

A P P E N D I X A

N O P C O M M E N T L E T T E R S

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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OAKLAND, CA 94623-0660

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Serious Drought.
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March 24, 2015

SCLGEN112
SCL/GEN/VAR
SCH #: 2015022074

Mr. John Baty
Planning Division
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Dear Mr. Baty:

Morgan Hill 2035 General Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the General Plan (Plan) referenced above. Please refer to the comments from Caltrans on the Preliminary Review in the letter dated August 29, 2014. We have reviewed the NOP and have the following initial comments to offer.

Traffic Impacts

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. State facilities which transverse the City of Morgan Hill's (City) jurisdiction are the shared responsibility of the State and the City; Caltrans asks that this be recognized in the Plan. As such, Caltrans recommends focusing sub-regional commerce and retail (e.g., major shopping centers) around U.S. Highway (U.S.) 101 and large retailers at the U.S. 101 interchanges.

Caltrans also recommends the City engage in continuous, coordinated consultation with Caltrans regarding plans to mitigate traffic impacts to State facilities. Such strategies include, but are not limited to: (1) increasing the capacity and efficiency of U.S. 101; and (2) project level plans, such as the Citywide Agricultural Lands Preservation Program and Southeast Quadrant Land Use Plan, where there is the potential for traffic impacts that could affect the Tennant Avenue/U.S. 101 north and southbound on and off-ramps (see Caltrans comment letters, dated February 3, 2014, February 5, 2014, and May 29, 2014, on the Southeast Quadrant Land Use Plan).

Caltrans also recommends that the Plan include discussion regarding the U.S. 101 Express Lanes Project (Project), converting 36 miles on U.S. 101 to express lanes and a second express lane to be added from Dunne Avenue northward. Caltrans recommends the City include in the Plan contributing to the Project as a means to mitigate transportation impacts.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Successful long-term implementation of this Complete Streets policy is intended to result in:

- More options for people to go from one place to another;
- Less traffic congestion and greenhouse gas emissions;
- More walkable communities (with healthier, more active people);
- Fewer barriers for older adults, children, and people with disabilities.

Economically, complete streets can help revitalize communities, and they can give people the option to lower transportation costs by using transit, walking or bicycling rather than driving to reach their destinations.

CEQA Streamlining

California Public Resources Code 21159.28 provides for streamlined analysis of impacts from cars and light duty truck trips on the State Highway System (SHS) provided certain conditions are met. 21159.28(c) states (when referencing streamlining provisions) that "nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety or operations of the regional transportation network or local streets and roads."

If future proposed projects under this Plan do not qualify for streamlining provisions under SB 375 regarding traffic impact analysis or there are impacts to the structure, safety or operations of the SHS, based on the project's location and potential for significant traffic impacts, Caltrans requests a TIA to assess the impact of this project on the SHS and the adjacent road network. We recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIA is needed. It is available at the following website address:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Vehicle Trip Reduction

Caltrans encourages the City to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

Caltrans also encourages the City to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others.

Mr. John Baty/City of Morgan Hill
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In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be recognized and analyzed in the TIA. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Habitat Restoration and Management

Project level activities related to habitat restoration and management should be done in coordination with local and regional Habitat Conservation Plans and with Caltrans, where our programs share stewardship responsibilities for habitats, species and/or migration routes.

Voluntary Contribution Program

U.S. 101 is critical to regional and interregional traffic in the San Francisco Bay region. It is vital to commuting, freight, and recreational traffic and is among the most congested regional facilities. Given the scale and location of the Plan and the traffic generated, along with projects in the vicinity, this Plan is likely to have a cumulatively significant regional impact to the already congested State Highway System.

Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions would be used to help fund regional transportation programs that improve the transportation system to lessen future traffic congestion, improve mobility by reducing time delays, and maintain reliability on major roadways throughout the San Francisco Bay Area. Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion.

References

Caltrans recommends the City include in the Plan the California Transportation Plan 2040 and the Interregional Transportation Strategic Plan Update (October 2013) as references to Caltrans policy on interregional facilities such as U.S. 101 that are the shared responsibility of Caltrans and the City. Also, please update the Plan's reference to the Metropolitan Transportation Commission's Regional Transportation Plan (RTP), which is currently titled Plan Bay Area. Transportation 2035 is a reference to the previous RTP.

Mr. John Baty/City of Morgan Hill

March 24, 2015

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Should you have any questions regarding this letter, please call Brian Brandert at (510) 286-5505.

Sincerely,



PATRICIA MAURICE

Acting District Branch Chief

Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy

Rob Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy



April 2, 2015

City of Morgan Hill
Community Development Department
17575 Peak Avenue
Morgan Hill, CA 95037

Attention: John Baty

Subject: Morgan Hill 2035

Dear Mr. Baty:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP and the Growth Alternatives documents posted to <http://morganhill2035.org/documents/project-documents/> for a comprehensive update to the General Plan for the City of Morgan Hill. We have the following comments.

NOP – Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. VTA's understanding is that this General Plan Update does not grant a specific development entitlement and therefore a CMP TIA is not required at this time (per Section 2.2 of the TIA Guidelines). However, as long as a transportation analysis is being prepared for the DEIR, VTA recommends that it be consistent with the TIA Guidelines (see Section 11.2.2).

The October 2014 version of the VTA TIA Guidelines, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated TIA Guidelines, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

NOP – Transportation Analysis

The NOP notes that "The EIR will not evaluate detailed, site-specific projects under any of the citywide planning documents included under the Morgan Hill 2035 umbrella. Therefore, the analysis will be more qualitative in nature than a project EIR." However, VTA notes that even for programmatic documents the transportation analysis is typically quantitative in nature, although it may be conducted at a larger scale than a typical project-level analysis.

VTA recommends that the City take a multimodal approach to transportation analysis in the DEIR and TIA. VTA recommends using performance indicators such as vehicle miles travelled (VMT), non-auto mode shares, transit boardings, and air quality **emissions**, in addition to

automobile Level of Service (LOS). The analysis should also address pedestrian, bicycle, and transit facilities in addition to roadways.

NOP – CMP Facilities

Based on the size and location of future development considered in this General Plan Amendment, there may be impacts to one or more CMP facilities, including freeway segments and CMP intersections. If the transportation analysis indicates that there will be significant impacts according to CMP criteria, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and voluntary contribution opportunities based on the latest Valley Transportation Plan (VTP) projects in the project area.

NOP – Transportation Network and Land Use Assumptions

Please clearly state the City's assumptions regarding the future transportation network and future land uses both inside and outside the City's borders in the horizon year in the DEIR. In particular, the DEIR should identify any areas where the transportation network assumptions (including freeways, expressways, arterials, and transit network) diverge from the Valley Transportation Plan (VTP) 2040 financially constrained project list. If the City is introducing changes from the VTP 2040 network, we believe it is important to understand the effects on the City's transportation system as well as Congestion Management Program (CMP) facilities, of including and not including these projects. For land use assumptions, please clearly state how the General Plan buildout figures for population, households and jobs compare to ABAG's Projections 2013 assumptions both in Morgan Hill and in neighboring cities.

NOP – Consistency with VTA Travel Demand Model

VTA recommends that the City refer to the VTA CMP *Local Transportation Model Consistency Guidelines* prior to developing the Transportation analysis for this DEIR. This document, which includes the local model consistency guidelines and the local model evaluation and acceptance procedure, may be downloaded from <http://www.vta.org/cmp/technical-guidelines>. We recommend that the City coordinate with VTA modeling staff early in the EIR process to discuss the application of the local model and specific local assumptions. We are happy to assist with this coordination; please contact the head of our modeling group, Transportation Planning Manager George Naylor, at (408) 321-5763, for more information.

Growth Alternatives – Land Use

VTA supports "Alternative C" presented in the *Morgan Hill 2035 Growth Alternatives Evaluation*. This alternative, which "proposes the most residential and non-residential development in the urban core," (p. 54) was shown in the transportation analysis to result in the lowest vehicle miles traveled per capita (p. 120) and the greatest increase in transit ridership (p. 131) among the alternatives studied. This alternative is consistent with the VTA Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the

City of Morgan Hill

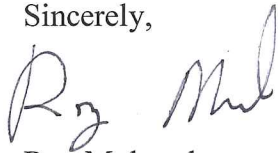
April 2, 2015

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County, and identifies the Downtown Morgan Hill as a "Local Core." The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

VTA would like to work in partnership with the City of Morgan Hill as the Morgan Hill 2035 Project moves forward. We would be happy to attend key meetings and present information on our CDT program, our Transit Sustainability Policy, the Congestion Management Program, or other VTA programs or efforts. Please do not hesitate to contact me at (408) 321-5784, or Robert Cunningham at (408) 321-5792 to discuss how we can work with you in this process.

Sincerely,

A handwritten signature in dark ink, appearing to read "Roy Molseed". The signature is fluid and cursive, with the first name "Roy" and last name "Molseed" clearly distinguishable.

Roy Molseed
Senior Environmental Planner

cc: Steve Maxey, City of Morgan Hill
Patricia Maurice, Caltrans
Brian Brandert, Caltrans

MH1501

A P P E N D I X B

AIR QUALITY AND GREENHOUSE GAS DATA

Criteria Air Pollutants - Net Increase

NET INCREASE (HEXAGON)			Existing		2035 General Plan		Full Buildout (Post-2035)	
	UNITS	POPULATION ¹	UNITS	POPULATION	UNITS	POPULATION	UNITS	POPULATION
SF DU	2,360	7,269	10,821	32,652	13,181	39,920	13,181	39,920
MF DU	5,071	15,620	4,148	12,516	9,219	28,136	9,219	28,136
TOTAL	7,431	22,889	14,969	45,168	22,400	68,057	22,400	68,057

	SQFT	EMPLOYEES	SQFT	EMPLOYEES (Adjusted)	SQFT	EMPLOYEES	SQFT	EMPLOYEES
RETAIL SF	755,548	1,511	1,744,825	2,697	2,500,373	4,208	2,708,370	4,624
OFFICE SF	628,698	1,888	521,788	1,211	1,150,486	3,099	1,893,016	5,329
INDUSTRIAL SF	1,752,385	4,381	5,935,000	11,467	7,687,385	15,848	10,307,643	22,398
SERVICE SF ¹	329,557	990	985,000	2,286	1,314,557	3,276	1,057,019	2,502
PUBLIC FACILITIES SF	287,376	230	463,000	286	750,376	516	652,377	438
WAREHOUSE SF	25,000	63	0	0	25,000	63	25,000	63
MOTEL ROOMS ¹	179	264	0	0	179	264	179	264
TOTAL	3,866,564	9,326	9,649,613	17,947	13,428,356	27,273	16,731,425	35,618

Actual from the Project Description
Using SQFT/Employee method

17,947
23,222

NET INCREASE (Full Buildout)

SQFT EMPLOYEES

RETAIL SF	963,545	1,927
OFFICE SF	1,371,228	4,118
INDUSTRIAL SF	4,372,643	10,932
SERVICE SF ¹	72,019	216
PF SF	189,377	152
WAREHOUSE SF	25,000	63
MOTEL RMS ¹	179	264
TOTAL	7,081,812	17,671

Notes:

1. The motel square footage is 88,000 square feet.

Persons Per Housing Unit (New Units)

Single-Family	Multifamily
3.08	3.08

Square Feet Per Employee (New SQFT)¹

Retail	Office	Industrial	Service	Public Facility
500	333	400	333	1250

VMT - Based on Hexagon data

	2015 Existing			2035 General Plan			Net Increase
	Internal- Internal (I-I)	External (I- E/E-I)	Total	Internal- Internal (I-I)	External (I- E/E-I)	Total	
Daily Trips	89,305	152,488	241,793	135,483	209,129	344,612	102,819
Daily VMT	187,136	1,659,297	1,846,433	277,440	2,268,012	2,545,452	699,019
VMT/Trip	2.10	10.88	7.64	2.05	10.85	7.39	6.80

Institute of Transportation Engineers 9th Generation Trip Generation Manual					Horizon Year 2035			
	Weekday Trip Rate	Total Default Weekday	Saturday Trip Rate	Sunday Trip Rate	Adjusted Weekday Trip Rate	Adjusted Saturday Trip Rate	Adjusted Sunday Trip Rate	Weekday trip Total CHECK
Single Family	9.52	22,467	9.91	8.62	6.15	6.40	5.57	14,506
Multi-Family (apartment)	6.65	33,725	6.39	5.86	4.29	4.13	3.78	21,775
<i>Subtotal</i>								<i>36,280</i>
Retail (Shopping Center)	42.7	32,262	49.97	25.24	27.57	32.26	16.30	20,830
Office	11.03	6,935	2.46	1.05	7.12	1.59	0.68	4,477
Industrial (Light)	6.97	12,214	1.32	0.68	4.50	0.85	0.44	7,886
Service (HT Restaurant)	127.15	41,903	158.37	131.84	82.09	102.25	85.12	27,055
Public Facilities (Gov)	27.92	8,024	0	0	18.03	0.00	0.00	5,180
Warehouse	3.56	89	1.23	0.78	2.30	0.79	0.50	57
Motel Rooms	9.11	1,631	8.84	7.39	5.88	5.71	4.77	1,053
<i>Subtotal</i>								<i>66,539</i>
TOTAL TRIPS		159,249						102,819
Trip Rate Adjustment		0.65	Note: defaults changed to 100% primary trip.					
Average CalEEMod Trip Lengths				6.80				

Post-2035 VMT Assumptions			
Assumes similar average trip length.	6.80	Post-2050 Daily VMT	3,685,171 Net Increase 1,838,738
Assumes similar trip rate as the Horizon Year		Post-2050 Daily Trips	512,254 Net Increase 270,461

2013 Building and Energy Efficiency Standards

CalEEMod Climate Zone :

4

Residential Exceed T24	<u>25%</u>	Improvement over 2008
Non-Residential Exceed T24	<u>30%</u>	Improvement over 2008

2016 Building and Energy Efficiency Standards

Residential Exceed T24	<u>28%</u>	Improvement over 2013 ¹	<u>46.0%</u>	Improvement over 2008
Non-Residential Exceed T24	<u>5%</u>	Improvement over 2013	<u>33.5%</u>	Improvement over 2008

Source

California Energy Commission. 2015a. 2016 Building Energy Efficiency Standards, Adoption Hearing Presentation.

¹ <http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/> June 10.

Annual Criteria Air Pollutants - 2035 GP Horizon

Mitigated Operational - Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		45	1	0	0
Energy		0	4	0	0
Mobile		11	21	33	9
Total		56	26	34	10

Mitigated Operational - Non-Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		17	0	0	0
Energy		1	6	0	0
Mobile		20	37	58	16
Total		37	43	59	17

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		62	1	0	0
Energy		1	10	1	1
Mobile		31	58	92	25
Total		94	69	93	27
BAAQMD Threshold		10	10	15	10
Exceeds Threshold		Yes	Yes	Yes	Yes

Summer/Winter Criteria Air Pollutants - 2035 GP Horizon

Summer

Mitigated Operational - Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		270	7	15	15
Energy		3	22	2	2
Mobile		66	114	196	54
Total		339	143	213	71

Mitigated Operational - Non-Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		94	0	0	0
Energy		3	30	2	2
Mobile		137	237	408	113
Total		235	267	410	115

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		364	7	15	15
Energy		6	52	4	4
Mobile		203	351	604	167
Total		574	410	623	186

Winter

Mitigated Operational - Residential

	Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
	Area		270	7	15	15
	Energy		3	22	2	2
	Mobile		68	125	196	54
	Total		341	154	213	71

Mitigated Operational - Non-Residential

	Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
	Area		94	0	0	0
	Energy		3	30	2	2
	Mobile		142	261	408	113
	Total		239	291	410	115

TOTAL

	Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
	Area		364	7	15	15
	Energy		6	52	4	4
	Mobile		210	386	604	167
	Total		581	446	623	186

Highest Summer or Winter

TOTAL

	Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
	Area		364	7	15	15
	Energy		6	52	4	4
	Mobile		210	386	604	167
	Total		581	446	623	186
	BAAQMD Threshold		54	54	82	54
	Exceeds Threshold		Yes	Yes	Yes	Yes

Summer/Winter Criteria Air Pollutants Full Buildout (Post-2035)

Note: Based on 2035 emissions rates since that is latest available in CalEEMod.

Summer

Mitigated Operational - Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		270	7	15	15
Energy		3	22	2	2
Mobile		66	114	196	54
Total		339	143	213	71

Mitigated Operational - Non-Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		172	0	0	0
Energy		4	34	3	3
Mobile		310	651	388	110
Total		486	685	391	113

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		442	7	15	15
Energy		6	56	4	4
Mobile		376	765	584	164
Total		825	828	604	184

Winter

Mitigated Operational - Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		270	7	15	15
Energy		3	22	2	2
Mobile		68	125	196	54
Total		341	154	213	71

Mitigated Operational - Non-Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		172	0	0	0
Energy		4	34	3	3
Mobile		326	724	388	110
Total		502	758	391	113

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		442	7	15	15
Energy		6	56	4	4
Mobile		395	849	584	164
Total		843	912	604	184

Highest Summer or Winter

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		442	7	15	15
Energy		6	56	4	4
Mobile		395	849	584	164
Total		843	912	604	184
BAAQMD Threshold		54	54	82	54
Exceeds Threshold		Yes	Yes	Yes	Yes

Annual Criteria Air Pollutants - Full Buildout (Post-2035)

Note: Based on 2035 emissions rates since that is latest available in CalEEMod.

Mitigated Operational - Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		45	1	0	0
Energy		0	4	0	0
Mobile		11	21	33	9
Total		56	26	34	10

Mitigated Operational - Non-Residential

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		31	0	0	0
Energy		1	6	0	0
Mobile		44	100	54	15
Total		76	107	55	16

TOTAL

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		76	1	0	0
Energy		1	10	1	1
Mobile		55	122	88	25
Total		132	132	89	26
BAAQMD Threshold		10	10	15	10
Exceeds Threshold		Yes	Yes	Yes	Yes

NonResidentialNetIncreaseMorganHill

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	628.70	1000sqft	14.43	628,698.00	0
Government (Civic Center)	287.38	1000sqft	6.60	287,376.00	0
General Light Industry	1,752.38	1000sqft	40.23	1,752,385.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	329.56	1000sqft	7.57	329,557.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	755.55	1000sqft	17.34	755,548.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	499	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards

Water Mitigation - CALGreen and WELO water efficiency

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	110.00	1.00
tblLandUse	LandUseSquareFeet	628,700.00	628,698.00
tblLandUse	LandUseSquareFeet	287,380.00	287,376.00
tblLandUse	LandUseSquareFeet	1,752,380.00	1,752,385.00
tblLandUse	LandUseSquareFeet	329,560.00	329,557.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	755,550.00	755,548.00
tblLandUse	LotAcreage	17.35	17.34
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035

NonResidentialNetIncreaseMorganHill**Santa Clara County, Annual**

tblSolidWaste	SolidWasteGenerationRate	2,172.95	2,172.96
tblTripsAndVMT	WorkerTripNumber	291.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745
Energy	0.7517	6.8339	5.7405	0.0410		0.5194	0.5194		0.5194	0.5194	0.0000	19,854.7961	19,854.7961	0.8641	0.2857	19,961.5013
Mobile	19.6787	37.1307	200.4455	0.8016	57.3632	0.9563	58.3195	15.3392	0.8831	16.2223	0.0000	50,912.2333	50,912.2333	1.3157	0.0000	50,939.8638
Waste						0.0000	0.0000		0.0000	0.0000	1,874.0755	0.0000	1,874.0755	110.7547	0.0000	4,199.9240
Water						0.0000	0.0000		0.0000	0.0000	261.9519	1,021.3942	1,283.3461	0.9610	0.5819	1,483.9282
Total	37.5508	43.9649	206.2221	0.8426	57.3632	1.4758	58.8390	15.3392	1.4026	16.7419	2,136.0274	71,788.4942	73,924.5217	113.8957	0.8676	76,585.2918

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745
Energy	0.6097	5.5424	4.6556	0.0333		0.4212	0.4212		0.4212	0.4212	0.0000	17,324.9599	17,324.9599	0.7719	0.2464	17,417.5478
Mobile	19.6787	37.1307	200.4455	0.8016	57.3632	0.9563	58.3195	15.3392	0.8831	16.2223	0.0000	50,912.2333	50,912.2333	1.3157	0.0000	50,939.8638
Waste						0.0000	0.0000		0.0000	0.0000	1,874.0755	0.0000	1,874.0755	110.7547	0.0000	4,199.9240
Water						0.0000	0.0000		0.0000	0.0000	209.5615	833.0456	1,042.6072	0.7658	0.4649	1,202.8174
Total	37.4087	42.6734	205.1372	0.8349	57.3632	1.3776	58.7409	15.3392	1.3045	16.6437	2,083.6370	69,070.3095	71,153.9466	113.6083	0.7113	73,760.2275

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.38	2.94	0.53	0.92	0.00	6.65	0.17	0.00	7.00	0.59	2.45	3.79	3.75	0.25	18.02	3.69

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	19.6787	37.1307	200.4455	0.8016	57.3632	0.9563	58.3195	15.3392	0.8831	16.2223	0.0000	50,912.2333	50,912.2333	1.3157	0.0000	50,939.8638
Unmitigated	19.6787	37.1307	200.4455	0.8016	57.3632	0.9563	58.3195	15.3392	0.8831	16.2223	0.0000	50,912.2333	50,912.2333	1.3157	0.0000	50,939.8638

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	7,885.71	1,489.52	771.05	14,741,273	14,741,273
General Office Building	4,476.34	999.63	427.52	8,418,816	8,418,816
Government (Civic Center)	5,181.46	0.00	0.00	9,160,824	9,160,824
High Turnover (Sit Down Restaurant)	27,053.58	33,697.51	28052.15	69,665,409	69,665,409
Motel	1,052.52	1,022.09	853.83	2,524,181	2,524,181
Strip Mall	20,830.51	24,374.04	12315.47	49,801,758	49,801,758
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064	113,064
Total	66,537.63	61,602.55	42,432.51	154,425,324	154,425,324

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down Restaurant)	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	11,291.4270	11,291.4270	0.6562	0.1358	11,347.2958
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	12,415.2739	12,415.2739	0.7215	0.1493	12,476.7034
NaturalGas Mitigated	0.6097	5.5424	4.6556	0.0333		0.4212	0.4212		0.4212	0.4212	0.0000	6,033.5330	6,033.5330	0.1156	0.1106	6,070.2520
NaturalGas Unmitigated	0.7517	6.8339	5.7405	0.0410		0.5194	0.5194		0.5194	0.5194	0.0000	7,439.5222	7,439.5222	0.1426	0.1364	7,484.7979

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	4.80329e+007	0.2590	2.3546	1.9778	0.0141		0.1790	0.1790		0.1790	0.1790	0.0000	2,563.2170	2,563.2170	0.0491	0.0470	2,578.8163
General Office Building	1.08262e+007	0.0584	0.5307	0.4458	3.1800e-003		0.0403	0.0403		0.0403	0.0403	0.0000	577.7262	577.7262	0.0111	0.0106	581.2421
Government (Civic Center)	4.94861e+006	0.0267	0.2426	0.2038	1.4600e-003		0.0184	0.0184		0.0184	0.0184	0.0000	264.0769	264.0769	5.0600e-003	4.8400e-003	265.6841
High Turnover (Sit Down Restaurant)	6.95497e+007	0.3750	3.4093	2.8638	0.0205		0.2591	0.2591		0.2591	0.2591	0.0000	3,711.4374	3,711.4374	0.0711	0.0680	3,734.0245
Motel	4.08144e+006	0.0220	0.2001	0.1681	1.2000e-003		0.0152	0.0152		0.0152	0.0152	0.0000	217.8012	217.8012	4.1700e-003	3.9900e-003	219.1267
Strip Mall	1.88131e+006	0.0101	0.0922	0.0775	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.3941	100.3941	1.9200e-003	1.8400e-003	101.0051
Unrefrigerated Warehouse-Rail	91250	4.9000e-004	4.4700e-003	3.7600e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.8695	4.8695	9.0000e-005	9.0000e-005	4.8991
Total		0.7517	6.8339	5.7405	0.0410		0.5194	0.5194		0.5194	0.5194	0.0000	7,439.5222	7,439.5222	0.1426	0.1364	7,484.7979

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	7.21205e+006	0.0389	0.3535	0.2970	2.1200e-003		0.0269	0.0269		0.0269	0.0269	0.0000	384.8623	384.8623	7.3800e-003	7.0600e-003	387.2045
Government (Civic Center)	3.29661e+006	0.0178	0.1616	0.1357	9.7000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	175.9194	175.9194	3.3700e-003	3.2300e-003	176.9900
High Turnover (Sit Down Restaurant)	6.25315e+007	0.3372	3.0653	2.5748	0.0184		0.2330	0.2330		0.2330	0.2330	0.0000	3,336.9179	3,336.9179	0.0640	0.0612	3,357.2258
Motel	2.85419e+006	0.0154	0.1399	0.1175	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	152.3103	152.3103	2.9200e-003	2.7900e-003	153.2373
Strip Mall	1.25107e+003	6.7500e-003	0.0613	0.0515	3.7000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	66.7621	66.7621	1.2800e-003	1.2200e-003	67.1684
Unrefrigerated Warehouse-Rail	61267.5	3.3000e-004	3.0000e-003	2.5200e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.2695	3.2695	6.0000e-005	6.0000e-005	3.2894
General Light Industry	3.58575e+007	0.1934	1.7577	1.4765	0.0106		0.1336	0.1336		0.1336	0.1336	0.0000	1,913.4915	1,913.4915	0.0367	0.0351	1,925.1367
Total		0.6097	5.5424	4.6556	0.0333		0.4212	0.4212		0.4212	0.4212	0.0000	6,033.5330	6,033.5330	0.1157	0.1106	6,070.2520

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.5824e+007	3,581.6535	0.2082	0.0431	3,599.3751
General Office Building	1.23916e+007	2,804.7554	0.1630	0.0337	2,818.6330
Government (Civic Center)	5.66418e+006	1,282.0454	0.0745	0.0154	1,288.3888
High Turnover (Sit Down Restaurant)	1.13005e+007	2,557.7866	0.1487	0.0308	2,570.4423
Motel	742720	168.1092	9.7700e-003	2.0200e-003	168.9410
Strip Mall	8.83236e+006	1,999.1384	0.1162	0.0240	2,009.0299
Unrefrigerated Warehouse-Rail	96250	21.7855	1.2700e-003	2.6000e-004	21.8933
Total		12,415.2739	0.7215	0.1493	12,476.7034

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.47615e+007	3,341.1512	0.1942	0.0402	3,357.6829
General Office Building	1.08205e+007	2,449.1306	0.1423	0.0295	2,461.2487
Government (Civic Center)	4.946e+006	1,119.4904	0.0651	0.0135	1,125.0295
High Turnover (Sit Down Restaurant)	1.06171e+007	2,403.1073	0.1397	0.0289	2,414.9976
Motel	669020	151.4277	8.8000e-003	1.8200e-003	152.1770
Strip Mall	7.97938e+006	1,806.0736	0.1050	0.0217	1,815.0099
Unrefrigerated Warehouse-Rail	92983.8	21.0462	1.2200e-003	2.5000e-004	21.1503
Total		11,291.4270	0.6562	0.1358	11,347.2958

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745
Unmitigated	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.1009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3100e-003	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745
Total	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.1009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3100e-003	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745
Total	17.1204	3.2000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.0707	0.0707	1.8000e-004	0.0000	0.0745

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,042.6072	0.7658	0.4649	1,202.8174
Unmitigated	1,283.3461	0.9610	0.5819	1,483.9282

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	405.24 / 0	639.6884	0.5223	0.3178	749.1630
General Office Building	111.741 / 68.4865	230.6431	0.1472	0.0883	261.0981
Government (Civic Center)	57.0908 / 34.9911	117.8402	0.0752	0.0451	133.4003
High Turnover (Sit Down Restaurant)	100.033 / 6.38506	162.9638	0.1292	0.0785	190.0124
Motel	4.54065 / 0.504517	7.5673	5.8800e-003	3.5700e-003	8.7959
Strip Mall	55.9655 / 34.3014	115.5174	0.0737	0.0442	130.7708
Unrefrigerated Warehouse-Rail	5.78125 / 0	9.1259	7.4500e-003	4.5300e-003	10.6877
Total		1,283.3461	0.9610	0.5819	1,483.9282

Mitigated

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	324.192 / 0	511.7507	0.4157	0.2538	599.1474
General Office Building	89.393 / 64.3089	192.0559	0.1176	0.0706	216.4068
Government (Civic Center)	45.6727 / 32.8567	98.1252	0.0601	0.0361	110.5666
High Turnover (Sit Down Restaurant)	80.0261 / 5.99557	131.0741	0.1029	0.0627	152.6713
Motel	3.63252 / 0.473741	6.1094	4.6800e-003	2.8500e-003	7.0905
Strip Mall	44.7724 / 32.209	96.1911	0.0589	0.0354	108.3872
Unrefrigerated Warehouse-Rail	4.625 / 0	7.3008	5.9300e-003	3.6200e-003	8.5476
Total		1,042.6071	0.7658	0.4649	1,202.8174

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	1,874.0755	110.7547	0.0000	4,199.9240
Mitigated	1,874.0755	110.7547	0.0000	4,199.9240

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	2172.96	441.0912	26.0678	0.0000	988.5139
General Office Building	584.69	118.6868	7.0142	0.0000	265.9847
Government (Civic Center)	1638.07	332.5134	19.6510	0.0000	745.1840
High Turnover (Sit Down Restaurant)	3921.76	796.0818	47.0471	0.0000	1,784.0707
Motel	98	19.8931	1.1757	0.0000	44.5818
Strip Mall	793.33	161.0388	9.5171	0.0000	360.8984
Unrefrigerated Warehouse-Rail	23.5	4.7703	0.2819	0.0000	10.6905
Total		1,874.0755	110.7547	0.0000	4,199.9240

