	212	656	191	214	630
Move Cap.:	1169	xxxx	xxxxx	1129	xxxx	xxxxx	74	185	656	170	187	630
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.03	0.01	0.01	0.36	0.02	0.46
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.6	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	213	xxxxx	xxxx	421	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	8.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.7	xxxxx	xxxxx	44.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			22.7			44.3		
ApproachLOS:	*			*			C			E		

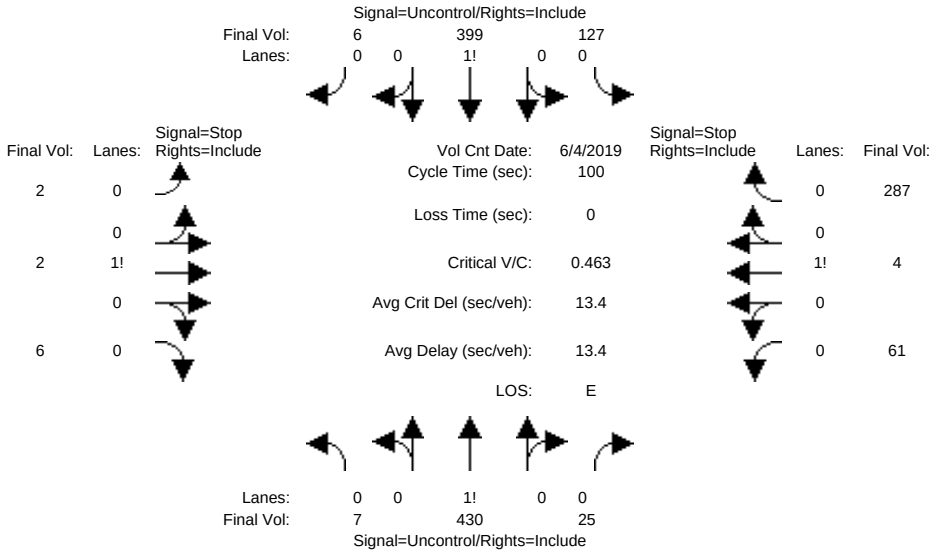
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	7	417	25	127	395	6	2	2	6	61	4	287
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:	7	417	25	127	395	6	2	2	6	61	4	287
Added Vol:	0	13	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	430	25	127	399	6	2	2	6	61	4	287
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:	7	430	25	127	399	6	2	2	6	61	4	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	430	25	127	399	6	2	2	6	61	4	287
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	405	xxxx	xxxxx	455	xxxx	xxxxx	1258	1125	402	1117	1116	443
Potent Cap.:	1165	xxxx	xxxxx	1116	xxxx	xxxxx	149	207	653	186	210	619
Move Cap.:	1165	xxxx	xxxxx	1116	xxxx	xxxxx	71	180	653	165	183	619
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.03	0.01	0.01	0.37	0.02	0.46
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.6	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	206	xxxxx	xxxx	412	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	8.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx	xxxxx	47.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			23.3			47.6		
ApproachLOS:	*			*			C			E		

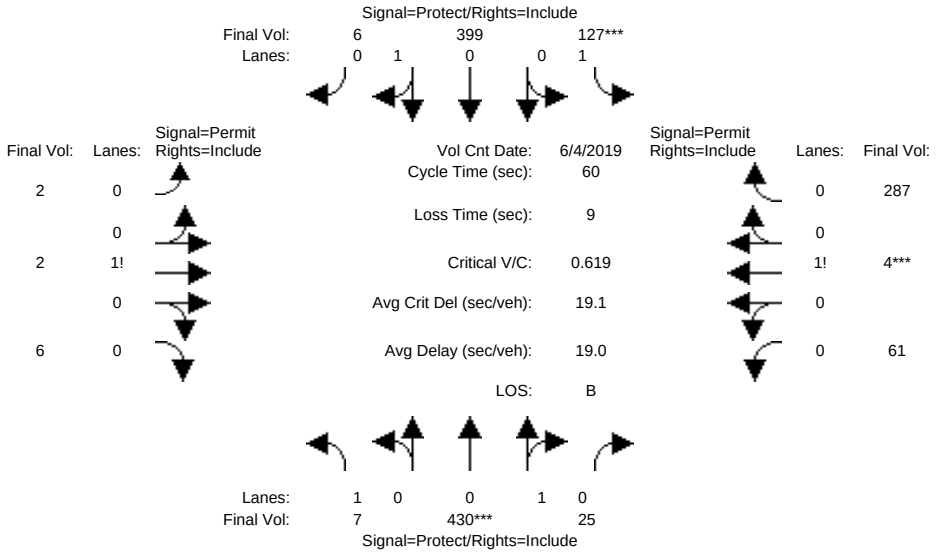
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj AM (with Impr)

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	7	417	25	127	395	6	2	2	6	61	4	287
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:	7	417	25	127	395	6	2	2	6	61	4	287
Added Vol:	0	13	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	430	25	127	399	6	2	2	6	61	4	287
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:	7	430	25	127	399	6	2	2	6	61	4	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	430	25	127	399	6	2	2	6	61	4	287
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:	7	430	25	127	399	6	2	2	6	61	4	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.95	0.05	1.00	0.99	0.01	0.20	0.20	0.60	0.17	0.01	0.82
Final Sat.:	1750	1701	99	1750	1773	27	350	350	1050	303	20	1427
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.07	0.23	0.23	0.01	0.01	0.01	0.20	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	10.8	24.5	24.5	7.0	20.8	20.8	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.02	0.62	0.62	0.62	0.65	0.65	0.02	0.02	0.02	0.62	0.62	0.62
Delay/Veh:	20.3	15.7	15.7	30.9	19.0	19.0	13.8	13.8	13.8	19.2	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	15.7	15.7	30.9	19.0	19.0	13.8	13.8	13.8	19.2	19.2	19.2
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	8	8	4	8	8	0	0	0	7	7	7

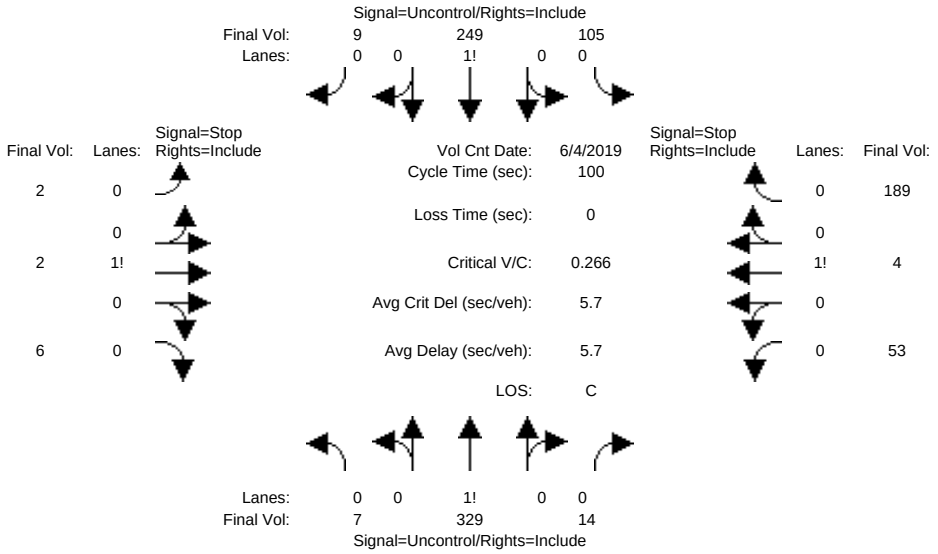
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	7	329	14	105	249	9	2	2	6	53	4	189
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:	7	329	14	105	249	9	2	2	6	53	4	189
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:	7	329	14	105	249	9	2	2	6	53	4	189
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:	7	329	14	105	249	9	2	2	6	53	4	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	329	14	105	249	9	2	2	6	53	4	189
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	258	xxxx	xxxxx	343	xxxx	xxxxx	910	821	254	818	818	336
Potent Cap.:	1318	xxxx	xxxxx	1227	xxxx	xxxxx	258	312	790	297	313	711
Move Cap.:	1318	xxxx	xxxxx	1227	xxxx	xxxxx	173	282	790	272	283	711
Volume/Cap:	0.01	xxxx	xxxx	0.09	xxxx	xxxx	0.01	0.01	0.01	0.19	0.01	0.27
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	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	381	xxxxx	xxxx	518	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	18.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.7			18.1		
ApproachLOS:	*			*			B			C		

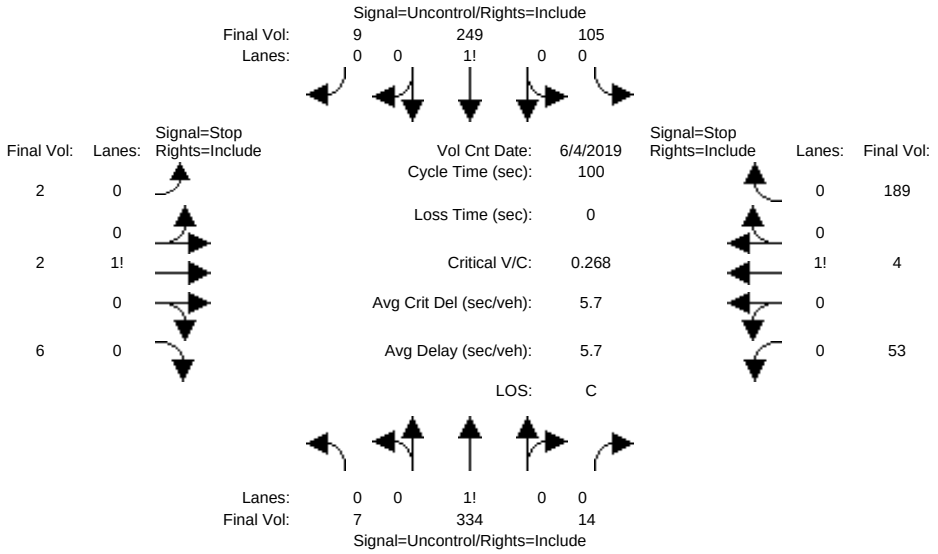
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	7	334	14	105	249	9	2	2	6	53	4	189
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:	7	334	14	105	249	9	2	2	6	53	4	189
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:	7	334	14	105	249	9	2	2	6	53	4	189
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:	7	334	14	105	249	9	2	2	6	53	4	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	334	14	105	249	9	2	2	6	53	4	189
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	258	xxxx	xxxxx	348	xxxx	xxxxx	915	826	254	823	823	341
Potent Cap.:	1318	xxxx	xxxxx	1222	xxxx	xxxxx	256	310	790	295	311	706
Move Cap.:	1318	xxxx	xxxxx	1222	xxxx	xxxxx	172	280	790	270	281	706
Volume/Cap:	0.01	xxxx	xxxx	0.09	xxxx	xxxx	0.01	0.01	0.01	0.20	0.01	0.27
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	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	379	xxxxx	xxxx	514	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.8			18.3		
ApproachLOS:	*			*			B			C		

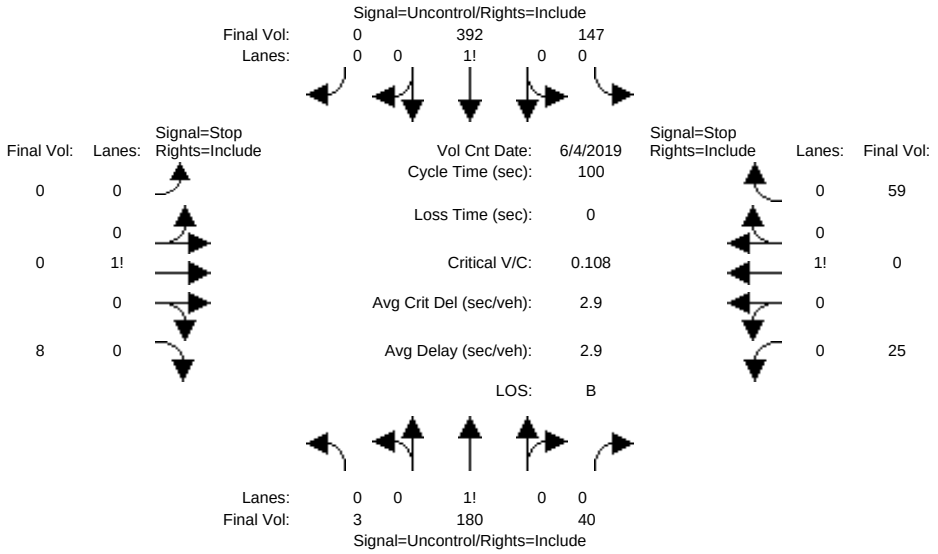
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	3	180	40	147	392	0	0	0	8	25	0	59
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:	3	180	40	147	392	0	0	0	8	25	0	59
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:	3	180	40	147	392	0	0	0	8	25	0	59
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:	3	180	40	147	392	0	0	0	8	25	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	180	40	147	392	0	0	0	8	25	0	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	392	xxxx	xxxxx	220	xxxx	xxxxx	xxxx	xxxx	392	896	892	200
Potent Cap.:	1178	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	661	263	283	846
Move Cap.:	1178	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	661	236	249	846
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	0.01	0.11	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	478	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			14.1		
ApproachLOS:	*			*			B			B		

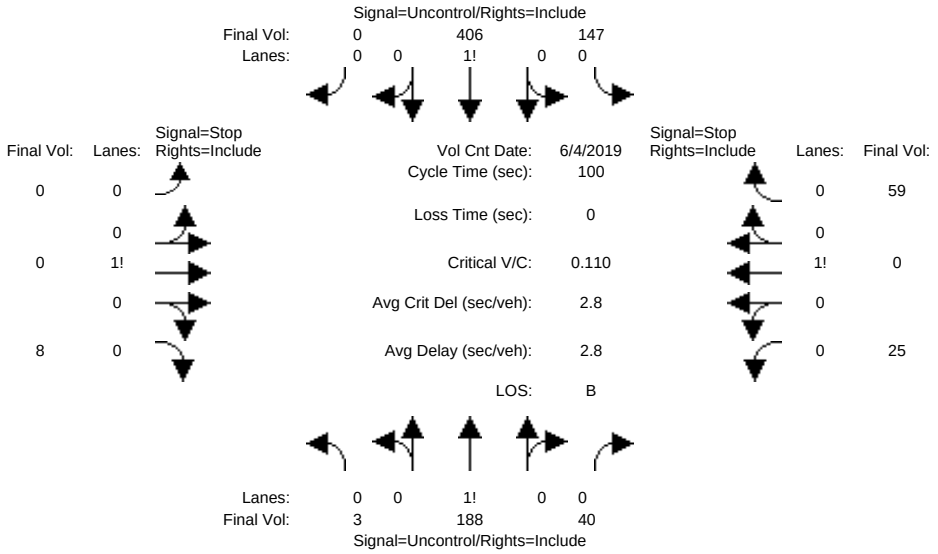
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	3	180	40	147	392	0	0	0	8	25	0	59
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:	3	180	40	147	392	0	0	0	8	25	0	59
Added Vol:	0	8	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	188	40	147	406	0	0	0	8	25	0	59
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:	3	188	40	147	406	0	0	0	8	25	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	188	40	147	406	0	0	0	8	25	0	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	406	xxxx	xxxxx	228	xxxx	xxxxx	xxxx	xxxx	406	918	914	208
Potent Cap.:	1164	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	649	254	275	837
Move Cap.:	1164	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	649	228	242	837
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	0.01	0.11	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	466	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.6			14.4		
ApproachLOS:	*			*			B			B		

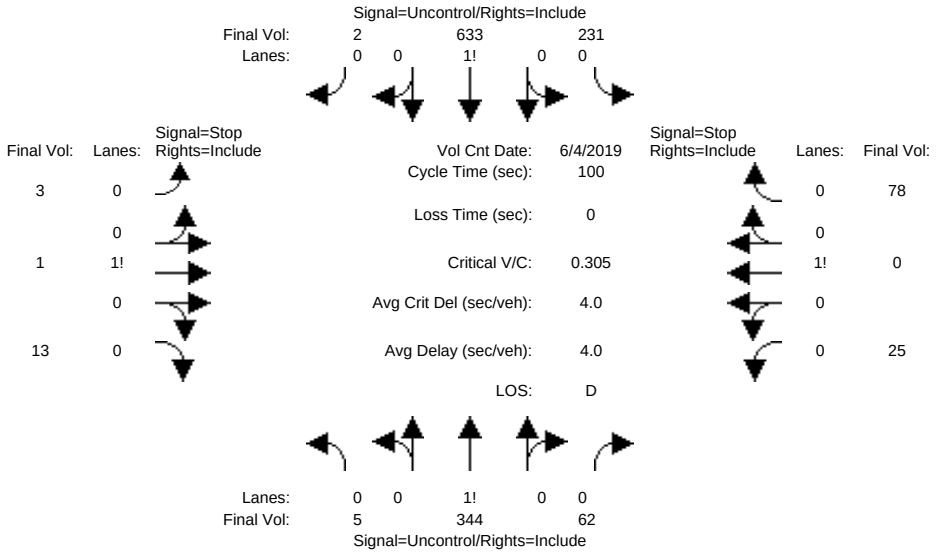
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	5	344	62	231	633	2	3	1	13	25	0	78
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:	5	344	62	231	633	2	3	1	13	25	0	78
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:	5	344	62	231	633	2	3	1	13	25	0	78
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:	5	344	62	231	633	2	3	1	13	25	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	344	62	231	633	2	3	1	13	25	0	78
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	635	xxxx	xxxxx	406	xxxx	xxxxx	1520	1512	634	1488	1482	375
Potent Cap.:	958	xxxx	xxxxx	1164	xxxx	xxxxx	98	121	483	103	126	676
Move Cap.:	958	xxxx	xxxxx	1164	xxxx	xxxxx	71	93	483	82	97	676
Volume/Cap:	0.01	xxxx	xxxx	0.20	xxxx	xxxx	0.04	0.01	0.03	0.30	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	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	213	xxxxx	xxxx	245	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx	xxxxx	29.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.3			29.9		
ApproachLOS:	*			*			C			D		

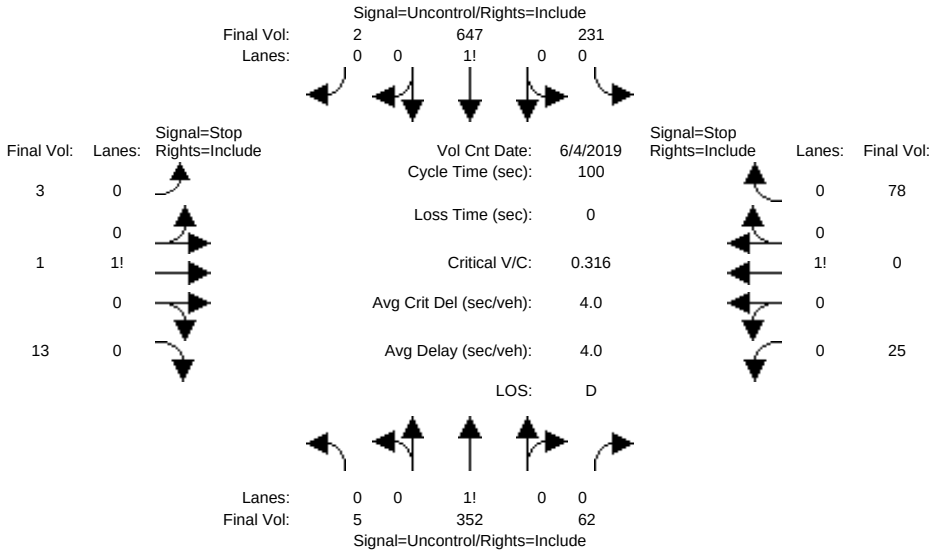
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	5	344	62	231	633	2	3	1	13	25	0	78
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:	5	344	62	231	633	2	3	1	13	25	0	78
Added Vol:	0	8	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	352	62	231	647	2	3	1	13	25	0	78
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:	5	352	62	231	647	2	3	1	13	25	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	352	62	231	647	2	3	1	13	25	0	78
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	649	xxxx	xxxxx	414	xxxx	xxxxx	1542	1534	648	1510	1504	383
Potent Cap.:	947	xxxx	xxxxx	1156	xxxx	xxxxx	95	118	474	100	123	669
Move Cap.:	947	xxxx	xxxxx	1156	xxxx	xxxxx	69	90	474	79	94	669
Volume/Cap:	0.01	xxxx	xxxx	0.20	xxxx	xxxx	0.04	0.01	0.03	0.32	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	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	207	xxxxx	xxxx	238	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	xxxxx	31.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			24.0			31.2		
ApproachLOS:	*			*			C			D		

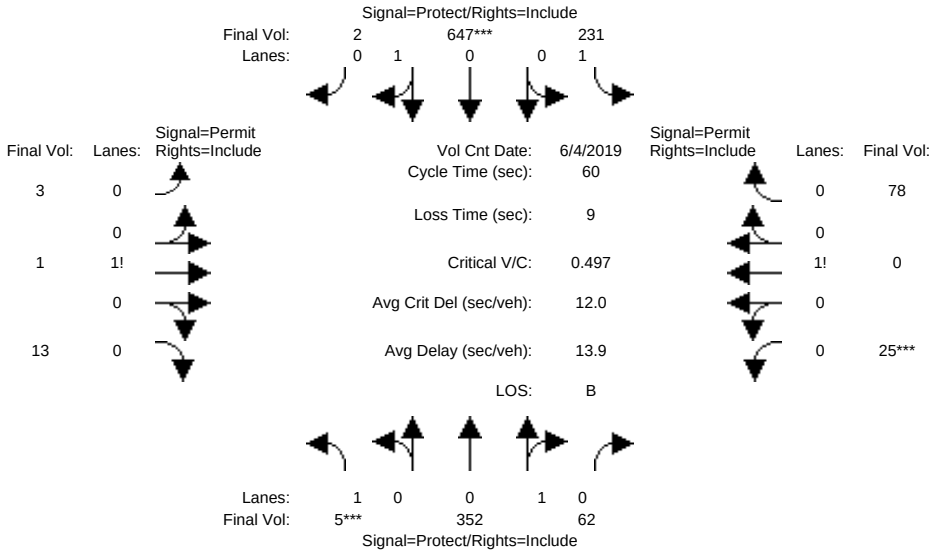
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 Cumulative with Proj PM (with Impr)

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	5	344	62	231	633	2	3	1	13	25	0	78
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:	5	344	62	231	633	2	3	1	13	25	0	78
Added Vol:	0	8	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	352	62	231	647	2	3	1	13	25	0	78
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:	5	352	62	231	647	2	3	1	13	25	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	352	62	231	647	2	3	1	13	25	0	78
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:	5	352	62	231	647	2	3	1	13	25	0	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.85	0.15	1.00	0.99	0.01	0.18	0.06	0.76	0.24	0.00	0.76
Final Sat.:	1750	1530	270	1750	1794	6	309	103	1338	425	0	1325
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.36	0.36	0.01	0.01	0.01	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	7.0	26.0	26.0	15.0	34.0	34.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.02	0.53	0.53	0.53	0.64	0.64	0.06	0.06	0.06	0.35	0.00	0.35
Delay/Veh:	23.5	13.2	13.2	20.7	10.2	10.2	21.1	21.1	21.1	22.9	0.0	22.9
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:	23.5	13.2	13.2	20.7	10.2	10.2	21.1	21.1	21.1	22.9	0.0	22.9
LOS by Move:	C	B	B	C	B	B	C	C	C	C	A	C
HCM2kAvgQ:	0	6	6	5	9	9	0	0	0	2	0	2

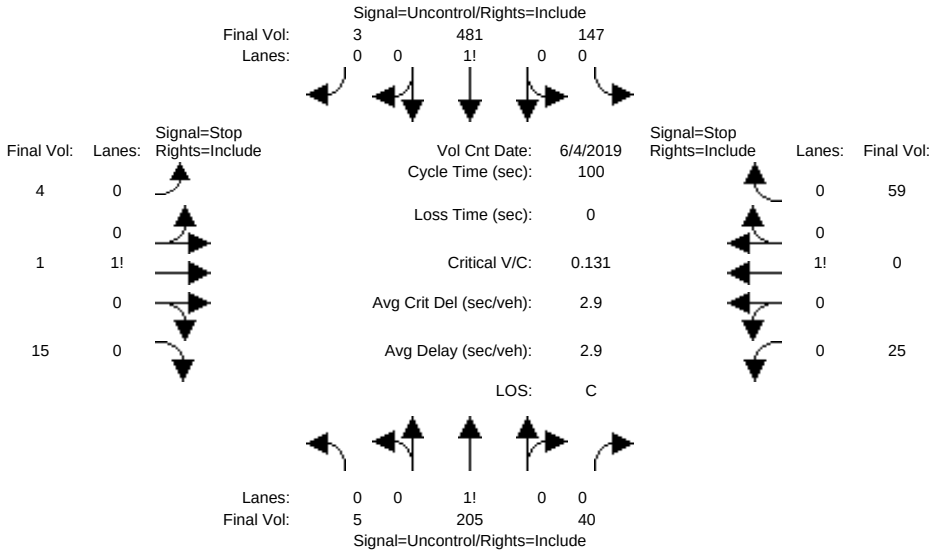
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	5	205	40	147	481	3	4	1	15	25	0	59
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:	5	205	40	147	481	3	4	1	15	25	0	59
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:	5	205	40	147	481	3	4	1	15	25	0	59
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:	5	205	40	147	481	3	4	1	15	25	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	205	40	147	481	3	4	1	15	25	0	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	484	xxxx	xxxxx	245	xxxx	xxxxx	1041	1032	483	1020	1013	225
Potent Cap.:	1089	xxxx	xxxxx	1333	xxxx	xxxxx	210	235	588	217	241	819
Move Cap.:	1089	xxxx	xxxxx	1333	xxxx	xxxxx	176	206	588	191	211	819
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	0.02	0.00	0.03	0.13	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.0	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	377	xxxxx	xxxx	414	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	15.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.1			15.9		
ApproachLOS:	*			*			C			C		

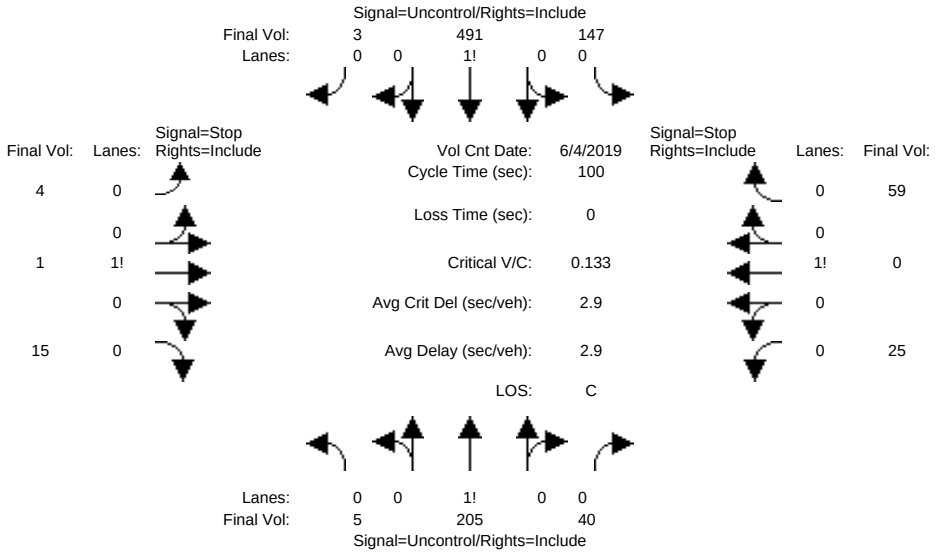
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana 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: 4 Jun 2019 <<												
Base Vol:	5	205	40	147	491	3	4	1	15	25	0	59
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:	5	205	40	147	491	3	4	1	15	25	0	59
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:	5	205	40	147	491	3	4	1	15	25	0	59
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:	5	205	40	147	491	3	4	1	15	25	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	205	40	147	491	3	4	1	15	25	0	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	494	xxxx	xxxxx	245	xxxx	xxxxx	1051	1042	493	1030	1023	225
Potent Cap.:	1080	xxxx	xxxxx	1333	xxxx	xxxxx	207	232	580	214	238	819
Move Cap.:	1080	xxxx	xxxxx	1333	xxxx	xxxxx	173	203	580	188	208	819
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	0.02	0.00	0.03	0.13	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.0	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	372	xxxxx	xxxx	409	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.2			16.1		
ApproachLOS:	*			*			C			C		

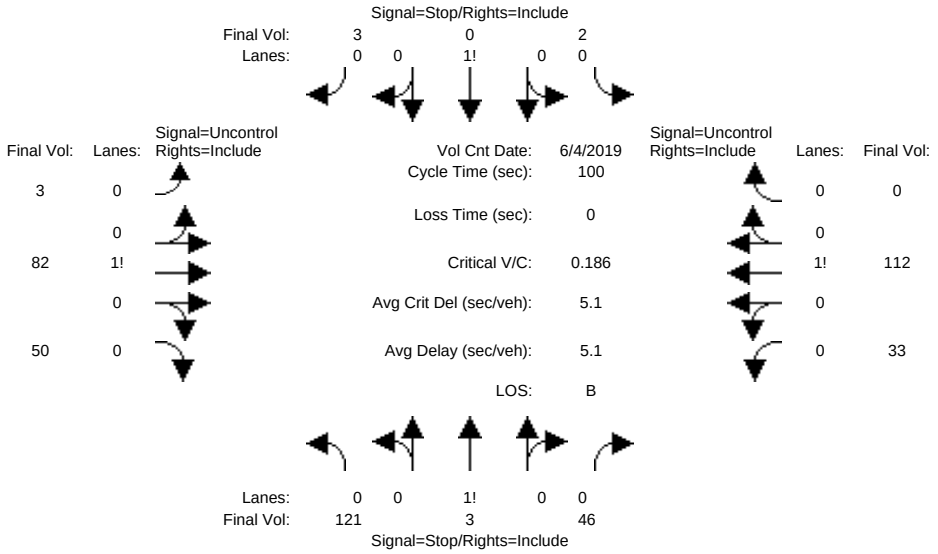
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	121	3	46	2	0	3	3	82	50	33	112	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	293	291	107	316	316	112	112	xxxx	xxxxx	132	xxxx	xxxxx
Potent Cap.:	664	623	953	641	603	947	1490	xxxx	xxxxx	1466	xxxx	xxxxx
Move Cap.:	649	607	953	596	588	947	1490	xxxx	xxxxx	1466	xxxx	xxxxx
Volume/Cap:	0.19	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	709	xxxxx	xxxx	766	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	A	*	*
ApproachDel:		11.7			9.7		xxxxxx			xxxxxx		
ApproachLOS:		B			A		*			*		

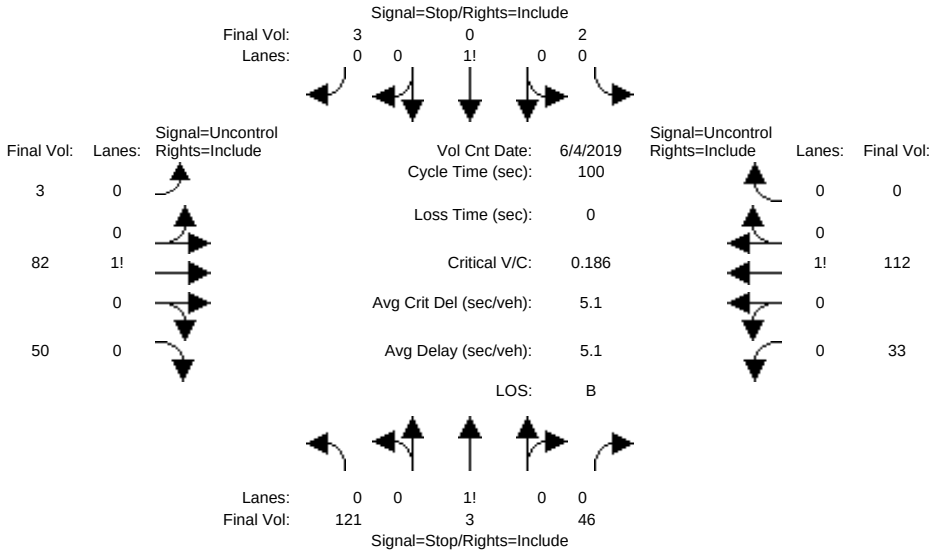
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	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:	121	3	46	2	0	3	3	82	50	33	112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	121	3	46	2	0	3	3	82	50	33	112	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	293	291	107	316	316	112	112	xxxx	xxxxx	132	xxxx	xxxxx
Potent Cap.:	664	623	953	641	603	947	1490	xxxx	xxxxx	1466	xxxx	xxxxx
Move Cap.:	649	607	953	596	588	947	1490	xxxx	xxxxx	1466	xxxx	xxxxx
Volume/Cap:	0.19	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	709	xxxxx	xxxx	766	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	A	*	*
ApproachDel:	11.7			9.7			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

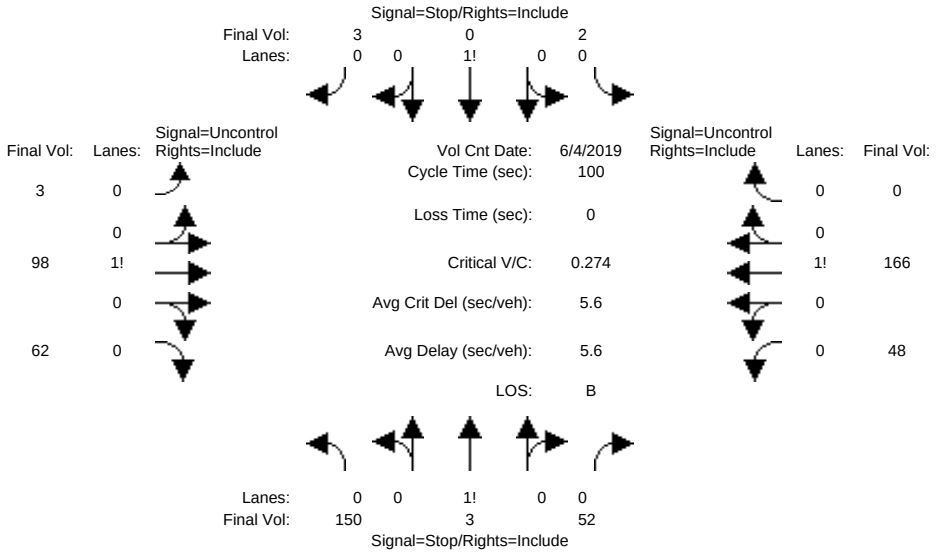
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	150	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	150	3	52	2	0	3	3	98	62	48	166	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	399	397	129	425	428	166	166	xxxx	xxxxx	160	xxxx	xxxxx
Potent Cap.:	565	544	926	543	522	884	1424	xxxx	xxxxx	1432	xxxx	xxxxx
Move Cap.:	548	524	926	497	503	884	1424	xxxx	xxxxx	1432	xxxx	xxxxx
Volume/Cap:	0.27	0.01	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	611	xxxxx	xxxx	674	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.8	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	A	*	*
ApproachDel:		13.8			10.4		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