NonResidentialNetIncreaseMorganHill
Santa Clara County, Annual

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	2172.96	441.0912	26.0678	0.0000	988.5139
General Office Building	584.69	118.6868	7.0142	0.0000	265.9847
Government (Civic Center)	1638.07	332.5134	19.6510	0.0000	745.1840
High Turnover (Sit Down Restaurant)	3921.76	796.0818	47.0471	0.0000	1,784.0707
Motel	98	19.8931	1.1757	0.0000	44.5818
Strip Mall	793.33	161.0388	9.5171	0.0000	360.8984
Unrefrigerated Warehouse-Rail	23.5	4.7703	0.2819	0.0000	10.6905
Total		1,874.0755	110.7547	0.0000	4,199.9240

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NonResidentialNetIncreaseMorganHill

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	628.70	1000sqft	14.43	628,698.00	0
Government (Civic Center)	287.38	1000sqft	6.60	287,376.00	0
General Light Industry	1,752.38	1000sqft	40.23	1,752,385.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	329.56	1000sqft	7.57	329,557.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	755.55	1000sqft	17.34	755,548.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards

Water Mitigation - CALGreen and WELO water efficiency

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	110.00	1.00
tblLandUse	LandUseSquareFeet	628,700.00	628,698.00
tblLandUse	LandUseSquareFeet	287,380.00	287,376.00
tblLandUse	LandUseSquareFeet	1,752,380.00	1,752,385.00
tblLandUse	LandUseSquareFeet	329,560.00	329,557.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	755,550.00	755,548.00
tblLandUse	LotAcreage	17.35	17.34
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035

NonResidentialNetIncreaseMorganHill**Santa Clara County, Summer**

tblSolidWaste	SolidWasteGenerationRate	2,172.95	2,172.96
tblTripsAndVMT	WorkerTripNumber	291.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59
tblVehicleTrips	ST_TR	158.37	102.25

NonResidentialNetIncreaseMorganHill
Santa Clara County, Summer

[illegible]

NonResidentialNetIncreaseMorganHill
Santa Clara County, Summer

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Energy	4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432
Mobile	137.4130	236.9189	1,312.7473	5.7422	401.3081	6.4593	407.7674	107.0112	5.9649	112.9762		400,144.3692	400,144.3692	9.8022		400,350.2149
Total	235.3608	274.3685	1,344.6037	5.9669	401.3081	9.3066	410.6147	107.0112	8.8122	115.8235		445,080.4105	445,080.4105	10.6657	0.8238	445,559.7711

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Energy	3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985
Mobile	137.4130	236.9189	1,312.7473	5.7422	401.3081	6.4593	407.7674	107.0112	5.9649	112.9762		400,144.3692	400,144.3692	9.8022		400,350.2149
Total	234.5823	267.2916	1,338.6591	5.9244	401.3081	8.7687	410.0768	107.0112	8.2744	115.2856		436,588.1483	436,588.1483	10.5029	0.6681	437,015.8264

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.33	2.58	0.44	0.71	0.00	5.78	0.13	0.00	6.10	0.46	0.00	1.91	1.91	1.53	18.90	1.92

NonResidentialNetIncreaseMorganHill**Santa Clara County, Summer****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	137.4130	236.9189	1,312.7473	5.7422	401.3081	6.4593	407.7674	107.0112	5.9649	112.9762		400,144.3692	400,144.3692	9.8022		400,350.2149
Unmitigated	137.4130	236.9189	1,312.7473	5.7422	401.3081	6.4593	407.7674	107.0112	5.9649	112.9762		400,144.3692	400,144.3692	9.8022		400,350.2149

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
General Light Industry	7,885.71	1,489.52	771.05	14,741,273		14,741,273	
General Office Building	4,476.34	999.63	427.52	8,418,816		8,418,816	
Government (Civic Center)	5,181.46	0.00	0.00	9,160,824		9,160,824	
High Turnover (Sit Down Restaurant)	27,053.58	33,697.51	28052.15	69,665,409		69,665,409	
Motel	1,052.52	1,022.09	853.83	2,524,181		2,524,181	
Strip Mall	20,830.51	24,374.04	12315.47	49,801,758		49,801,758	
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064		113,064	
Total	66,537.63	61,602.55	42,432.51	154,425,324		154,425,324	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down)	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

NonResidentialNetIncreaseMorganHill

Santa Clara County, Summer

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985
NaturalGas Unmitigated	4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	29660.8	0.3199	2.9079	2.4427	0.0175		0.2210	0.2210		0.2210	0.2210		3,489.5019	3,489.5019	0.0669	0.0640	3,510.7384
Government (Civic Center)	13557.8	0.1462	1.3292	1.1165	7.9800e-003		0.1010	0.1010		0.1010	0.1010		1,595.0410	1,595.0410	0.0306	0.0292	1,604.7482
High Turnover (Sit Down Restaurant)	190547	2.0549	18.6811	15.6921	0.1121		1.4198	1.4198		1.4198	1.4198		22,417.3116	22,417.3116	0.4297	0.4110	22,553.7396
Motel	11182	0.1206	1.0963	0.9209	6.5800e-003		0.0833	0.0833		0.0833	0.0833		1,315.5326	1,315.5326	0.0252	0.0241	1,323.5388
Strip Mall	5154.29	0.0556	0.5053	0.4245	3.0300e-003		0.0384	0.0384		0.0384	0.0384		606.3866	606.3866	0.0116	0.0111	610.0770
Unrefrigerated Warehouse-Rail	250	2.7000e-003	0.0245	0.0206	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.4118	29.4118	5.6000e-004	5.4000e-004	29.5908
General Light Industry	131597	1.4192	12.9017	10.8374	0.0774		0.9805	0.9805		0.9805	0.9805		15,481.9896	15,481.9896	0.2967	0.2838	15,576.2105
Total		4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432

NonResidentialNetIncreaseMorganHill**Santa Clara County, Summer****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	19.759	0.2131	1.9372	1.6272	0.0116		0.1472	0.1472		0.1472	0.1472		2,324.5919	2,324.5919	0.0446	0.0426	2,338.7389
Government (Civic Center)	9.03179	0.0974	0.8855	0.7438	5.3100e-003		0.0673	0.0673		0.0673	0.0673		1,062.5641	1,062.5641	0.0204	0.0195	1,069.0307
High Turnover (Sit Down Restaurant)	171.319	1.8476	16.7960	14.1086	0.1008		1.2765	1.2765		1.2765	1.2765		20,155.1909	20,155.1909	0.3863	0.3695	20,277.8521
Motel	7.81969	0.0843	0.7666	0.6440	4.6000e-003		0.0583	0.0583		0.0583	0.0583		919.9638	919.9638	0.0176	0.0169	925.5625
Strip Mall	3.4276	0.0370	0.3360	0.2823	2.0200e-003		0.0255	0.0255		0.0255	0.0255		403.2471	403.2471	7.7300e-003	7.3900e-003	405.7012
Unrefrigerated Warehouse-Rail	0.167856	1.8100e-003	0.0165	0.0138	1.0000e-004		1.2500e-003	1.2500e-003		1.2500e-003	1.2500e-003		19.7478	19.7478	3.8000e-004	3.6000e-004	19.8680
General Light Industry	98.2397	1.0595	9.6313	8.0903	0.0578		0.7320	0.7320		0.7320	0.7320		11,557.6075	11,557.6075	0.2215	0.2119	11,627.9451
Total		3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Unmitigated	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.0475					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	82.7445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0368	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Total	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

NonResidentialNetIncreaseMorganHill
Santa Clara County, Summer

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.0475					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	82.7445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0368	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Total	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NonResidentialNetIncreaseMorganHill

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	628.70	1000sqft	14.43	628,698.00	0
Government (Civic Center)	287.38	1000sqft	6.60	287,376.00	0
General Light Industry	1,752.38	1000sqft	40.23	1,752,385.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	329.56	1000sqft	7.57	329,557.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	755.55	1000sqft	17.34	755,548.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards

Water Mitigation - CALGreen and WELO water efficiency

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	110.00	1.00
tblLandUse	LandUseSquareFeet	628,700.00	628,698.00
tblLandUse	LandUseSquareFeet	287,380.00	287,376.00
tblLandUse	LandUseSquareFeet	1,752,380.00	1,752,385.00
tblLandUse	LandUseSquareFeet	329,560.00	329,557.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	755,550.00	755,548.00
tblLandUse	LotAcreage	17.35	17.34
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035

NonResidentialNetIncreaseMorganHill

Santa Clara County, Winter

tblSolidWaste	SolidWasteGenerationRate	2,172.95	2,172.96
tblTripsAndVMT	WorkerTripNumber	291.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59
tblVehicleTrips	ST_TR	158.37	102.25

NonResidentialNetIncreaseMorganHill
Santa Clara County, Winter

[illegible]

NonResidentialNetIncreaseMorganHill
Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Energy	4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432
Mobile	142.0872	260.9257	1,486.6620	5.3694	401.3081	6.4835	407.7915	107.0112	5.9872	112.9984		375,994.3564	375,994.3564	9.8251		376,200.6840
Total	240.0350	298.3753	1,518.5184	5.5942	401.3081	9.3308	410.6389	107.0112	8.8345	115.8457		420,930.3977	420,930.3977	10.6886	0.8238	421,410.2401

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Energy	3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985
Mobile	142.0872	260.9257	1,486.6620	5.3694	401.3081	6.4835	407.7915	107.0112	5.9872	112.9984		375,994.3564	375,994.3564	9.8251		376,200.6840
Total	239.2565	291.2984	1,512.5738	5.5517	401.3081	8.7929	410.1010	107.0112	8.2966	115.3079		412,438.1355	412,438.1355	10.5258	0.6681	412,866.2955

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.32	2.37	0.39	0.76	0.00	5.76	0.13	0.00	6.09	0.46	0.00	2.02	2.02	1.52	18.90	2.03

NonResidentialNetIncreaseMorganHill**Santa Clara County, Winter****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	142.0872	260.9257	1,486.6620	5.3694	401.3081	6.4835	407.7915	107.0112	5.9872	112.9984		375,994.3564	375,994.3564	9.8251		376,200.6840
Unmitigated	142.0872	260.9257	1,486.6620	5.3694	401.3081	6.4835	407.7915	107.0112	5.9872	112.9984		375,994.3564	375,994.3564	9.8251		376,200.6840

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
General Light Industry	7,885.71	1,489.52	771.05	14,741,273		14,741,273	
General Office Building	4,476.34	999.63	427.52	8,418,816		8,418,816	
Government (Civic Center)	5,181.46	0.00	0.00	9,160,824		9,160,824	
High Turnover (Sit Down Restaurant)	27,053.58	33,697.51	28052.15	69,665,409		69,665,409	
Motel	1,052.52	1,022.09	853.83	2,524,181		2,524,181	
Strip Mall	20,830.51	24,374.04	12315.47	49,801,758		49,801,758	
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064		113,064	
Total	66,537.63	61,602.55	42,432.51	154,425,324		154,425,324	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down)	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

NonResidentialNetIncreaseMorganHill

Santa Clara County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985
NaturalGas Unmitigated	4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	29660.8	0.3199	2.9079	2.4427	0.0175		0.2210	0.2210		0.2210	0.2210		3,489.5019	3,489.5019	0.0669	0.0640	3,510.7384
Government (Civic Center)	13557.8	0.1462	1.3292	1.1165	7.9800e-003		0.1010	0.1010		0.1010	0.1010		1,595.0410	1,595.0410	0.0306	0.0292	1,604.7482
High Turnover (Sit Down Restaurant)	190547	2.0549	18.6811	15.6921	0.1121		1.4198	1.4198		1.4198	1.4198		22,417.3116	22,417.3116	0.4297	0.4110	22,553.7396
Motel	11182	0.1206	1.0963	0.9209	6.5800e-003		0.0833	0.0833		0.0833	0.0833		1,315.5326	1,315.5326	0.0252	0.0241	1,323.5388
Strip Mall	5154.29	0.0556	0.5053	0.4245	3.0300e-003		0.0384	0.0384		0.0384	0.0384		606.3866	606.3866	0.0116	0.0111	610.0770
Unrefrigerated Warehouse-Rail	250	2.7000e-003	0.0245	0.0206	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.4118	29.4118	5.6000e-004	5.4000e-004	29.5908
General Light Industry	131597	1.4192	12.9017	10.8374	0.0774		0.9805	0.9805		0.9805	0.9805		15,481.9896	15,481.9896	0.2967	0.2838	15,576.2105
Total		4.1191	37.4460	31.4546	0.2247		2.8459	2.8459		2.8459	2.8459		44,935.1752	44,935.1752	0.8613	0.8238	45,208.6432

NonResidentialNetIncreaseMorganHill

Santa Clara County, Winter

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	19.759	0.2131	1.9372	1.6272	0.0116		0.1472	0.1472		0.1472	0.1472		2,324.5919	2,324.5919	0.0446	0.0426	2,338.7389
Government (Civic Center)	9.03179	0.0974	0.8855	0.7438	5.3100e-003		0.0673	0.0673		0.0673	0.0673		1,062.5641	1,062.5641	0.0204	0.0195	1,069.0307
High Turnover (Sit Down Restaurant)	171.319	1.8476	16.7960	14.1086	0.1008		1.2765	1.2765		1.2765	1.2765		20,155.1909	20,155.1909	0.3863	0.3695	20,277.8521
Motel	7.81969	0.0843	0.7666	0.6440	4.6000e-003		0.0583	0.0583		0.0583	0.0583		919.9638	919.9638	0.0176	0.0169	925.5625
Strip Mall	3.4276	0.0370	0.3360	0.2823	2.0200e-003		0.0255	0.0255		0.0255	0.0255		403.2471	403.2471	7.7300e-003	7.3900e-003	405.7012
Unrefrigerated Warehouse-Rail	0.167856	1.8100e-003	0.0165	0.0138	1.0000e-004		1.2500e-003	1.2500e-003		1.2500e-003	1.2500e-003		19.7478	19.7478	3.8000e-004	3.6000e-004	19.8680
General Light Industry	98.2397	1.0595	9.6313	8.0903	0.0578		0.7320	0.7320		0.7320	0.7320		11,557.6075	11,557.6075	0.2215	0.2119	11,627.9451
Total		3.3406	30.3691	25.5100	0.1822		2.3081	2.3081		2.3081	2.3081		36,442.9130	36,442.9130	0.6985	0.6681	36,664.6985

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Unmitigated	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.0475					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	82.7445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0368	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Total	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

NonResidentialNetIncreaseMorganHill
Santa Clara County, Winter

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.0475					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	82.7445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0368	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130
Total	93.8288	3.6100e-003	0.4018	3.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003		0.8661	0.8661	2.2300e-003		0.9130

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

MorganHill_ResidentialNetIncrease
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	5,071.00	Dwelling Unit	316.94	5,071,000.00	15620
Single Family Housing	2,360.00	Dwelling Unit	766.23	4,248,000.00	7269

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2035		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2013 Carbon Intensity

Land Use - 3.08 persons per unit

Construction Phase - GP in 2035

Off-road Equipment - GP

Trips and VMT - GP

Grading -

Architectural Coating -

Vehicle Trips - VMT and trips provided by Hexagon. See assumptions for how defaults were adjusted

Woodstoves - Assumes all new units may have a gas fireplace. No new wood burning fireplaces per BAAQMD Regulation

Energy Use - 2013 PGE carbon intensity

Water And Wastewater - all treated wastewater in new units

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures.

Energy Mitigation - 2016 Building Energy Efficiency Standards (note - doesn't account for ZNE residential construction by 2020)

Water Mitigation - CALGreen and WELO water efficiency measures

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	11,000.00	1.00
tblFireplaces	NumberGas	2,789.05	5,071.00
tblFireplaces	NumberGas	1,298.00	2,360.00
tblFireplaces	NumberNoFireplace	1,572.01	0.00
tblFireplaces	NumberWood	709.94	0.00
tblFireplaces	NumberWood	1,062.00	0.00
tblLandUse	Population	14,503.00	15,620.00
tblLandUse	Population	6,750.00	7,269.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	900.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00

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tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.13
tblVehicleTrips	ST_TR	10.08	6.40
tblVehicleTrips	SU_TR	6.07	3.78
tblVehicleTrips	SU_TR	8.77	5.57
tblVehicleTrips	WD_TR	6.59	4.29
tblVehicleTrips	WD_TR	9.57	6.15
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	25.36	0.00
tblWoodstoves	NumberCatalytic	82.60	0.00
tblWoodstoves	NumberNoncatalytic	25.36	0.00
tblWoodstoves	NumberNoncatalytic	82.60	0.00

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698
Energy	0.7438	6.3561	2.7047	0.0406		0.5139	0.5139		0.5139	0.5139	0.0000	15,364.9839	15,364.9839	0.6063	0.2312	15,449.3846
Mobile	11.2516	21.2301	114.6081	0.4584	32.7984	0.5468	33.3452	8.7705	0.5049	9.2754	0.0000	29,109.9169	29,109.9169	0.7523	0.0000	29,125.7151
Waste						0.0000	0.0000		0.0000	0.0000	1,093.2363	0.0000	1,093.2363	64.6084	0.0000	2,450.0129
Water						0.0000	0.0000		0.0000	0.0000	171.2964	834.7732	1,006.0696	0.6381	0.3826	1,138.0605
Total	56.6362	28.2205	172.2971	0.5018	32.7984	1.3953	34.1937	8.7705	1.3531	10.1236	1,264.5327	45,809.9460	47,074.4786	66.6987	0.6213	48,667.7429

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698
Energy	0.4675	3.9948	1.6999	0.0255		0.3230	0.3230		0.3230	0.3230	0.0000	12,414.6561	12,414.6561	0.5413	0.1785	12,481.3470
Mobile	11.2516	21.2301	114.6081	0.4584	32.7984	0.5468	33.3452	8.7705	0.5049	9.2754	0.0000	29,109.9169	29,109.9169	0.7523	0.0000	29,125.7151
Waste						0.0000	0.0000		0.0000	0.0000	1,093.2363	0.0000	1,093.2363	64.6084	0.0000	2,450.0129
Water						0.0000	0.0000		0.0000	0.0000	137.0371	701.4293	838.4664	0.5099	0.3059	944.0068
Total	56.3599	25.8592	171.2923	0.4868	32.7984	1.2044	34.0028	8.7705	1.1622	9.9327	1,230.2734	42,726.2742	43,956.5476	66.5055	0.4919	45,505.6517

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.49	8.37	0.58	3.00	0.00	13.68	0.56	0.00	14.11	1.89	2.71	6.73	6.62	0.29	20.82	6.50

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	11.2516	21.2301	114.6081	0.4584	32.7984	0.5468	33.3452	8.7705	0.5049	9.2754	0.0000	29,109.9169	29,109.9169	0.7523	0.0000	29,125.7151
Unmitigated	11.2516	21.2301	114.6081	0.4584	32.7984	0.5468	33.3452	8.7705	0.5049	9.2754	0.0000	29,109.9169	29,109.9169	0.7523	0.0000	29,125.7151

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	21,754.59	20,943.23	19168.38	52,645,580	52,645,580
Single Family Housing	14,514.00	15,104.00	13145.20	35,649,669	35,649,669
Total	36,268.59	36,047.23	32,313.58	88,295,250	88,295,250

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0
Single Family Housing	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0

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LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

5.0 Energy Detail**4.4 Fleet Mix**

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,788.2893	7,788.2893	0.4526	0.0937	7,826.8250
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8,003.9471	8,003.9471	0.4652	0.0962	8,043.5498
NaturalGas Mitigated	0.4675	3.9948	1.6999	0.0255		0.3230	0.3230		0.3230	0.3230	0.0000	4,626.3668	4,626.3668	0.0887	0.0848	4,654.5220
NaturalGas Unmitigated	0.7438	6.3561	2.7047	0.0406		0.5139	0.5139		0.5139	0.5139	0.0000	7,361.0368	7,361.0368	0.1411	0.1350	7,405.8348

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	5.46728e+007	0.2948	2.5192	1.0720	0.0161		0.2037	0.2037		0.2037	0.2037	0.0000	2,917.5507	2,917.5507	0.0559	0.0535	2,935.3064
Single Family Housing	8.32678e+007	0.4490	3.8369	1.6327	0.0245		0.3102	0.3102		0.3102	0.3102	0.0000	4,443.4861	4,443.4861	0.0852	0.0815	4,470.5285
Total		0.7438	6.3561	2.7047	0.0406		0.5139	0.5139		0.5139	0.5139	0.0000	7,361.0368	7,361.0368	0.1411	0.1350	7,405.8348

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	5.13445e+007	0.2769	2.3659	1.0068	0.0151		0.1913	0.1913		0.1913	0.1913	0.0000	2,739.9393	2,739.9393	0.0525	0.0502	2,756.6141
Apartments Low Rise	3.53503e+007	0.1906	1.6289	0.6931	0.0104		0.1317	0.1317		0.1317	0.1317	0.0000	1,886.4274	1,886.4274	0.0362	0.0346	1,897.9079
Total		0.4675	3.9948	1.6999	0.0255		0.3230	0.3230		0.3230	0.3230	0.0000	4,626.3667	4,626.3667	0.0887	0.0848	4,654.5221

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	1.867e+007	4,225.8052	0.2456	0.0508	4,246.7141
Single Family Housing	1.66921e+007	3,778.1419	0.2196	0.0454	3,796.8357
Total		8,003.9471	0.4652	0.0962	8,043.5498

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	1.81173e+007	4,100.7214	0.2383	0.0493	4,121.0113
Single Family Housing	1.6292e+007	3,687.5680	0.2143	0.0443	3,705.8137
Total		7,788.2893	0.4526	0.0937	7,826.8250

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698
Unmitigated	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.5600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.3954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0414	0.0000	2.2600e-003	0.0000		0.0286	0.0286		0.0283	0.0283	0.0000	410.1429	410.1429	7.8600e-003	7.5200e-003	412.6390
Landscaping	1.6439	0.6343	54.9821	2.9100e-003		0.3060	0.3060		0.3060	0.3060	0.0000	90.1291	90.1291	0.0858	0.0000	91.9308
Total	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.5600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.3954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0414	0.0000	2.2600e-003	0.0000		0.0286	0.0286		0.0283	0.0283	0.0000	410.1429	410.1429	7.8600e-003	7.5200e-003	412.6390
Landscaping	1.6439	0.6343	54.9821	2.9100e-003		0.3060	0.3060		0.3060	0.3060	0.0000	90.1291	90.1291	0.0858	0.0000	91.9308
Total	44.6408	0.6343	54.9843	2.9100e-003		0.3346	0.3346		0.3343	0.3343	0.0000	500.2720	500.2720	0.0937	7.5200e-003	504.5698

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7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	838.4664	0.5099	0.3059	944.0068
Unmitigated	1,006.0696	0.6381	0.3826	1,138.0605

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	330.396 / 208.293	686.5535	0.4355	0.2611	776.6256
Single Family Housing	153.764 / 96.9379	319.5161	0.2027	0.1215	361.4349
Total		1,006.0696	0.6381	0.3826	1,138.0605

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	264.317 / 195.587	572.1791	0.3479	0.2088	644.2011
Single Family Housing	123.011 / 91.0246	266.2873	0.1619	0.0972	299.8057
Total		838.4664	0.5099	0.3059	944.0068

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	1,093.2363	64.6084	0.0000	2,450.0129
Mitigated	1,093.2363	64.6084	0.0000	2,450.0129

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2332.66	473.5089	27.9836	0.0000	1,061.1640
Single Family Housing	3052.98	619.7274	36.6248	0.0000	1,388.8489
Total		1,093.2363	64.6084	0.0000	2,450.0129

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2332.66	473.5089	27.9836	0.0000	1,061.1640
Single Family Housing	3052.98	619.7274	36.6248	0.0000	1,388.8489
Total		1,093.2363	64.6084	0.0000	2,450.0129

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	5,071.00	Dwelling Unit	316.94	5,071,000.00	15620
Single Family Housing	2,360.00	Dwelling Unit	766.23	4,248,000.00	7269

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2035		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2013 Carbon Intensity

Land Use - 3.08 persons per unit

Construction Phase - GP in 2035

Off-road Equipment - GP

Trips and VMT - GP

Grading -

Architectural Coating -

Vehicle Trips - VMT and trips provided by Hexagon. See assumptions for how defaults were adjusted

Woodstoves - Assumes all new units may have a gas fireplace. No new wood burning fireplaces per BAAQMD Regulation

Energy Use - 2013 PGE carbon intensity

Water And Wastewater - all treated wastewater in new units

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures.

Energy Mitigation - 2016 Building Energy Efficiency Standards (note - doesn't account for ZNE residential construction by 2020)

Water Mitigation - CALGreen and WELO water efficiency measures

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	11,000.00	1.00
tblFireplaces	NumberGas	2,789.05	5,071.00
tblFireplaces	NumberGas	1,298.00	2,360.00
tblFireplaces	NumberNoFireplace	1,572.01	0.00
tblFireplaces	NumberWood	709.94	0.00
tblFireplaces	NumberWood	1,062.00	0.00
tblLandUse	Population	14,503.00	15,620.00
tblLandUse	Population	6,750.00	7,269.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	900.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00

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tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.13
tblVehicleTrips	ST_TR	10.08	6.40
tblVehicleTrips	SU_TR	6.07	3.78
tblVehicleTrips	SU_TR	8.77	5.57
tblVehicleTrips	WD_TR	6.59	4.29
tblVehicleTrips	WD_TR	9.57	6.15
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	25.36	0.00
tblWoodstoves	NumberCatalytic	82.60	0.00
tblWoodstoves	NumberNoncatalytic	25.36	0.00
tblWoodstoves	NumberNoncatalytic	82.60	0.00

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Santa Clara County, Summer

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Energy	4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014
Mobile	66.0130	113.8154	630.6414	2.7585	192.7877	3.1030	195.8907	51.4080	2.8655	54.2735		192,228.6119	192,228.6119	4.7090		192,327.4999
Total	340.5555	155.6922	1,257.2917	3.0132	192.7877	20.9460	213.7337	51.4080	20.5861	71.9941	0.0000	421,383.0343	421,383.0343	10.1308	4.1809	422,891.8674

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Energy	2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016
Mobile	66.0130	113.8154	630.6414	2.7585	192.7877	3.1030	195.8907	51.4080	2.8655	54.2735		192,228.6119	192,228.6119	4.7090		192,327.4999
Total	339.0414	142.7534	1,251.7858	2.9306	192.7877	19.8999	212.6876	51.4080	19.5400	70.9480	0.0000	404,865.4577	404,865.4577	9.8142	3.8781	406,273.7676

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.44	8.31	0.44	2.74	0.00	4.99	0.49	0.00	5.08	1.45	0.00	3.92	3.92	3.13	7.24	3.93

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	66.0130	113.8154	630.6414	2.7585	192.7877	3.1030	195.8907	51.4080	2.8655	54.2735		192,228.6119	192,228.6119	4.7090		192,327.4999
Unmitigated	66.0130	113.8154	630.6414	2.7585	192.7877	3.1030	195.8907	51.4080	2.8655	54.2735		192,228.6119	192,228.6119	4.7090		192,327.4999

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	21,754.59	20,943.23	19168.38	52,645,580	52,645,580
Single Family Housing	14,514.00	15,104.00	13145.20	35,649,669	35,649,669
Total	36,268.59	36,047.23	32,313.58	88,295,250	88,295,250

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0
Single Family Housing	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016
NaturalGas Unmitigated	4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014

MorganHill_ResidentialNetIncrease
Santa Clara County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	228131	2.4602	21.0238	8.9463	0.1342		1.6998	1.6998		1.6998	1.6998		26,838.9317	26,838.9317	0.5144	0.4921	27,002.2690
Apartments Low Rise	149789	1.6154	13.8041	5.8741	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.1867	17,622.1867	0.3378	0.3231	17,729.4324
Total		4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	140.67	1.5170	12.9637	5.5165	0.0828		1.0481	1.0481		1.0481	1.0481		16,549.4032	16,549.4032	0.3172	0.3034	16,650.1201
Apartments Low Rise	96.8502	1.0445	8.9254	3.7981	0.0570		0.7216	0.7216		0.7216	0.7216		11,394.1387	11,394.1387	0.2184	0.2089	11,463.4815
Total		2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Unmitigated	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661

MorganHill_ResidentialNetIncrease
Santa Clara County, Summer

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	35.9453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	199.4266					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.8290	7.6000e-004	0.9180	0.0000		11.6273	11.6273		11.5049	11.5049	0.0000	183,589.4118	183,589.4118	3.5188	3.3658	184,706.7063
Landscaping	18.2660	7.0482	610.9120	0.0324		3.3998	3.3998		3.3998	3.3998		1,103.8921	1,103.8921	1.0508		1,125.9598
Total	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6662

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	35.9453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	199.4266					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.8290	7.6000e-004	0.9180	0.0000		11.6273	11.6273		11.5049	11.5049	0.0000	183,589.4118	183,589.4118	3.5188	3.3658	184,706.7063
Landscaping	18.2660	7.0482	610.9120	0.0324		3.3998	3.3998		3.3998	3.3998		1,103.8921	1,103.8921	1.0508		1,125.9598
Total	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6662

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

MorganHill_ResidentialNetIncrease
Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	5,071.00	Dwelling Unit	316.94	5,071,000.00	15620
Single Family Housing	2,360.00	Dwelling Unit	766.23	4,248,000.00	7269

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2035		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	499	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2013 Carbon Intensity

Land Use - 3.08 persons per unit

Construction Phase - GP in 2035

Off-road Equipment - GP

Trips and VMT - GP

Grading -

Architectural Coating -

Vehicle Trips - VMT and trips provided by Hexagon. See assumptions for how defaults were adjusted

Woodstoves - Assumes all new units may have a gas fireplace. No new wood burning fireplaces per BAAQMD Regulation

Energy Use - 2013 PGE carbon intensity

Water And Wastewater - all treated wastewater in new units

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures.