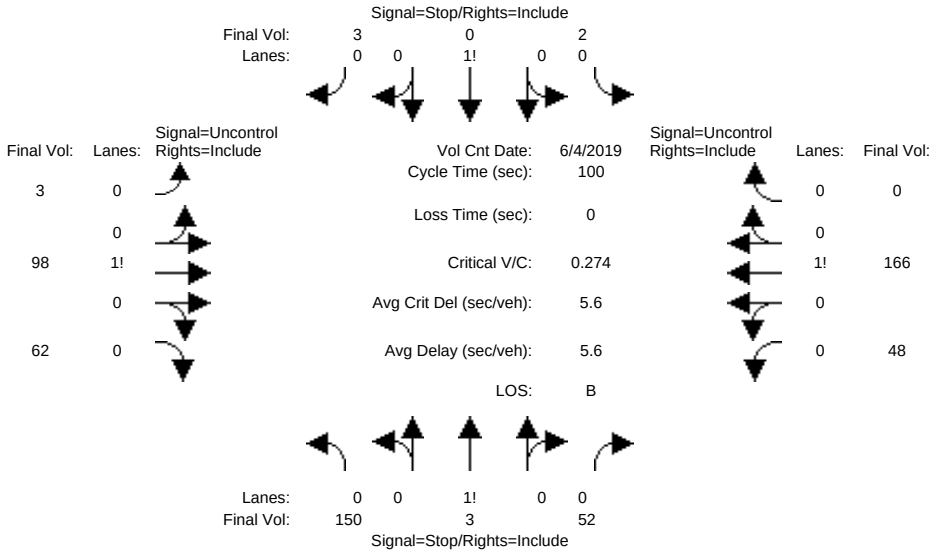
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	150	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	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	3	52	2	0	3	3	98	62	48	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	150	3	52	2	0	3	3	98	62	48	166	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	399	397	129	425	428	166	166	xxxx	xxxxx	160	xxxx	xxxxx
Potent Cap.:	565	544	926	543	522	884	1424	xxxx	xxxxx	1432	xxxx	xxxxx
Move Cap.:	548	524	926	497	503	884	1424	xxxx	xxxxx	1432	xxxx	xxxxx
Volume/Cap:	0.27	0.01	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	611	xxxxx	xxxx	674	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.8	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	A	*	*
ApproachDel:		13.8			10.4		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

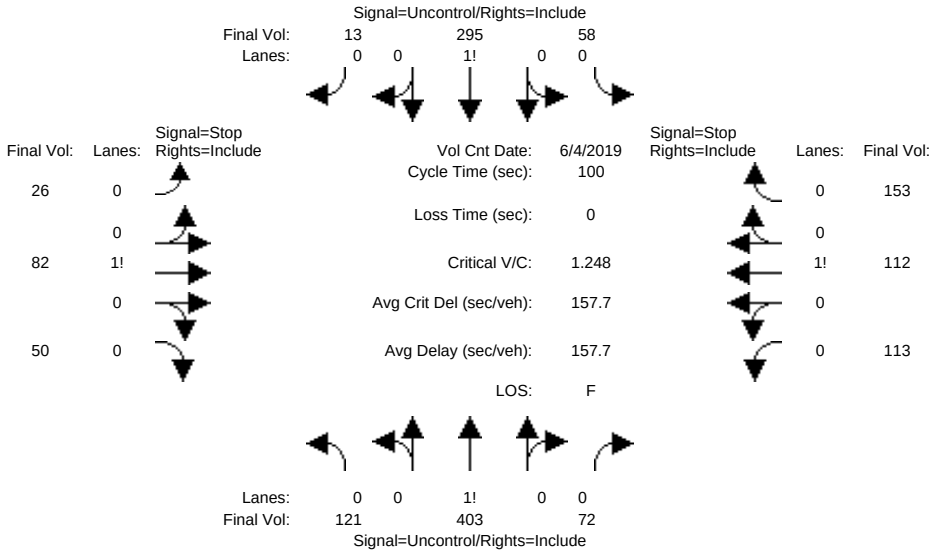
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	121	403	72	58	295	13	26	82	50	113	112	153
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:	121	403	72	58	295	13	26	82	50	113	112	153
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:	121	403	72	58	295	13	26	82	50	113	112	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	403	72	58	295	13	26	82	50	113	112	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	121	403	72	58	295	13	26	82	50	113	112	153
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	308	xxxx	xxxxx	475	xxxx	xxxxx	1231	1135	302	1165	1105	439
Potent Cap.:	1264	xxxx	xxxxx	1098	xxxx	xxxxx	156	204	743	173	213	622
Move Cap.:	1264	xxxx	xxxxx	1098	xxxx	xxxxx	53	173	743	91	180	622
Volume/Cap:	0.10	xxxx	xxxx	0.05	xxxx	xxxx	0.49	0.47	0.07	1.25	0.62	0.25
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.5	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	153	xxxxx	xxxx	179	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.0	xxxxx	xxxxx	29.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	140	xxxxx	xxxxx	562	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			139.9			562.4		
ApproachLOS:	*			*			F			F		

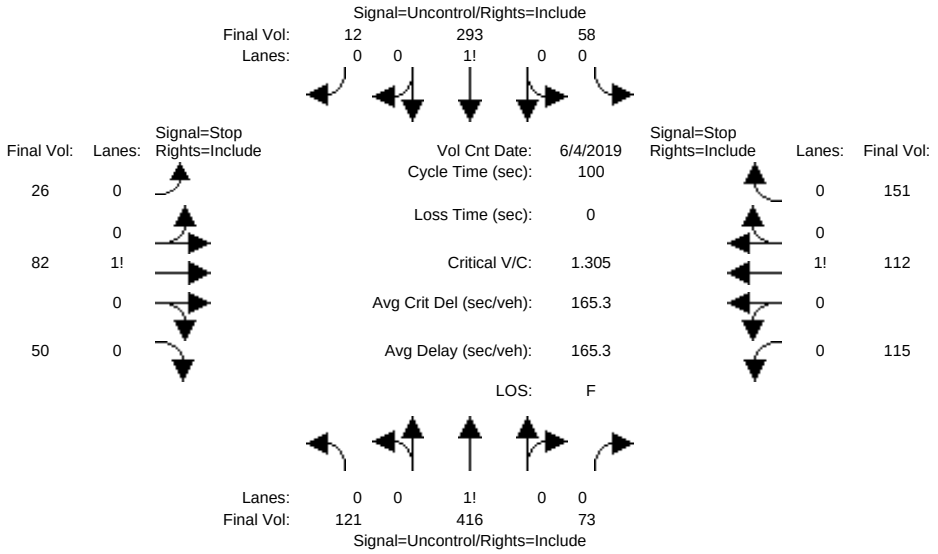
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	121	416	73	58	293	12	26	82	50	115	112	151
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	305	xxxx	xxxxx	489	xxxx	xxxxx	1241	1146	299	1176	1116	453
Potent Cap.:	1267	xxxx	xxxxx	1085	xxxx	xxxxx	153	201	745	170	210	611
Move Cap.:	1267	xxxx	xxxxx	1085	xxxx	xxxxx	51	170	745	88	178	611
Volume/Cap:	0.10	xxxx	xxxx	0.05	xxxx	xxxx	0.51	0.48	0.07	1.30	0.63	0.25
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.5	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	150	xxxxx	xxxx	173	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx	30.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	149	xxxxx	xxxxx	594	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			148.8			593.6		
ApproachLOS:	*			*			F			F		

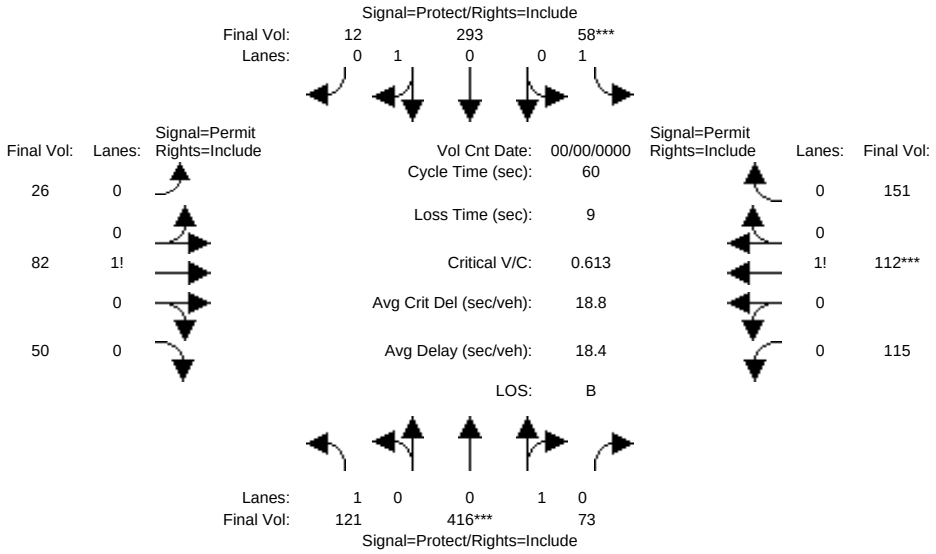
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj AM (with Impr)

Intersection #11575: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 0 0 <<												
Base Vol:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	416	73	58	293	12	26	82	50	115	112	151
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:	121	416	73	58	293	12	26	82	50	115	112	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	0.16	0.52	0.32	0.30	0.30	0.40
Final Sat.:	1750	1531	269	1750	1729	71	288	908	554	532	519	699
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.03	0.17	0.17	0.09	0.09	0.09	0.22	0.22	0.22
Crit Moves:		****		****							****	
Green Time:	12.8	24.5	24.5	7.0	18.7	18.7	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.32	0.67	0.67	0.28	0.54	0.54	0.28	0.28	0.28	0.67	0.67	0.67
Delay/Veh:	20.4	16.7	16.7	25.0	18.3	18.3	15.3	15.3	15.3	20.4	20.4	20.4
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:	20.4	16.7	16.7	25.0	18.3	18.3	15.3	15.3	15.3	20.4	20.4	20.4
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	9	9	1	6	6	3	3	3	8	8	8

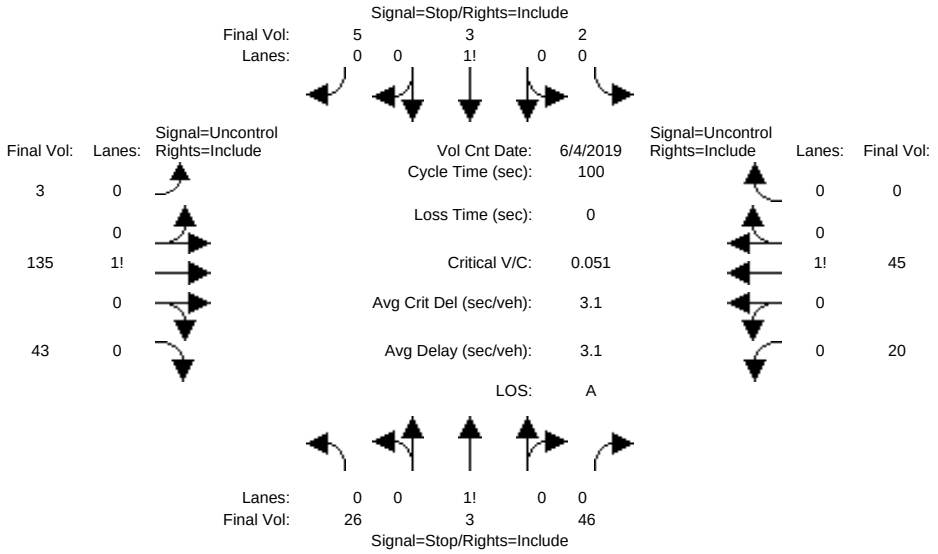
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	3	46	2	3	5	3	135	43	20	45	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	252	248	157	272	269	45	45	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	706	658	894	685	641	1031	1576	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	691	648	894	639	630	1031	1576	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	801	xxxxx	xxxx	785	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	A	*	*
ApproachDel:	10.0			9.6			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

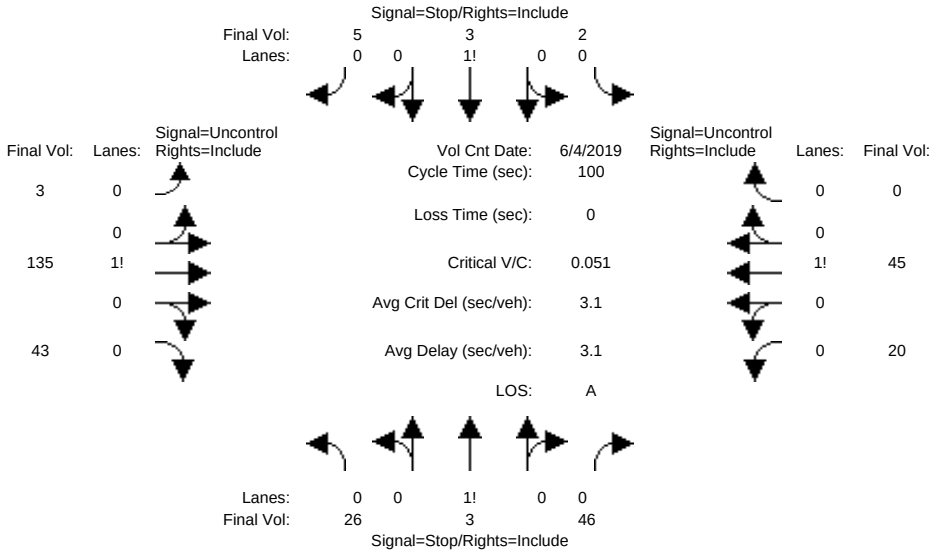
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	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:	26	3	46	2	3	5	3	135	43	20	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	3	46	2	3	5	3	135	43	20	45	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	252	248	157	272	269	45	45	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	706	658	894	685	641	1031	1576	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	691	648	894	639	630	1031	1576	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	801	xxxxx	xxxx	785	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	A	*	*
ApproachDel:		10.0			9.6		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

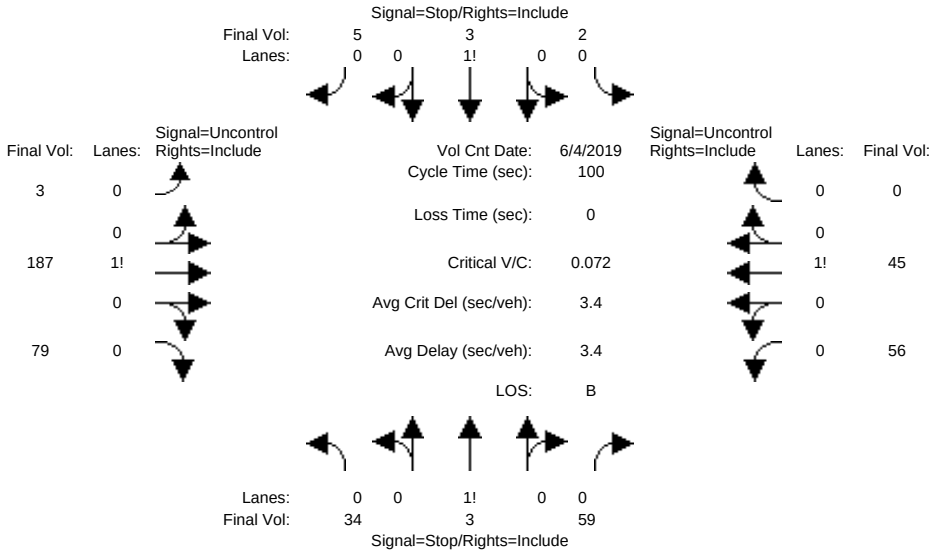
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative without Proj PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	3	59	2	3	5	3	187	79	56	45	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	394	390	227	421	429	45	45	xxxx	xxxxx	266	xxxx	xxxxx
Potent Cap.:	570	549	818	547	521	1031	1576	xxxx	xxxxx	1310	xxxx	xxxxx
Move Cap.:	545	524	818	487	498	1031	1576	xxxx	xxxxx	1310	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.07	0.00	0.01	0.00	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	684	xxxxx	xxxx	667	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	A	*	*
ApproachDel:		11.1			10.5		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

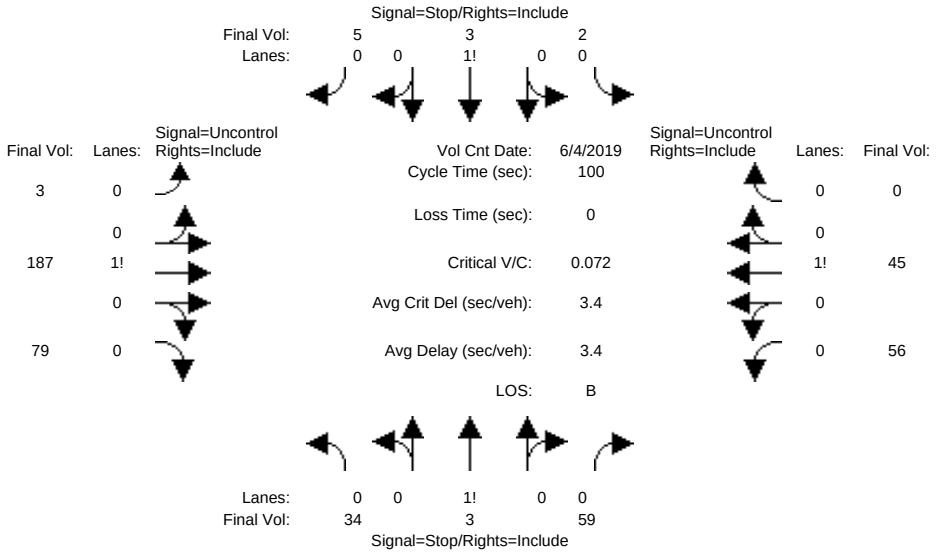
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2030 Cumulative with Proj PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	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:	34	3	59	2	3	5	3	187	79	56	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	3	59	2	3	5	3	187	79	56	45	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	394	390	227	421	429	45	45	xxxx	xxxxx	266	xxxx	xxxxx
Potent Cap.:	570	549	818	547	521	1031	1576	xxxx	xxxxx	1310	xxxx	xxxxx
Move Cap.:	545	524	818	487	498	1031	1576	xxxx	xxxxx	1310	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.07	0.00	0.01	0.00	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	684	xxxxx	xxxx	667	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	A	*	*
ApproachDel:		11.1			10.5		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

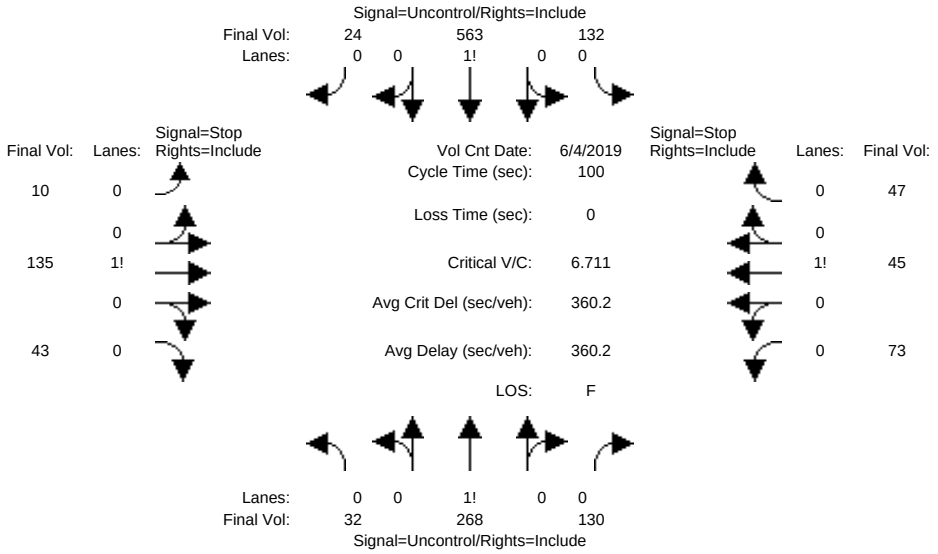
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP No Project PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	32	268	130	132	563	24	10	135	43	73	45	47
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:	32	268	130	132	563	24	10	135	43	73	45	47
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:	32	268	130	132	563	24	10	135	43	73	45	47
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:	32	268	130	132	563	24	10	135	43	73	45	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	268	130	132	563	24	10	135	43	73	45	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	587	xxxx	xxxxx	398	xxxx	xxxxx	1282	1301	575	1325	1248	333
Potent Cap.:	998	xxxx	xxxxx	1172	xxxx	xxxxx	144	162	521	134	175	713
Move Cap.:	998	xxxx	xxxxx	1172	xxxx	xxxxx	91	138	521	11	149	713
Volume/Cap:	0.03	xxxx	xxxx	0.11	xxxx	xxxx	0.11	0.98	0.08	6.71	0.30	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.5	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	161	xxxxx	xxxx	23	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	20.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	181	xxxxx	xxxxx	3065	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			180.7			3064.8		
ApproachLOS:	*			*			F			F		

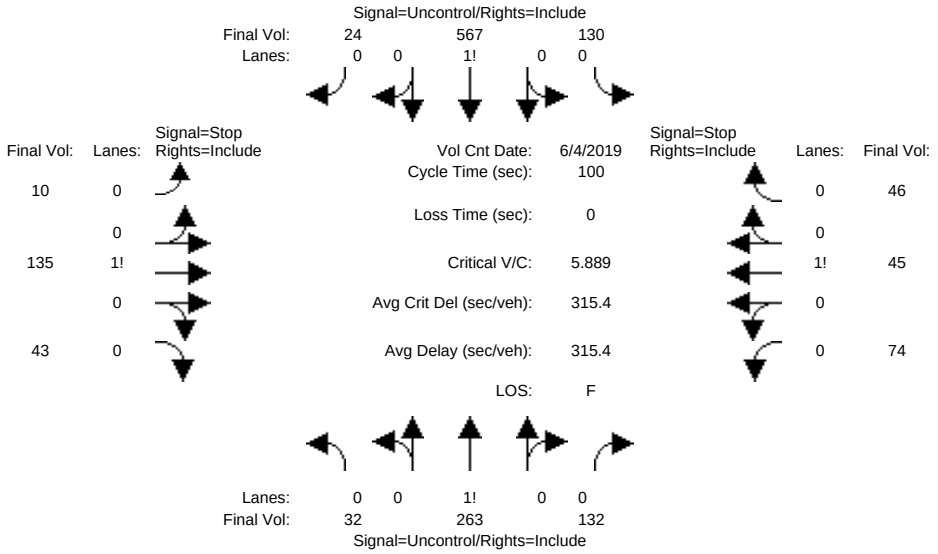
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Year 2035 GP with Proj PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 4 Jun 2019 <<												
Base Vol:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	263	132	130	567	24	10	135	43	74	45	46
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	591	xxxx	xxxxx	395	xxxx	xxxxx	1278	1298	579	1321	1244	329
Potent Cap.:	995	xxxx	xxxxx	1175	xxxx	xxxxx	145	163	519	135	176	717
Move Cap.:	995	xxxx	xxxxx	1175	xxxx	xxxxx	93	139	519	13	150	717
Volume/Cap:	0.03	xxxx	xxxx	0.11	xxxx	xxxx	0.11	0.97	0.08	5.89	0.30	0.06
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.4	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	162	xxxxx	xxxx	26	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	20.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	178	xxxxx	xxxxx	2658	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			177.6			2658.2		
ApproachLOS:	*			*			F			F		

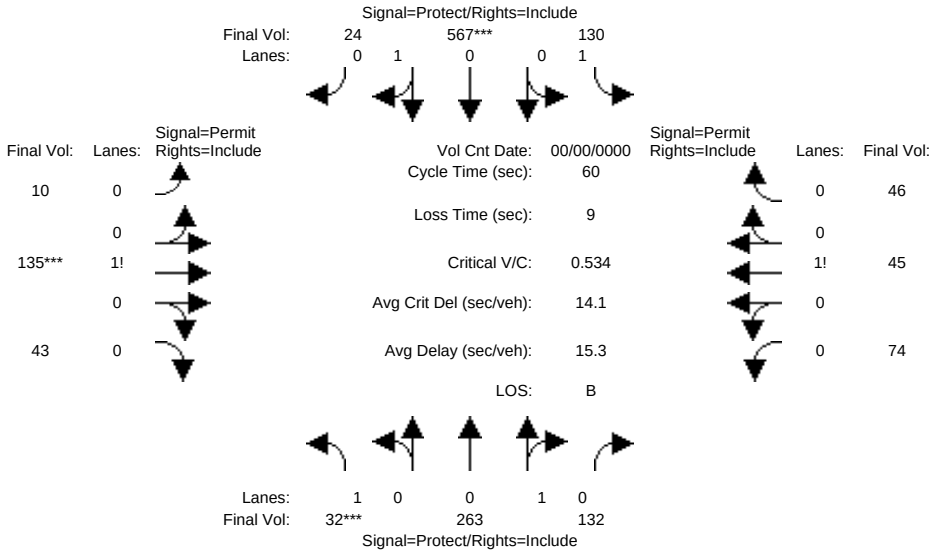
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP with Proj PM (with Impr)

Intersection #11575: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana 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: 0 0 <<												
Base Vol:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	263	132	130	567	24	10	135	43	74	45	46
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:	32	263	132	130	567	24	10	135	43	74	45	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.67	0.33	1.00	0.96	0.04	0.05	0.72	0.23	0.45	0.27	0.28
Final Sat.:	1750	1198	602	1750	1727	73	93	1257	400	785	477	488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.07	0.33	0.33	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:	****				****			****				
Green Time:	7.0	26.2	26.2	13.9	33.2	33.2	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.16	0.50	0.50	0.32	0.59	0.59	0.59	0.59	0.59	0.52	0.52	0.52
Delay/Veh:	24.2	12.7	12.7	19.6	9.9	9.9	25.6	25.6	25.6	23.8	23.8	23.8
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:	24.2	12.7	12.7	19.6	9.9	9.9	25.6	25.6	25.6	23.8	23.8	23.8
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	8	8	4	4	4	4	4	4

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

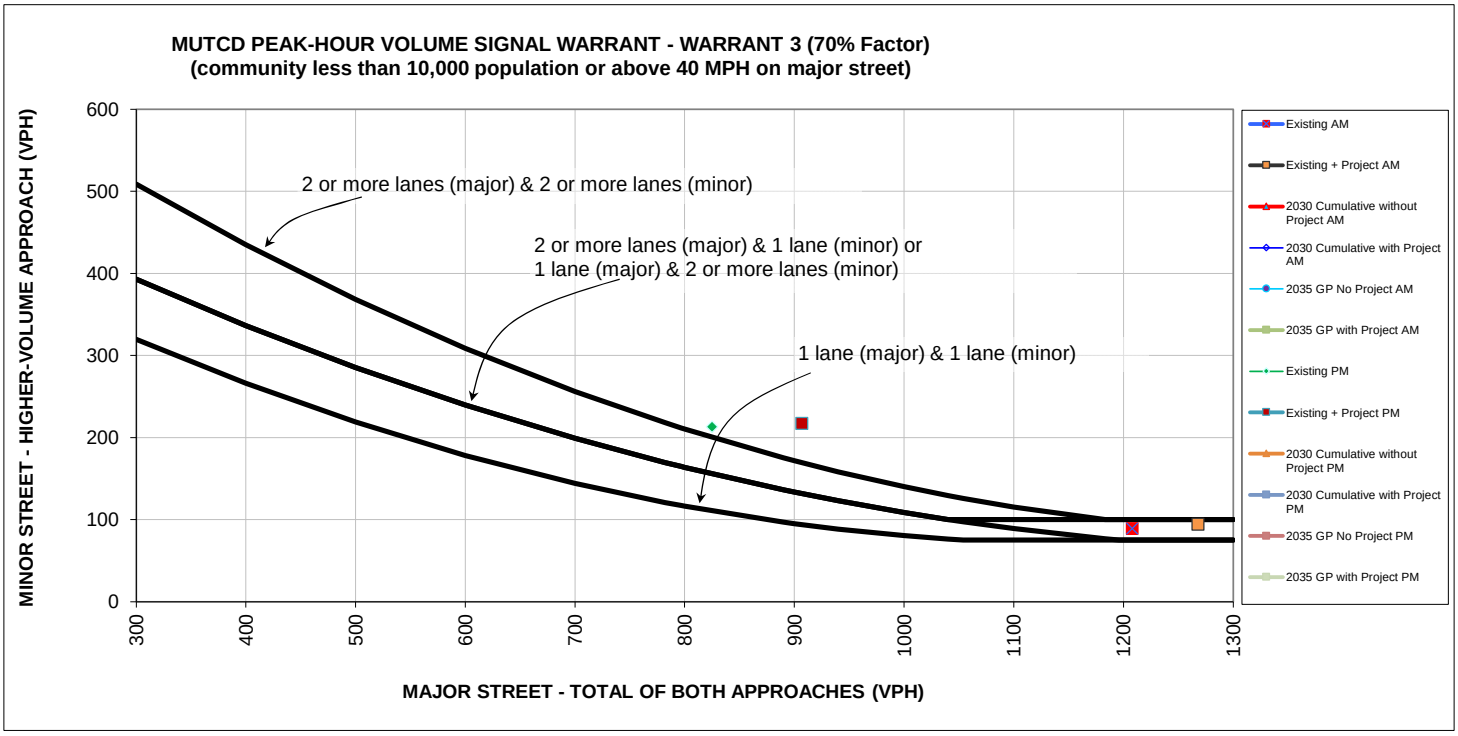
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Appendix E

Signal Warrant Analysis

New Horizons

10 . Condit Road and Tennant Avenue



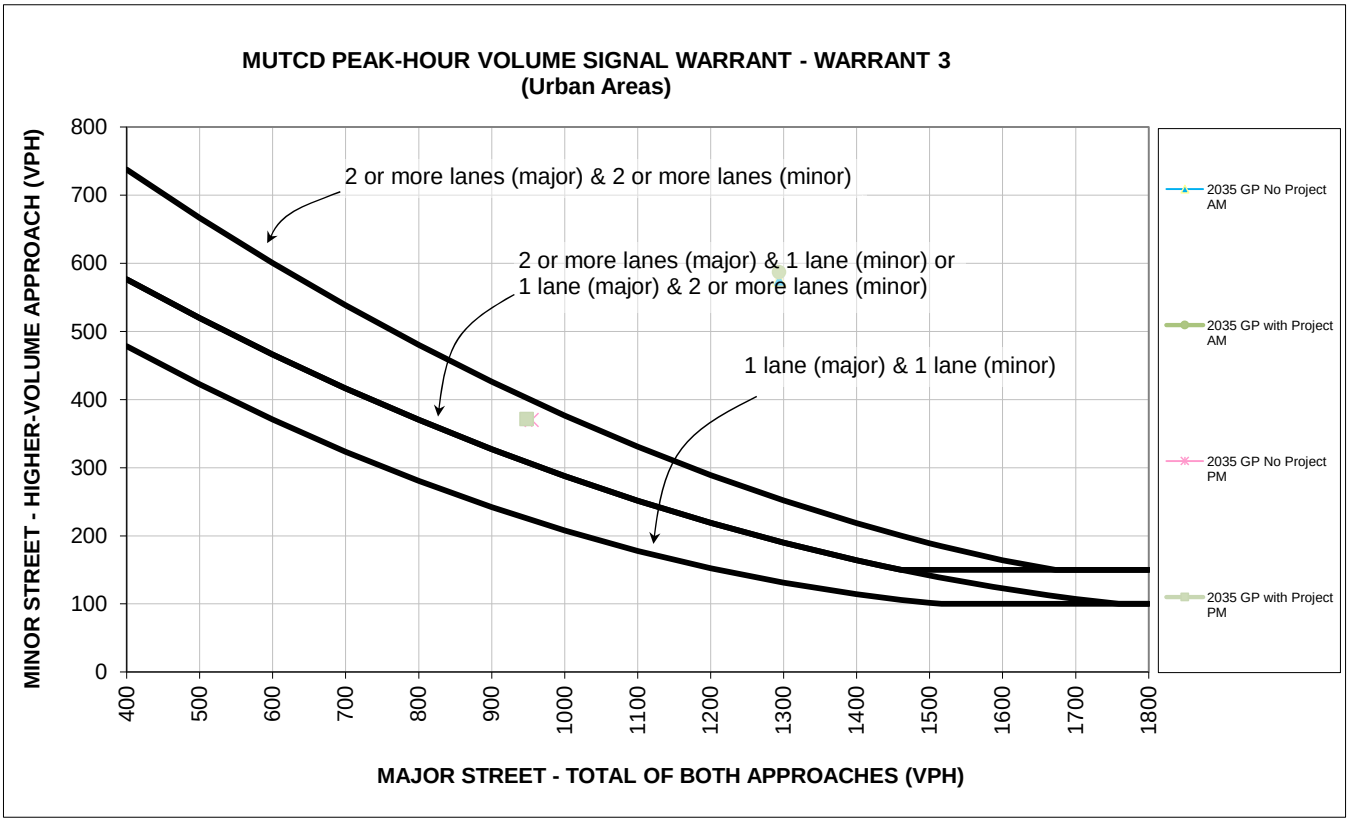
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Tennant Avenue	X		1208	1268	1795	1855	2041	2073
Minor Street - Highest Approach	Condit Road	X		89	94	127	132	115	121
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Tennant Avenue	X		825	907	1409	1491	1833	1872
Minor Street - Highest Approach	Condit Road	X		213	217	294	298	266	267
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

New Horizons

11 . Murphy Avenue and Main Avenue



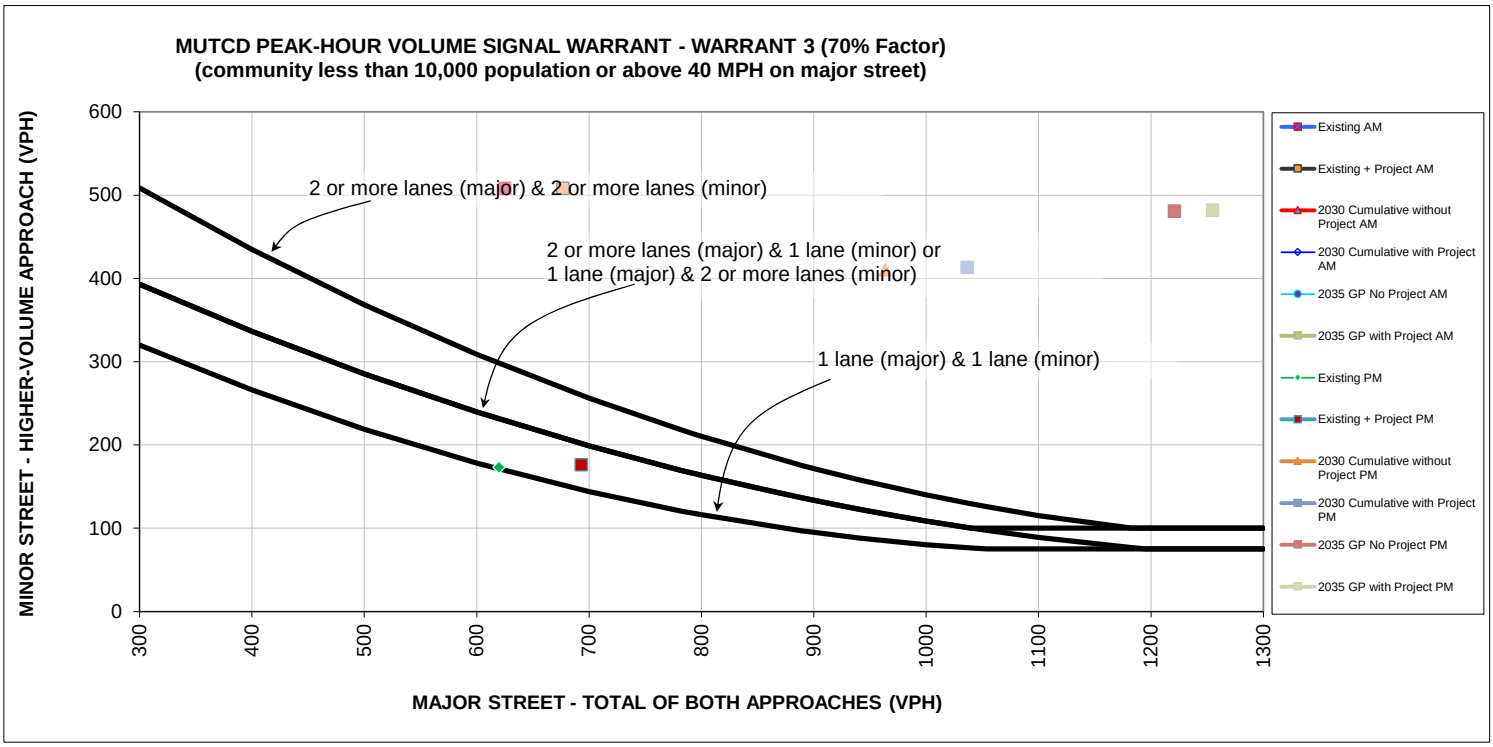
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Main Avenue	X		1294	1294
Minor Street - Highest Approach	Murphy Avenue	X		576	587
		Warrant Met?		**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Main Avenue	X		955	948
Minor Street - Highest Approach	Murphy Avenue	X		370	371
		Warrant Met?		**Yes**	**Yes**