Energy Mitigation - 2016 Building Energy Efficiency Standards (note - doesn't account for ZNE residential construction by 2020)

Water Mitigation - CALGreen and WELO water efficiency measures

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	11,000.00	1.00
tblFireplaces	NumberGas	2,789.05	5,071.00
tblFireplaces	NumberGas	1,298.00	2,360.00
tblFireplaces	NumberNoFireplace	1,572.01	0.00
tblFireplaces	NumberWood	709.94	0.00
tblFireplaces	NumberWood	1,062.00	0.00
tblLandUse	Population	14,503.00	15,620.00
tblLandUse	Population	6,750.00	7,269.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	499
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	900.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00

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Santa Clara County, Winter

tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HO_TL	5.40	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HS_TL	4.30	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	HW_TL	12.40	6.80
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.13
tblVehicleTrips	ST_TR	10.08	6.40
tblVehicleTrips	SU_TR	6.07	3.78
tblVehicleTrips	SU_TR	8.77	5.57
tblVehicleTrips	WD_TR	6.59	4.29
tblVehicleTrips	WD_TR	9.57	6.15
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	25.36	0.00
tblWoodstoves	NumberCatalytic	82.60	0.00
tblWoodstoves	NumberNoncatalytic	25.36	0.00
tblWoodstoves	NumberNoncatalytic	82.60	0.00

MorganHill_ResidentialNetIncrease
Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Energy	4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014
Mobile	68.2584	125.3482	714.1897	2.5795	192.7877	3.1146	195.9023	51.4080	2.8762	54.2842		180,626.9907	180,626.9907	4.7200		180,726.1100
Total	342.8010	167.2250	1,340.8400	2.8342	192.7877	20.9576	213.7453	51.4080	20.5968	72.0048	0.0000	409,781.4130	409,781.4130	10.1418	4.1809	411,290.4776

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Energy	2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016
Mobile	68.2584	125.3482	714.1897	2.5795	192.7877	3.1146	195.9023	51.4080	2.8762	54.2842		180,626.9907	180,626.9907	4.7200		180,726.1100
Total	341.2869	154.2863	1,335.3342	2.7516	192.7877	19.9115	212.6992	51.4080	19.5507	70.9587	0.0000	393,263.8364	393,263.8364	9.8252	3.8781	394,672.3778

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.44	7.74	0.41	2.91	0.00	4.99	0.49	0.00	5.08	1.45	0.00	4.03	4.03	3.12	7.24	4.04

MorganHill_ResidentialNetIncrease

Santa Clara County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	68.2584	125.3482	714.1897	2.5795	192.7877	3.1146	195.9023	51.4080	2.8762	54.2842		180,626.9907	180,626.9907	4.7200		180,726.1100
Unmitigated	68.2584	125.3482	714.1897	2.5795	192.7877	3.1146	195.9023	51.4080	2.8762	54.2842		180,626.9907	180,626.9907	4.7200		180,726.1100

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	21,754.59	20,943.23	19168.38	52,645,580	52,645,580
Single Family Housing	14,514.00	15,104.00	13145.20	35,649,669	35,649,669
Total	36,268.59	36,047.23	32,313.58	88,295,250	88,295,250

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0
Single Family Housing	6.80	6.80	6.80	26.10	29.10	44.80	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016
NaturalGas Unmitigated	4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014

MorganHill_ResidentialNetIncrease
Santa Clara County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	228131	2.4602	21.0238	8.9463	0.1342		1.6998	1.6998		1.6998	1.6998		26,838.9317	26,838.9317	0.5144	0.4921	27,002.2690
Apartments Low Rise	149789	1.6154	13.8041	5.8741	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.1867	17,622.1867	0.3378	0.3231	17,729.4324
Total		4.0756	34.8279	14.8204	0.2223		2.8159	2.8159		2.8159	2.8159		44,461.1184	44,461.1184	0.8522	0.8151	44,731.7014

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	140.67	1.5170	12.9637	5.5165	0.0828		1.0481	1.0481		1.0481	1.0481		16,549.4032	16,549.4032	0.3172	0.3034	16,650.1201
Apartments Low Rise	96.8502	1.0445	8.9254	3.7981	0.0570		0.7216	0.7216		0.7216	0.7216		11,394.1387	11,394.1387	0.2184	0.2089	11,463.4815
Total		2.5615	21.8891	9.3145	0.1397		1.7698	1.7698		1.7698	1.7698		27,943.5419	27,943.5419	0.5356	0.5123	28,113.6016

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661
Unmitigated	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6661

MorganHill_ResidentialNetIncrease
Santa Clara County, Winter

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	35.9453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	199.4266					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.8290	7.6000e-004	0.9180	0.0000		11.6273	11.6273		11.5049	11.5049	0.0000	183,589.4118	183,589.4118	3.5188	3.3658	184,706.7063
Landscaping	18.2660	7.0482	610.9120	0.0324		3.3998	3.3998		3.3998	3.3998		1,103.8921	1,103.8921	1.0508		1,125.9598
Total	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6662

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	35.9453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	199.4266					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.8290	7.6000e-004	0.9180	0.0000		11.6273	11.6273		11.5049	11.5049	0.0000	183,589.4118	183,589.4118	3.5188	3.3658	184,706.7063
Landscaping	18.2660	7.0482	610.9120	0.0324		3.3998	3.3998		3.3998	3.3998		1,103.8921	1,103.8921	1.0508		1,125.9598
Total	270.4670	7.0489	611.8300	0.0324		15.0271	15.0271		14.9047	14.9047	0.0000	184,693.3039	184,693.3039	4.5696	3.3658	185,832.6662

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NonResidentialPost2050NetIncreaseMorganHill

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,371.23	1000sqft	31.48	1,371,228.00	0
Government (Civic Center)	189.38	1000sqft	4.35	189,377.00	0
General Light Industry	4,372.64	1000sqft	100.38	4,372,643.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	72.02	1000sqft	1.65	72,019.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	963.54	1000sqft	22.12	963,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2014		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards. Although post-2050 could require ZNE buildings

Water Mitigation - CALGreen and WELO water efficiency

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	220.00	1.00
tblLandUse	LandUseSquareFeet	1,371,230.00	1,371,228.00
tblLandUse	LandUseSquareFeet	189,380.00	189,377.00
tblLandUse	LandUseSquareFeet	4,372,640.00	4,372,643.00
tblLandUse	LandUseSquareFeet	72,020.00	72,019.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	963,540.00	963,545.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

NonResidentialPost2050NetIncreaseMorganHill**Santa Clara County, Annual**

tblTripsAndVMT	WorkerTripNumber	544.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59
tblVehicleTrips	ST_TR	158.37	102.25

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362
Energy	0.9086	8.2597	6.9382	0.0496		0.6277	0.6277		0.6277	0.6277	0.0000	33,665.9147	33,665.9147	1.2880	0.3957	33,815.6249
Mobile	43.5477	100.4399	448.4616	0.7278	52.8885	1.4559	54.3444	14.1384	1.3361	15.4744	0.0000	60,826.9161	60,826.9161	2.9998	0.0000	60,889.9118
Waste						0.0000	0.0000		0.0000	0.0000	1,982.6209	0.0000	1,982.6209	117.1695	0.0000	4,443.1811
Water						0.0000	0.0000		0.0000	0.0000	493.9294	2,419.6163	2,913.5457	1.8095	1.0968	3,291.5434
Total	75.8140	108.7003	455.4687	0.7773	52.8885	2.0839	54.9724	14.1384	1.9641	16.1024	2,476.5502	96,912.5753	99,389.1255	123.2672	1.4925	102,440.3974

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362
Energy	0.6770	6.1545	5.1698	0.0369		0.4677	0.4677		0.4677	0.4677	0.0000	29,085.9346	29,085.9346	1.1407	0.3323	29,212.8884
Mobile	43.5477	100.4399	448.4616	0.7278	52.8885	1.4559	54.3444	14.1384	1.3361	15.4744	0.0000	60,826.9161	60,826.9161	2.9998	0.0000	60,889.9118
Waste						0.0000	0.0000		0.0000	0.0000	1,982.6209	0.0000	1,982.6209	117.1695	0.0000	4,443.1811
Water						0.0000	0.0000		0.0000	0.0000	395.1435	1,966.5569	2,361.7004	1.4416	0.8762	2,663.5870
Total	75.5824	106.5951	453.7003	0.7647	52.8885	1.9239	54.8124	14.1384	1.8041	15.9424	2,377.7643	91,879.5358	94,257.3001	122.7519	1.2084	97,209.7046

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.31	1.94	0.39	1.62	0.00	7.68	0.29	0.00	8.15	0.99	3.99	5.19	5.16	0.42	19.03	5.11

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	43.5477	100.4399	448.4616	0.7278	52.8885	1.4559	54.3444	14.1384	1.3361	15.4744	0.0000	60,826.9161	60,826.9161	2.9998	0.0000	60,889.9118
Unmitigated	43.5477	100.4399	448.4616	0.7278	52.8885	1.4559	54.3444	14.1384	1.3361	15.4744	0.0000	60,826.9161	60,826.9161	2.9998	0.0000	60,889.9118

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	19,676.88	3,716.74	1923.96	36,783,277	36,783,277
General Office Building	9,763.16	2,180.26	932.44	18,361,911	18,361,911
Government (Civic Center)	3,414.52	0.00	0.00	6,036,874	6,036,874
High Turnover (Sit Down Restaurant)	5,912.12	7,364.05	6130.34	15,224,247	15,224,247
Motel	1,052.52	1,022.09	853.83	2,524,181	2,524,181
Strip Mall	26,564.80	31,083.80	15705.70	63,511,331	63,511,331
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064	113,064
Total	66,441.50	45,386.69	25,558.77	142,554,883	142,554,883

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated:						0.0000	0.0000		0.0000	0.0000	0.0000	22,386.0070	22,386.0070	1.0122	0.2094	22,472.1863
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24,674.1894	24,674.1894	1.1157	0.2308	24,769.1774
NaturalGas Mitigated	0.6770	6.1545	5.1698	0.0369		0.4677	0.4677		0.4677	0.4677	0.0000	6,699.9275	6,699.9275	0.1284	0.1228	6,740.7022
NaturalGas Unmitigated	0.9086	8.2597	6.9382	0.0496		0.6277	0.6277		0.6277	0.6277	0.0000	8,991.7254	8,991.7254	0.1723	0.1649	9,046.4475

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	2.36125e+007	0.1273	1.1575	0.9723	6.9400e-003		0.0880	0.0880		0.0880	0.0880	0.0000	1,260.0554	1,260.0554	0.0242	0.0231	1,267.7239
Government (Civic Center)	3.26107e+006	0.0176	0.1599	0.1343	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.0232	174.0232	3.3400e-003	3.1900e-003	175.0823
High Turnover (Sit Down Restaurant)	1.51989e+007	0.0820	0.7450	0.6258	4.4700e-003		0.0566	0.0566		0.0566	0.0566	0.0000	811.0706	811.0706	0.0156	0.0149	816.0067
Motel	4.08144e+006	0.0220	0.2001	0.1681	1.2000e-003		0.0152	0.0152		0.0152	0.0152	0.0000	217.8012	217.8012	4.1700e-003	3.9900e-003	219.1267
Strip Mall	2.39923e+006	0.0129	0.1176	0.0988	7.1000e-004		8.9400e-003	8.9400e-003		8.9400e-003	8.9400e-003	0.0000	128.0319	128.0319	2.4500e-003	2.3500e-003	128.8111
Unrefrigerated Warehouse-Rail	91250	4.9000e-004	4.4700e-003	3.7600e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.8695	4.8695	9.0000e-005	9.0000e-005	4.8991
General Light Industry	1.19854e+008	0.6463	5.8752	4.9352	0.0353		0.4465	0.4465		0.4465	0.4465	0.0000	6,395.8736	6,395.8736	0.1226	0.1173	6,434.7978
Total		0.9086	8.2597	6.9382	0.0496		0.6278	0.6278		0.6278	0.6278	0.0000	8,991.7254	8,991.7254	0.1723	0.1649	9,046.4475

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.57299e+007	0.0848	0.7711	0.6477	4.6300e-003		0.0586	0.0586		0.0586	0.0586	0.0000	839.4076	839.4076	0.0161	0.0154	844.5161
Government (Civic Center)	2.17242e+006	0.0117	0.1065	0.0895	6.4000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	115.9286	115.9286	2.2200e-003	2.1300e-003	116.6341
High Turnover (Sit Down Restaurant)	1.36652e+007	0.0737	0.6699	0.5627	4.0200e-003		0.0509	0.0509		0.0509	0.0509	0.0000	729.2259	729.2259	0.0140	0.0134	733.6638
Motel	2.85419e+006	0.0154	0.1399	0.1175	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	152.3103	152.3103	2.9200e-003	2.7900e-003	153.2373
Strip Mall	1.59549e+006	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003	0.0000	85.1412	85.1412	1.6300e-003	1.5600e-003	85.6594
Unrefrigerated Warehouse-Rail	61267.5	3.3000e-004	3.0000e-003	2.5200e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.2695	3.2695	6.0000e-005	6.0000e-005	3.2894
General Light Industry	8.94735e+007	0.4825	4.3860	3.6842	0.0263		0.3333	0.3333		0.3333	0.3333	0.0000	4,774.6445	4,774.6445	0.0915	0.0875	4,803.7022
Total		0.6770	6.1545	5.1698	0.0369		0.4677	0.4677		0.4677	0.4677	0.0000	6,699.9275	6,699.9275	0.1284	0.1228	6,740.7022

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	3.9485e+007	11,486.6295	0.5194	0.1075	11,530.8494
General Office Building	2.70269e+007	7,862.4362	0.3555	0.0736	7,892.7042
Government (Civic Center)	3.73262e+006	1,085.8622	0.0491	0.0102	1,090.0424
High Turnover (Sit Down Restaurant)	2.46953e+006	718.4150	0.0325	6.7200e-003	721.1807
Motel	742720	216.0658	9.7700e-003	2.0200e-003	216.8976
Strip Mall	1.12638e+007	3,276.7805	0.1482	0.0307	3,289.3951
Unrefrigerated Warehouse-Rail	96250	28.0002	1.2700e-003	2.6000e-004	28.1080
Total		24,674.1894	1.1157	0.2308	24,769.1774

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	3.68336e+007	10,715.3207	0.4845	0.1002	10,756.5714
General Office Building	2.36001e+007	6,865.5304	0.3104	0.0642	6,891.9606
Government (Civic Center)	3.25935e+006	948.1819	0.0429	8.8700e-003	951.8321
High Turnover (Sit Down Restaurant)	2.32019e+006	674.9697	0.0305	6.3100e-003	677.5681
Motel	669020	194.6256	8.8000e-003	1.8200e-003	195.3748
Strip Mall	1.0176e+007	2,960.3287	0.1339	0.0277	2,971.7251
Unrefrigerated Warehouse-Rail	92983.8	27.0500	1.2200e-003	2.5000e-004	27.1542
Total		22,386.0070	1.0122	0.2094	22,472.1863

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362
Unmitigated	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.6927					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	27.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9600e-003	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362
Total	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.6927					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	27.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9600e-003	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362
Total	31.3577	6.7000e-004	0.0689	0.0000		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1282	0.1282	3.8000e-004	0.0000	0.1362

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,361.7004	1.4416	0.8762	2,663.5870
Unmitigated	2,913.5457	1.8095	1.0968	3,291.5434

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	1011.17 / 0	1,949.4642	1.3033	0.7929	2,222.6300
General Office Building	243.714 / 149.373	621.9518	0.3210	0.1925	688.3760
Government (Civic Center)	37.6222 / 23.0588	96.0109	0.0496	0.0297	106.2648
High Turnover (Sit Down Restaurant)	21.8605 / 1.39535	43.5661	0.0282	0.0172	49.4771
Motel	4.54065 / 0.504517	9.2677	5.8800e-003	3.5700e-003	10.4964
Strip Mall	71.3718 / 43.744	182.1392	0.0940	0.0564	201.5916
Unrefrigerated Warehouse-Rail	5.78125 / 0	11.1458	7.4500e-003	4.5300e-003	12.7076
Total		2,913.5456	1.8095	1.0968	3,291.5434

Mitigated

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	808.938 / 0	1,559.5714	1.0373	0.6332	1,777.6474
General Office Building	194.971 / 140.261	518.7020	0.2565	0.1540	571.8126
Government (Civic Center)	30.0977 / 21.6522	80.0722	0.0396	0.0238	88.2709
High Turnover (Sit Down Restaurant)	17.4884 / 1.31023	35.0504	0.0225	0.0137	39.7701
Motel	3.63252 / 0.473741	7.4856	4.6800e-003	2.8500e-003	8.4667
Strip Mall	57.0975 / 41.0756	151.9024	0.0751	0.0451	167.4559
Unrefrigerated Warehouse-Rail	4.625 / 0	8.9167	5.9300e-003	3.6200e-003	10.1635
Total		2,361.7004	1.4416	0.8762	2,663.5870

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	1,982.6209	117.1695	0.0000	4,443.1811
Mitigated	1,982.6209	117.1695	0.0000	4,443.1811

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	5422.07	1,100.6312	65.0454	0.0000	2,466.5855
General Office Building	1275.24	258.8622	15.2983	0.0000	580.1269
Government (Civic Center)	1079.47	219.1227	12.9498	0.0000	491.0680
High Turnover (Sit Down Restaurant)	857.04	173.9714	10.2814	0.0000	389.8811
Motel	98	19.8931	1.1757	0.0000	44.5818
Strip Mall	1011.72	205.3700	12.1370	0.0000	460.2474
Unrefrigerated Warehouse-Rail	23.5	4.7703	0.2819	0.0000	10.6905
Total		1,982.6209	117.1695	0.0000	4,443.1811

NonResidentialPost2050NetIncreaseMorganHill
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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	5422.07	1,100.6312	65.0454	0.0000	2,466.585 5
General Office Building	1275.24	258.8622	15.2983	0.0000	580.1269
Government (Civic Center)	1079.47	219.1227	12.9498	0.0000	491.0680
High Turnover (Sit Down Restaurant)	857.04	173.9714	10.2814	0.0000	389.8811
Motel	98	19.8931	1.1757	0.0000	44.5818
Strip Mall	1011.72	205.3700	12.1370	0.0000	460.2474
Unrefrigerated Warehouse-Rail	23.5	4.7703	0.2819	0.0000	10.6905
Total		1,982.6209	117.1695	0.0000	4,443.181 1

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,371.23	1000sqft	31.48	1,371,228.00	0
Government (Civic Center)	189.38	1000sqft	4.35	189,377.00	0
General Light Industry	4,372.64	1000sqft	100.38	4,372,643.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	72.02	1000sqft	1.65	72,019.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	963.54	1000sqft	22.12	963,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2014		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards. Although post-2050 could require ZNE buildings

Water Mitigation - CALGreen and WELO water efficiency

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	220.00	1.00
tblLandUse	LandUseSquareFeet	1,371,230.00	1,371,228.00
tblLandUse	LandUseSquareFeet	189,380.00	189,377.00
tblLandUse	LandUseSquareFeet	4,372,640.00	4,372,643.00
tblLandUse	LandUseSquareFeet	72,020.00	72,019.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	963,540.00	963,545.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Summer

tblTripsAndVMT	WorkerTripNumber	544.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59
tblVehicleTrips	ST_TR	158.37	102.25
tblVehicleTrips	ST_TR	5.63	5.71

Santa Clara County, Summer

[illegible]

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Summer

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Energy	4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036
Mobile	310.0179	651.2991	3,082.8186	5.3339	378.2995	10.0354	388.3350	100.8457	9.2094	110.0550		490,979.4494	490,979.4494	22.8646		491,459.6068
Total	486.8586	696.5654	3,121.6017	5.6055	378.2995	13.4779	391.7774	100.8457	12.6518	113.4975		545,291.5976	545,291.5976	23.9103	0.9957	546,102.3788

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Energy	3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589
Mobile	310.0179	651.2991	3,082.8186	5.3339	378.2995	10.0354	388.3350	100.8457	9.2094	110.0550		490,979.4494	490,979.4494	22.8646		491,459.6068
Total	485.5897	685.0299	3,111.9119	5.5363	378.2995	12.6012	390.9007	100.8457	11.7751	112.6208		531,448.9967	531,448.9967	23.6450	0.7419	532,175.5341

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.26	1.66	0.31	1.23	0.00	6.50	0.22	0.00	6.93	0.77	0.00	2.54	2.54	1.11	25.49	2.55

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Summer

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	310.0179	651.2991	3,082.8186	5.3339	378.2995	10.0354	388.3350	100.8457	9.2094	110.0550		490,979.494	490,979.4494	22.8646		491,459.6068
Unmitigated	310.0179	651.2991	3,082.8186	5.3339	378.2995	10.0354	388.3350	100.8457	9.2094	110.0550		490,979.494	490,979.4494	22.8646		491,459.6068

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
General Light Industry	19,676.88	3,716.74	1923.96	36,783,277		36,783,277	
General Office Building	9,763.16	2,180.26	932.44	18,361,911		18,361,911	
Government (Civic Center)	3,414.52	0.00	0.00	6,036,874		6,036,874	
High Turnover (Sit Down Restaurant)	5,912.12	7,364.05	6130.34	15,224,247		15,224,247	
Motel	1,052.52	1,022.09	853.83	2,524,181		2,524,181	
Strip Mall	26,564.80	31,083.80	15705.70	63,511,331		63,511,331	
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064		113,064	
Total	66,441.50	45,386.69	25,558.77	142,554,883		142,554,883	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down)	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

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Santa Clara County, Summer

5.0 Energy Detail**4.4 Fleet Mix**

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589
NaturalGas Unmitigated	4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	64691.9	0.6977	6.3423	5.3276	0.0381		0.4820	0.4820		0.4820	0.4820		7,610.8126	7,610.8126	0.1459	0.1395	7,657.1308
Government (Civic Center)	8934.44	0.0964	0.8759	0.7358	5.2600e-003		0.0666	0.0666		0.0666	0.0666		1,051.1110	1,051.1110	0.0202	0.0193	1,057.5079
High Turnover (Sit Down Restaurant)	41640.8	0.4491	4.0824	3.4292	0.0245		0.3103	0.3103		0.3103	0.3103		4,898.9169	4,898.9169	0.0939	0.0898	4,928.7309
Motel	11182	0.1206	1.0963	0.9209	6.5800e-003		0.0833	0.0833		0.0833	0.0833		1,315.5326	1,315.5326	0.0252	0.0241	1,323.5388
Strip Mall	6573.22	0.0709	0.6444	0.5413	3.8700e-003		0.0490	0.0490		0.0490	0.0490		773.3206	773.3206	0.0148	0.0142	778.0269
Unrefrigerated Warehouse-Rail	250	2.7000e-003	0.0245	0.0206	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.4118	29.4118	5.6000e-004	5.4000e-004	29.5908
General Light Industry	328368	3.5412	32.1929	27.0420	0.1932		2.4467	2.4467		2.4467	2.4467		38,631.4729	38,631.4729	0.7404	0.7082	38,866.5776
Total		4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036

NonResidentialPost2050NetIncreaseMorganHill

Santa Clara County, Summer

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	43.0956	0.4648	4.2251	3.5491	0.0254		0.3211	0.3211		0.3211	0.3211		5,070.0741	5,070.0741	0.0972	0.0930	5,100.9297
Government (Civic Center)	5.95183	0.0642	0.5835	0.4902	3.5000e-003		0.0444	0.0444		0.0444	0.0444		700.2157	700.2157	0.0134	0.0128	704.4771
High Turnover (Sit Down Restaurant)	37.4388	0.4038	3.6705	3.0832	0.0220		0.2790	0.2790		0.2790	0.2790		4,404.5695	4,404.5695	0.0844	0.0808	4,431.3749
Motel	7.81969	0.0843	0.7666	0.6440	4.6000e-003		0.0583	0.0583		0.0583	0.0583		919.9638	919.9638	0.0176	0.0169	925.5625
Strip Mall	4.37119	0.0471	0.4286	0.3600	2.5700e-003		0.0326	0.0326		0.0326	0.0326		514.2582	514.2582	9.8600e-003	9.4300e-003	517.3879
Unrefrigerated Warehouse-Rail	0.167856	1.8100e-003	0.0165	0.0138	1.0000e-004		1.2500e-003	1.2500e-003		1.2500e-003	1.2500e-003		19.7478	19.7478	3.8000e-004	3.6000e-004	19.8680
General Light Industry	245.133	2.6436	24.0326	20.1874	0.1442		1.8265	1.8265		1.8265	1.8265		28,839.1485	28,839.1485	0.5528	0.5287	29,014.6588
Total		3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Unmitigated	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Landscaping	0.0774	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Architectural Coating	20.2341					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	151.5508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Summer

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	20.2341					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	151.5508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0774	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Total	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,371.23	1000sqft	31.48	1,371,228.00	0
Government (Civic Center)	189.38	1000sqft	4.35	189,377.00	0
General Light Industry	4,372.64	1000sqft	100.38	4,372,643.00	0
Unrefrigerated Warehouse-Rail	25.00	1000sqft	0.57	25,000.00	0
High Turnover (Sit Down Restaurant)	72.02	1000sqft	1.65	72,019.00	0
Motel	179.00	Room	8.05	88,000.00	0
Strip Mall	963.54	1000sqft	22.12	963,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE 2013 Carbon Intensity

Land Use - See assumptions

Construction Phase - GP

Off-road Equipment - GP

Trips and VMT - GP

Architectural Coating -

Vehicle Trips - See assumptions

Energy Use - PGE 2013 Carbon Intensity

Water And Wastewater - 100% Treated wastewater for new development

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Measures

Energy Mitigation - 2016 Building and Energy Efficiency Standards. Although post-2050 could require ZNE buildings

Water Mitigation - CALGreen and WELO water efficiency

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	220.00	1.00
tblLandUse	LandUseSquareFeet	1,371,230.00	1,371,228.00
tblLandUse	LandUseSquareFeet	189,380.00	189,377.00
tblLandUse	LandUseSquareFeet	4,372,640.00	4,372,643.00
tblLandUse	LandUseSquareFeet	72,020.00	72,019.00
tblLandUse	LandUseSquareFeet	350,875.80	88,000.00
tblLandUse	LandUseSquareFeet	963,540.00	963,545.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

tblTripsAndVMT	WorkerTripNumber	544.00	0.00
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CC_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CNW_TL	7.30	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	CW_TL	9.50	6.80
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.85
tblVehicleTrips	ST_TR	2.37	1.59
tblVehicleTrips	ST_TR	158.37	102.25
tblVehicleTrips	ST_TR	5.63	5.71

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

[illegible]

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Energy	4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036
Mobile	326.2881	723.9507	3,337.7538	4.9863	378.2995	10.1174	388.4170	100.8457	9.2848	110.1305		459,027.0319	459,027.0319	22.8795		459,507.5007
Total	503.1288	769.2169	3,376.5369	5.2579	378.2995	13.5599	391.8594	100.8457	12.7273	113.5729		513,339.1801	513,339.1801	23.9251	0.9957	514,150.2726

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Energy	3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589
Mobile	326.2881	723.9507	3,337.7538	4.9863	378.2995	10.1174	388.4170	100.8457	9.2848	110.1305		459,027.0319	459,027.0319	22.8795		459,507.5007
Total	501.8599	757.6814	3,366.8471	5.1887	378.2995	12.6832	390.9827	100.8457	11.8506	112.6962		499,496.5792	499,496.5792	23.6598	0.7419	500,223.4280

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.25	1.50	0.29	1.32	0.00	6.47	0.22	0.00	6.89	0.77	0.00	2.70	2.70	1.11	25.49	2.71

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	326.2881	723.9507	3,337.7538	4.9863	378.2995	10.1174	388.4170	100.8457	9.2848	110.1305		459,027.0319	459,027.0319	22.8795		459,507.5007
Unmitigated	326.2881	723.9507	3,337.7538	4.9863	378.2995	10.1174	388.4170	100.8457	9.2848	110.1305		459,027.0319	459,027.0319	22.8795		459,507.5007

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	19,676.88	3,716.74	1923.96	36,783,277	36,783,277
General Office Building	9,763.16	2,180.26	932.44	18,361,911	18,361,911
Government (Civic Center)	3,414.52	0.00	0.00	6,036,874	6,036,874
High Turnover (Sit Down Restaurant)	5,912.12	7,364.05	6130.34	15,224,247	15,224,247
Motel	1,052.52	1,022.09	853.83	2,524,181	2,524,181
Strip Mall	26,564.80	31,083.80	15705.70	63,511,331	63,511,331
Unrefrigerated Warehouse-Rail	57.50	19.75	12.50	113,064	113,064
Total	66,441.50	45,386.69	25,558.77	142,554,883	142,554,883

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.80	6.80	6.80	59.00	28.00	13.00	100	0	0
General Office Building	6.80	6.80	6.80	33.00	48.00	19.00	100	0	0
Government (Civic Center)	6.80	6.80	6.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down Restaurant)	6.80	6.80	6.80	8.50	72.50	19.00	100	0	0
Motel	6.80	6.80	6.80	19.00	62.00	19.00	100	0	0
Strip Mall	6.80	6.80	6.80	16.60	64.40	19.00	100	0	0
Unrefrigerated Warehouse-Rail	6.80	6.80	6.80	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

5.0 Energy Detail**4.4 Fleet Mix**

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589
NaturalGas Unmitigated	4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	328368	3.5412	32.1929	27.0420	0.1932		2.4467	2.4467		2.4467	2.4467		38,631.4729	38,631.4729	0.7404	0.7082	38,866.5776
General Office Building	64691.9	0.6977	6.3423	5.3276	0.0381		0.4820	0.4820		0.4820	0.4820		7,610.8126	7,610.8126	0.1459	0.1395	7,657.1308
Government (Civic Center)	8934.44	0.0964	0.8759	0.7358	5.2600e-003		0.0666	0.0666		0.0666	0.0666		1,051.1110	1,051.1110	0.0202	0.0193	1,057.5079
High Turnover (Sit Down Restaurant)	41640.8	0.4491	4.0824	3.4292	0.0245		0.3103	0.3103		0.3103	0.3103		4,898.9169	4,898.9169	0.0939	0.0898	4,928.7309
Motel	11182	0.1206	1.0963	0.9209	6.5800e-003		0.0833	0.0833		0.0833	0.0833		1,315.5326	1,315.5326	0.0252	0.0241	1,323.5388
Strip Mall	6573.22	0.0709	0.6444	0.5413	3.8700e-003		0.0490	0.0490		0.0490	0.0490		773.3206	773.3206	0.0148	0.0142	778.0269
Unrefrigerated Warehouse-Rail	250	2.7000e-003	0.0245	0.0206	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.4118	29.4118	5.6000e-004	5.4000e-004	29.5908
Total		4.9785	45.2588	38.0174	0.2716		3.4397	3.4397		3.4397	3.4397		54,310.5784	54,310.5784	1.0410	0.9957	54,641.1036

NonResidentialPost2050NetIncreaseMorganHill

Santa Clara County, Winter

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	43.0956	0.4648	4.2251	3.5491	0.0254		0.3211	0.3211		0.3211	0.3211		5,070.0741	5,070.0741	0.0972	0.0930	5,100.9297
Government (Civic Center)	5.95183	0.0642	0.5835	0.4902	3.5000e-003		0.0444	0.0444		0.0444	0.0444		700.2157	700.2157	0.0134	0.0128	704.4771
High Turnover (Sit Down Restaurant)	37.4388	0.4038	3.6705	3.0832	0.0220		0.2790	0.2790		0.2790	0.2790		4,404.5695	4,404.5695	0.0844	0.0808	4,431.3749
Motel	7.81969	0.0843	0.7666	0.6440	4.6000e-003		0.0583	0.0583		0.0583	0.0583		919.9638	919.9638	0.0176	0.0169	925.5625
Strip Mall	4.37119	0.0471	0.4286	0.3600	2.5700e-003		0.0326	0.0326		0.0326	0.0326		514.2582	514.2582	9.8600e-003	9.4300e-003	517.3879
Unrefrigerated Warehouse-Rail	0.167856	1.8100e-003	0.0165	0.0138	1.0000e-004		1.2500e-003	1.2500e-003		1.2500e-003	1.2500e-003		19.7478	19.7478	3.8000e-004	3.6000e-004	19.8680
General Light Industry	245.133	2.6436	24.0326	20.1874	0.1442		1.8265	1.8265		1.8265	1.8265		28,839.1485	28,839.1485	0.5528	0.5287	29,014.6588
Total		3.7096	33.7233	28.3276	0.2023		2.5630	2.5630		2.5630	2.5630		40,467.9776	40,467.9776	0.7756	0.7419	40,714.2589

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Unmitigated	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	20.2341					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	151.5508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0774	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Total	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

NonResidentialPost2050NetIncreaseMorganHill
Santa Clara County, Winter

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	20.2341					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	151.5508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0774	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684
Total	171.8622	7.4600e-003	0.7657	5.0000e-005		2.7900e-003	2.7900e-003		2.7900e-003	2.7900e-003		1.5698	1.5698	4.7000e-003		1.6684

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

TECHNICAL MEMORANDUM

DATE November 2015

TO John Baty, Senior Planner
Community Development Department, Planning Division
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

FROM Carey Stone, Associate
Nicole Vermilion, Associate Principal, Air Quality & GHG Services

SUBJECT Morgan Hill Revised On-Road Transportation Emissions Inventory

PROJECT NUMBER COMH-01

ON-ROAD TRANSPORTATION SECTOR EMISSIONS INVENTORY AND FORECAST UPDATE

AECOM prepared a Climate Action Plan (CAP) for the City of Morgan Hill as part of the regional Silicon Valley 2.0 Multiple Climate Action Plan project that was initiated by the County of Santa Clara Office of Sustainability. The City of Morgan Hill CAP is included as an Appendix to the Draft EIR. The City of Morgan Hill CAP includes a communitywide greenhouse gas emissions inventory and forecast for the City of Morgan Hill for the following scenarios:

- » 2010 – Existing (Baseline) Emissions
- » 2020 – AB 32 Scenario Year
- » 2035 – General Plan Buildout

The administrative draft City of Morgan Hill CAP was completed prior to finalization of the General Plan Update transportation analysis completed by Hexagon Transportation Engineers. While AECOM was able to integrate preliminary vehicle miles traveled (VMT) data provided by Hexagon in the new City of Morgan Hill Traffic Model, this data was not fully vetted and has been revised subsequent to completion of the administrative draft CAP.

This memorandum revises the on-road transportation sector emissions inventory for the City of Morgan Hill General Plan Update. The emissions inventory for the transportation sector is based on the emissions factors compiled by AECOM as part of the Silicon Valley 2.0 project for the City of Morgan Hill. The emissions factors in metric tons of carbon dioxide-equivalent per mile (MTCO_{2e}/mile) are included as Appendix A to this memorandum.

The Morgan Hill CAP emissions inventories and GHG emissions reduction measure have also been incorporated directly into the General Plan Update to provide an integrated approach to climate action planning in the City of Morgan Hill.

HEXAGON TRANSPORTATION ENGINEERS REVISED VMT

Modeling of vehicle miles traveled (VMT) provided by Hexagon is based on the City of Morgan Hill travel demand forecasting model. VMT from passenger vehicles and trucks that have an origin or destination in the City of Morgan Hill was provided by Hexagon using a transportation origin-destination methodology. External VMT is the City of Morgan Hill is constrained by the boundaries of the City of Morgan Hill which extend into neighboring jurisdictions but are not county-wide. Accounting of VMT is based on the recommendations of the California Air Resources Board's (CARB) Regional Targets Advisory Committee (RTAC) created under Senate Bill 375 (SB 375). For accounting purposes, there are three types of trips:

- » Vehicle trips that originated and terminated within the City of Morgan Hill (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100% of the length of these trips, and their emissions, are attributed to the City of Morgan Hill.
- » Vehicle trips that either originated or terminated (but not both) within the City of Morgan Hill (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to Morgan Hill.
- » Vehicle trips that neither originated nor terminated within the City of Morgan Hill. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted towards the City's VMT or emissions.

VMT for the City of Morgan Hill with and without the RTAC accounting methodology is shown in Table 1.

To calculate annual VMT, daily VMT was multiplied by 365.58 days per year to account for reduced traffic consistent with the AECOM annualization factors used in the Silicon Valley 2.0 analysis for the City of Morgan Hill.

Table 1. Vehicle Miles Traveled (VMT) for the Morgan Hill General Plan

	Hexagon Existing		Hexagon 2035		
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010
Hexagon I-I	187,136	68,413,509	277,440	101,427,004	48.3%
Hexagon I-E	1,659,297	606,608,723	2,268,012	829,143,826	36.7%
HEXAGON Morgan Hill	1,846,433	675,022,232	2,545,452	930,570,831	37.9%
	Hexagon Existing with RTAC		Hexagon 2035 with RTAC		
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010
HEXAGON Morgan Hill RTAC	1,016,785	371,717,870	1,411,446	515,998,918	38.8%

Notes: MTCO_{2e}: metric tons of carbon dioxide-equivalent, PV: Passenger Vehicles; CV: Commercial Vehicles

VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model.

COMPARISON OF VMT IN THE AUGUST 2015 CITY OF MORGAN HILL CAP

As identified previously, the administrative draft City of Morgan Hill CAP was completed prior to finalization of the General Plan Update transportation analysis completed by Hexagon Transportation Engineers. Table 2 shows a comparison of VMT in the Appendix and emissions inventory for existing and 2035 conditions. As identified below, VMT included in Appendix A of the administrative draft City of Morgan Hill CAP is substantially lower than the revised transportation inventory conducted by Hexagon.

Table 2. Comparison of VMT and GHG Emissions in the Morgan Hill Climate Action Plan

	Existing	2020	2035
	VMT	VMT	VMT
AECOM Appendix A ¹	119,383,672	145,713,953	185,209,375
HEXAGON ²	371,717,870	458,067,0117	515,998,918

Notes: MTCO₂e: metric tons of carbon dioxide-equivalent

¹ Based on activity data in the emissions inventory inputs included in the Morgan Hill Climate Action Plan Appendix A dated August 7, 2015.

² VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model. Year 2020 VMT is extrapolated based on service population using the 2035 forecast (see Appendix A).

REVISED ON-ROAD TRANSPORTATION EMISSIONS INVENTORY AND FORECASTS

To correct for the revised VMT analysis, the on-road transportation sector emissions inventory for the City of Morgan Hill General Plan Update has been updated. The emissions factors in metric tons of carbon dioxide-equivalent (MTCO₂e) are shown in Table 3 and are based on EMFAC2011 emissions factors modeled by AECOM for the Silicon Valley 2.0 project, included as Appendix A to this memorandum.

Table 3. Morgan Hill Emission Factors

Existing		2020		2035	
BAU MTCO ₂ e/mile	With Pavley + LCFS MTCO ₂ e/mile	BAU MTCO ₂ e/mile	With Pavley + LCFS MTCO ₂ e/mile	BAU MTCO ₂ e/mile	With Pavley + LCFS MTCO ₂ e/mile
4.33E-04	4.31E-04	4.34E-04	3.40E-04	4.40E-04	3.17E-04

Notes: MTCO₂e: metric tons of carbon dioxide-equivalent; Business-as-Usual; LCFS: low carbon fuel standard. Based on the Intergovernmental Panel on Climate Changes Fourth Assessment Report (AR4) global warming potentials (GWPs)

¹ VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model.

² GHG emissions are estimated based on the emissions rate in MTCO₂e/Mile in the Silicon Valley 2.0 Multiple Climate Action Plan Transportation Sector Emissions Factors dated May 13, 2013, provided by AECOM.

The revised transportation emissions using the emissions factors in Table 3 are shown in Table 4.

Table 4. Revised On-Road Transportation Emissions

Existing		2020			2035		
VMT/yr ¹	BAU MTCO ₂ e ²	VMT/yr ¹	BAU MTCO ₂ e ²	With Pavley + LCFS MTCO ₂ e ²	VMT/yr ¹	BAU MTCO ₂ e ²	With Pavley + LCFS MTCO ₂ e ²
371,717,870	160,923	458,067,0117	198,836	155,631	515,998,918	227,204	163,662

Notes: MTCO₂e: metric tons of carbon dioxide-equivalent; Business-as-Usual; LCFS: low carbon fuel standard. Based on the Intergovernmental Panel on Climate Changes Fourth Assessment Report (AR4) global warming potentials (GWPs)

¹ VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model.

² GHG emissions are estimated based on the emissions rate in MTCO₂e/Mile in the Silicon Valley 2.0 Multiple Climate Action Plan Transportation Sector Emissions Factors dated May 13, 2013, provided by AECOM.

REVISED CITY OF MORGAN HILL EMISSIONS FORECASTS

The AECOM administrative draft City of Morgan Hill CAP emissions inventory and forecast for BAU conditions are identified in Table 2.3, *City Operations BAU Emissions (2010 – 2035)* and state reductions are included as Table 2.4, *2020 and 2035 Emission Reductions from Statewide Actions*, of the CAP (see the Draft EIR Appendix). Table 5 summarizes the emissions inventory included in the administrative draft City of Morgan Hill CAP with the revised on-road transportation sector emissions inventory.

2020 GHG Emissions Inventory and Forecast

Sector	2010	2020			
	MTCO ₂ e	MTCO ₂ e	State Reduction	MTCO ₂ e with State Reductions	Change from Existing
Energy ¹	93,635	119,656	26,090	93,566	-69
Transportation ²	160,923	198,836	43,205	155,631	-5,292
Off-Road Sources	16,166	19,968	—	19,968	3,802
Solid Waste	5,876	7,238	—	7,238	1,362
Wastewater Treatment	1,926	2,461	—	2,461	535
Potable Water	881	1,126	—	1,126	245
TOTAL	279,407	349,285	69,295	279,990	583
Percent Change from Existing	—	25%	—	—	<1%

Notes: MTCO₂e: metric tons of carbon dioxide-equivalent; Business-as-Usual; Based on the Intergovernmental Panel on Climate Changes Fourth Assessment Report (AR4) global warming potentials (GWPs)

¹ State reductions based on reductions included in the CAP identified in Table 2.4.

² VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model. GHG emissions are estimated based on the emissions rate in MTCO₂e/Mile in the Silicon Valley 2.0 Multiple Climate Action Plan Transportation Sector Emissions Factors dated May 13, 2013, provided by AECOM.

Source: AECOM. 2015, August. Administrative City of Morgan Hill Draft Climate Action Plan. Table 2.3 *City Operations BAU Emissions (2010 – 2035)* a Table 2.4, *2020 and 2035 Emission Reductions from Statewide Actions*.

2035 GHG Emissions Inventory and Forecast

Sector	2010	2035			
	MTCO ₂ e	MTCO ₂ e	State Reduction	MTCO ₂ e with State Reductions	Change from Existing
Energy ¹	93,635	158,688	40,355	118,333	24,698
Transportation ²	160,923	227,204	63,542	163,662	2,739
Off-Road Sources	16,166	25,672	—	25,672	9,506
Solid Waste	5,876	10,327	—	10,327	4,451
Wastewater Treatment	1,926	3,262	—	3,262	1,336
Potable Water	881	1,492	—	1,492	611
TOTAL	279,407	426,645	103,897	322,748	43,341
Percent Change from Existing	—	53%	—	—	16%

Notes: MTCO₂e: metric tons of carbon dioxide-equivalent; Business-as-Usual; Based on the Intergovernmental Panel on Climate Changes Fourth Assessment Report (AR4) global warming potentials (GWPs)

¹ State reductions based on reductions included in the CAP identified in Table 2.4.

² VMT is based on the data provided by Hexagon on August 28, 2015 for trips starting and ending in Morgan Hill using the Morgan Hill Traffic Model. GHG emissions are estimated based on the emissions rate in MTCO₂e/Mile in the Silicon Valley 2.0 Multiple Climate Action Plan Transportation Sector Emissions Factors dated May 13, 2013, provided by AECOM.

Source: AECOM. 2015, August. Administrative City of Morgan Hill Draft Climate Action Plan. Table 2.3 *City Operations BAU Emissions (2010 – 2035)* a Table 2.4, *2020 and 2035 Emission Reductions from Statewide Actions*.

CITY OF MORGAN HILL 2020 GHG TARGET

The GHG reduction target for year 2020 identified in the regional Silicon Valley 2.0 Multiple Climate Action Plan project was the target identified by the County of Santa Clara Office of Sustainability and does not necessarily reflect the local GHG reduction planning target for the City of Morgan Hill. Therefore, as part of the General Plan Update, the GHG reduction target for the City has also been reanalyzed as part of the goals and policy setting for the General Plan Update.

The Bay Area Air Quality Management District (BAAQMD) has prepared CEQA Air Quality Guidelines to assist lead agencies in the evaluation of GHG impacts of plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance and assessment methodologies for greenhouse gas emissions. BAAQMD's significance criteria for GHG emissions analyses are based on the CARB 2008 Scoping Plan and GHG reduction targets of AB 32.

Pursuant to BAAQMD's CEQA Guidelines, an AB 32 consistency determination is considered equivalent to a qualified GHG reduction strategy so long as it achieves one of the following GHG emissions reduction goals within its jurisdiction:

- Reduces emissions to 1990 GHG emission levels by 2020; or
- Reduces emissions to 15 percent below 2008 or earlier emission levels by 2020; or
- Meets the plan efficiency threshold of 6.6 MTCO₂e per service population per year.

For the City of Morgan Hill, a 1990 emissions inventory was not available, and therefore this potential significance criterion was not used. An existing emissions inventory for year 2010 was compiled by AECOM, which could be used to evaluate the second criterion. Achieving a 15 percent reduction from existing emissions was not used as a significance criteria for CEQA purposes because the CEQA Guidelines do not establish a net zero threshold of significance.¹ Therefore, for the CEQA analyses, BAAQMD's third criterion, which evaluates the efficiency of the plan, has been determined to be the applicable GHG reduction target for 2020

- » The City's 2020 GHG estimated efficiency target would be 6.6 MTCO₂e per service population per year, to align with BAAQMD's efficiency target, identified in their CEQA Guidelines, which is consistent with AB 32.

¹ As explained by the California Natural Resources Agency's "Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to Senate Bill 97" (2009), the CEQA Guidelines do not establish a zero emissions threshold of significance because there is no one-molecule rule in CEQA.

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Appendix – Revised On-Road Transportation Emissions

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GHG Emissions Forecasts - AECOM

2020 Forecast AECOM GHG Emissions Inventory. Fourth Assessment Report GWPs					
Sector	2010 MTCO ₂ e	2020 BAU MTCO ₂ e	State Reduction	2020 MTCO ₂ e with State Reductions	Change from Existing
Energy					
<i>Residential Electricity</i>	18,999	25,126			
<i>Commercial Electricity</i>	27,753	33,726			
<i>Residential Natural Gas</i>	33,025	43,676			
<i>Commercial Natural Gas</i>	13,858	17,118			
Energy Subtotal	93,635	119,656	26,090	93,566	-69
Transportation	160,923	198,836	43,205	155,631	-5,292
Off-Road Sources	16,166	19,968		19,968	3,802
Solid Waste	5,876	7,238		7,238	1,362
Wastewater Treatment	1,926	2,461		2,461	535
Potable Water	881	1,126		1,126	245
TOTAL	279,407	349,285	69,295	279,990	583
Change from Existing		69,879		583	
Percent Change from Existing		25%		0.2%	
Population	38,200	50,520		50,520	
Employment	13,520	16,700		16,700	
Service Population	51,720	67,220		67,220	
MTCO ₂ e/SP	5.4	5.2		4.2	
BAAQMD					

2035 Forecast AECOM GHG Emissions Inventory. Fourth Assessment Report GWPs					
Sector	2010 MTCO ₂ e	2035 BAU MTCO ₂ e	State Reduction	2035 MTCO ₂ e with State Reductions	Change from Existing
Energy					
<i>Residential Electricity</i>	18,999	34,317			
<i>Commercial Electricity</i>	27,753	42,711			
<i>Residential Natural Gas</i>	33,025	59,653			
<i>Commercial Natural Gas</i>	13,858	22,007			
Energy Subtotal	93,635	158,688	40,355	118,333	24,698
Transportation	160,923	227,204	63,542	163,662	2,739
Off-Road Sources	16,166	25,672		25,672	9,506
Solid Waste	5,876	10,327		10,327	4,451
Wastewater Treatment	1,926	3,262		3,262	1,336
Potable Water	881	1,492		1,492	611
TOTAL	279,407	426,645	103,897	322,748	43,341
Change from Existing		147,238		43,341	
Percent Change from Existing		53%		16%	
	2015	2035			
Population	38,200	69,000		69,000	
Employment	13,520	21,470		21,470	
Service Population	51,720	90,470		90,470	
MTCO ₂ e/SP	5.4	4.7		3.6	
BAAQMD					

BAAQMD Plan-Level Efficiency Target				
	2020	2030	2050	2035
	6.6	4.0	1.3	3.3
	AB 32	EO B-30-15	forecast	EO S-03-05

Post-2035 Estimate		AECOM GHG Emissions Inventory. Fourth Assessment Report GWPs			
Sector	2035 MTCO ₂ e	Forecasted based on	Rate	Post-2035 Estimate MTCO ₂ e	Change from Existing
Energy (BAU)					
Residential Electricity	34,317	Δ housing units	1.00	34,317	
Commercial Electricity	42,711	Δ non-residential SQFT	1.25	53,217	
Residential Natural Gas	59,653	Δ housing units	1.00	59,653	
Commercial Natural Gas	22,007	Δ non-residential SQFT	1.25	27,420	
Subtotal				174,607	
Energy Subtotal		same state reductions	-40,355	134,252	40,617
Transportation (with State)	163,662	Δ service population	1.09	177,988	17,065
Off-Road Sources	25,672	Δ service population	1.09	27,919	11,753
Solid Waste	10,327	Δ service population	1.09	11,231	5,355
Wastewater Treatment	3,262	Δ service population	1.09	3,548	1,622
Potable Water	1,492	Δ service population	1.09	1,623	742
TOTAL				356,560	77,153

Population	68,057
Employment	35,618
Service Population	103,675
MTCO ₂ e/SP	3.4

Transportation Sector (MTC Baseline and Projections)

Silicon Valley Multiple Climate Action Plan Project

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

MTC VMT and emissions in the base model are based on ABAG Population and Employment for the City of Morgan Hill

	Emissions (MT CO2e/yr)									
	2010		2020				2035			
	BAU	W/ Pavley+LCFS	BAU	% Δ from 2010	W/ Pavley+LCFS	% Δ from 2010	BAU	% Δ from 2010	W/Pavley+LCFS	% Δ from 2010
AECOM Morgan Hill	91,051	90,701	107,366	17.9%	84,036	-7.3%	125,897	38.3%	90,687	-0.02%
MTCO2e/Mile	4.33E-04	4.31E-04	4.34E-04	0.3%	3.40E-04	-21.7%	4.40E-04	29.6%	3.17E-04	-28.0%

Adjusted VMT multiplied by the Emissions Rate (MTCO2e/Mile) in the AECOM Inventory.

	MTC Base Model Vehicle Miles Traveled (without the RTAC)							
	2010		2020			2035		
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010	VMT/Day	VMT/yr	% Δ from 2010
PV Morgan Hill I-I	93,139	34,049,935	105,110	38,426,413	12.9%	112,284	41,048,972	20.6%
PV Morgan Hill I-E	875,682	320,133,270	1,039,556	380,042,735	18.7%	1,211,828	443,022,125	38.4%
CV MTC	46,698	16,204,150	54,454	18,895,598	16.6%	67,325	23,361,860	44.2%
MTC TOTAL	1,015,519	370,387,355	1,199,121	437,364,746	18.1%	1,391,437	507,432,957	37.0%

Jurisdiction	MTC RTAC Method Vehicle Miles Traveled (VMT/yr)								
	2010		2020			2035			P-2035
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010	VMT/Day	VMT/yr	% Δ from 2010	VMT/yr
MTC Morgan Hill	577,678	210,320,720	679,343	247,343,379	17.6%	785,523	285,921,895	35.9%	NA
MTC Morgan Hill w/Adj. Growth Rates	657,508	239,385,274	761,976	277,429,451	15.9%	1,070,997	389,831,125	62.8%	578,027,653

	ABAG Population and Employment in the Base Model					
	2010		2020		2035	
Population	37,882		41,900	10.6%	48,400	27.8%
Employment	17,570		20,170	14.8%	21,520	22.5%
Service Population (SP)	55,452		62,070	11.9%	69,920	26.1%

	Population and Employment for the City of Morgan Hill + SOI					
	2010		2020		2035	
						P-2035
Population	45,168		48,000	6.3%	68,057	50.7%
Employment	17,947		21,620	20.5%	27,273	52.0%
Service Population (SP)	63,115		69,620	10.3%	95,330	51.0%
Growth Rates from ABAG	1.14		1.12		1.36	1.48

Rate SP for p-2035*

1.09

Notes:

MTC data is based on ABAG population and employment for the incorporated cities.

Transportation Sector (MTC Baseline and Projections)

Silicon Valley Multiple Climate Action Plan Project

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

MTC VMT and emissions in the base model are based on ABAG Population and Employment for the City of Morgan Hill

REVISED TRANSPORTATION EMISSIONS INVENTORY

	Hexagon Vehicle Miles Traveled (without the RTAC)							
	2010		2020			2035		
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010	VMT/Day	VMT/yr	% Δ from 2010
Hexagon I-I	187,136	68,413,509	246,291	90,039,676	31.6%	277,440	101,427,004	48.3%
Hexagon I-E	1,659,297	606,608,723	2,013,380	736,054,881	21.3%	2,268,012	829,143,826	36.7%
HEXAGON Morgan Hill	1,846,433	675,022,232	2,259,671	826,094,557	22.4%	2,545,452	930,570,831	37.9%

	HEXAGON RTAC Method Vehicle Miles Traveled (VMT/yr)								
	2010		2020			2035			P-2035*
	VMT/Day	VMT/yr	VMT/Day	VMT/yr	% Δ from 2010	VMT/Day	VMT/yr	% Δ from 2010	VMT/yr
HEXAGON Morgan Hill	1,016,785	371,717,870	1,252,981	458,067,117	23.2%	1,411,446	515,998,918	38.8%	561,166,577

Jurisdiction	Revised Emissions - Using Hexagon VMT (MT CO2e/yr)									
	2010	2020			2035			P-2035		
	BAU	BAU	% Δ from 2010	W/ Pavley+LCFS	BAU	% Δ from 2010	W/ Pavley+LCFS	BAU	% Δ from 2010	W/ Pavley+LCFS
Morgan Hill	160,923	198,836	23.6%	155,631	227,204	41.2%	163,662	247,092	54%	177,988

Notes:

General Plan year 2035 VMT from Hexagon is extrapolated for post-2035 conditions based on the increase in Service Population

Silicon Valley Multiple CAPs -2010

Transportation Sector

Passenger Vehicle Inventory - Morgan Hill

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

VEHICLE MILES TRAVELED (VMT)

VMT Category	Daily VMT (Passenger Vehicles)				Annual		
	Internal- Internal	Internal- External	External- External	Total I-I and I-E	Annual VMT (RTAC Method)	BAU Emissions (MT CO ₂ e/yr)	Pavley- LCFS Emissions (MT CO ₂ e/yr)
Live in / work in	25,203	25,002	1,272	50,205	13,783,926	5,128	5,103
Live in / work out	14,073	333,654	50,010	347,727	66,133,825	24,605	24,486
Live in / non-workers	48,789	160,092	10,244	208,881	47,099,779	17,523	17,438
Live out / work in	3,242	220,185	54,523	223,427	41,433,065	15,415	15,340
Live out / work out	495	65,562	74,125,967	66,057	12,165,081	4,526	4,504
Live out / non-workers	1,336	71,188	34,586,635	72,524	13,500,892	5,023	4,999
Total	93,139	875,682	108,828,651	968,821	194,116,570	72,220	71,870
TOTAL WITH RTAC	93,139	437,841	0	530,980			
TOTAL WITH COMMERCIAL				577,678	210,320,720	91,051	

Silicon Valley Multiple CAPs -2020

Transportation Sector

Passenger Vehicle Inventory - Morgan Hill

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

VEHICLE MILES TRAVELED (VMT)

2020	Daily VMT				Annual		
VMT Category	Internal- Internal	Internal- External	External- External	Total I-I and I- E	Annual VMT (RTAC Method)	BAU Emissions (MT CO ₂ e/yr)	Pavley-LCFS Emissions (MT CO ₂ e/yr)
Live in / work in	34,237	30,532	1,642	64,769	18,097,371	6,670.0	4,821.9
Live in / work out	21,625	501,286	71,695	522,911	99,536,084	36,685.3	26,520.5
Live in / non-workers	43,244	134,361	9,328	177,605	40,369,176	14,878.6	10,756.0
Live out / work in	3,689	223,510	57,825	227,198	42,204,006	15,554.8	11,244.9
Live out / work out	891	89,149	84,401,614	90,040	16,621,304	6,126.0	4,428.6
Live out / non-workers	1,425	60,719	29,976,912	62,144	11,619,839	4,282.6	3,096.0
Total	105,110	1,039,556	114,519,016	1,144,666	228,447,780	84,197.5	60,867.8
TOTAL WITH RTAC	105,110	519,778	0	624,888			
TOTAL WITH COMMERCIAL				679,343	247,343,379	107,366	

Silicon Valley Multiple CAPs -2035

Transportation Sector

Passenger Vehicle Inventory - Morgan Hill

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

VEHICLE MILES TRAVELED (VMT)

2035	Daily VMT				Annual		
VMT Category	Internal- Internal	Internal- External	External- External	Total I-I and I- E	Annual VMT (RTAC Method)	BAU Emissions (MT CO ₂ e/yr)	Pavley-LCFS Emissions (MT CO ₂ e/yr)
Live in / work in	31,784	30,249	1,512	62,033	17,148,888	6,298.0	3,998.4
Live in / work out	25,453	567,465	85,151	592,918	113,032,676	41,512.0	26,354.2
Live in / non-workers	46,162	143,085	9,644	189,247	43,030,678	15,803.3	10,032.8
Live out / work in	5,172	227,720	68,269	232,892	43,515,895	15,981.5	10,146.0
Live out / work out	1,693	153,858	91,292,555	155,552	28,742,981	10,556.1	6,701.6
Live out / non-workers	2,019	89,451	33,167,875	91,470	17,088,917	6,276.0	3,984.4
Total	112,284	1,211,828	124,625,006	1,324,112	262,560,035	96,427.0	61,217.3
TOTAL WITH RTAC	112,284	605,914	0	718,198			
TOTAL WITH COMMERCIAL				785,523	285,921,895	125,897	