New Horizons

13 . Murphy Avenue and Tennant Avenue



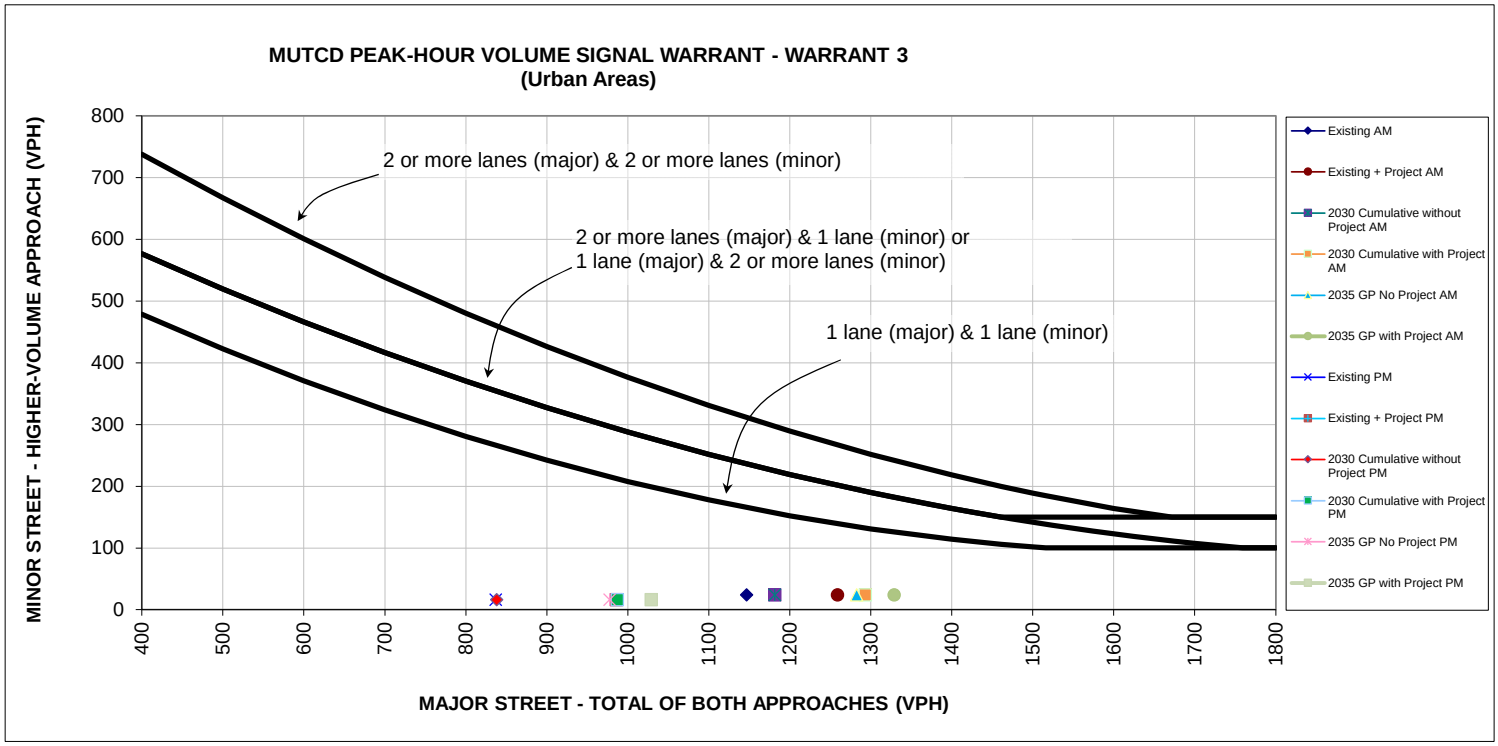
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Tennant Avenue	X		625	677	1057	1109	1274	1307
Minor Street - Highest Approach	Murphy Avenue	X		508	508	614	614	645	645
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Tennant Avenue	X		620	693	964	1037	1221	1255
Minor Street - Highest Approach	Murphy Avenue	X		173	176	410	413	481	482
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

New Horizons

15 . Pine Way and Dunne Avenue



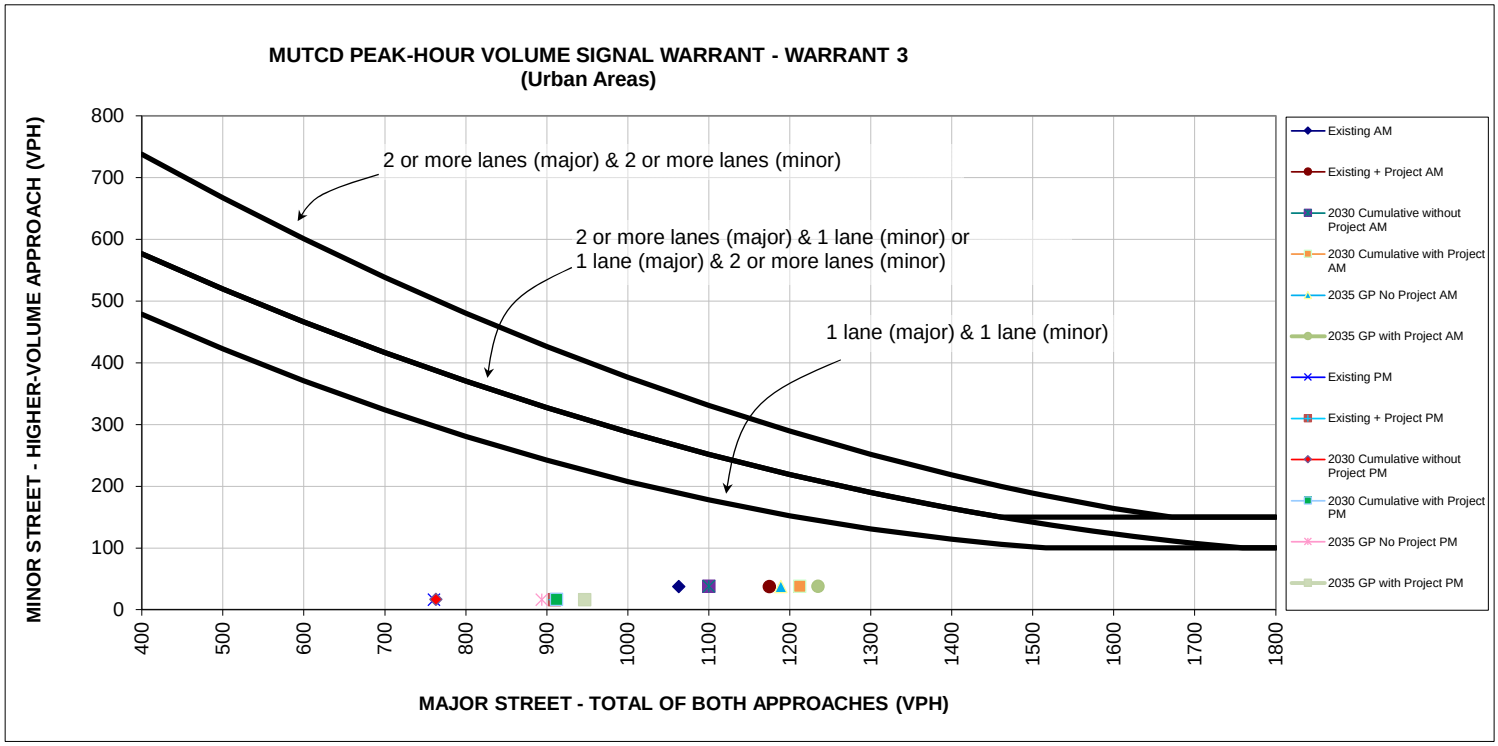
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Dunne Avenue		X	1147	1259	1182	1294	1283	1329
Minor Street - Highest Approach	Pine Way	X		24	24	24	24	24	24
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Dunne Avenue	X		837	986	839	988	978	1029
Minor Street - Highest Approach	Pine Way	X		16	16	16	16	16	16
		Warrant Met?		No	No	No	No	No	No

New Horizons

16 . Claret Drive/Tassajara Circle and Dunne Avenue



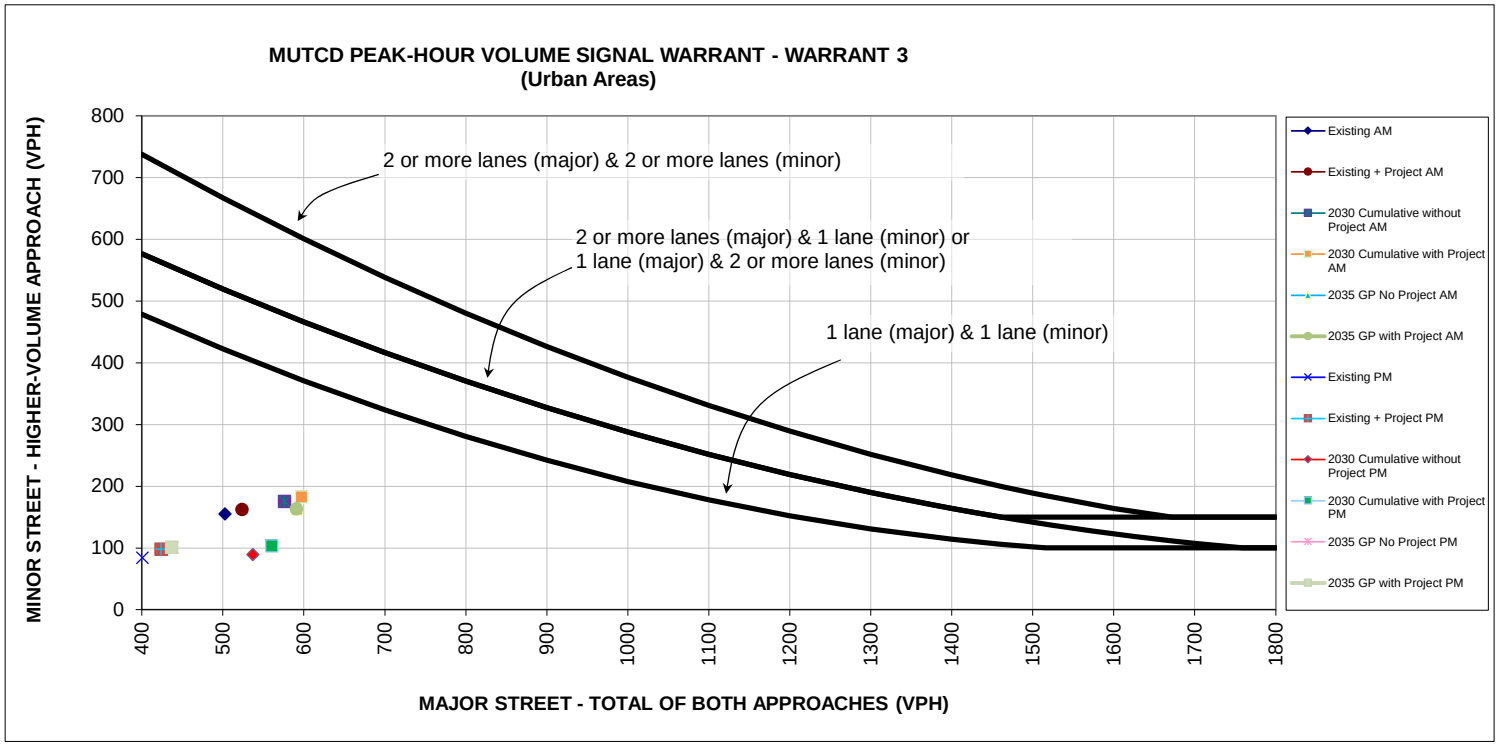
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Dunne Avenue		X	1063	1175	1101	1213	1189	1235
Minor Street - Highest Approach	Claret Drive/Tassajara Circle	X		37	37	38	38	37	38
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Dunne Avenue	X		761	910	763	912	894	947
Minor Street - Highest Approach	Claret Drive/Tassajara Circle	X		16	16	17	17	16	16
		Warrant Met?		No	No	No	No	No	No

New Horizons

17 . Hill Road and Main Avenue



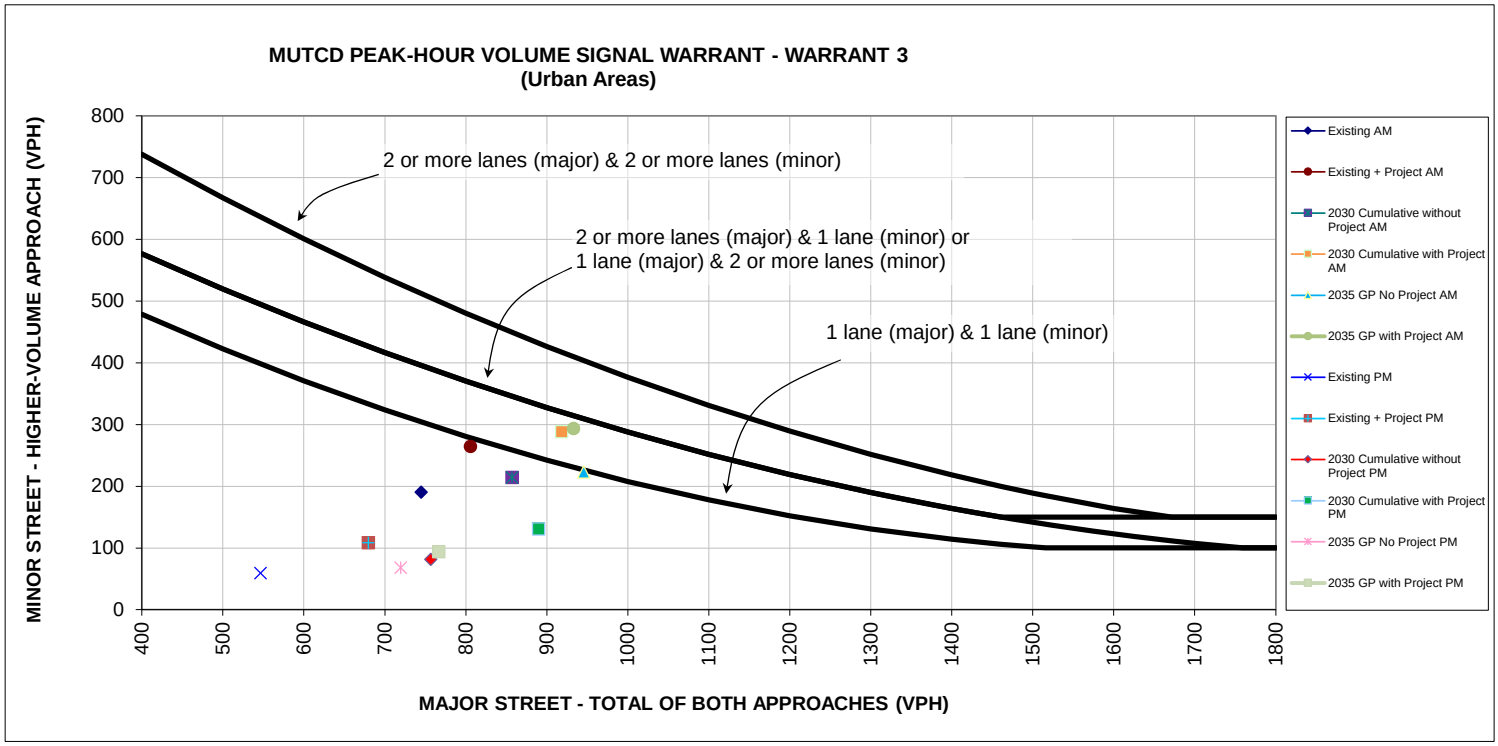
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Hill Road	X		503	524	577	598	592	591
Minor Street - Highest Approach	Main Avenue	X		155	162	175	182	163	163
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Main Avenue	X		401	424	538	561	438	437
Minor Street - Highest Approach	Hill Road	X		84	98	89	103	101	101
		Warrant Met?		No	No	No	No	No	No