Silicon Valley Multiple CAPs
Transportation Sector
Commercial Vehicle Inventory

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

Jurisdiction	Operational Year			
	2005	2010	2020	2035
Morgan Hill (Daily VMT)*	64,187	46,698	54,454	67,325
<i>Emissions (MT CO2e/yr)</i>	26,312	18,831	23,168.65	29,469.74
<i>VMT (VMT/yr)</i>	22,272,819	16,204,150	18,895,598	23,361,860

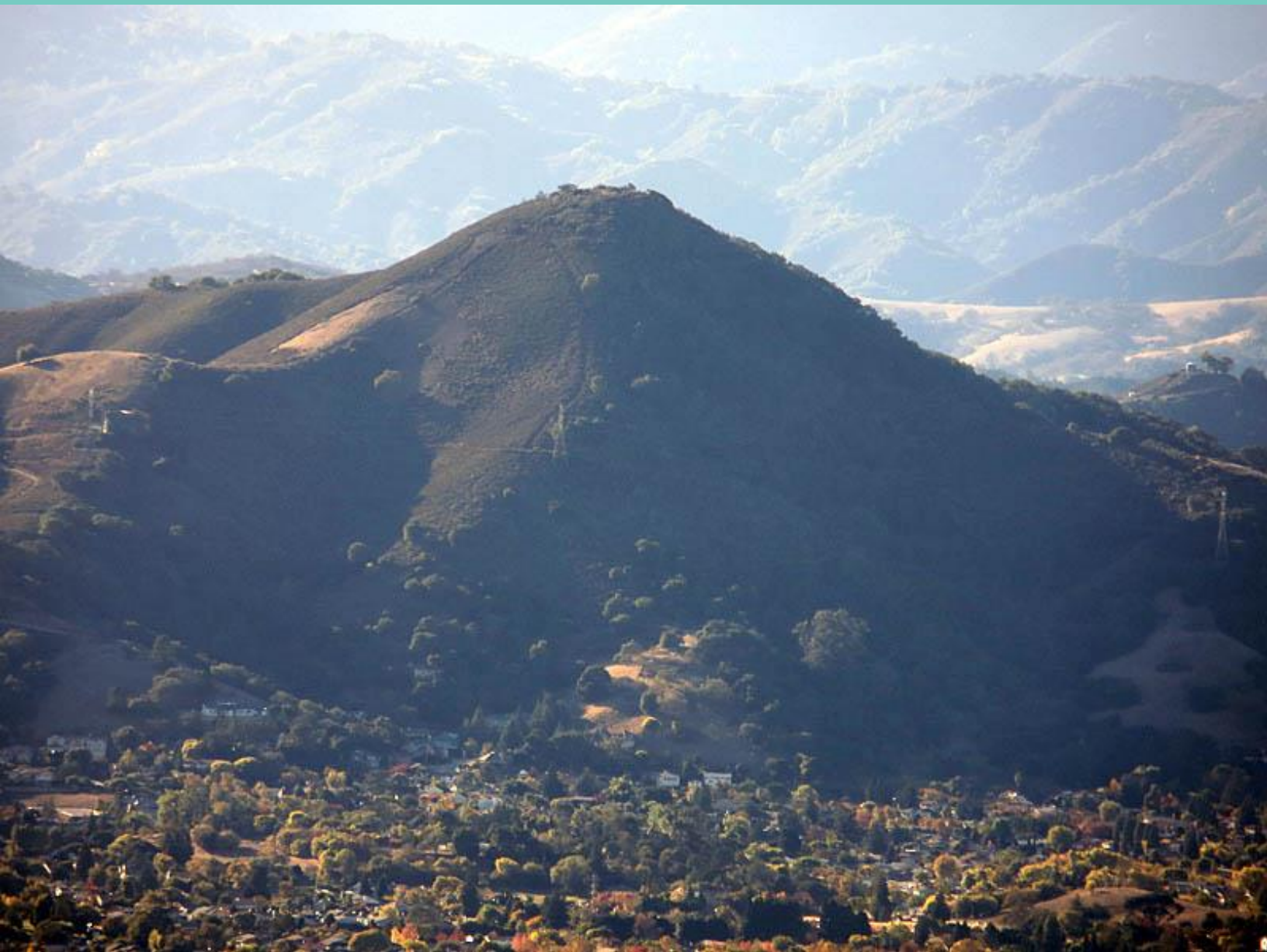
Silicon Valley Multiple CAPs
Transportation Sector
Annualization Factors (PEMS)

Source: AECOM. Silicon Valley 2.0. Regional GHG Reduction Plans

Jursidiction	Annualization Factor			
	2005	2010	2020	2035
Morgan Hill	363.59	365.58	365.58	365.58

Note: Annualization factors for 2010 are also used for the 2020 and 2035

* Annual VMT multiplied divided 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.



City of Morgan Hill

Climate Action Plan

Administrative Draft | August 2015

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Appendix A – Emissions Inventory and Forecast Methodology

Appendix B – CAP Implementation Tracking Framework

ACRONYMS & OTHER ABBREVIATIONS

Acronyms	Definition
AB	Assembly Bill
ABAG	Association of Bay Area Governments
AMA	advanced metering analytics
AMI	advanced meter infrastructure
ARB	California Air Resources Board
C&D	construction and demolition
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CCA	Community Choice Aggregation
CDT	Community Design and Transportation
CEQA	California Environmental Quality Act
CIWMP	Countywide Integrated Waste Management Plan
CPUC	California Public Utilities Commission
CSI	California Solar Initiative
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPC	energy performance contracting
ESA	energy service agreement
ESCO	energy service companies
GHG	Greenhouse Gas
GVWR	gross vehicle weight rating
HAN	Home and Business Area Networking
kW	kilowatt
LCFS	Low Carbon Fuel Standard
MCE	Marin Clean Energy
MTC	Metropolitan Transportation Commission
MT CO ₂ e	Metric Tons of Carbon Dioxide Equivalent
MW	megawatt
OPR	California Office of Planning and Research
PACE	property-assessed clean energy
PDA	Planned Development Area
PG&E	Pacific Gas and Electric Company
PPA	power purchase agreement
psi	pounds per square inch
PV	photovoltaic
RPS	Renewable Portfolio Standard
Scoping Plan	<i>Climate Change Scoping Plan</i>

Acronyms	Definition
SB	Senate Bill
TDM	Transportation demand management
TOD	transit-oriented development
TSP	transit signal priority
VMT	vehicle miles traveled
VTA	Santa Clara Valley Transportation Authority



Chapter 1

PLANNING FOR CLIMATE CHANGE

Local governments throughout California have been proactively developing Climate Action Plans (CAPs) since the state adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Action, in 2006. These local plans are typically developed to identify strategic pathways that will put local jurisdictions on a trajectory towards a low-emissions future that aligns with the state's own goals for emissions reductions. The City of Morgan Hill's CAP was developed as part of a regional approach among other Santa Clara County jurisdictions to identify local actions that can be taken to curtail greenhouse gas (GHG) emissions growth and contribute to the broader climate change planning efforts underway throughout the Bay Area.

This chapter defines the purpose of Morgan Hill's CAP within the framework of the state's climate protection efforts and the City's commitment to emissions reductions. The chapter then presents an overview of the regional project through which this CAP was developed, and the

considerations for selecting appropriate local emissions reduction targets. Finally, the chapter describes the six-step process used to develop the CAP strategies and actions and how the City will ensure effective implementation.

What is a CAP?

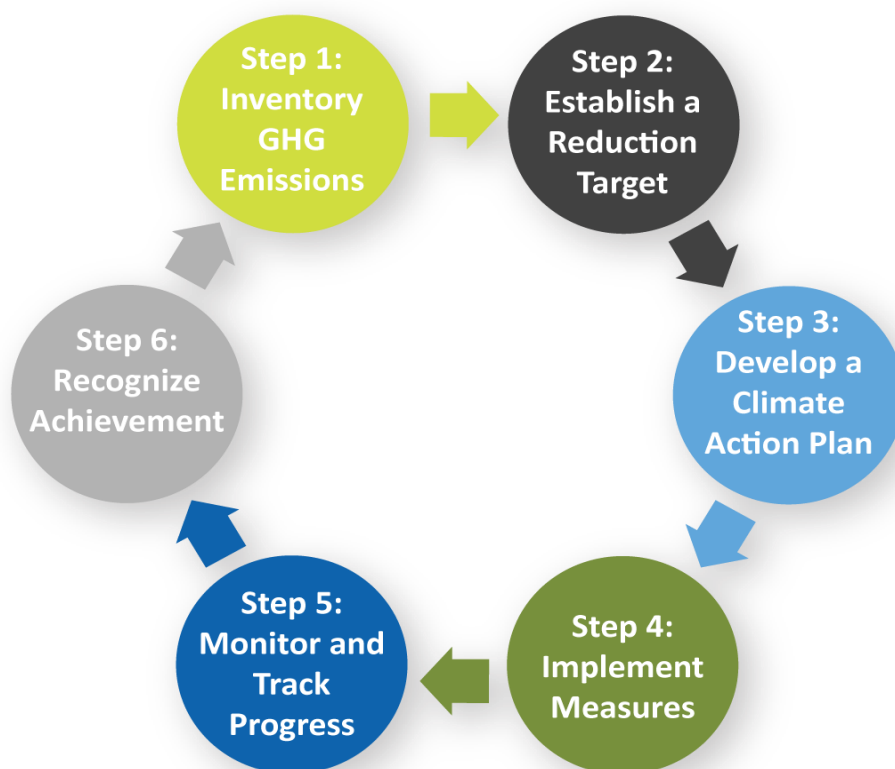
A CAP is a tool that many cities in California are using to quantify their share of statewide GHG emissions and establish action steps toward achieving a local emissions reduction target. A CAP provides a set of strategies intended to guide community efforts to reduce GHG emissions, typically through a combination of statewide and local actions. Figure 1.1 (next page) shows the basic steps included in the CAP development process.

A CAP contains community-specific GHG emission inventories and forecasts to establish a starting point and probable future emissions levels if no action to reduce emissions is taken (Step 1). A reduction target is then defined to provide an aspirational goal for improvement (Step 2). Emission reduction measures and implementation programs are then written to help the City meet its goal by achieving the reduction target (Step 3). Upon adoption of the CAP, a jurisdiction takes action to implement its reduction measures (Step 4), monitor their progress towards achievement of the reduction target (Step 5), and then evaluate effectiveness, celebrate successes, and use monitoring results to make adjustments to improve performance of CAP measures (Step 6). This CAP represents the community's progress on Steps 1-3.

CAPs typically address emissions targets through reduced dependency on fossil fuels and nonrenewable energy sources, and through increases in the efficient use of resources that are consumed. They also provide a way to connect climate change mitigation (i.e., GHG emissions reduction) to climate adaptation, community resilience, and broader community goals.

In most communities, the majority of GHG emissions come from energy used in buildings and fuel burned in motor vehicles. Smaller contributions of emissions come from the decomposition of solid waste sent to landfills, and the process of pumping, conveying, and treating water and wastewater. Morgan Hill's CAP considers the community-wide activities that result in GHG emissions, and establishes strategies that help reduce those emissions in future and existing development. In addition to reducing GHG emissions, many of the strategies included in this plan will also help make the city a more attractive place to live – lowering energy and water bills through conservation, improving bicyclist and pedestrian safety, improving local air quality, and extending the operational life of local landfills.

Figure 1.1 - Steps in the CAP Process



Regional Process

The City prepared this CAP as part of a Santa Clara County regional climate mitigation and adaptation initiative, Silicon Valley 2.0 (SV 2.0). The collaborative climate mitigation part of SV 2.0, involved the cities of Cupertino, Gilroy, Morgan Hill, Mountain View, San José, Saratoga, and the unincorporated Santa Clara County. PG&E and the Santa Clara County Office of Sustainability provided the grant funding to support this process. The intent of preparing this CAP through a regional process was to establish a common list of reduction measures that would support collaborative opportunities for plan implementation. Though the CAPs were tailored according to the unique priorities and opportunities of their local communities, there is substantial overlap in the types of reduction strategies chosen by each jurisdiction. This intentional overlap will allow resource and knowledge sharing during the implementation phase through collaboration on implementation strategy development and execution.

Through this regional approach, the participants jointly prepared baseline emissions inventories and forecasts with a consistent methodology that allows direct comparison from one jurisdiction to the next. It also allowed development of common emissions reduction targets and timelines to further support future collaboration towards emissions reductions. Early project meetings among the participants established a local network of colleagues that forms the foundation of this regional collaboration framework.

Climate Change Science

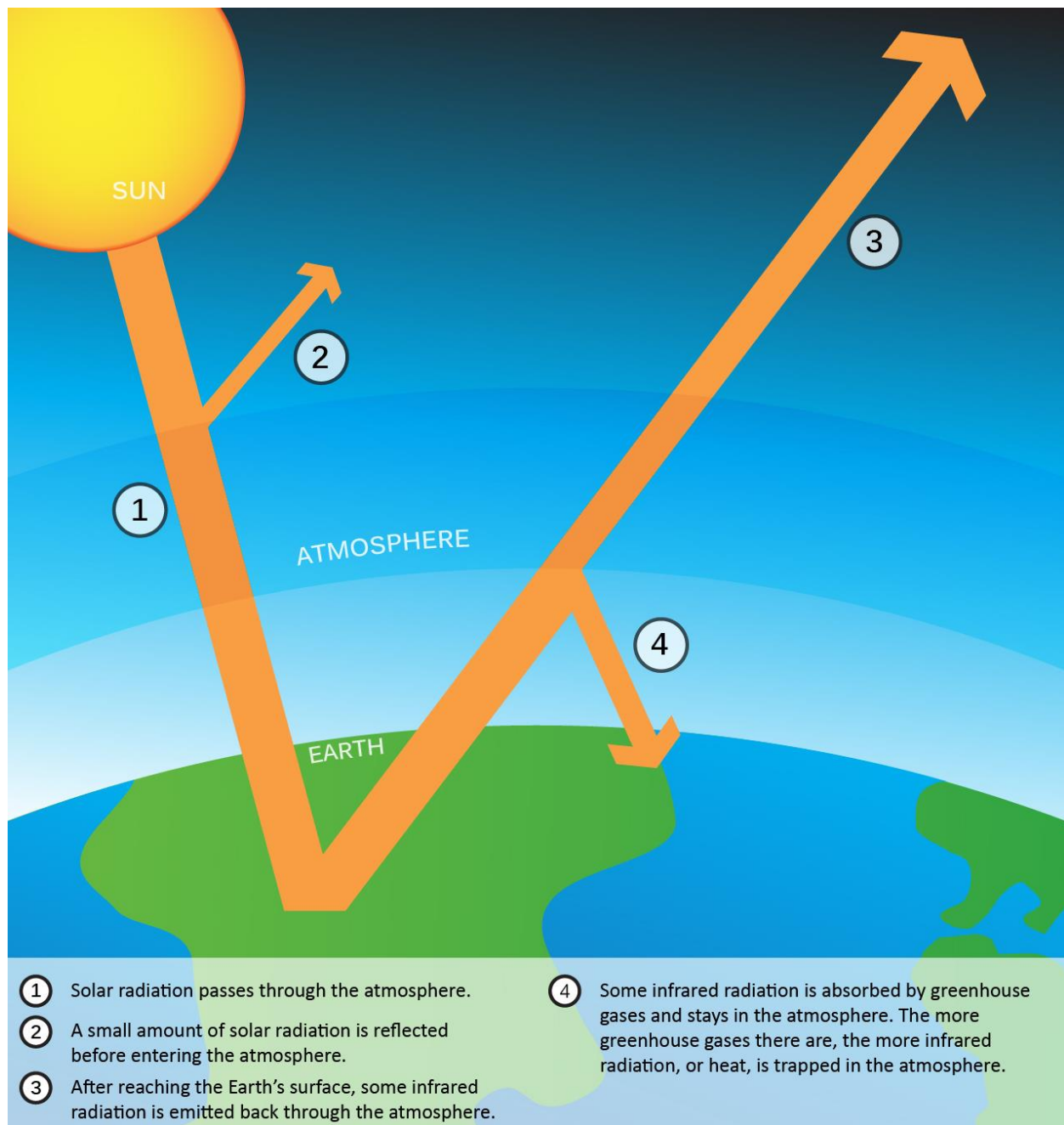
According to the US Environmental Protection Agency, global warming refers to the recent and ongoing rise in global average temperature near Earth's surface, and is caused primarily by increasing concentrations of greenhouse gases in the atmosphere. Global warming is causing climate patterns to change. However, global warming itself represents only one aspect of climate change. Climate change refers to any significant change in the measures of climate lasting for an extended period of time, including major changes in temperature, precipitation, or wind patterns, among other effects, that occur over several decades or longer.ⁱ

Over the past century, human activities have released large amounts of carbon dioxide and other greenhouse gases into the atmosphere. Greenhouse gases act like a blanket around Earth, trapping energy in the atmosphere and causing it to warm. This phenomenon is called the greenhouse effect and is natural and necessary to support life on Earth (see Figure 1.2, next page). However, the buildup of greenhouse gases can change Earth's climate and result in dangerous effects to human health and welfare and to ecosystems.ⁱⁱ

In the United States, 83.6% of GHG emissions are from CO₂, with 94.4% of CO₂ emissions coming from the burning of fossil fuels.ⁱⁱⁱ Trend projections indicate that atmospheric concentrations of GHG emissions will continue to increase throughout this century. If these projections become reality, climate change will threaten our economic well-being, public health, and environment.

California has an advantage in its scientific understanding of climate change. A solid body of vital data is available to assist state and local leaders to better understand how climate change is affecting us now, what is in store ahead, and what we can do about it. State-sponsored research has played a major role in recent advances in our understanding of the potential impacts of climate change on California. A first assessment, published in 2006, made clear that the level of impacts is a function of global emissions of greenhouse gases and that lower emissions can significantly reduce those impacts.^{iv}

Figure 1.2 – Greenhouse Effect



Source: AECOM, 2012

The third and most recent publication, *The 2012 Vulnerability and Adaptation Study*, explores local and statewide vulnerabilities to climate change, highlighting opportunities for taking concrete actions to reduce climate-change impacts.^v

The California legislature passed legislation (discussed below) based upon the findings of the most comprehensive, advanced, and thoroughly reviewed documents on the science of climate

change. The development of CAPs in California, including those in Santa Clara County, is based upon the actions of the California legislature and its reliance on these findings. For further information on climate science, please visit the California Climate Change Portal at <http://www.climatechange.ca.gov/>.

BENEFITS OF ADDRESSING GHG EMISSIONS

Planning efforts intended to reduce GHG emissions through resource efficiency and conservation measures often have multiple co-benefits as well that will improve the local quality of life, help the community adapt to future impacts of climate change, support local economic development, and demonstrate local sustainability leadership. While some co-benefits are qualitative, others are quantifiable improvements over current conditions. This plan generally refers to co-benefits as the overlapping benefits resulting from implementation of various CAP measures. Figure 1.3 presents icons of the common co-benefits associated the reduction strategies presented in this CAP, though this list is in no way exhaustive.

Figure 1.3 – CAP Measure Co-Benefits

	Improves air quality		Increases natural habitat
	Reduces energy use		Reduces heat island effect
	Promotes regional smart growth		Improves public health
	Reduces traffic congestion		Creates local jobs
	Reduces water use; Extends community water supply		Reduces waste; Extends landfill lifespan
	Improves water quality; Reduces storm water run-off		Provides long-term savings to residents, businesses, and local governments
	Improves local energy independence		Raises community awareness
	Conserves natural resources		Reduces landfill methane

State Climate Change Actions

Morgan Hill's strategy for climate protection must be set within the context of the Bay Area and the state, where much of the momentum for local action in the United States originates. California has long been a sustainability leader, as illustrated by Governor Schwarzenegger signing Executive Order (EO) S-3-05 in 2005. EO S-3-05 recognizes California's vulnerability to a reduced snowpack, exacerbation of air quality problems, and potential sea-level rise due to a changing climate. To address these concerns, the governor established targets to reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

In 2006, California became the first state in the country to adopt a statewide GHG reduction target through Assembly Bill (AB) 32. This law codifies the EO S-3-05 requirement to reduce statewide emissions to 1990 levels by 2020. AB 32 resulted in the 2008 adoption by the California Air Resources Board (ARB) of a *Climate Change Scoping Plan* (Scoping Plan), outlining the state's plan to achieve emission reductions through a mixture of direct regulations, alternative compliance mechanisms, different types of incentives, voluntary actions, market based mechanisms, and funding. The Scoping Plan addresses similar areas to those contained in this CAP, including transportation, building energy efficiency, renewable energy development, water conservation, waste reduction, and green infrastructure.

AB 32 engendered several companion laws that can assist Morgan Hill in reducing community-wide GHG emissions. These legislative actions and regulations are referred to as statewide actions throughout this plan, and represent a significant source of estimated GHG reductions. This CAP estimated the GHG emission reductions associated with:

- the Renewable Portfolio Standard (RPS),
- California 2013 Building Energy Efficiency Standards,
- AB 1109 – Lighting Efficiency
- AB 1493 – Pavley I and II,
- EO-S-1-07 – Low Carbon Fuel Standard, and
- Vehicle Efficiency Regulations.

As the regulatory framework surrounding AB 32 grows, it may be possible to evaluate a wider range of statewide reductions. The following section presents an overview of each of these statewide actions included in the CAP.

RENEWABLE PORTFOLIO STANDARD

Senate Bill (SB) 1078, SB 107, EO-S-14-08, and SB X1-2 have established increasingly stringent RPS requirements for California utilities. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small-scale hydro.

- **SB 1078** required investor-owned utilities to provide at least 20% of their electricity from renewable resources by 2020.
- **SB 107** accelerated the SB 1078 timeframe to take effect in 2010.
- **EO-S-14-08** increased the RPS further to 33% by 2020. PG&E, Morgan Hill's electricity provider, delivered 23.8% of its electricity from eligible renewable sources in 2013.
- **SB X1-2** codified the 33% RPS requirement established by EO-S-14-08.

2013 BUILDING ENERGY EFFICIENCY STANDARDS

California's Building Standards Code (California Code of Regulations Title 24) dictates how new buildings and major remodels are constructed in California. The Building Energy Efficiency Standards (Title 24, Part 6), are a subset of the state building code, which detail energy efficiency standards for residential and non-residential development. The standards are updated on an approximately three-year cycle. The state has further increased building energy conservation requirements through adoption of the 2013 standards, which went into effect July 1, 2014. It is estimated that these revisions to the current 2008 Building Energy Efficiency Standards will result in energy consumption reductions of 15-25% over the previous standards.

The California Green Building Standards Code (California Code of Regulations Title 24, Part 11) includes additional requirements for new construction and renovation projects that may also result in emissions reductions. This plan does not include these reductions as a separate measure. However, the impact of these requirements may be accounted for in other statewide or local reduction measures (e.g., construction and demolition waste diversion requirements).

Net Zero Energy New Buildings

In the 2007 Integrated Energy Policy Report, the CEC adopted a goal to achieve net zero energy buildings in new residential construction by 2020 and non-residential construction by 2030. A net zero energy building consumes only as much energy on an annual basis as can be generated with an on-site renewable energy system (e.g., solar, wind, geothermal). While the pathway to realize this goal has not yet been defined, this goal will play a role in the future ability to achieve the state's long-term reduction target. However, specific reductions associated with this statewide initiative are not included in this CAP. Future reduction estimates associated with this goal may be quantifiable once an implementation pathway has been defined.

AB 1109 – LIGHTING EFFICIENCY

AB 1109 was signed into law in 2007. The California Lighting Efficiency and Toxics Reduction Act requires the California Energy Commission (CEC) to adopt energy efficiency standards for all general purpose lights, reducing lighting energy usage in indoor residences and state facilities by no less than 50%, by 2018, as well as require a 25% reduction in commercial facilities by that same date. To achieve these efficiency levels, the CEC applied its existing

appliance efficiency standards to include lighting products, as well as required minimum lumen/watt standards for different categories of lighting products. In addition, the bill prohibits the manufacturing for sale or the sale of certain general purpose lights that contain hazardous substances.

AB 1493 – PAVLEY I AND II

AB 1493, California's mobile-source GHG emissions regulations for passenger vehicles, or California Clean Car Standards, was signed into law in 2002. AB 1493 requires ARB to develop and adopt regulations that reduce GHG emissions from passenger vehicles, light-duty trucks, and other non-commercial vehicles for personal transportation. In 2004, ARB approved amendments to the California Code of Regulations adding GHG emissions standards to California's existing standards for motor vehicle emissions.

EO-S-1-07 – LOW CARBON FUEL STANDARD

EO-S-01-07 reduces the carbon intensity of California's transportation fuels by at least 10% by 2020. The Low Carbon Fuel Standard (LCFS) is a performance standard with flexible compliance mechanisms that incentivizes the development of a diverse set of clean, low-carbon transportation fuel options to reduce GHG emissions.

VEHICLE EFFICIENCY REGULATIONS

ARB has adopted several regulations to reduce emissions through improved vehicle efficiency that will have local GHG emission reduction benefits in Morgan Hill. The following six regulations were quantified and included as part of this CAP, assuming their ongoing or future implementation, as appropriate.

Tire Inflation Regulation

On September 1, 2010, ARB's Tire Pressure Regulation took effect. The purpose of this regulation is to reduce GHG emissions from vehicles operating with under-inflated tires by inflating them to the recommended tire pressure rating. The regulation applies to vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or less. Under this regulation, automotive service providers must meet the following requirements:

- Check and inflate each vehicle's tires to the recommended tire pressure rating, with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service.
- Indicate on the vehicle service invoice that a tire inflation service was completed and the tire pressure measurements after the service were performed.
- Perform the tire pressure service using a tire pressure gauge with a total permissible error no greater than + two (2) pounds per square inch (psi).

- Have access to a tire inflation reference that is current within three years of publication.
- Keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the ARB, or its authorized representative upon request.

Tire Tread Program

This measure would increase vehicle efficiency by creating an energy efficiency standard for automobile tires to reduce rolling resistance. A reduction in GHG emissions results from reduced fuel use. ARB staff estimates that reducing the rolling resistance of tires by 10% results in a 2% increase in fuel efficiency.

Low Friction Engine Oils

This measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications. The American Petroleum Institute has established “energy conserving designation” for certain oils. These specifications would be used as a starting point for the mandated oils under this measure.

Solar Reflective Automotive Paint and Window Glazing

This measure would increase vehicle efficiency by reducing the engine load for cooling the passenger compartment with air conditioning. The use of solar reflective automotive paints and window glazing reduces heating of the automobile passenger compartment from the sun resulting in reduced air conditioning use. The result is both less frequent air conditioning use by drivers and smaller air conditioners specified by manufacturers for new vehicles.

Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency)

This regulation requires existing trucks/trailers to be retrofitted with the best available technology and/or ARB-approved technology to increase vehicle aerodynamics and fuel efficiency that will result in GHG reductions. This measure was identified as a Discrete Early Action in the Scoping Plan, which means it needed to be enforceable beginning in 2010. Technologies that reduce GHG emissions and improve the fuel efficiency of trucks may include devices that reduce aerodynamic drag and rolling resistance. These requirements apply to both California-registered trucks and out-of-state registered trucks that travel to California.

Medium- and Heavy-Duty Vehicle Hybridization

This measure would regulate or incentivize GHG reductions from medium- and heavy-duty vehicles used in vocational applications such as parcel delivery trucks, garbage trucks, utility trucks and transit buses. Hybrid electric technology offers the potential to significantly reduce GHG emissions and improve vehicle efficiency from these vehicles.

Regional Coordination and Actions

In addition to the Scoping Plan and other actions taken at the statewide level, numerous county-wide and other regional efforts have also been established to support broad action towards emissions reductions within the Bay Area. The following regional efforts promoting GHG reductions are already under way:

SANTA CLARA COUNTY-SPECIFIC:

- **Silicon Valley 2.0** – Led by the Santa Clara County office of sustainability, the Silicon Valley 2.0 project includes development of long-term strategies that support climate change mitigation and adaptation within the greater Silicon Valley region. The project aims to identify likely climate change impacts that would negatively affect the economic vitality of the region or endanger its residents. This CAP was prepared as part of the Silicon Valley 2.0 mitigation strategy, which included regional collaboration on the development of community-wide and municipal operations CAPs for seven participating jurisdictions. The broader adaptation strategy considered local impacts to various facilities (e.g., vehicle infrastructure, buildings, utilities) within the region resulting from several climate risks (e.g., rising sea level, riverine flooding, heat waves).
- **Silicon Valley Energy Watch** – This program is a local government partnership between the City of San José, PG&E, and Ecology Action, to promote energy efficiency in municipal and non-profit buildings in Santa Clara County.
- **Energy Upgrade California in Santa Clara County** – This Santa Clara County program aims to help residential consumers make improvements to their homes so they will use less energy, conserve water and other natural resources, and become healthier and more comfortable. The program connects homeowners with participating contractors who can help plan and complete energy efficiency projects and take advantage of rebates. Energy Upgrade California is a partnership among California counties, cities, non-profit organizations, and the state's investor-owned utilities (e.g., PG&E).
- **Congestion Management Agency** – VTA serves as the Congestion Management Agency for Santa Clara County to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote county-wide transportation solutions (e.g., Transit 511).
- **Santa Clara Valley Water District** – The Santa Clara Valley Water District (SCVWD) is the primary water resource agency for Santa Clara County. As such, SCVWD is responsible for long-term water supply planning for the region and has taken steps in response to California's recent drought conditions. The Board of Directors passed a resolution calling for mandatory measures to reach a water use reduction target equal to 20% of 2013 water use levels. SCVWD also provides rebates to encourage county residents to conserve water in their homes and landscapes. The District provides rebates for landscape conversions to low-water designs, irrigation hardware updates,

graywater-to-landscape systems, high-efficiency toilets and clothes washers, and multi-family property submeter installation.

BAY AREA-FOCUSED:

- **Sustainable Communities Strategy/Regional Transportation Plan** – Local governments and regional agencies collaborated to develop a Sustainable Communities Strategy (SCS) in compliance with the requirements of SB 375, titled Plan Bay Area. This long-range integrated transportation and land-use/housing strategy for the Bay Area was approved by the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) in 2013. Plan Bay Area defines the nine-county region's SCS to accommodate future population growth and reduce emissions from cars and light trucks including initiatives to expand housing and transportation choices, create healthier communities and build a stronger regional economy. The aim of the forthcoming Santa Clara County-focused SCS is to better integrate land use with public transportation in order to reduce GHG emissions within the County specifically.
- **Joint Venture: Silicon Valley Network** – Established in 1993, Joint Venture: Silicon Valley Network provides analysis and action on issues affecting the local economy and quality of life. The organization brings together established and emerging leaders – from business, government, academia, labor, and the broader community – to spotlight issues and work toward innovative solutions. Joint Venture is dedicated to promoting climate-friendly activities that help the local economy and improve quality of life in Silicon Valley, as is realized through its Climate Prosperity Council and Public Sector Climate Task Force.
- **Silicon Valley Leadership Group Bay Area Climate Change Compact** – Silicon Valley Leadership Group (SVLG) is an organization consisting of principal officers and senior managers of member companies to work cooperatively with local, regional, state, and federal government officials to address major public policy issues affecting the economic health and quality of life in Silicon Valley. In 2009, SVLG organized the Bay Area Climate Change Compact, which establishes a framework for regional cooperation and setting aggressive goals for reducing greenhouse gas emissions.
- **Bay Regional Energy Network** – BayREN is a collaboration of the 9 counties that make up the San Francisco Bay Area. Led by ABAG, BayREN implements effective energy saving programs on a regional level and draws on the expertise, experience, and proven track record of Bay Area local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is funded by California utility ratepayers under the auspices of the California Public Utilities Commission. One of only two Regional Energy Networks in the state, BayREN represents 20 percent of the state's population.
- **Sustainable Silicon Valley** – In 2004, Sustainable Silicon Valley (SSV) organized a regional voluntary initiative, setting a visionary target of reducing carbon dioxide (CO₂)

emissions by 20% below the region's 1990 levels by the year 2010. SSV partners participating in the voluntary CO₂ emissions reduction program determined their own baseline year and a CO₂ percentage reduction goal to reach by 2010. Each pledging partner develops tactics to reach their targets. Options varied from improvements in equipment efficiency to energy conservation, the use of renewable energy sources, and purchase of green power and/or promotion of alternative commute options.

- **Joint Policy Committee Bay Area Climate & Energy Resilience Project** – The Bay Area Climate & Energy Resilience Project (BACERP) is a collaborative of more than 100 public, private, and non-profit stakeholders in the nine-county San Francisco Bay Area. The primary purpose of the project is to support and enhance the local climate adaptation efforts of cities, counties, and other organizations. BACERP is focused on specific actions that will help all Bay Area stakeholders to move forward in a more efficient and powerful manner.
- **PG&E's Sustainable Communities Team** – A PG&E Community Energy Manager has been assigned to Santa Clara County to work jointly with each municipality to develop a comprehensive energy management strategy that the City can implement across institutional, residential, business, and industrial sectors. In addition, PG&E can provide city and county energy use data, GHG inventory assistance, and information on innovative pilot grant funding for projects that aim to reduce GHG emissions in each community.

Scope and Content of the Climate Action Plan

The CAP comprises four chapters: 1) Planning for Climate Change; 2) Greenhouse Gas Emissions; 3) Emissions Reduction Measures; and 4) Benchmarks and Implementation. Appendices A and B provide additional detail on topics covered within the plan. The contents of each chapter and appendix are briefly described below:

- **Chapter 1: Planning for Climate Change** describes the community's rationale for reducing GHG emissions, as well as the goals of the CAP to comply with local Air Quality Management District guidelines, as applicable. This chapter provides an overview of the topics covered in the CAP, presents conventional climate change science findings, and describes statewide actions to address climate change. This chapter also introduces the CAP's relationship to the City's General Plan and its ability to enable a CEQA tool known as "tiering" to allow consistent future discretionary development projects to skip certain steps in the traditional CEQA review process.
- **Chapter 2: Greenhouse Gas Emissions** outlines important first steps taken to develop the CAP, including the 2010 baseline GHG inventory, projecting future emissions in 2020 and 2035, and setting a community-wide GHG reduction target for 2020 and a longer-range target for 2035. This chapter also describes the local reductions related to implementation of statewide climate change policy, and the resulting emissions

reduction gap between the target and the statewide actions, which will be addressed through local actions developed in Chapter 3.

- **Chapter 3: Emissions Reduction Measures** addresses five main reduction strategies: energy, land use and transportation, water conservation, waste reduction, and green infrastructure. The CAP provides a summary of projected reductions and a description of the reduction strategy development process. It also identifies the following information for each reduction strategy: key elements, existing programs and accomplishments, implementation actions, performance metrics against which to measure success, and estimated GHG reductions.
- **Chapter 4: Benchmarks and Implementation** describes the process to monitor progress toward achieving the City's GHG reduction target. This chapter identifies monitoring procedures, plan update processes, and other steps to ensure successful implementation.
- **Appendix A: Emissions Inventory and Forecast Methodology** provides a technical description of the methodology and data sources used to prepare the 2010 emissions inventory and the 2020 and 2035 emissions forecasts.
- **Appendix B: CAP Implementation Tracking Framework** describes how City staff will implement CAP measures and related actions, and track the performance metrics identified for each measure as part of the larger regional CAP program.

Relationship to the Draft General Plan Amendment

Whether by local desire, guidance from the State of California, or both, a growing number of cities and counties are addressing climate change in their General Plans through inclusion of policies and programs that have the co-benefit of reducing GHG emissions. Since GHG emissions are a cross-cutting issue addressed by many General Plan elements, the CAP as a whole is generally considered an implementation tool for the General Plan. This structure allows the City to update the CAP on an ongoing, as-needed basis to ensure that its climate protection efforts reflect both current legislation and emerging best practices.

In addition, several state agencies have provided guidance and case studies for local governments to address climate change in their General Plans. For example:

- Since 2008, the California Attorney General's office has provided guidance to local governments on addressing climate change and greenhouse gas reduction through General Plan policies.
- The California Office of Planning and Research (OPR) is preparing an update to the state's *General Plan Guidelines* that will include guidance for GHG emissions reduction and climate adaptation.
- The California Natural Resources Agency has released a Climate Adaptation Policy Guide for local governments.

- The California Department of Housing and Community Development has released a guidance document on General Plan housing element policies and programs addressing climate change with case study examples.
- The Office of Planning and Research prepared guidance documents for addressing complete streets in General Plans as required by AB 1358.

The City was simultaneously preparing an amendment to its General Plan while developing this Climate Action Plan. At the time of CAP development, the City's General Plan policy direction included encouraging higher density, mixed-use and infill development in appropriate locations, expanding energy efficiency and renewable energy development in the community, supporting multi-modal transportation options, and continuing resource conservation efforts.

To ensure the CAP was able to provide future CEQA review streamlining benefits, as described below, the community-wide emissions forecasts were developed based on the population, employment, and resulting vehicle miles travel (VMT) growth estimates resulting from build-out of the Draft General Plan Amendment's preferred land use scenario. This scenario represented the highest growth scenario under consideration, and therefore, would also result in the highest emissions growth. CAP measures were developed to provide sufficient emissions reduction potential to achieve the City's 2020 emissions target under this highest-growth alternative.

Relationship to the California Environmental Quality Act

Local governments may prepare a Plan for Reduction of Greenhouse Gases that is consistent with AB 32 goals. By preparing such a plan, the City can streamline CEQA review of subsequent plans and projects that are consistent with the GHG reduction strategies and target in the plan. To meet the standards of a qualified GHG reduction plan, Morgan Hill's CAP must achieve the following criteria (which parallel and elaborate upon criteria established in state CEQA Guidelines Section 15183.5[b][1]):

- Complete a baseline emissions inventory and project future emissions
- Identify a community-wide reduction target
- Prepare a CAP to identify strategies and measures to meet the reduction target
- Monitor effectiveness of reduction measures and adapt the plan to changing conditions
- Adopt the CAP in a public process following environmental review

This approach allows jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level, by adopting a plan for the reduction of GHG emissions in a public process following environmental review. Later, as individual projects are proposed, project-specific environmental documents may rely on the GHG emissions reductions measures in the CAP to determine that estimated project-level GHG emissions would be less than significant in their cumulative impacts analysis.

A project-specific environmental document that relies on this CAP for its cumulative impacts analysis must identify specific CAP measures applicable to the project, and how the project incorporates the measures. If the measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures applicable to the project. If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the project's compliance with specific measures in this CAP, an EIR must be prepared for the project.



Chapter 2

GREENHOUSE GAS EMISSIONS

This chapter examines Morgan Hill's current and future community-wide greenhouse gas (GHG) emissions. It outlines the first few steps of the CAP development process, including preparing the 2010 baseline GHG inventory, forecasting future emissions for 2020 and 2035, and setting community-wide GHG reduction targets. These first steps are the foundation upon which locally appropriate reduction measures were later developed. This chapter also presents estimated reductions resulting from statewide actions, and compares their impact to Morgan Hill's emissions reduction targets. This comparison frames the "reductions gap", which is then addressed through local CAP measures described in Chapter 3.

Baseline Inventory (2010)

The purpose of a baseline inventory is to provide a snapshot of community-wide GHG emissions in a given year. A baseline inventory allows the City to identify major sources of emissions within the community, and then develop meaningful reduction measures that address the major emissions contributors. The City developed its baseline emissions inventory for the 2010 operational year as part of a regional climate action planning effort in 2013, as described in Chapter 1. Morgan Hill, as well as the other participating jurisdictions, is located within the Bay Area Air Quality Management District's (BAAQMD) jurisdictional boundary. Therefore, the City's inventory was calculated to be consistent with BAAQMD's GHG Plan Level Quantification Guidance. This approach allowed all of the jointly-prepared community-wide GHG inventories and CAPs (i.e., Cupertino, Gilroy, Morgan Hill, and unincorporated Santa Clara County) to be developed in a consistent manner.

The baseline inventories were prepared under a separate project contract from the emissions forecasts and the CAP document itself, and therefore, certain specifics of the baseline inventory methodology are unknown. However, the following section describes how baseline inventories are typically prepared, as well as provides details related to Morgan Hill's baseline inventory where known. See Appendix A for the emissions inventory methodology.

EMISSIONS SECTORS

The baseline inventory organizes emissions into categories, or sectors, based on the emissions sources. Morgan Hill's inventory includes emissions from the following sectors:

- Energy (electricity and natural gas)
- Transportation
- Off-Road Equipment
- Solid Waste
- Wastewater
- Potable Water

Energy

In general, energy emissions are generated through the combustion of fossil fuels to generate electricity or directly provide power (e.g., natural gas combustion for water heating). The energy sector includes the use of electricity and natural gas in residential, commercial, industrial, and government land uses within the legal boundaries of Morgan Hill. Although emissions associated with electricity production are likely to occur in a different jurisdiction, the emissions are considered to be measured at the point of use and not the point of generation. Consumers are thus considered accountable for the generation of those emissions. Electricity-related GHG emissions are considered indirect emissions, which are emissions that are generated as a result

of activities occurring within the jurisdiction, but occur in different geographic areas. For example, a Morgan Hill resident may consume electricity within the city, but that electricity may be generated in a different region of the state. Direct emissions are those where the consumption activity directly generates the emissions, such as natural gas combustion for heating or cooling.

The Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to Morgan Hill, and provided electricity and natural gas consumption data to develop the baseline inventory. PG&E provided all electricity and natural gas consumption data in the form of kilowatt-hours per year (kWh/yr) and therms per year (therms/yr), respectively. Electricity-related GHG emissions are quantified using a utility-specific (e.g., PG&E) emission factor that accounts for the utility's electricity production portfolio (i.e., the mix of coal, oil, wind, solar and other sources of electricity production) in the baseline year of the emissions inventory. Natural gas GHG emissions are also quantified using a utility-specific natural gas emissions factor, though this is less subject to variation than the electricity emissions factor.

Transportation

Transportation emissions come from vehicle trips that begin and/or end within Morgan Hill's boundaries. Pass through trips (for example, non-local drivers on Hwy 101) are not included within the emissions inventory because the CAP measures would not affect those emissions. Unlike most of the other emissions sectors where activity data is available to more precisely calculate actual resource consumption (e.g., electricity used, wastewater generated, solid waste disposed), the transportation sector relies upon travel models to estimate vehicle use within a community. Travel models estimate the total vehicle miles traveled (VMT) within a community, which can then be combined with vehicle fuel emissions factors to estimate transportation-related emissions.

For this CAP, VMT data were acquired from the City's General Plan Amendment transportation consultant to ensure that emissions forecasts in the CAP align with the City's growth estimates resulting from build-out of its General Plan Amendment. This model provided VMT data separated by trip origin and destination. The VMT associated with vehicle trips that would originate or terminate within the city were attributed to the community's transportation sector.

Emission factors for the transportation sector were obtained from the California Air Resources Board's (ARB) vehicle emissions model, EMFAC2011. EMFAC2011 is a mobile source emission model for California that provides vehicle emission factors by both county and vehicle class. Santa Clara County-specific emission factors were used in this emissions inventory.

Off Road Equipment

Off-road equipment emissions can come from local construction and mining activities, operation of lawn and garden equipment (e.g., lawn mowers, leaf blowers), and use of light commercial/industrial equipment (e.g., backhoes, forklifts). Data for construction, mining, light commercial, industrial, and lawn and gardening equipment can be obtained from ARB's

OFFROAD2007 model, which provides county-level emissions factors for off-road equipment. OFFROAD2007 provides total off-road equipment emissions by county. Similar to the transportation sector, these emissions are modeled and not based on specific activity data.

Solid Waste

The solid waste sector includes emissions associated with solid waste disposal. During the solid waste decomposition process, only organic materials release GHGs. Carbon dioxide (CO₂) emissions are generated under aerobic conditions (i.e., in the presence of oxygen), such as when composting. Methane (CH₄) and CO₂ emissions are generated under anaerobic conditions (i.e., in the absence of oxygen), as in many landfill environments. Waste collection and hauling activities also generate GHG exhaust emissions. However, hauling-related emissions are assumed to be included within the commercial vehicle transportation model and represented within the transportation sector.

Solid waste generated within the city is primarily sent to the Johnson Canyon Sanitary Landfill. Annual tons of solid waste generated by land uses (i.e., residential and non-residential) and waste categorization data were collected from CalRecycle's online database. The California Air Resources Board's first-order-decay method was used to estimate methane landfill emissions in order to incorporate the time factor of the solid waste degradation process, which can take decades to occur.

Wastewater

The wastewater sector includes emissions resulting from wastewater treatment processes and from energy used to power wastewater treatment plants. The 2006 International Panel on Climate Change (IPCC) *Guidelines for National Greenhouse Gas Inventories* is commonly used to quantify CH₄ and nitrous oxide (N₂O) emissions resulting from wastewater treatment processes. Generation of both types of emissions depend on the amount of annual throughput (i.e., volume of wastewater), as well as characteristics of the wastewater itself and treatment plant management processes. Energy-related GHG emissions associated with wastewater treatment facility operation are typically removed from this sector to avoid double counting with the energy sector.

Potable Water

The potable water sector includes energy emissions associated with water treatment, distribution, and conveyance. The California Energy Commission's water-energy intensity studies are commonly used to calculate the amount of electricity required to provide potable water. GHG emissions associated with potable water supply are then calculated using statewide electricity intensity factors.

UNITS OF MEASUREMENT

Emissions inventories are commonly expressed in metric tons (or tonnes) of carbon dioxide equivalent per year (MT CO₂e/yr) to provide a standard measurement that incorporates the varying global warming potentials (GWP) of different greenhouse gases. GWP describes how much heat a greenhouse gas can trap in the atmosphere relative to carbon dioxide, which has a GWP of 1. For example, methane has a GWP of 25, which means that 1 metric ton of methane will trap 25 times more heat than 1 metric ton of carbon dioxide, making it a more potent greenhouse gas. Some gases used in industrial applications can have a GWP thousands of times larger than that of CO₂. See Table 2.1 for a sample of common greenhouse gases and their global warming potential.

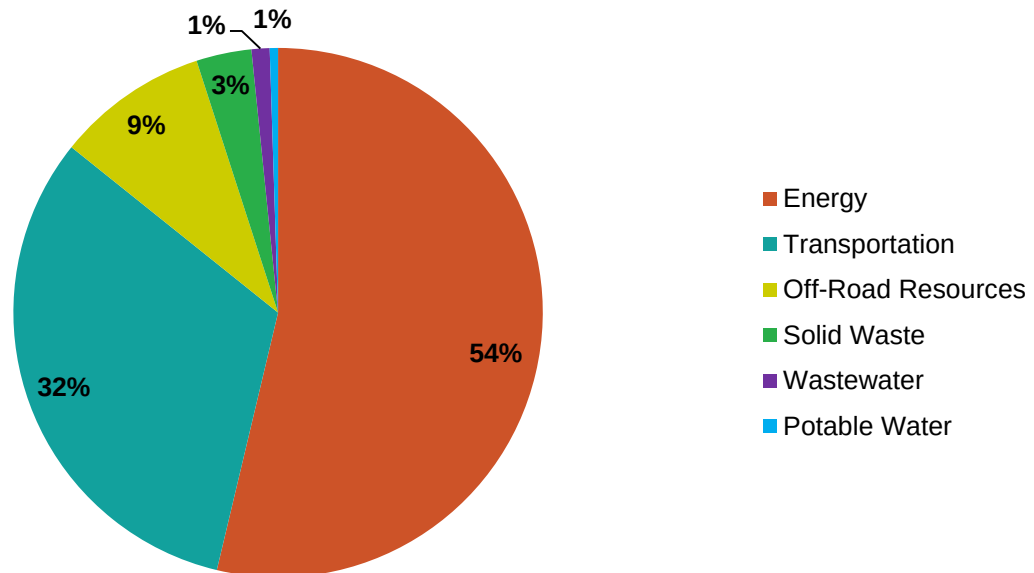
Table 2.1 Greenhouse Gases and Global Warming Potential		
Common Name	Chemical Formula	Global Warming Potential (100-yr)
Carbon Dioxide	CO ₂	1
Methane	CH ₄	25
Nitrous Oxide	N ₂ O	298
Tetrafluoromethane (PFC-14)	CF ₄	7,390
Fluoroform (HFC-23)	CHF ₃	14,800
Sulfur Hexafluoride	SF ₆	22,800

Source: IPCC Fourth Assessment Report, Climate Change 2007^{vi}

BASELINE INVENTORY

Morgan Hill's baseline emissions inventory totals 174,303 MT CO₂e/yr in 2010. As shown in Figure 2.1, the energy sector is the largest contributor of GHG emissions in the City (54%), with transportation emissions contributing the majority of the remainder (32%). The energy and transportation sectors account for approximately 86% of total emissions, suggesting that local reduction efforts should focus on these areas. Off-road sources provide 9% of the inventory, and solid waste emissions provide another 3%. Potable water use and wastewater treatment are both small contributors by comparison, making up the remaining 2% of the inventory. See Table 2.2 for the total emissions from each sector.

Figure 2.1 – 2010 Baseline Emissions by Sector



Source: AECOM 2015

Table 2.2 2010 Community-wide Emissions			
Emission Sector	Subsector	Emissions (MT CO ₂ e/yr)	Communitywide Total (%)
Energy		93,635	53.7%
<i>Electricity Subtotal</i>		<i>46,751</i>	<i>26.8%</i>
	Residential	18,999	10.9%
	Commercial	27,753	15.9%
<i>Natural Gas Subtotal</i>		<i>46,884</i>	<i>26.9%</i>
	Residential	33,025	18.9%
	Commercial	13,858	8.0%
Transportation		55,820	32.0%
Off-Road Sources		16,166	9.3%
Solid Waste		5,876	3.4%
Wastewater	Wastewater Treatment	1,926	1.1%
Potable Water	Water Demand	881	0.5%
Total		174,303	100.0%

Source: AECOM 2015

Note: MT CO₂e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

Emissions Forecasts (2020 and 2035)

The baseline inventory was used to project the community-wide GHG emissions in 2020 and 2035 under a business-as-usual (BAU) scenario. Morgan Hill's GHG emissions were forecast assuming that historic trends describing energy and water consumption, travel, and solid waste generation will remain the same in the future. Therefore, emissions forecasts demonstrate what emissions levels are likely to be under a scenario in which no statewide or local actions are taken to curtail emissions growth.

BAU emission forecasts provide insight regarding the scale of reductions necessary to achieve an emissions target before considering reductions likely to result from federal and statewide actions (e.g., vehicle efficiency standards), inherent technological advancements (e.g., energy-efficient appliances, lighting technology), or new voluntary or mandatory conservation efforts (e.g., landscape irrigation restrictions). The BAU emission forecasts also do not anticipate new sources of emissions or increased consumption rates in existing sectors. For example, as use of personal electronics (e.g., smartphones, tablets) increases, emissions from electricity plug-load may also increase. Therefore, the only variable influencing the BAU forecasts is projected population and employment growth within the City. The BAU forecasts used the best available population and employment growth assumptions from the City's General Plan Amendment process, which was in progress at the same time the CAP was under development. The City's General Plan transportation consultant provided future VMT activity levels using assumptions based on build-out of the highest-growth land use alternative under consideration for the General Plan Amendment. The 2020 forecast year aligns with the AB 32 target year, while the 2035 forecast year provides a mid-point target between the state's 2020 and 2050 target years.

These forecasts have been developed for planning purposes, and due to the complexity of each emissions sector and the uncertainty of future population and employment growth within the City, are subject to change. Therefore, as the 2020 and 2035 horizon years approach, the City will reevaluate its emissions projections to incorporate additional data points from periodic emissions inventories and revised City growth estimates. Regular emissions inventory updates will also help to assess progress towards the reduction targets, allowing for revisions to CAP measures as necessary.

Table 2.3 shows Morgan Hill's community-wide emission forecasts by sector for 2010, 2020, and 2035. Community-wide emissions are forecast to increase by approximately 45,250 MT CO₂e/yr (26.0%) between 2010 and 2020, and by approximately 114,300 MT CO₂e/yr (65.6%) between 2010 and 2035.

Table 2.3
City Operations BAU Emissions (2010 - 2035)

Emission Sector	2010 Emissions (MT CO ₂ e/yr)	2020 Emissions (MT CO ₂ e/yr)	2035 Emissions (MT CO ₂ e/yr)
Energy	93,635	119,656	158,688
<i>Electricity Subtotal</i>	<i>46,751</i>	<i>58,862</i>	<i>77,028</i>
Residential	18,999	25,126	34,317
Commercial	27,753	33,736	42,711
<i>Natural Gas Subtotal</i>	<i>46,884</i>	<i>60,794</i>	<i>81,660</i>
Residential	33,025	43,676	59,653
Commercial	13,858	17,118	22,007
Transportation	55,820	69,112	89,198
Off-Road Sources	16,166	19,968	25,672
Solid Waste	5,876	7,238	10,327
Wastewater	1,926	2,461	3,262
Potable Water	881	1,126	1,492
Total	174,303	219,561	288,638

Source: AECOM 2015

Note: MT CO₂e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

GHG Emission Reductions from Statewide Actions

Most of Morgan Hill's anticipated emission reductions are estimated to come from statewide actions. This CAP assumes that emissions within the energy and transportation sectors will be reduced through the statewide efforts described in Chapter 1. This includes regulations addressing the use of renewable energy sources, building energy efficiency, and GHG emissions from passenger cars and trucks. When the impact of these statewide actions is applied to Morgan Hill's BAU emission forecast, the resulting adjusted business-as-usual (ABAU) emissions levels begin to show progress towards future reduction targets. These actions provide important reductions that are applied toward Morgan Hill's community-wide emissions targets, reducing the total amount of emissions to be addressed through community actions.

This CAP also considers PG&E's future mix of electricity generation sources as planned through 2020, though this is not specifically a statewide action. In addition to its compliance with the state's Renewable Portfolio Standard (RPS), PG&E also anticipates that the non-RPS compliant portion of its portfolio will become cleaner as their use of natural gas increases and that of coal decreases. Natural gas releases less CO₂ than coal when burned, which will result in a decarbonization of PG&E's electricity generation portfolio as this shift is implemented.

The City will monitor the effectiveness of state legislation to ensure that the anticipated level of reductions is achieved locally, and to ensure that all applicable statewide reductions are included in future CAP updates.

This CAP considers locally-realized emissions reductions from:

- Renewable Portfolio Standard (RPS),
- California 2013 Building Energy Efficiency Standards,
- AB 1109 – Lighting Efficiency
- AB 1493 – Pavley I and II,
- EO-S-1-07 – Low Carbon Fuel Standard, and
- Vehicle Efficiency Regulations

Including only these statewide initiatives towards the GHG reduction targets is considered a conservative approach because the AB 32 Scoping Plan describes numerous other actions that will result in statewide reductions. The actions included herein represent those for which a methodology is available to calculate Morgan Hill's likely share of these reductions. Other actions will provide statewide benefits, but cannot be accurately attributed to Morgan Hill at this time.

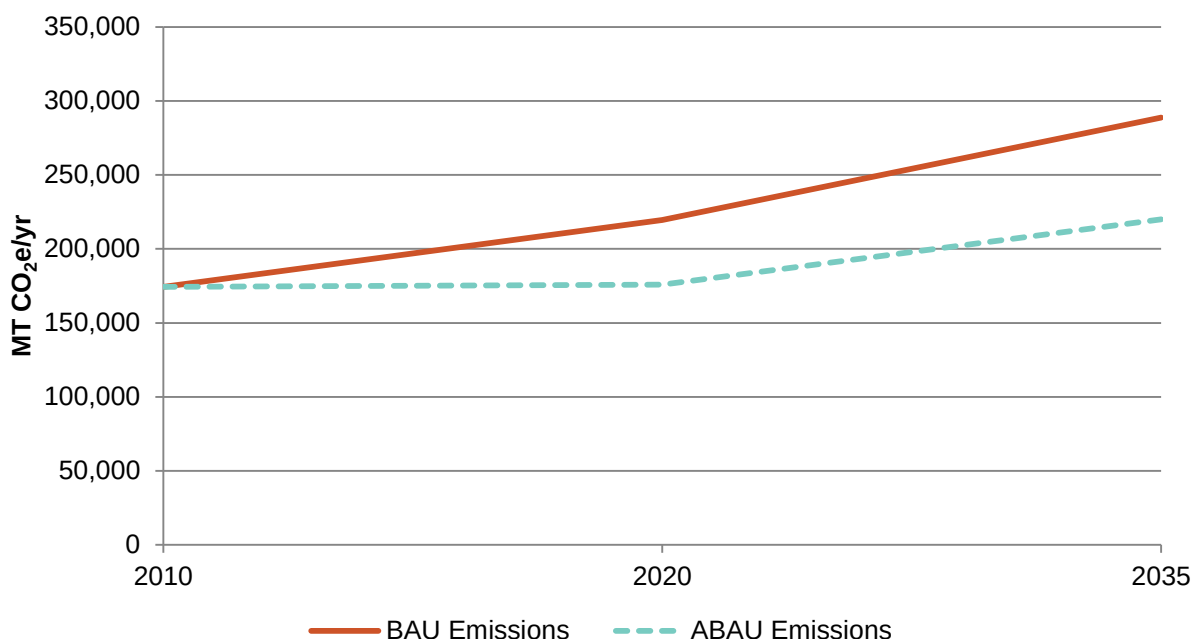
Table 2.4 summarizes the anticipated reductions associated with these statewide actions in years 2020 and 2035. Figure 2.2 shows the trajectory of the BAU and ABAU emissions forecasts from baseline year 2010 through 2035.