New Horizons

19 . Hill Road and Fountain Oaks Drive



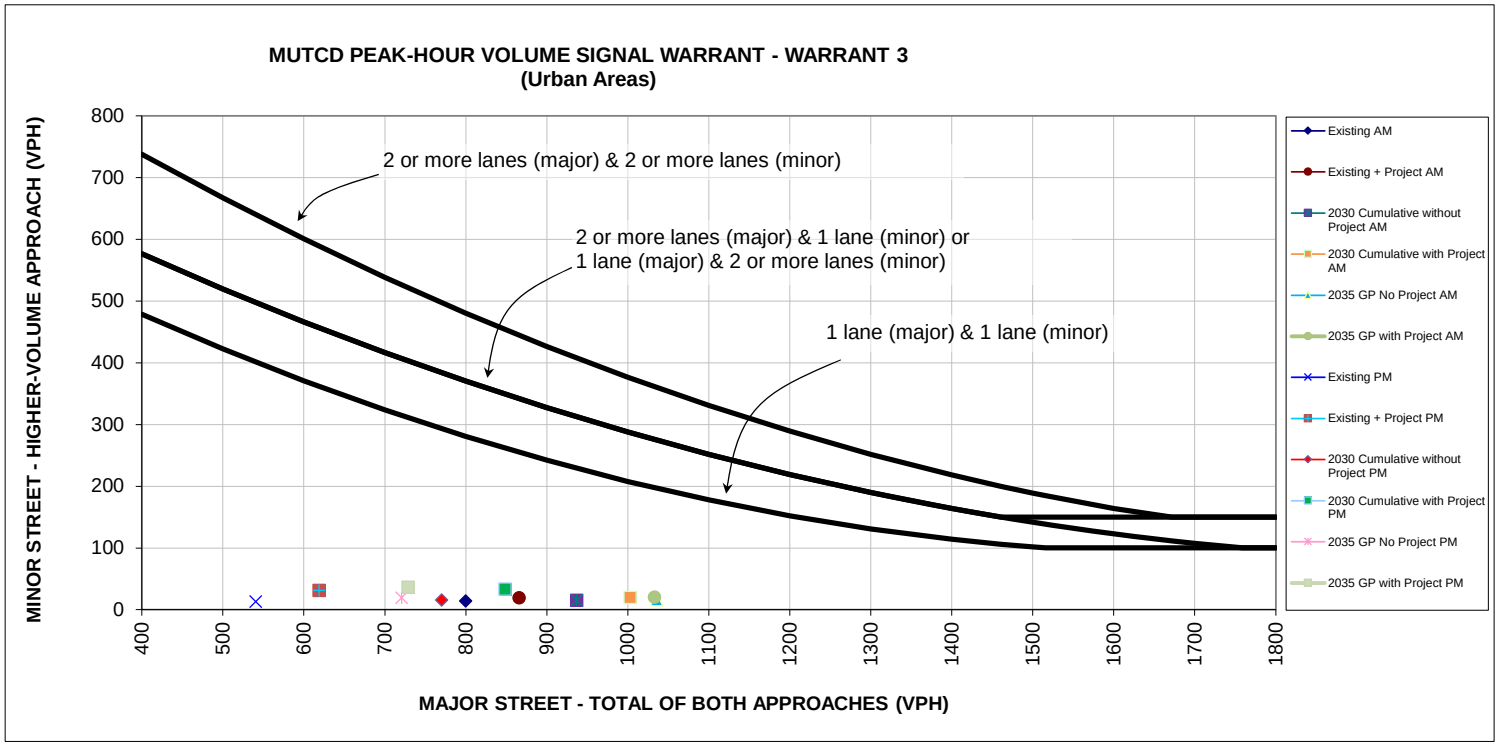
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Hill Road	X		745	806	858	919	946	933
Minor Street - Highest Approach	Fountain Oaks Drive	X		190	264	214	288	223	293
		Warrant Met?		No	No	No	**Yes**	No	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Hill Road	X		547	680	757	890	720	767
Minor Street - Highest Approach	Fountain Oaks Drive	X		59	108	82	131	68	94
		Warrant Met?		No	No	No	No	No	No

New Horizons

20 . Hill Road and San Pedro Avenue



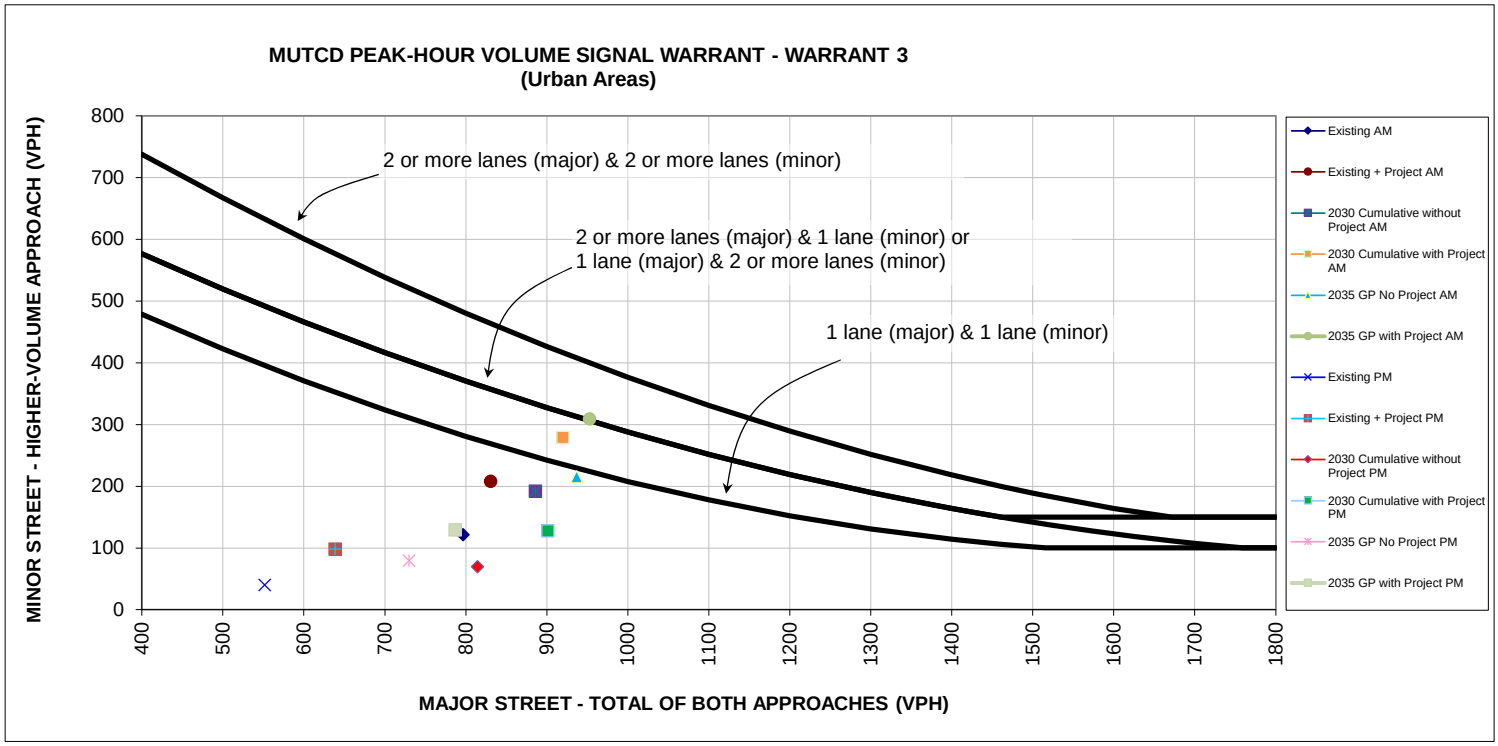
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Hill Road	X		800	866	937	1003	1036	1033
Minor Street - Highest Approach	San Pedro Avenue	X		14	19	15	20	16	20
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Hill Road	X		541	619	771	849	721	729
Minor Street - Highest Approach	San Pedro Avenue	X		13	31	15	33	19	36
		Warrant Met?		No	No	No	No	No	No

New Horizons

21 . Hill Road and Barrett Avenue



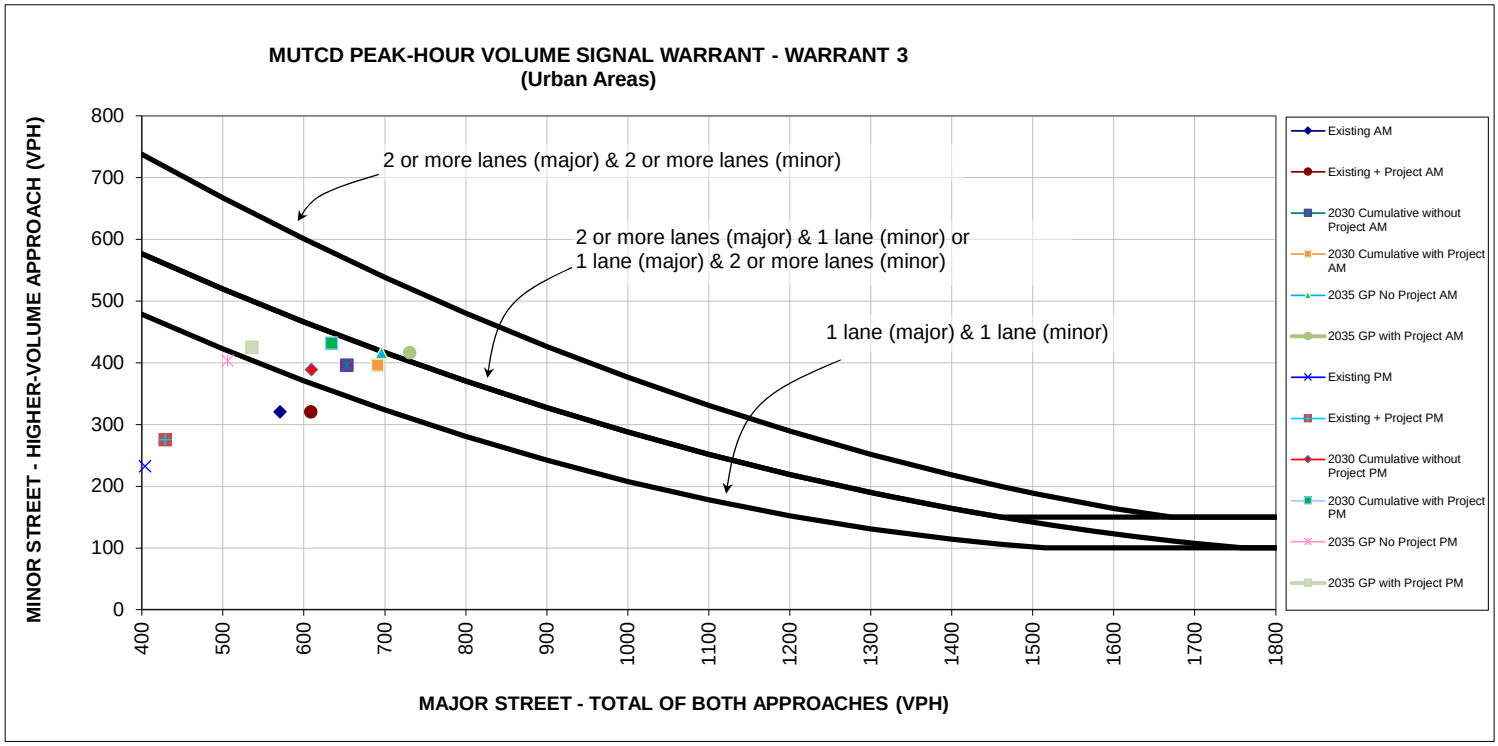
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Hill Road	X		797	831	886	920	937	953
Minor Street - Highest Approach	Barrett Avenue	X		121	208	192	279	215	309
		Warrant Met?		No	No	No	**Yes**	No	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Hill Road	X		552	639	815	902	730	787
Minor Street - Highest Approach	Barrett Avenue	X		40	98	69	127	79	129
		Warrant Met?		No	No	No	No	No	No

New Horizons

22 . Hill Road and Tennant Avenue



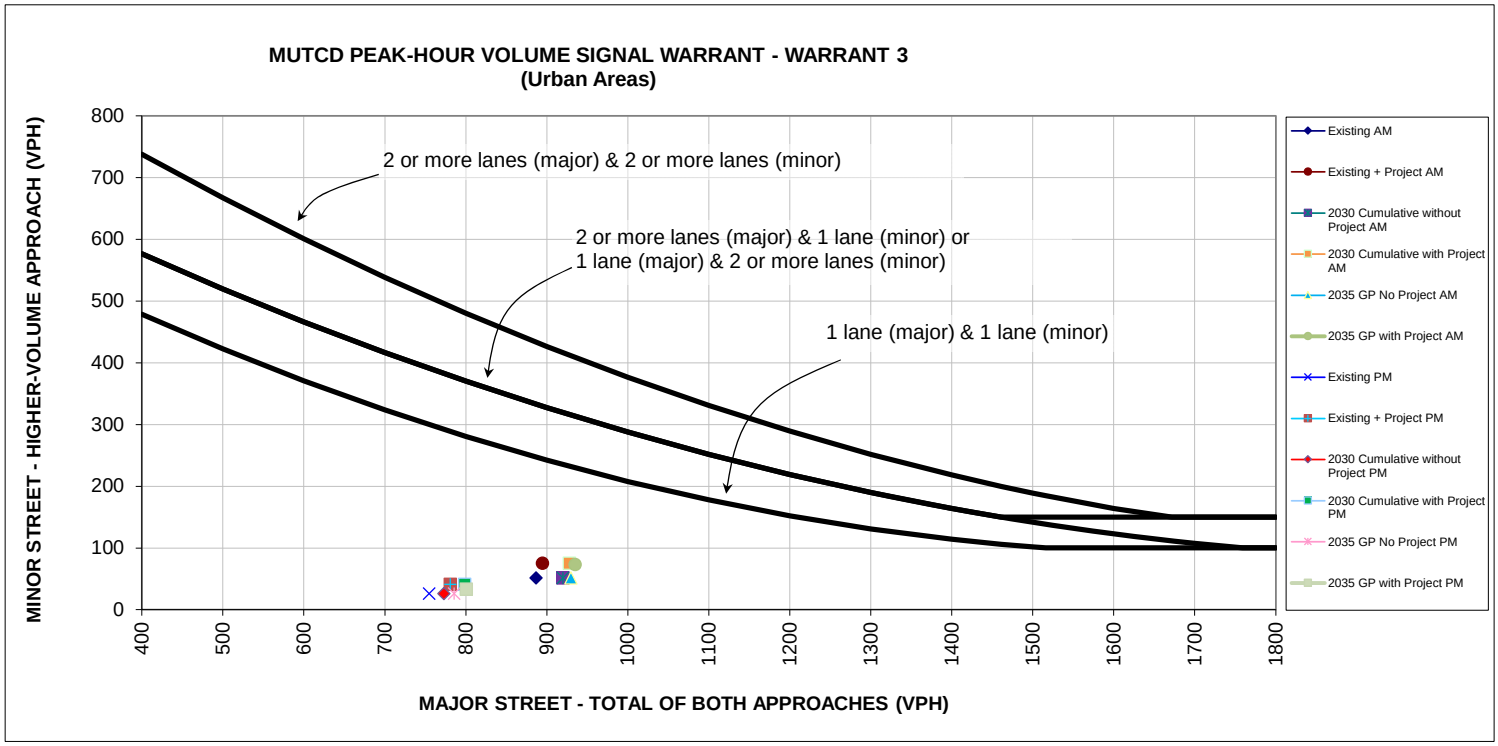
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Hill Road	X		571	609	654	692	696	731
Minor Street - Highest Approach	Tennant Avenue	X		320	320	396	396	416	416
		Warrant Met?		No	No	**Yes**	**Yes**	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Hill Road	X		404	429	610	635	506	536
Minor Street - Highest Approach	Tennant Avenue	X		232	275	389	432	403	425
		Warrant Met?		No	No	**Yes**	**Yes**	No	**Yes**

New Horizons

23 . Sorrel Way and Dunne Avenue



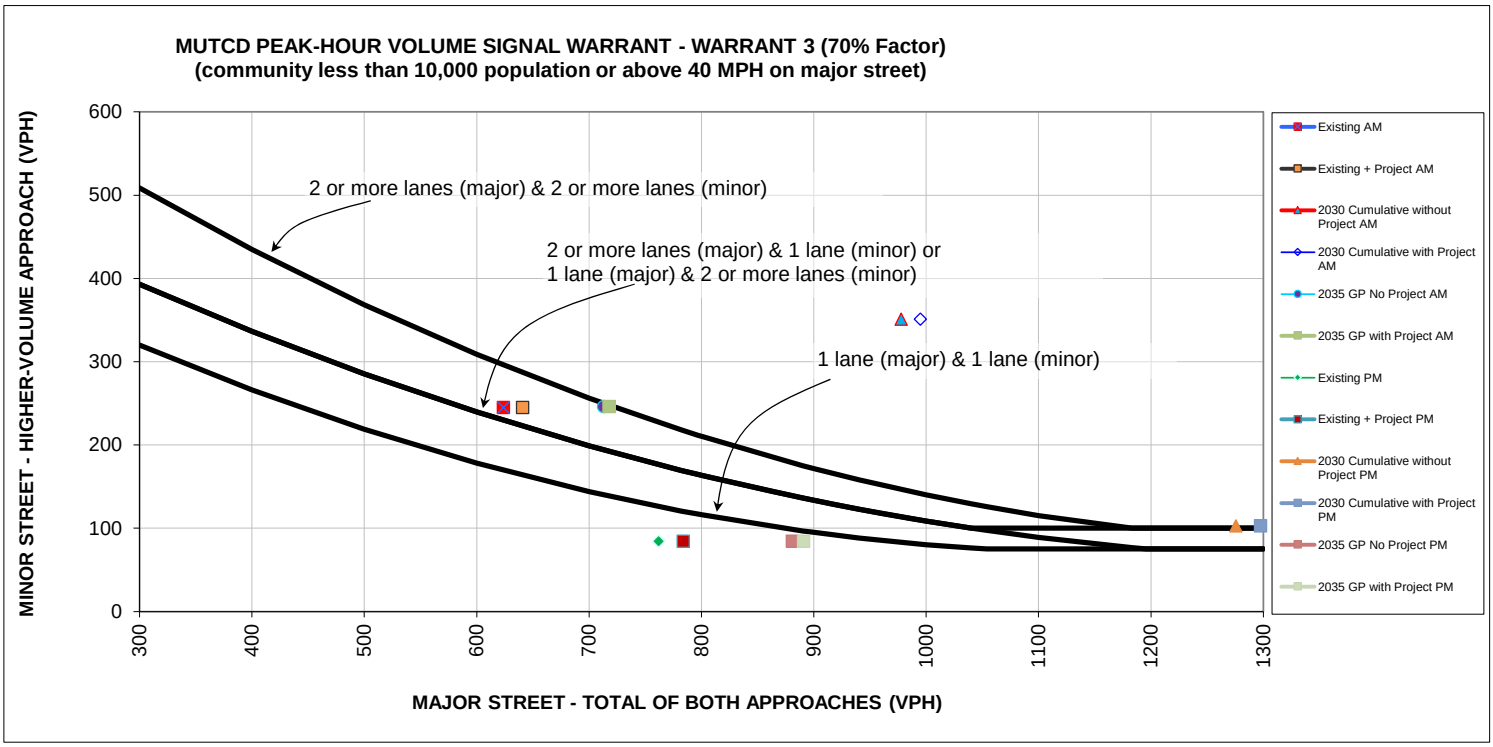
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Dunne Avenue	X		887	895	920	928	930	935
Minor Street - Highest Approach	Sorrel Way	X		51	75	51	75	51	73
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Dunne Avenue	X		755	781	773	799	786	801
Minor Street - Highest Approach	Sorrel Way	X		26	41	26	41	26	33
		Warrant Met?		No	No	No	No	No	No