Table 2.4 2020 and 2035 Emission Reductions from Statewide Actions		
State or Federal Action	2020 Reduction (MT CO ₂ e/yr)	2035 Reduction (MT CO ₂ e/yr)
Renewable Portfolio Standard (33% by 2020) + PG&E De-carbonization	19,875	26,260
2013 California Building Energy Efficiency Standards	3,000	10,225
AB 1109 Lighting Efficiency	3,215	3,870
Pavley I and II and Low Carbon Fuel Standard	17,400	28,220
Vehicle Efficiency Regulations	120	180
Total	43,610	68,755

Source: AECOM 2014

Note: MT CO₂e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

Figure 2.2 – BAU and ABAU Emissions Forecasts



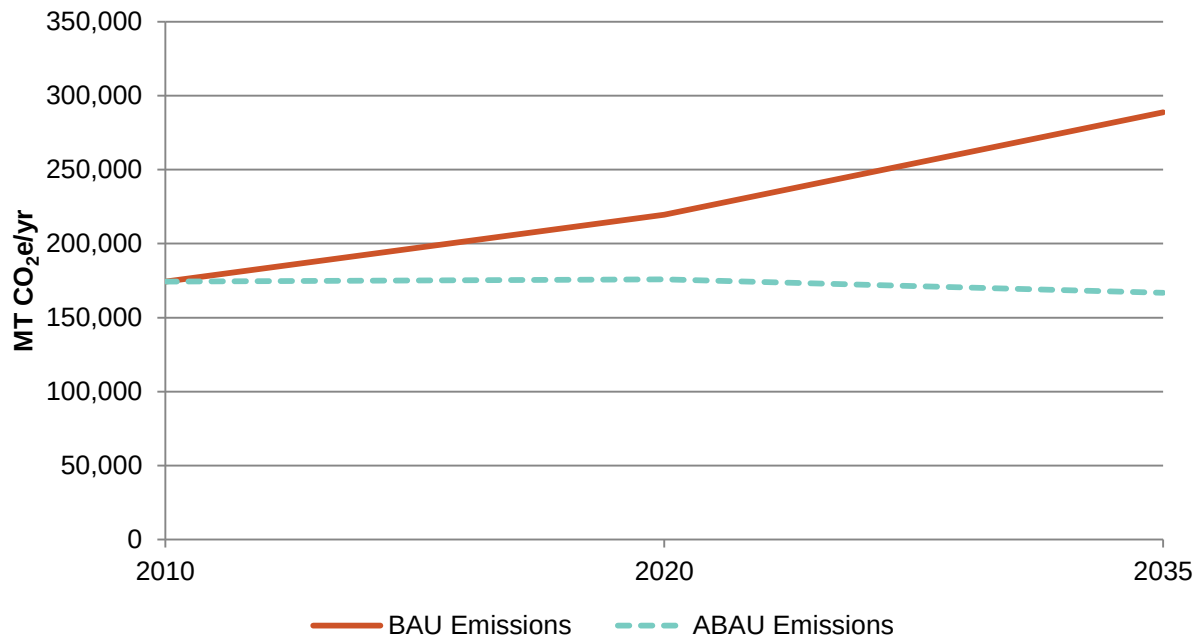
ALTERNATIVE STATEWIDE REDUCTION ESTIMATES

As shown in Figure 2.2, statewide actions stabilize Morgan Hill's emissions between 2010 and 2020, but emissions begin to trend upward after that. At the time of CAP preparation, ARB only provided statewide reductions estimates through horizon year 2020, though it is likely that additional statewide action will be taken to further reduce emissions in order to achieve the state's 2050 reduction target. While the precise impact of future statewide actions is currently unknown, it could be assumed that they will continue to provide the same level of reduction impact at the community-wide level for local CAP planning purposes. That is, if statewide actions are estimated to provide approximately 61% of reductions needed for local target achievement by 2020 (as is the case in Morgan Hill), then it could be assumed that statewide actions would provide a comparable proportion of reductions needed in future target years as well. Based on that assumption, Table 2.5 shows what statewide actions would achieve in Morgan Hill in 2035 if their level of impact in 2020 is maintained. This table does not attempt to estimate the distribution of statewide reductions among the currently known statewide actions, but instead presents total statewide reduction estimates based on the community-wide BAU forecasts and reduction targets presented in Chapter 1. Figure 2.3 illustrates how these statewide reductions compare to the community-wide BAU forecasts. It will be important for the City to monitor future state-level planning efforts related to these statewide actions and others described in the *Scoping Plan* to determine with more certainty what role state actions will play in target achievement and what the remaining role for local action will be.

Table 2.5
Alternative Emissions Reduction Estimates from Statewide Actions

	2010	2020	2035
BAU Emissions	174,303	219,561	288,638
Reduction Target	-	15% below 2010	49% below 2010
	-	148,158	88,895
Reductions Needed	-	71,404	199,743
Reductions from Statewide Actions	-	43,610	121,843
Contribution of Statewide Actions to Target	-	61%	61%

Figure 2.3 – Revised ABAU Emissions Forecasts



GHG Emission Reduction Targets

The purpose of a reduction target is to enable the City to achieve future GHG emissions reductions in a manner that supports statewide efforts, and complies with recent revisions to the CEQA guidelines to allow streamlining benefits.

MASS EMISSIONS AND EFFICIENCY THRESHOLDS

Targets can be expressed as either mass emissions reductions or efficiency thresholds. Mass emissions targets establish an absolute emissions level to be achieved by a target year, such as 100,000 MT CO₂e/yr by 2020. Typically, mass emissions targets are expressed as a percent below the emissions level of some baseline year, such as 15% below 2010 by 2020. Alternatively, efficiency thresholds set a target level of emissions per population or per service population (i.e., population plus local jobs), such as 6.6 MT CO₂e/SP/yr. Efficiency thresholds demonstrate a city's ability to grow population and employment, while emissions shrink on a per unit basis; in effect, a city could be growing more efficiently from an emissions standpoint. In this case, total emissions within a city may increase while still achieving an efficiency target, as long as service population is growing faster than emissions. Both types of targets are useful to consider when selecting an appropriate emissions reduction target for a community.

It is anticipated that the Governor's Office of Planning and Research will provide future guidance regarding preparation of plans for the reduction of GHG emissions. This guidance may identify mass emissions reduction targets as preferable to the use of efficiency metrics at the community-wide planning level to ensure that each jurisdiction in California makes progress towards actual mass emissions reductions. However, at the time of this CAP's preparation there was no state-level guidance requiring local governments to adopt specific reduction targets. Similarly, the Bay Area Air Quality Management District is currently in the process of developing regional emissions reduction targets, which can serve as guidance for local climate action planning in the future. At the time of this CAP's preparation, BAAQMD had not developed this guidance on how to select appropriate local reduction targets for jurisdictions using a baseline year of 2009 or later. For purposes of this CAP, the City selected mass emissions targets as described below.

TARGET SETTING CONSIDERATIONS

The City considered a range of GHG emission reduction targets during plan preparation. In making its target selection, the City weighed numerous factors, such as:

- existing California climate change legislation, direction from ARB, and guidance from California air districts;
- general understanding of the probable range of GHG reduction opportunities from various types of local and statewide measures;

- the range of targets and goals set by other area jurisdictions who have completed or begun preparation of CAPs; and
- the feasibility of achieving different GHG targets.

State Legislation and Guidance

The underlying purpose of AB 32 is to take state action that will result in an **absolute reduction** in the atmospheric level of carbon dioxide and other greenhouse gases, which contribute to the impacts commonly associated with climate change. Therefore, the state has set mass emissions reduction targets at the statewide level.

As described in Chapter 1, Executive Order S-3-05 identified California's vulnerability to the impacts of GHG emissions. The Executive Order established a long-range GHG reduction target of 80% below 1990 levels by 2050. Subsequently, AB 32, the California Global Warming Solutions Act of 2006 was signed, requiring California to reduce *statewide* GHG emissions to 1990 levels by 2020.

AB 32 also directed ARB to develop and implement regulations that reduce statewide GHG emissions. ARB approved *The Climate Change Scoping Plan* (Scoping Plan) in December 2008, which outlines the state's plan to achieve the GHG reductions required in AB 32. The Scoping Plan does not define the specific role local governments, like the City of Morgan Hill, will play to contribute toward meeting the state's GHG reduction goals, but does identify cities and counties as "essential partners" within the overall statewide effort.

As such, many cities and counties began to assess local GHG contributions and develop community-focused Climate Action Plans. However, many local governments do not have access to sufficient historical data to prepare a 1990 baseline emissions inventory, which would allow local governments to establish reduction targets that exactly mimic the state's own targets. In the 2008 Scoping Plan, ARB "encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the state's commitment to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020."^{vii}

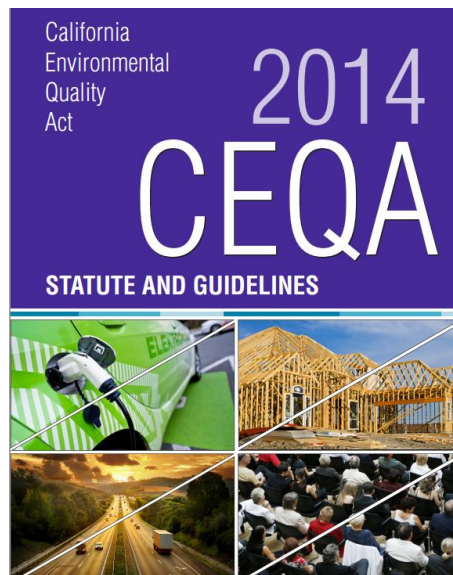
Based on this language, many community-wide CAPs have selected a reduction target of 15% below baseline levels by 2020 to parallel the state's target. Some CAPs also establish a longer-term target to show a trajectory towards the state's 2050 goal of 80% below 1990 levels.

California Environmental Quality Act

As described in Chapter 1, the City intends to use a provision of CEQA that allows communities that have adopted a "... local plan for the reduction or mitigation of GHG emissions" (pursuant to SB 97 and state CEQA Guidelines Section 15183.5) to not require individual, project-level greenhouse gas analysis in CEQA documents for projects that are consistent with the City's CAP. The CAP meets the framework set forth in the CEQA Guidelines so that the City can rely on the GHG analysis and application of GHG reduction measures in the CAP to satisfy the

requirements of CEQA. As part of the implementation process, the City will establish the means by which it will determine consistency of future proposed projects (development projects, plans, and other actions subject to CEQA review) with the CAP. State CEQA Guidelines Section 15183.5 establishes the criteria that a GHG reduction plan, such as Morgan Hill's CAP, should meet in order to provide for streamlining of future development projects consistent with the plan. In general, such plans should:

- Quantify GHG emissions within a defined area,
- Establish a level where GHG emissions are not cumulatively considerable,
- Identify emissions from activities covered by the plan,
- Specify measures to achieve the emissions reduction goal,
- Monitor progress and amend if necessary, and
- Be adopted in a public process following environmental review.



Section 15183.5(b)(1)(B) specifically requires that a GHG reduction target must “Establish a level, below which the contribution to [GHG] emissions from activities covered by the plan would not be cumulatively considerable.” To comply with this provision within the guidelines, a reduction target must be based on substantial evidence.

Air Quality Management District Guidance

Several Air Districts and state agencies, including the Bay Area Air Quality Management District (BAAQMD) and ARB, have established the required substantial evidence associated with recommended community-wide emissions reduction targets as described above per the California Environmental Quality Act.

As previously mentioned, the 2008 Scoping Plan presents substantial evidence recommending local agencies seek to reduce community-wide emissions by 15% below current emission levels by 2020. In 2010, BAAQMD also adopted CEQA Air Quality Guidelines that presented substantial evidence for three community-wide emissions reduction targets: 1) 1990 levels by 2020, 2) 15% below current (2008 or earlier) levels by 2020, or 3) use of an efficiency threshold of 6.6 MT CO₂e/yr per service population (i.e., residents plus employees) by 2020. This efficiency threshold is intended to be used only in the context of general or community-wide plans, not individual development projects.

However, BAAQMD's June 2010 adopted thresholds of significance were challenged in a lawsuit, and the Alameda County Superior Court issued a judgment finding in 2012 that the Air

District had failed to comply with CEQA when it adopted the thresholds. The court found that the adoption of the thresholds constituted a “project” under CEQA and ordered the Air District to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court issued a writ of mandate ordering the Air District to set aside the thresholds and cease dissemination of them until the Air District had complied with CEQA. In view of the trial court’s order, which remains in place pending final resolution of the case, the Air District is no longer recommending that the thresholds be used as a generally applicable measure of a project’s significant air quality impacts.

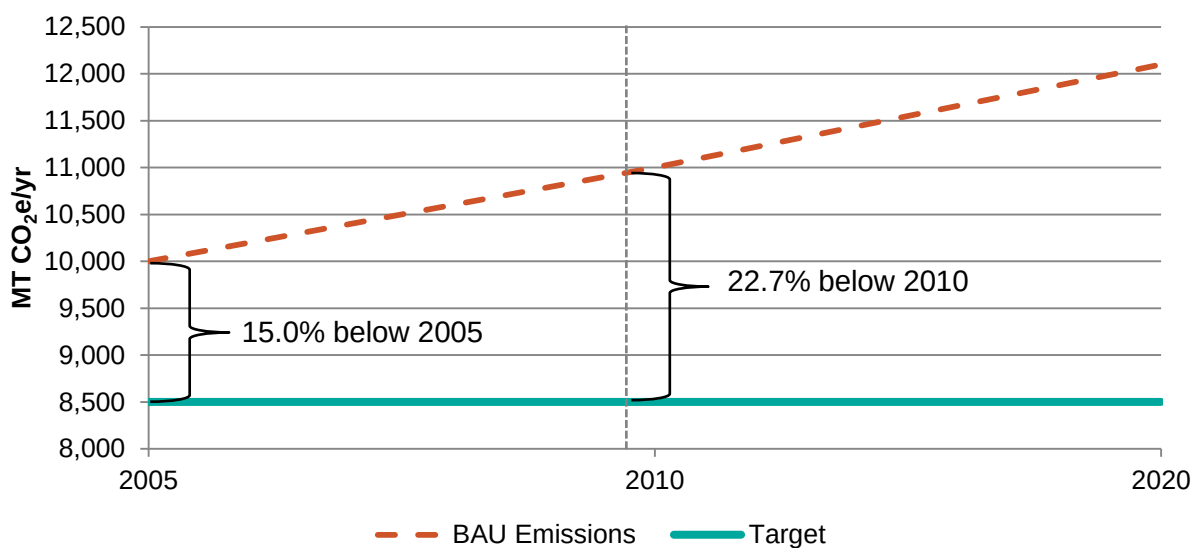
However, the court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits. Therefore, cities could continue to rely on the substantial evidence based on statewide data and analysis relative to AB 32 that underlies the June 2010 BAAQMD thresholds when making an independent determination of significance of plan-level GHG impacts pursuant to state CEQA Guidelines Section 15064.7(c).

In addition, BAAQMD has not yet revised its community-wide emissions reduction target guidance to reflect baseline inventories prepared after 2008. It is increasingly common for jurisdictions to prepare a baseline inventory using the most recent set of annual data available; baseline years of 2009 through 2012 are not uncommon among more recent CAP development projects. However, BAAQMD’s original target-setting guidance only identified targets up to a 2008 baseline year. As baseline years progress, cities have more time to implement emissions-reducing measures on their own, such as locally-adopted green building ordinances, local retrofit promotion programs, city-wide streetlight retrofits, or other actions that would serve to reduce community-wide emissions. BAAQMD is in the process of updating its target-setting guidance, and is expected to consider locally-implemented emissions reduction activity that may have occurred since the state’s climate change legislation was adopted, as well as the impacts, if any, that the economic recession had upon Bay Area communities’ emissions growth.

MORGAN HILL’S EMISSIONS REDUCTION TARGETS

As described above, BAAQMD has provided guidance on selecting appropriate community-wide emissions targets for jurisdictions with baseline years of 2005-2008. However, Morgan Hill prepared its baseline inventories using the most current data available at the time of CAP preparation, which resulted in selection of a 2010 baseline year. Since BAAQMD’s previous guidance suggested that a 15% reduction below a 2005-2008 baseline year could approximate a return to 1990 levels, it could be assumed that later baseline years would need to reduce emissions by a greater amount to similarly return to 1990 levels, as shown in Figure 2.4.

Figure 2.4 – Reduction Targets based on Baseline year



BAAQMD's current guidance was based on ARB's 2007 statewide inventory and forecasts for the 2020 horizon year. Table 2.6 presents this original statewide information expressed as million metric tons of CO₂e. ARB used a baseline year created from the average emissions inventories for 2002-2004, and also provided a 2020 target year emissions forecast. The 2005-2010 BAU emissions values presented here were interpolated based on ARB's baseline year and forecast estimate assuming straight line growth between these two points. The bottom row shows what reduction target below each baseline year would be required to achieve a return to 1990 levels. As shown, a 2008 baseline year would require a target of nearly 15%, while a 2010 baseline year would require a target of 17% to approximate a return to 1990 levels.

Table 2.6 2007 Statewide Emissions Inventory, Forecasts, and Reduction Targets									
	1990	2002-2004 Average	2005	2006	2007	2008	2009	2010	2020
Statewide BAU Emissions (MMT CO ₂ e)	427 ¹	469 ¹	477	485	493	501	509	517	596 ¹
Target Needed to Achieve 1990 Levels	0.0%	9.0%	10.5%	11.9%	13.4%	14.7%	16.1%	17.3%	28.4%

Source: AECOM 2014

Note: MMT CO₂e = million metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

¹ From ARB's *Climate Change Scoping Plan*, December 2008, pages 12-13

However, since BAAQMD provided its original guidance, ARB has updated the statewide inventory and 2020 forecasts to account for the economic recession that began in 2008. Table 2.7 presents this updated information using a 2008 baseline year. As shown, the 2020 emissions forecasts have been revised lower than those originally estimated in 2007. As a result, reduction targets to approximate a return to 1990 levels are also lower. Under this

revised scenario, a 2008 baseline would only need to reduce emissions by 10% to return to 1990 levels, while a 2010 baseline would need reductions of approximately 12%.

Table 2.7 2010 Statewide Emissions Inventory, Forecasts, and Reduction Targets				
	1990	2008	2010	2020
Statewide BAU Emissions (MMT CO ₂ e)	427 ¹	475 ²	487	545 ³
% below Baseline to Reach 1990 Levels	0.0%	10.1%	12.3%	21.7%

Source: AECOM 2014

Note: MMT CO₂e = million metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

¹ From ARB's Climate Change Scoping Plan, December 2008, pages 12

² From ARB's Greenhouse Gas Inventory – 2020 Emissions Forecast:

http://www.arb.ca.gov/cc/inventory/data/tables/2020_ghg_emissions_forecast_2010-10-28.pdf

³ From ARB's Greenhouse Gas Inventory – 2020 Emissions Forecast: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>; includes 2020 forecast value (i.e., 507 MMT CO₂e/yr) plus 38 MMT CO₂e/yr representing reductions anticipated from Pavley I and RPS, for a total 2020 BAU inventory of 545 MMT CO₂e/yr

In light of more current guidance from OPR or BAAQMD at the time of document preparation, Morgan Hill has selected a reduction target of 15% below 2010 baseline levels by 2020 as a proxy for a return to 1990 levels. This target falls squarely between those shown in Tables 2.6 and 2.7 for 2010 baseline years, and serves to demonstrate the City's commitment to supporting the state's emissions reduction goals by exceeding the reduction target associated with the revised statewide inventory (i.e., 12.3%). During future CAP updates, more refined targets may be available for incorporation into the plan, but at this time the selected target represents the best available data to allow local governments to approximate a return to 1990 levels. This 2020 target was also extrapolated to 2050 to determine what level of reductions the City would need to achieve 80% below 1990 levels, per the state's long-term target, in order to develop an interim 2035 target. The City's 2035 target serves as a mid-point check-in between the state's 2020 and 2050 target years.

Based on these target-setting considerations, Morgan Hill has established the following GHG emissions reduction targets for 2020 and 2035:

- **2020:** 15% below 2010 emissions levels
- **2035:** 49% below 2010 emissions levels
- **2050:** 83% below 2010 emissions levels

These targets will allow the City to demonstrate contributions toward statewide absolute emissions reductions, and will provide opportunities for future CEQA streamlining benefits based on the substantial evidence supporting these metrics found in the Scoping Plan and BAAQMD's June 2010 thresholds of significance. These targets are also consistent with those selected by the other participating jurisdictions in the CAP development process, which further supports the regional collaboration established during plan development. The 2020 target is directly related to the previously described guidance from ARB and BAAQMD, whereas the

2035 and 2050 targets represent consistency with a linear trajectory towards the state's long-term target of 80% below 1990 levels by 2050.

Table 2.8 summarizes the emissions reduction targets, contributions from statewide actions, and the remaining emissions reduction gaps to be addressed through implementation of local actions at the community-wide levels. As shown in Table 2.8, the community would face an emissions reduction gap of approximately 28,000 MT CO₂e/yr in 2020 after considering the likely impact of statewide actions. A reductions gap is shown for 2035 as well. In order to achieve the emissions targets described above, additional reductions will likely need to be provided through development and implementation of local CAP measures, as described in Chapter 3.

Table 2.8 2020 and 2035 Emissions Reduction Targets			
	2010 (MT CO ₂ e/yr)	2020 (MT CO ₂ e/yr)	2035 (MT CO ₂ e/yr)
BAU Emissions Inventory and Forecasts	174,303	219,561	288,638
Reduction Target	-	15% below 2010	49% below 2010
	-	148,158	88,895
Reductions Needed to Achieve Target	-	71,404	199,743
Assumed Statewide Reductions ¹	-	43,610	121,843
Local Action Reductions Needed to Achieve Target	-	27,794	77,900

Source: AECOM 2014

Note: MT CO₂e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

¹ Per Table 2.7 alternative statewide reduction estimates



Chapter 3

EMISSIONS REDUCTION MEASURES

This chapter describes measures and actions necessary to reduce community-wide greenhouse gas (GHG) emissions, and achieve the City's 2020 reduction target. It also provides reduction estimates for 2035 to demonstrate where additional action may be required in the future. Most measures are designed to achieve quantifiable GHG reductions, while others are listed as supporting measures because they cannot be accurately quantified at this time. To ensure proper implementation, each measure is accompanied by a description providing policy

background and implementation details that articulate necessary actions, City departments with primary action responsibility, and progress indicators to track implementation. The City will evaluate effectiveness of CAP measures and actions on an on-going basis and propose program modifications if necessary to achieve reduction targets.

Summary of Reductions

Table 3.1 summarizes GHG emission reductions anticipated from implementation of the measures and actions presented in this chapter, and the statewide reductions described in Chapter 2. The table also shows how these anticipated reductions compare to the City's emissions reduction targets in 2020 and 2035.

Table 3.1 Measures and Quantified Reductions			
		2020 (MT CO ₂ e/year)	2035 (MT CO ₂ e/year)
ENERGY STRATEGY			
E-1	Energy Use Data and Analysis	225	650
E-2	Retrofit Financing	5,165	11,130
E-3	Building Retrofit Related Regulations	300	1,775
E-4	Parking Lot Lighting Efficiency	20	430
E-5	Shade Tree Program	20	50
E-6	Solar Photovoltaic Development	1,430	3,400
E-7	Solar Thermal Development	0	400
E-8	Community Choice Aggregation	5,500 ¹	7,275
<i>Energy Subtotal</i>		<i>7,160</i>	<i>25,110</i>
TRANSPORTATION STRATEGY			
T-1	Pedestrian Environment Enhancements	Supporting Measure	
T-2	Bicycle Infrastructure Expansion	45	160
T-3	Bicyclist Accommodations	Supporting Measure	
T-4	Bicycle Outreach Program	Supporting Measure	
T-5	Transportation Demand Management	615	1,890
T-6	Transit-Oriented Development	Supporting Measure	
T-7	Mixed-Use Development	Supporting Measure	
T-8	Community-wide Alternative Fuel Vehicles	1,250	3,900
T-9	Municipal Fleet Alternative Fuel Vehicles	Supporting Measure	
<i>Transportation Subtotal</i>		<i>1,910</i>	<i>5,950</i>

Table 3.1
Measures and Quantified Reductions

	2020 (MT CO ₂ e/year)	2035 (MT CO ₂ e/year)
WATER STRATEGY		
W-1 SB-7X-7	300	410
<i>Water Subtotal</i>	<i>300</i>	<i>410</i>
SOLID WASTE STRATEGY		
SW-1 Zero Waste Goal	Supporting Measure	
SW-2 Food Scrap and Yard Waste Diversion	600	1,830
SW-3 Construction & Demolition Waste Diversion Program	200	775
<i>Solid Waste Subtotal</i>	<i>800</i>	<i>2,605</i>
GREEN INFRASTRUCTURE STRATEGY		
G-1 Urban Forest Program	175	800
<i>Green Infrastructure Subtotal</i>	<i>175</i>	<i>800</i>
TOTAL REDUCTIONS	53,955	156,718
<i>Statewide Reductions Subtotal</i>	<i>43,610</i>	<i>121,843²</i>
<i>Community-wide CAP Measures Subtotal</i>	<i>10,345</i>	<i>34,875</i>
Reduction Target	15% below baseline	49% below baseline
Reductions Needed	71,404	199,743
Reduction below 2010 Baseline	5.0%	24.3%

Source: AECOM 2014

Notes: MT CO₂e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

¹ Excluded from 2020 target achievement estimates; See discussion in Measure E-8 description for rationale

² See Chapter 2, Table 2.5 for a discussion of calculating future reductions from statewide actions

Measure Structure

This chapter is organized according to five reduction strategy areas: energy, transportation and land use, water, solid waste, and green infrastructure. These strategies represent the primary avenues by which to reduce community-wide GHG emissions in Morgan Hill. Each strategy area section begins with an introduction to the overarching concepts that tie that particular strategy to GHG emission generation and potential reductions. This overview is followed by the specific measures and actions that translate the City's vision into on-the-ground implementation.

REDUCTION MEASURES

Measures define the programs, policies, and projects that the City will undertake to accomplish its GHG emission reduction goals. Each measure includes information related to GHG reduction potential, previous City actions within this area, and actions for future implementation.

Reduction Potential

The estimated annual emissions reduction potential of each quantifiable measure is provided for 2020 and 2035 in MT CO₂e/yr. Measures identified as “Supporting Measures” contribute to GHG reductions and are an important component of this CAP, but currently lack a methodology to quantify their individual emissions reduction potential. In the case of Transportation Strategy measures, many of the “Supporting Measures” do provide emissions reductions, though their potential impact has already been included in the CAP through the incorporation of Draft General Plan Amendment VMT data used to prepare the emissions forecasts, as described in Chapter 2.

Measure Background

The measure background section provides information about the specifics of a measure, including descriptions of various technologies or financing mechanisms. This section also describes any actions the City has taken to date towards implementation of that measure. Additionally, some descriptions provide guidance that will be used in program implementation, such as components of the outreach plan and which segments of the community should be targeted for inclusion.

Actions and Responsibility

Action steps and progress indicators are provided in a table following each measure description. Actions identify specific steps that the City will take to implement the measure. The table also identifies responsible departments that would be best positioned to lead or provide input for implementation of certain tasks.

Timeline

The timeline column in the measure tables indicates when each implementation step should occur and uses the following four timeframes:

- **On-going** items are actions the City already performs or programs the City already offers that should be continued in the future.
- **Near-term** items are those that should be pursued immediately, within a 1-2 year timeframe following CAP adoption.
- **Medium-term** items can help to achieve the 2020 reduction target, and should be pursued within 3-5 years following CAP adoption.
- **Long-term** items will help provide broader measure implementation, but are not critical to immediate success; these items include actions that can be started now and will take 5+ years to complete, or can be actions that do not require implementation consideration for at least 5 years.

Progress Indicators

Progress indicators describe the specific action that is being quantified to estimate the reduction potential. These indicators enable City staff, the City Council, and the public to track implementation and monitor overall CAP progress. Progress indicators are provided for both 2020 and 2035, and are specifically described when possible (e.g., 500 single family homes will install a solar hot water heater). Progress indicators are not provided for supporting measures, which do not have quantifiable emissions reductions.

Reduction Strategies

Each strategy area comprises a collection of reduction measures related to a certain topic. The measures identified in this chapter affect issues within the City's direct influence, and have primarily been selected to influence emissions reductions within the community. Strategies related to the general principles of sustainability that do not directly reduce GHG emissions were excluded from this document, though they would contribute to the City's quality of life. As described in Chapter 1, this document focuses on achievement of the City's emissions reductions goals.

The measures presented in this chapter were developed by (a) evaluating existing community conditions, (b) identifying emission reduction opportunities within the community, (c) reviewing best practices from other jurisdictions and organizations, and, (d) incorporating state and regional laws, guidelines, and recommendations.

The emission reduction strategies are as follows:

- **Energy:** The Energy Strategy recommends ways to increase energy efficiency in existing buildings and increase use of renewable energy community-wide.
- **Transportation and Land Use:** The Transportation and Land Use Strategy encourages transit, carpooling, walking, and bicycling as viable transportation modes to decrease the number of single-occupancy vehicle trips within the community.
- **Water:** The Water Strategy promotes the efficient use and conservation of water in buildings and landscapes.
- **Solid Waste:** The Solid Waste Strategy increases waste diversion and recycling, reducing consumption of materials that otherwise end up in landfills.
- **Green Infrastructure:** The Green Infrastructure strategy enhances the City's existing urban forest on public and private land.



ENERGY STRATEGY

The consumption of electricity for appliances, lighting, and cooling, and combustion of natural gas for heating, cooking, and other processes within residential, commercial, and industrial buildings generated nearly 54% of Morgan Hill's community-wide GHG emissions in 2010. These emissions can be reduced by improving energy efficiency in new and existing buildings and increasing the amount of electricity and heat generated from renewable energy sources.

In Morgan Hill, approximately 40%^{viii} of the housing stock was built before California's energy code, Title 24 Part 6, was first adopted in 1978. Consequently, this older building stock offers opportunities for cost-effective energy efficiency retrofits to decrease the use of both electricity and natural gas. The City plans to achieve building energy efficiency improvements in both existing and new buildings through a combination of community outreach and education, continuation of existing programs, and development of additional building regulations.

The Pacific Gas and Electric Company (PG&E) is Morgan Hill's energy utility, providing both natural gas and electricity for residential, commercial, industrial, and municipal uses. PG&E provides electricity generated at hydroelectric, nuclear, renewable, natural gas, and coal facilities. As of 2012, Renewable Portfolio Standard-compliant renewable energy facilities and contracts provided 19% of the electricity delivered to customers.^{ix} As PG&E continues to comply with the provisions of the RPS mandate, it will expand its renewable electricity portfolio, making additional GHG-free electricity available to customers in Morgan Hill. The City will encourage community-wide installation of rooftop solar photovoltaic (PV) and solar hot water systems to increase the portion of Morgan Hill's energy portfolio provided from renewable sources.