New Horizons

24 . Condit Road and Diana Avenue



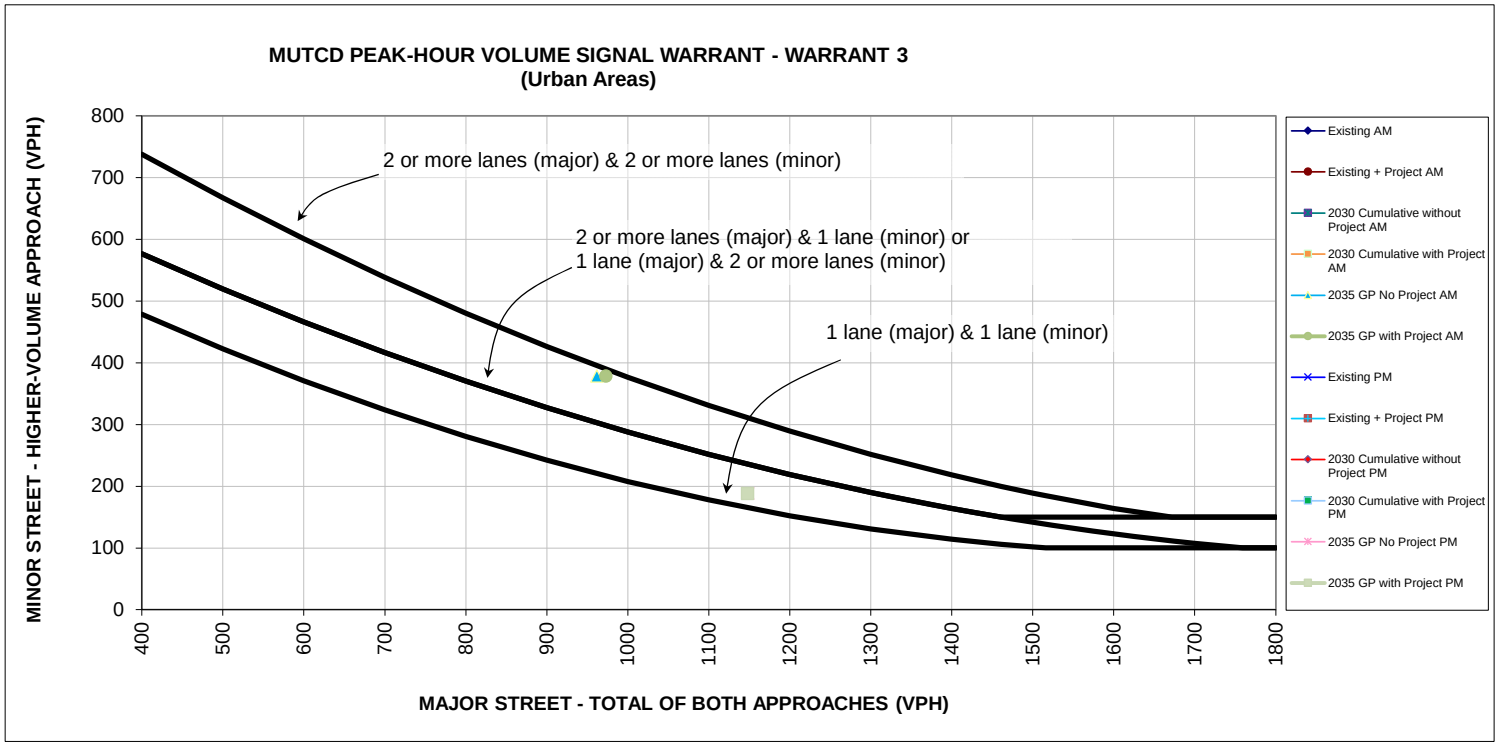
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Condit Road	X		624	641	978	995	713	718
Minor Street - Highest Approach	Diana Avenue	X		245	245	351	351	246	246
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Condit Road	X		762	784	1276	1298	881	891
Minor Street - Highest Approach	Diana Avenue	X		84	84	103	103	84	84
		Warrant Met?		No	No	Yes	Yes	No	No

New Horizons

25 . Murphy Avenue and Diana Avenue



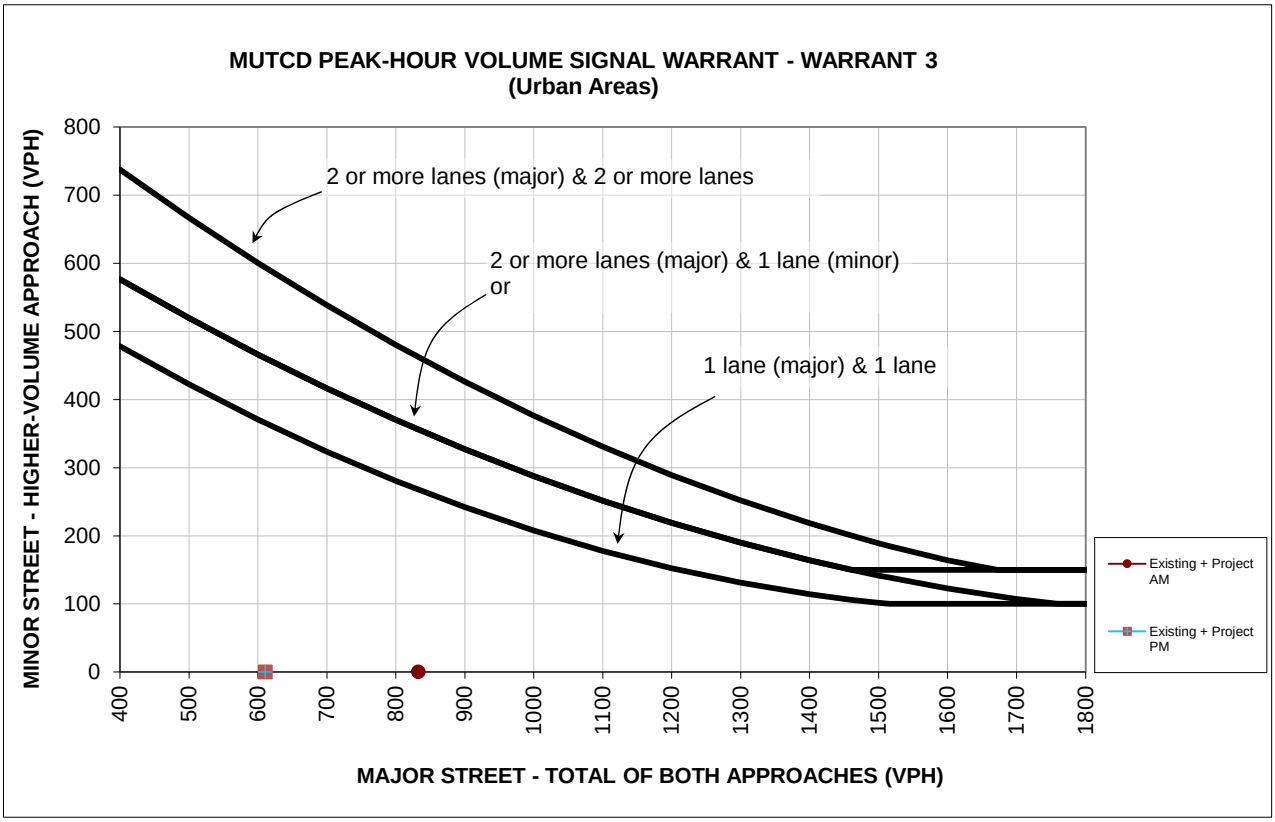
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street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

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	2030 Cumulative without Project AM	2030 Cumulative with Project AM	2035 GP No Project AM	2035 GP with Project AM
Major Street - Both Approaches	Diana Avenue	X		280	280	377	377	962	973
Minor Street - Highest Approach	Murphy Avenue	X		170	170	205	205	378	378
		Warrant Met?		No	No	No	No	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	2030 Cumulative without Project PM	2030 Cumulative with Project PM	2035 GP No Project PM	2035 GP with Project PM
Major Street - Both Approaches	Diana Avenue	X		246	246	370	370	1149	1148
Minor Street - Highest Approach	Murphy Avenue	X		75	75	95	95	188	188
		Warrant Met?		No	No	No	No	**Yes**	**Yes**

New Horizons

26 . Hill Road and Project Driveway



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: One	Approach Lanes: 2 or More	Existing + Project AM
Major Street - Both Approaches	Hill Road	X		833
Minor Street - Highest Approach	Project Driveway	X		0
		Warrant Met?		No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing + Project PM
Major Street - Both Approaches	Hill Road	X		611
Minor Street - Highest Approach	Project Driveway	X		0
		Warrant Met?		No

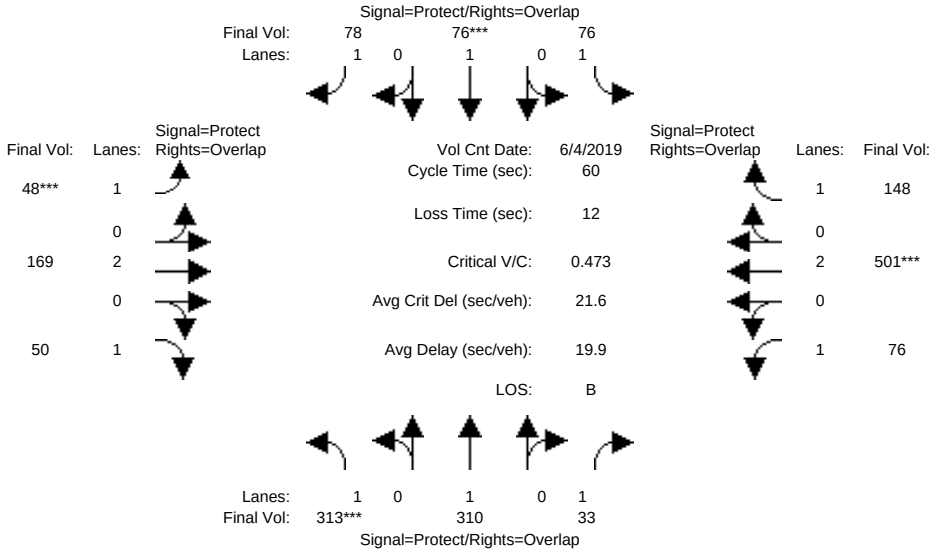
Appendix F

Site Access Operations Analyses

City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	249	293	33	75	70	78	48	162	28	76	481	144
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:	249	293	33	75	70	78	48	162	28	76	481	144
Added Vol:	64	17	0	1	6	0	0	7	22	0	20	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	310	33	76	76	78	48	169	50	76	501	148
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:	313	310	33	76	76	78	48	169	50	76	501	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	310	33	76	76	78	48	169	50	76	501	148
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:	313	310	33	76	76	78	48	169	50	76	501	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.02	0.04	0.04	0.04	0.03	0.04	0.03	0.04	0.13	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.8	16.4	24.7	11.5	10.0	17.0	7.0	11.9	29.7	8.3	13.2	24.6
Volume/Cap:	0.60	0.60	0.05	0.23	0.24	0.16	0.24	0.23	0.06	0.31	0.60	0.21
Delay/Veh:	20.0	20.9	10.6	20.9	22.1	16.3	24.7	20.4	7.9	24.0	22.3	11.5
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:	20.0	20.9	10.6	20.9	22.1	16.3	24.7	20.4	7.9	24.0	22.3	11.5
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	12	11	1	3	3	3	2	3	1	3	10	4

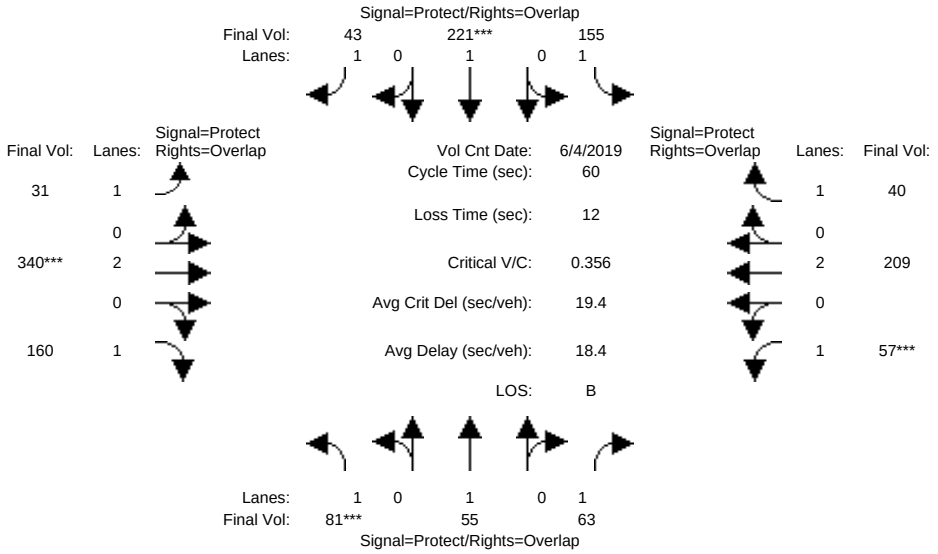
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4500: Hill Road and Dunne Avenue



Street Name:	Hill Road						Dunne 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	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: 4 Jun 2019 <<												
Base Vol:	39	44	63	151	202	43	31	318	88	57	196	37
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:	39	44	63	151	202	43	31	318	88	57	196	37
Added Vol:	42	11	0	4	19	0	0	22	72	0	13	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	55	63	155	221	43	31	340	160	57	209	40
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:	81	55	63	155	221	43	31	340	160	57	209	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	55	63	155	221	43	31	340	160	57	209	40
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:	81	55	63	155	221	43	31	340	160	57	209	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.09	0.12	0.02	0.02	0.09	0.09	0.03	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.5	15.6	22.6	10.9	18.9	27.8	8.9	14.6	22.1	7.0	12.7	23.6
Volume/Cap:	0.37	0.11	0.10	0.49	0.37	0.05	0.12	0.37	0.25	0.28	0.26	0.06
Delay/Veh:	25.1	17.1	12.2	23.2	16.3	8.9	22.4	19.2	13.4	24.9	19.9	11.4
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:	25.1	17.1	12.2	23.2	16.3	8.9	22.4	19.2	13.4	24.9	19.9	11.4
LOS by Move:	C	B	B	C	B	A	C	B	B	C	B	B
HCM2k95thQ:	4	2	2	7	7	1	1	5	4	3	4	1

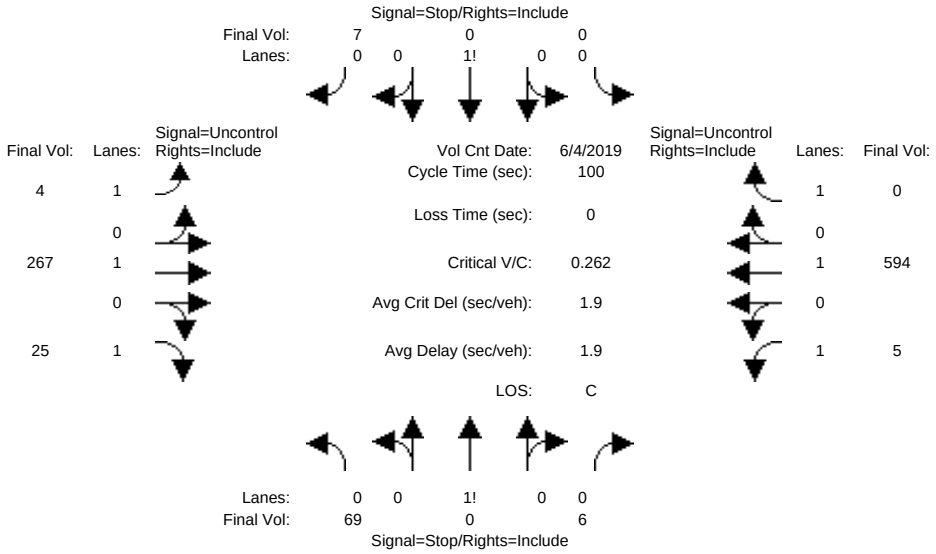
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	45	0	6	0	0	7	4	267	17	5	594	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:	45	0	6	0	0	7	4	267	17	5	594	0
Added Vol:	24	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	6	0	0	7	4	267	25	5	594	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:	69	0	6	0	0	7	4	267	25	5	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	6	0	0	7	4	267	25	5	594	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	883	879	267	xxxx	xxxx	594	594	xxxx	xxxxx	292	xxxx	xxxxx
Potent Cap.:	269	288	777	xxxx	xxxx	509	992	xxxx	xxxxx	1281	xxxx	xxxxx
Move Cap.:	263	286	777	xxxx	xxxx	509	992	xxxx	xxxxx	1281	xxxx	xxxxx
Volume/Cap:	0.26	0.00	0.01	xxxx	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	8.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	278	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.6			12.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

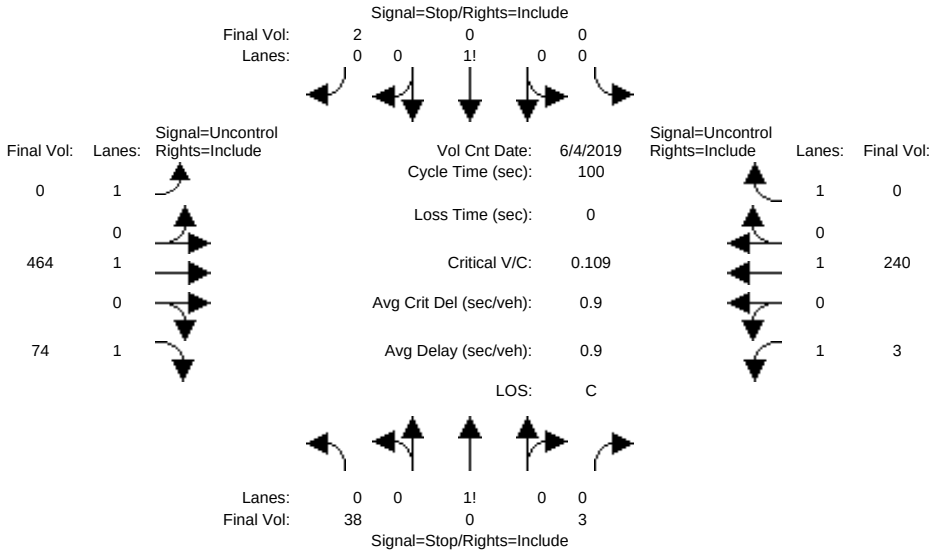
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4600: Sorrel Way and Dunne Avenue



Street Name:	Sorrel Way						Dunne 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: 4 Jun 2019 <<												
Base Vol:	23	0	3	0	0	2	0	464	48	3	240	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:	23	0	3	0	0	2	0	464	48	3	240	0
Added Vol:	15	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	3	0	0	2	0	464	74	3	240	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:	38	0	3	0	0	2	0	464	74	3	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	3	0	0	2	0	464	74	3	240	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	711	710	464	xxxx	xxxx	240	xxxx	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	351	361	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Move Cap.:	349	360	602	xxxx	xxxx	804	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	360	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.3			9.5			xxxxxx			xxxxxx		
ApproachLOS:	C			A			*			*		

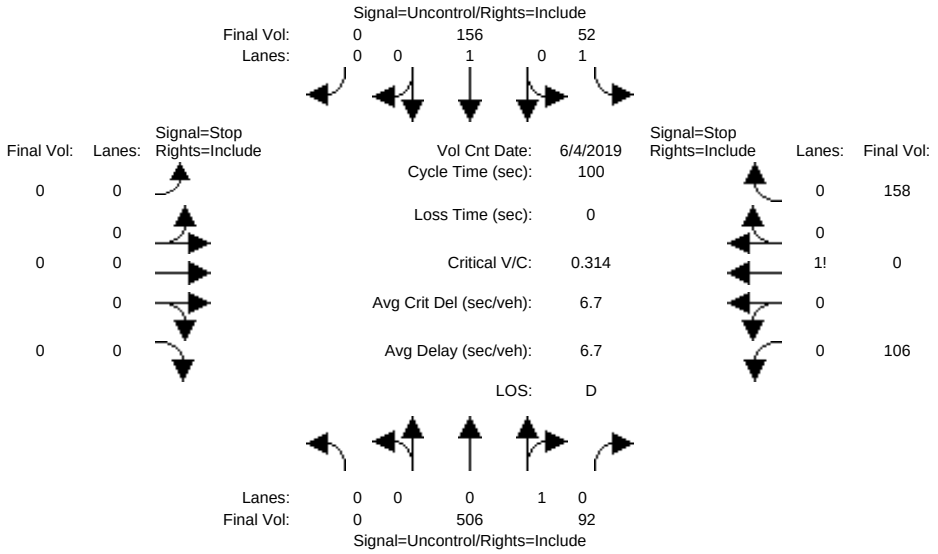
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



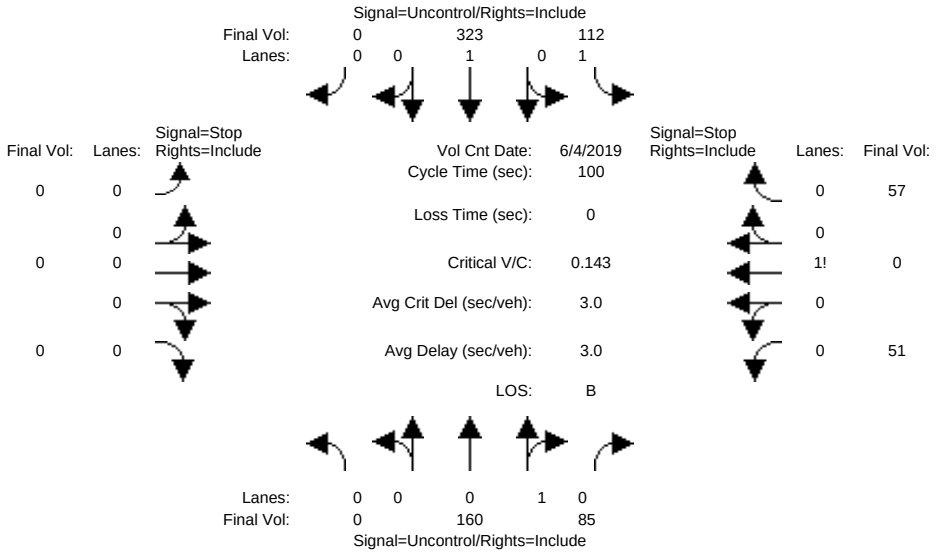

```
Street Name:            Hill Road                    Fountain Oaks Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2019 <<
Base Vol:       0  479    85    34  147     0     0    0     0    85    0   105
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  479    85    34  147     0     0    0     0    85    0   105
Added Vol:      0   27     7    18    9     0     0    0     0    21    0    53
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  506    92    52  156     0     0    0     0   106    0   158
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  506    92    52  156     0     0    0     0   106    0   158
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  506    92    52  156     0     0    0     0   106    0   158
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   598 xxxx xxxxx  xxxx xxxx xxxxx   812  812   552
Potent Cap.: xxxx xxxx xxxxx   989 xxxx xxxxx  xxxx xxxx xxxxx   351  315   537
Move Cap.:   xxxx xxxx xxxxx   989 xxxx xxxxx  xxxx xxxx xxxxx   337  299   537
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.31 0.00  0.29
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  434 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 25.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             25.4
ApproachLOS:         *                *                *                D
Note: Queue reported is the number of cars per lane.
```

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City of Morgan Hill
New Horizons

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

Intersection #4700: Hill Road and Fountain Oaks Drive



Street Name:	Hill Road						Fountain Oaks Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	142	61	52	292	0	0	0	0	37	0	22
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	142	61	52	292	0	0	0	0	37	0	22
Added Vol:	0	18	24	60	31	0	0	0	0	14	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	160	85	112	323	0	0	0	0	51	0	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:	0	160	85	112	323	0	0	0	0	51	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	160	85	112	323	0	0	0	0	51	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	245	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	750	203
Potent Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	343	843
Move Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	314	843
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	514	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

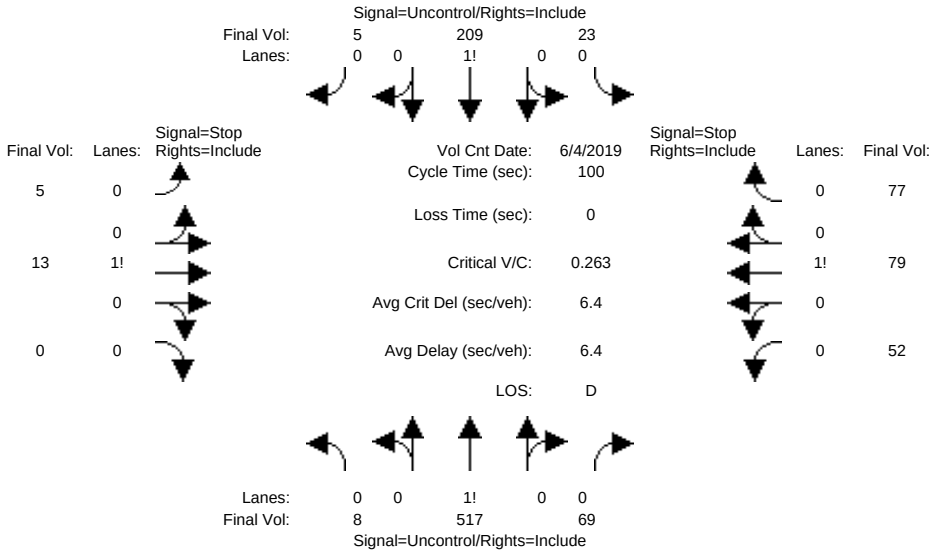
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue



Street Name:	Hill Road						Barrett 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: 4 Jun 2019 <<												
Base Vol:	8	514	59	12	200	4	5	4	0	22	54	45
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:	8	514	59	12	200	4	5	4	0	22	54	45
Added Vol:	0	3	10	11	9	1	0	9	0	30	25	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	517	69	23	209	5	5	13	0	52	79	77
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:	8	517	69	23	209	5	5	13	0	52	79	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	517	69	23	209	5	5	13	0	52	79	77
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	214	xxxx	xxxxx	586	xxxx	xxxxx	903	860	xxxxx	832	828	552
Potent Cap.:	1368	xxxx	xxxxx	999	xxxx	xxxxx	260	296	xxxxx	291	309	538
Move Cap.:	1368	xxxx	xxxxx	999	xxxx	xxxxx	174	287	xxxxx	275	300	538
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.05	xxxx	0.19	0.26	0.14
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.7	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	243	xxxx	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.0	xxxx	xxxxx	xxxxx	29.4	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			21.0			29.4		
ApproachLOS:	*			*			C			D		

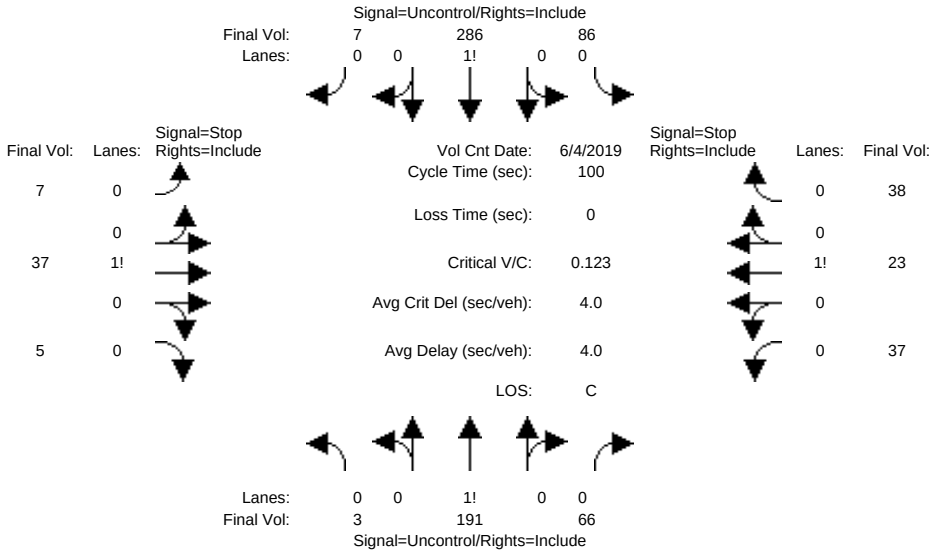
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
New Horizons

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

Intersection #4900: Hill Road and Barrett Avenue




```
Street Name:            Hill Road                    Barrett 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: 4 Jun 2019 <<
Base Vol:       3  181    32    50  280     6     6    9     5    17    6    17
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:    3  181    32    50  280     6     6    9     5    17    6    17
Added Vol:      0   10    34    36    6     1     1   28     0    20   17    21
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    3  191    66    86  286     7     7   37     5    37   23    38
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:     3  191    66    86  286     7     7   37     5    37   23    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3  191    66    86  286     7     7   37     5    37   23    38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
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:  293 xxxx xxxxx   257 xxxx xxxxx   722  725   290   713  695   224
Potent Cap.: 1280 xxxx xxxxx  1320 xxxx xxxxx   345  354   754   350  368   820
Move Cap.:   1280 xxxx xxxxx  1320 xxxx xxxxx   295  329   754   301  342   820
Volume/Cap:  0.00 xxxx  xxxx  0.07 xxxx  xxxx  0.02 0.11  0.01  0.12 0.07  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.9 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  343 xxxxx  xxxx  414 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.2 xxxxx xxxxx 16.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             17.2            16.4
ApproachLOS:         *                *               C               C
Note: Queue reported is the number of cars per lane.
```

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Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	106	155	51
Demand Flow Rate, veh/h	108	158	52
Vehicles Circulating, veh/h	3	17	157
Vehicles Exiting, veh/h	206	94	18
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.6	3.5
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	108	158	52
Cap Entry Lane, veh/h	1376	1356	1176
Entry HV Adj Factor	0.983	0.981	0.981
Flow Entry, veh/h	106	155	51
Cap Entry, veh/h	1353	1330	1153
V/C Ratio	0.079	0.117	0.044
Control Delay, s/veh	3.3	3.6	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	178	62	34
Demand Flow Rate, veh/h	182	63	35
Vehicles Circulating, veh/h	2	54	60
Vehicles Exiting, veh/h	93	129	57
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.2	3.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	182	63	35
Cap Entry Lane, veh/h	1377	1306	1298
Entry HV Adj Factor	0.981	0.981	0.971
Flow Entry, veh/h	178	62	34
Cap Entry, veh/h	1350	1282	1261
V/C Ratio	0.132	0.048	0.027
Control Delay, s/veh	3.7	3.2	3.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Vehicle Queuing Analysis Summary

Measurement	Hill Road and Dunne Avenue		Hill Road and Fountain Oak Drive		Hill Road and Barrett Avenue			
	Northbound Left		Southbound Left		Southbound Left		Westbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing Conditions								
Cycle Length/Control Delay (sec)[1]	60	60	8.7	7.7	8.6	7.7	19.2	12.6
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	249	39	34	52	12	50	121	40
Volume (vphpl)	249	39	34	52	12	50	121	40
95th %. Queue (veh/ln.)	8	2	1	1	0	1	2	1
95th %. Queue (ft./ln)[2]	200	50	25	25	0	25	50	25
Storage (ft./ ln.)	225	225	100	100	500+	500+	500+	500+
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Existing Plus Project Conditions								
Cycle Length/Control Delay (sec)[1]	60	60	8.8	7.9	8.7	7.9	29.4	16.4
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	313	81	52	112	23	86	208	98
Volume (vphpl)	313	81	52	112	23	86	208	98
95th %. Queue (veh/ln.)	9	4	1	1	1	1	4	2
95th %. Queue (ft./ln)[2]	225	100	25	25	25	25	100	50
Storage (ft./ ln.)	225	225	100	100	500+	500+	500+	500+
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES

Notes:

[1] Cycle length for signalized intersections and control delay for stop-controlled intersections.

[2] Assumes 25 feet per vehicle queued

Hill/Dunne
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0150	0.0150	0
0.0630	0.0780	1
0.1323	0.2102	2
0.1852	0.3954	3
0.1944	0.5898	4
0.1633	0.7531	5
0.1143	0.8675	6
0.0686	0.9361	7
0.0360	0.9721	8
0.0168	0.9889	9
0.0071	0.9959	10
0.0027	0.9986	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	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

Hill/Dunne
NBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1088	2
0.1293	0.2381	3
0.1681	0.4061	4
0.1748	0.5809	5
0.1515	0.7324	6
0.1125	0.8449	7
0.0731	0.9181	8
0.0423	0.9603	9
0.0220	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	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

Hill/Dunne
NBL
PM
Existing 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

Hill/Dunne
NBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2466	0.2466	0
0.3452	0.5918	1
0.2417	0.8335	2
0.1128	0.9463	3
0.0395	0.9857	4
0.0111	0.9968	5
0.0026	0.9994	6
0.0005	0.9999	7
0.0001	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

Hill/Fountain Oak
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Fountain Oak
SBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Fountain Oak
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Fountain Oak
SBL
PM
Existing Plus 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

Hill/Barrett
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 95% 0

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

Hill/Barrett
SBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Barrett
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Barrett
SBL
PM
Existing Plus 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

Hill/Barrett
WB
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	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

Hill/Barrett
WB
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1827	0.1827	0
0.3106	0.4932	1
0.2640	0.7572	2
0.1496	0.9068	3
0.0636	0.9704	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	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

Hill/Barrett
WB
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9048	0.9048	0
0.0905	0.9953	1
0.0045	0.9998	2
0.0002	1.0000	3
0.0000	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

Hill/Barrett
WB
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	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