The total GHG emission reduction potential of the Energy Strategy is approximately 7,160 MT CO₂e/yr in 2020. This represents nearly 70% percent of total 2020 reductions anticipated from local CAP measure implementation.



MEASURE E-1

ENERGY USE DATA AND ANALYSIS

Increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

2020 GHG Reduction Potential: 225 MT CO₂e/yr

2035 GHG Reduction Potential: 650 MT CO₂e/yr

Improving energy efficiency and management in existing buildings can provide the immediate benefits of reduced emissions and building operational savings through utility cost savings, and potentially provides longer-term maintenance cost savings. Additionally, advanced analytic energy management systems have increasingly become more sophisticated and offer another tool to achieve deep cost-effective energy savings. Building efficiency and conservation improvements also support installation of additional renewable energy systems, since these systems could be sized to accommodate the lower building energy demands.

Analyzing building-specific energy use data can help to identify operational improvement opportunities or faulty mechanical systems, allowing facilities managers or building operators to more closely control operating costs. The advanced energy efficiency analytics process uses daily and hourly building energy meter data, weather data, GIS mapping, and other inputs to determine how a building uses energy. This type of data analysis allows for remote building audits that can often identify low- or no-cost operational improvements leading to greater building efficiency. PG&E and numerous third-party service providers offer advanced analytics services through software subscriptions or direct monitoring. Unlike traditional manual meter reading, advanced meter infrastructure (AMI), commonly referred to as Smart Meters, allows two-way communication between the utility company and the meter. When combined with advanced metering analytics software that organizes and analyzes meter data, the context and value of the data is amplified, creating a more proactive energy management tool.

PG&E customers can obtain usage information in real time by wirelessly connecting to their smart meters through PG&E's Home and Business Area Networking (HAN) program. The HAN program provides the benefits of advanced energy analytics to residential and small-business customers. The City will work with PG&E in developing its HAN implementation program to increase program participation within the community. The City will also partner with other jurisdictions, PG&E, and third-party service providers to increase use of advanced energy analytics in large commercial and industrial buildings.

Tracking community-wide energy use savings can be challenging when energy data is aggregated at the zip-code or block level. The City will also work with residents and businesses during implementation of this measure to identify strategies for sharing energy use data in a way that illustrates success stories and local energy-saving potential, while still protecting end-users privacy. As with most of the measures in the CAP, the City and community members will need to partner together to leverage information and resources to fully implement the strategies described in this plan.

Action	Responsibility	Timeline
A Work with PG&E to facilitate aggressive implementation of Home and Business Area Network (HAN) program and similar programs within Morgan Hill; develop community outreach program to encourage participation in programs	Environmental Services Division	Near-term
B Partner with PG&E, other Santa Clara County local governments, third-party service providers, and local businesses to establish leading regional advanced metering and analytics implementation program for commercial and residential buildings; leverage existing PG&E materials, including description of the O-Power Program, and make information available at Building Division counter	Environmental Services Division	Near-term
C Collaborate with other Santa Clara County local governments to develop outreach program that communicates benefits of using advanced analytics to improve energy efficiency and reduce energy bills; provide links to available rebates for smart-grid compatible appliances and systems on City's Environmental Services website	Environmental Services Division	Near-term
D Consider adopting ordinance that requires existing multi-family and multi-tenant commercial buildings to install individual electricity and natural gas meters for each unit/space at point-of-sale; alternatively, develop educational information on benefits of sub-metering and work with Morgan Hill Chamber of Commerce to share with local business community	Building and Fire Prevention Division	Long-term
Progress Indicators	Year	
1,475,000 kWhr/yr saved – assumes 10% of nonresidential square footage in 2010 baseline year (i.e., 995,000 sqft) participates in advanced analytics program 245,000 kWhr/yr saved – assumes 5% of single family units (i.e., 500 homes) and 2% of multi-family units (i.e., 40 units) participate in advanced analytics program	2020	
3,700,000 kWhr/yr saved – assumes 25% of nonresidential square footage in 2010 baseline year (i.e., 2.49 million sqft) participates in advanced analytics program 1,225,000 kWhr/yr saved – assumes 25% of single family units (i.e., 2,480 homes) and 10% of multi-family units (i.e., 200 units) participate in advanced analytics program	2035	



Promote existing and support development of new private financing options for building retrofits and renewable energy development.

2020 GHG Reduction Potential: 5,165 MT CO₂e/yr

2035 GHG Reduction Potential: 11,130 MT CO₂e/yr

Energy efficiency improvements to residential and nonresidential structures can reduce both energy bills and GHG emissions. Many residences (approximately 72 percent^x) in Morgan Hill are owner-occupied, and thus the financial savings of home energy efficiency retrofits are in the long term economic interest of the homeowner. As such, the City will emphasize voluntary participation in energy efficiency retrofit programs, in lieu of mandatory programs.

Financing typically represents the primary barrier to broad implementation of building retrofits. Inadequate financing options or lack of awareness to existing financing and rebate options can prevent property owners from making energy- and water-conservation improvements. Distribution of information on available programs as well as leveraging programs through partnerships with utility companies, non-profit organizations, and other funding providers can lead to greater community-wide implementation of efficiency retrofits. The City currently provides energy efficiency resources and product rebate program information on its Environmental Services website

PG&E and Energy Upgrade California

Many of PG&E's building retrofit programs are offered through Energy Upgrade California, which provides educational materials and an online platform that provides access to incentives, technical assistance, and qualified contractors. Typical rebates and incentives available to Santa Clara County residents through Energy Upgrade California include PG&E's Basic and Advanced Retrofit Packages; pool pumps and motor rebates; efficient water heaters/blankets; heating, ventilation, and air conditioning (HVAC) upgrades; furnace upgrades; and wall insulation installation. In addition, PG&E is working to fulfill Goal 2.2 of the CPUC Long-Term Energy Efficiency Strategic Plan, which states, "By 2020, 100 percent of eligible and willing customers will have received all cost-effective Low Income Energy Efficiency measures." PG&E also offers an on-bill financing program that provides low-interest loans to non-residential customers for qualified energy efficiency improvements.

Based on data provided by PG&E, participation in PG&E home and building retrofit programs since the 2010 baseline year has provided significant electricity and natural gas savings within the community. Residential programs have resulted in electricity savings totaling nearly 2.5 million kWh/yr and natural gas savings of approximately 7,250 therms/yr. Commercial programs have created annual electricity savings of more than 11 million kWh, and natural gas savings of more than 180,000 therms/yr.^{xi} The City will work with PG&E to identify the most successful

programs to continue their promotion through outreach campaigns, as well as identify less successful programs that would benefit from additional local marketing and promotion.

Property Assessed Clean Energy Districts

Property assessed clean energy (PACE) finance programs provide another source of retrofit and renewable energy development financing. PACE programs were first enabled through AB 811 legislation. This bill allows land-secured loans for homeowners and businesses who install energy efficiency projects and clean-energy generation systems. Senate Bill 555 reinforced implementation opportunities for PACE programs by expanding the scope of activities allowed within a community facilities district, as defined by the Mello-Roos Community Facilities Act of 1982. A PACE program permits property owners within participating districts to finance the installation of energy- and water-efficiency improvements in their home or business through a lien against their property that is repaid through their property tax bill. If the property is sold, payment responsibility transfers to the new owners, allowing building owners to avoid up-front installation costs while at the same time requiring little or no investment of local government general funds. In some instances, the new lender may require repayment of the existing lien, in which case the remaining PACE loan is repaid from the proceeds of the property sale.

Morgan Hill is a participating member of the CaliforniaFIRST (PACE) program, which allows funding for commercial, industrial, non-profit owned, and multi-family residential projects. CaliforniaFIRST is in the process of expanding this program to provide financing options to smaller (i.e., less than 5 units) residential buildings as well. The City will continue its participation in the CaliforniaFIRST program, and will continue its efforts to work with other regional governments to establish a county-wide PACE program available to residential property owners. The City will also work with PACE program administrators and the local Realtor community to develop and share informational materials regarding the availability of this financing mechanism within the community.

Energy Service Companies

Another retrofit financing option is through energy performance contracting (EPC). EPC provides customers with a comprehensive set of energy efficiency and renewable energy generation measures. Energy service companies (ESCOs) often use EPC to provide energy efficiency-related services in which the ESCO guarantees a level of energy savings (or energy generation, in the case of renewable energy programs), and assumes some performance risk during the project's economic life. ESCOs typically provide building energy audits, improvement recommendations, financing and installation, and performance monitoring. This model removes the barrier of up-front capital investments to encourage additional building retrofits.

The City can support use of ESCOs and EPC by developing a market aggregation program that identifies interested commercial and industrial property owners and assembles them into a market of sufficient scale to attract interest from ESCOs. The City can also work with local mortgage lenders to reduce or remove limitations that would prevent use of EPC in commercial

properties. An EPC strategy could also be used at the municipal operations level to implement cost- and energy-saving retrofits in municipal buildings and facilities.

Action	Responsibility	Timeline
Property Assessed Clean Energy		
A Continue to participate in California FIRST to make PACE financing available to commercial, industrial, multi-family residential (5+ units), and non-profit-owned buildings	City Manager	On-going
B Work with other Santa Clara County local governments to establish PACE financing district available for residential property owners [could also provide another source of commercial financing to compliment California FIRST program]	Environmental Services Division	Near-term
C Work with PACE financing providers to educate local realtor and contractor community about PACE offerings, process, and benefits to increase participation	Environmental Services Division	Medium-term
Energy Service Company Promotion		
D Develop business energy performance contracting market aggregation program that identifies interested commercial and industrial properties and aggregates them into market of sufficient scale to attract energy service companies (ESCOs) or energy service agreement (ESA) providers	Environmental Services Division	Medium-term
E Work with local commercial banks to reduce mortgage lender limitations on external financing that limit ESCO and ESA contracts	Environmental Services Division	Long-term
Progress Indicators		Year
Residential retrofits save 5.5 million kWh/yr and 16,000 therms over 2010 baseline consumption; Commercial retrofits save 18.5 million kWh/yr and 360,000 therms over 2010 baseline consumption		2020
Residential retrofits save 10.5 million kWh/yr and 30,500 therms over 2010 baseline consumption; Commercial retrofits save 37.3 million kWh/yr and 810,000 therms over 2010 baseline consumption		2035



MEASURE E-3

BUILDING RETROFIT RELATED REGULATIONS

Develop and implement local ordinances and policies to increase energy efficiency in new and existing buildings.

2020 GHG Reduction Potential: 300 MT CO₂e/yr

2035 GHG Reduction Potential: 1,775 MT CO₂e/yr

The City's Sustainable Building Ordinance, adopted in 2009, requires that projects demonstrate compliance with the California Energy Efficiency Standards. In addition to developing strategies to enforce these minimum standards, the City will consider developing and adopting additional local building efficiency ordinances and energy use reporting requirements.

California Building Energy Efficiency Standards (Title 24, Part 6) serve as the basis for mandatory building energy efficiency standards, and are updated on an approximately three-year cycle. The 2013 Standards improve upon the 2008 Standards in new construction and renovation of residential and nonresidential buildings. The California Green Building Standards (CALGreen) Code provides the option of adopting local energy efficiency standards that surpass the state's basic requirements. CALGreen outlines two options: Tier I requires a building's energy performance to exceed Title 24 requirements by 15 percent, while Tier II increases this standard to 30 percent.

Building energy regulations that go above and beyond the City's existing building ordinances and the state's CalGreen code could be developed and adopted locally to further increase community-wide energy conservation. These additional regulations could focus on the City's existing building stock, which in many cases is less energy efficient than new construction standards allow today. These regulations can be phased in over time, beginning with a voluntary period that allows the City to increase its public outreach efforts on energy conservation strategies and resources. Building regulations could include an energy conservation ordinance, building energy performance rating and disclosure requirements, and building system retro-commission standards.

This CAP assumes that a voluntary market- and incentive-based approach to energy conservation will be successful at helping the community to achieve its near-term emissions reduction targets. The City also recognizes the state's on-going efforts to increase energy efficiency in new construction. The additional regulations described in this measure are included as long-term potential strategies to help the City achieve its 2035 and 2050 targets. Prior to pursuing development of these additional regulations, the City will consider the most current statewide energy conservation legislation to determine what additional opportunities may exist to influence energy use in new construction. The City will also research successful case studies of energy conservation programs or enhanced regulations from other cities and states prior to developing and adopting additional local ordinances.

Residential Energy Conservation Ordinance

A Residential Energy Conservation Ordinances (RECO) requires property owners to install energy conservation measures in their buildings upon transfer of property ownership or when additions or renovations are made, such that a minimum building energy efficiency level is achieved. RECO measures can often save building owners money on monthly electricity and natural gas costs over the long-term. The City will develop and adopt a RECO, which either establishes a building efficiency threshold that must be met through installation of building improvements chosen by the building owner or provides a checklist of mandatory installations. Building energy audits would help to identify the most cost-effective improvements to make if the City adopts an efficiency threshold that allows building owners to decide how best to comply with the regulation. Alternatively, the City could develop a RECO checklist for building inspectors that specifies what improvements will be made. For example, "Ceiling insulation will be installed to achieve a thermal resistance of R30", or "All domestic water storage heaters will

be insulated with an external insulation blanket rated at a minimum thermal resistance value of R6". The City will review RECOs in other California jurisdictions when developing its policies.

The City will also establish a cost ceiling relative to the sales price of the home or multi-family property, over which additional improvements would not be required. Exemptions should be provided for newer construction or upgraded buildings, as these buildings likely already have higher energy efficiency than older buildings, as well as for properties that have already been upgraded and are resold within 5 years. The expense of required improvements is expected to be absorbed into the building's purchase price and mortgage, and is typically an acceptable expense for the purchaser considering the long-term savings. Financing options described in Measures E-2 could reduce up-front costs to building owners for compliance with a RECO.

The RECO program could be designed to be self-enforcing in order to minimize City resources dedicated to inspection or verification. The City could also implement the RECO in phases. Phase 1 would consist of a mandatory audit (performed by third-party auditors) with voluntary improvements extending for a period of five years. During this time the City would continue to provide information on available rebates and financing options to encourage voluntary installation of improvements identified in audits during Phase 1. Installation of improvements would become mandatory as part of the RECO's Phase 2 implementation.

Home Energy Rating and Reporting

The City will also develop a mandatory home energy rating and disclosure program. The California Energy Commission (CEC) developed the Statewide Home Energy Rating System (HERS) program to allow comparisons of the efficiency levels between California homes. A home's HERS rating is calculated as part of an energy audit, and informs homeowners and renters about energy efficiency much like the MPG metric allows comparisons of vehicles. This type of rating assists in estimating the relative utility costs associated with a home so that renters and buyers can factor those costs into their decision-making process. The City will partner with local real estate professionals to help educate home buyers about the value of energy audits at the point of sale, and help them to interpret home energy ratings. The City will also work with Realtors to identify strategies for including HERS ratings within a home's MLS listing.

Retro-Commissioning

Commissioning and retro-commissioning are the processes of verifying that building systems are operating at optimal efficiency as intended by building architects and engineers. The state's building code already requires commissioning in new construction. Development of a City policy that requires all major building systems (e.g., mechanical, electrical, ventilation) to be retro-commissioned at regular intervals (e.g., 5-7 years) could help ensure optimal system operations and energy efficiency through the operable life of these systems. Retro-commissioning can also help extend the life of existing systems, defer expensive upgrades, and ensure timely identification of energy efficiency opportunities.

Action	Responsibility	Timeline
A Identify strategies to enforce City's existing Sustainable Building Ordinance (Section 15.65 of Morgan Hill Municipal Code)	Building and Fire Prevention Division	Near-term
B Partner with local realtor community to develop and implement building owner outreach campaign that targets new building owners to provide information on available building energy efficiency audit and retrofit programs, as well as locally-available financing options (including PACE financing)	Environmental Services Division	Near-term
C Monitor existing legislation on energy efficiency in new construction to identify opportunities for expansion through development of additional local ordinances; pursue following action items if identified opportunities also have successful case studies to serve as guidance in ordinance development and implementation	Building and Fire Prevention Division	On-going
D Adopt RECO requiring point-of-sale energy efficiency upgrades with established efficiency thresholds and maximum investment limits; implement RECO in phases to allow time for community education on building energy conservation strategies and funding programs; Create verification program to ensure that required efficiency upgrade package achieves building efficiency threshold	Building and Fire Prevention Division	Long-term
E Adopt ordinance that requires energy performance rating and disclosure for single family residential buildings at point-of-sale using Home Energy Rating System or similar low-effort program	Building and Fire Prevention Division	Long-term
F Adopt ordinance that requires energy performance rating and disclosure for non-residential buildings at point-of-sale or point-of-lease [similar to Home Energy Rating System in E-3 D]	Building and Fire Prevention Division	Long-term
G Adopt ordinance that requires proof of building equipment and systems retro-commissioning per established timeframe (e.g., 5-7 year periods)	Building and Fire Prevention Division	Long-term
Progress Indicators		Year
500 single-family houses install a basic retrofit package following residential energy audit; 100 multi-family units install a basic retrofit package following residential energy audit		2020
3,000 single-family houses install comprehensive retrofit package following residential energy audit; 600 multi-family units install comprehensive retrofit package following residential energy audit		2035



MEASURE E-4

PARKING LOT LIGHTING EFFICIENCY

Develop a parking lot lighting retrofit ordinance requiring property owners or managers to replace inefficient parking lot or parking structure lighting with high-efficiency lighting technologies where feasible.

2020 GHG Reduction Potential: 20 MT CO₂e/yr

2035 GHG Reduction Potential: 430 MT CO₂e/yr

High-quality parking lot lighting is necessary to provide personal safety and deter theft and vandalism. However, conventional parking lot lighting, including high-wattage metal halide and

high-pressure sodium lights, consumes more energy than new light-emitting diode (LED) technologies, which provide comparable lighting quality at a fraction of the energy consumption. The higher initial cost of LED lighting is a primary barrier to its widespread adoption. However, the longer life, lower maintenance, cumulative energy savings, and available rebates often result in a short payback period on the investment.

To increase parking lot lighting efficiency retrofits, the City will develop an ordinance requiring non-residential and multi-family property owners to retrofit inefficient parking lot and parking structure lighting at a property's point-of-sale or point-of-lease. The City will also provide informational materials explaining the simple-payback period associated with lighting improvements, available rebates or utility incentives, and local case studies.

Action	Responsibility	Timeline
A Adopt ordinance that requires non-residential and multi-family property owners to retrofit inefficient parking lot or parking structures lighting with high-efficiency lighting technologies at point-of-sale or point-of-lease	Building and Fire Prevention Division	Long-term
B Develop outreach materials explaining simple payback period for lighting improvements and available funding sources (e.g., PG&E lighting rebates, energy performance contracts)	Environmental Services Division	Long-term

Progress Indicators	Year
5% of parking lot lights are upgraded from HPS to energy-efficient technology	2020
50% of parking lot lights are upgraded from HPS to energy-efficient technology	2035



MEASURE E-5

SHADE TREE PROGRAM

Increase community-wide use of shade trees to decrease energy use associated with building cooling.

2020 GHG Reduction Potential: 20 MT CO₂e/yr

2035 GHG Reduction Potential: 50 MT CO₂e/yr

Properly located trees can provide shading for residential and commercial buildings, and thereby reduce the need for air conditioning. The capacity of a tree to reduce GHG emissions is dependent on its age, species, and planting location with regards to nearby buildings. As trees mature, their canopies increase in size and provide higher levels of shade and greater levels of building cooling in hot weather. Large, deciduous species are ideal for reducing building energy use as they provide shade in summer, but allow winter sunlight into buildings for passive solar gain in cooler weather. Additionally, trees gain carbon-capturing biomass in their trunks and roots as they absorb carbon from the air to grow.

The City will develop a shade tree ordinance that requires new single-family residential units to incorporate shade trees, or functionally equivalent vegetation, on a per-unit or per square foot basis (e.g., 1 tree per single-family home, 1 tree per 900 sq ft of leasable space). Landscaping plans for new residential construction should address shade tree planting locations and species types, such that mature trees will provide building shade that reduces the need for cooling systems and allow for winter daylighting. The City can partner with residents, local businesses, neighborhood groups, and other community organizations to encourage additional voluntary tree planting on private property within the city to increase the number of shade trees planted adjacent to existing buildings. The City should convene technical support from PG&E, Public Utilities Department staff, and landscape service providers to develop shade tree planting guidelines that encourage proper species selection and tree-siting and minimize future impacts on underground utilities and sidewalks.

Action	Responsibility	Timeline
A Adopt ordinance that requires new residential development to incorporate properly selected and located shade trees (or alternative appropriate building-integrated vegetation) on per unit or per square foot basis	Building and Fire Prevention Division	Medium-term

Progress Indicators	Year
1,100 new shade trees properly installed	2020
2,500 new shade trees properly installed	2035



MEASURE E-6

SOLAR PHOTOVOLTAIC DEVELOPMENT

Encourage voluntary community-wide solar photovoltaic development through regulatory barrier reduction and public outreach campaigns.

2020 GHG Reduction Potential: 1,430 MT CO₂e/yr

2035 GHG Reduction Potential: 3,400 MT CO₂e/yr

Distributed renewable energy systems generate clean, renewable electricity on site, where the energy will be used. Increasing the use of distributed renewable energy systems (e.g., rooftop solar, ground-source heat pumps, solar water heaters) prevents the combustion of fossil fuels to generate electricity, thereby reducing GHG emissions.

Solar photovoltaic (PV) systems generate electrical power by converting solar radiation into direct current electricity. Residential, commercial, and industrial rooftops all provide opportunities for PV installations. Currently, the City's website provides information on programs available to Morgan Hill residents and businesses that encourage PV installation,

including Energy Upgrade California. The PACE financing districts described in Measure E-2 also includes renewable energy systems within their finance options.

According to utility grid interconnection data from the California Solar Initiative (CSI), Morgan Hill installed approximately 1.9 megawatts (MW) of residential PV capacity since the 2010 baseline year. An additional 42 kW of PV capacity was installed on commercial properties during the same time period.^{xii} While numerous barriers can prevent widespread adoption of solar PV technology, including local regulations, up-front costs, and misinformation or lack of information; new opportunities for financing and collaboration have emerged that reduce these barriers and encourage more Californians to utilize solar energy.

Common barriers to PV installation include homeowner's association covenants or design review that prohibit or restrict solar panel installation, or zoning ordinances that restrict the types of districts in which solar facilities are allowed. Other barriers are more subtle, such as height restrictions, lot coverage limitations, or setback requirements that do not allow for the placement of solar panels on existing rooftops or building sites. Screening requirements for rooftop equipment and landscaping requirements that limit access to solar resources can also act as barriers. The City has already taken steps to streamline its solar permitting process and reduced permitting fees for residents pursuing solar installations on new or existing homes, so additional regulatory barriers may no longer exist. The following funding and financing strategies can help to overcome the remaining financial barriers to broader installation.

Solar Service Providers

As with building retrofit programs, financing is also critical to the success of the solar PV program. Financing models, such as power purchase agreements (PPAs), can be used to offset the initial capital cost. With Solar PPAs, solar service providers install PV systems that they own and maintain, then sell the generated electricity back to the property owner at an established rate. Solar PV rebates may also be available through the investor owned utility- funded California Solar Initiative and its related programs, as well. CSI has a goal to create 3,000 MW of new, solar-generated electricity by 2017, and has been a source of solar PV financial incentives in the past. As the program nears completion rebate values will continue to decline, which may lead to slower PV installation growth in the future if additional financial resources are not provided. The City should continue to monitor solar PV installations within the community to ensure implementation results are consistent with the progress indicators identified for this measure (see implementation table at end of measure discussion).

Community Shared Solar Promotion

Community shared solar programs allow the purchase of locally-produced solar energy, even if a participants' building is not suitable for installation of its own solar PV systems. Community solar typically includes a solar-electric system that provides power to a group of community members that may collectively own the system. A 2008 study by the National Renewable Energy Laboratory found that only approximately one-quarter of residential rooftop area is

suitable for solar PV installation.^{xiii} Collective PV system ownership allows participation in renewable energy development for those who cannot install PV systems on their own buildings for various reasons (e.g., tenant does not own building, structural issues, poor solar access), but still want to receive the benefits associated with clean electricity. As part of its Green Option Program, PG&E anticipates offering a Community Solar Program that will allow customers to voluntarily purchase electricity from small- and mid-sized solar programs developed nearby in exchange for higher per kilowatt hour electricity costs associated with development of the systems. In addition to reducing regulator barriers and streamlining the permitting process for solar PV installation, the City will conduct outreach programs to educate residents and business about the benefits of various community solar options.

Action	Responsibility	Timeline
A Review/revise all applicable building, zoning, and other codes and ordinances to identify and remove remaining regulatory barriers to installation of solar PV or solar hot water systems in residential and nonresidential construction	Building and Fire Prevention Division	Near-term
B Conduct outreach program to educate residents and businesses about potential benefits of solar service providers' power purchase agreements and opportunities for community shared solar PV systems; invite neighborhood groups/organizations to help identify potential interest; work with PG&E to share information about PG&E's Community Solar program	Environmental Services Division	Near-term
C Host workshop with area solar service providers to identify opportunities to further streamline installation of solar PV systems; pending result of PPA workshop, remove identified barriers to wide-scale solar installation throughout city	Environmental Services Division; Building and Fire Prevention Division	Medium-term
D Conduct outreach program to educate residents and businesses about opportunities for community shared solar PV systems; provide general information on City website describing various solar PV financing / installation options (e.g., PPA, community shared solar, outright purchase)	Environmental Services Division	Medium-term
Progress Indicators	Year	
2.0 MW of existing solar PV installed from 2010-2013; 3.25 MW of new solar PV capacity installed community-wide (residential and nonresidential combined) from 2014-2020	2020	
2.0 MW of existing solar PV installed from 2010-2013; 10.5 MW of new solar PV capacity installed community-wide (residential and nonresidential combined) from 2014-2035	2035	



MEASURE E-7

SOLAR HOT WATER DEVELOPMENT

Encourage community-wide solar hot water development through regulatory barrier reduction and public outreach campaigns.

2020 GHG Reduction Potential: 0 MT CO₂e/yr

2035 GHG Reduction Potential: 400 MT CO₂e/yr

By using the sun's energy to heat or preheat water, solar hot water heaters can complement natural gas or electric systems, reducing usage, utility costs, and carbon emissions. Solar water heating systems include solar collectors, typically placed on roofs, which are attached to an insulated water storage tank. According to the California Solar Initiative, solar hot water systems can lower energy bills by meeting 50 to 80 percent of hot water needs. The California Solar Water Heating and Efficiency Act of 2007 (AB 1470) created a 10-year program aimed at installing solar water heaters in homes and businesses and was designed to lower system purchase costs, which typically range from \$3,000 to \$6,000. Similar to solar PV installations, rebates and utilization of the PACE financing program to amortize remaining costs can help reduce upfront installation costs.

Due to system costs and relatively low prices for natural gas, participation in the CSI-Thermal Program has been less robust than seen in the statewide solar PV program. In the future, installations of solar thermal systems may become more financially viable as technology costs decrease or energy prices increase. The City will partner with PG&E to promote voluntary installation of solar thermal systems through an outreach campaign that targets high-volume hot water users (e.g., Laundromats, multi-family residential buildings). The City could host roundtable discussions that bring together potential customers to discuss barriers to implementation, and collaboratively identify solutions to overcome those obstacles.

Given the low levels of participation in the CSI-Thermal Program to date, the CAP assumes that no solar hot water systems will be installed within the community prior to 2020, but estimates longer-term potential reductions from future implementation of this measure.

Action	Responsibility	Timeline
A Collaborate with PG&E and California Solar Initiative - Thermal Program to develop local outreach program to maximize installation of solar hot water systems and leverage existing funding opportunities	Environmental Services Division	Long-term
B Work with PG&E to identify businesses and multi-family residential building owners with high hot water use, and provide targeted outreach with promotional materials for participation in CSI-Thermal Program	Environmental Services Division	Long-term
C Host roundtable discussion with large hot water users to identify potential City barriers to installation of solar thermal systems; work with City departments to remove or reduce identified barriers, where possible	Environmental Services Division; Building and Fire Prevention Division	Long-term

Progress Indicators

525 single-family houses install a solar thermal system capable of providing 70% of the building's hot water heating energy

2035



MEASURE E-8

COMMUNITY CHOICE AGGREGATION

Partner with other Santa Clara County jurisdictions to determine the feasibility for development of a regional CCA program, including identification of the geographic scope, potential costs to participating jurisdictions and residents, and potential liabilities.

2020 GHG Reduction Potential: 5,500 MT CO₂e/yr [Note: 2020 reduction estimates are not included in target achievement calculations shown in Table 3.1]

2035 GHG Reduction Potential: 7,275 MT CO₂e/yr

Assembly Bill 117, which was signed into law in 2002, enables California cities and counties, either individually or collectively, to supply electricity to customers within their borders through the establishment of a CCA. Unlike a municipal utility, a CCA does not own the transmission and delivery systems, but is responsible for providing electricity to its constituent residents and businesses. The CCA may own electric generating facilities, but more often, it purchases electricity from private electricity generators. A key benefit of a CCA is that the participating jurisdictions can determine the amount of renewable energy contained within the generation portfolio. For example, a Santa Clara County CCA could decide to provide 75% of its electricity from renewable sources, which would exceed state requirements directing California's utilities to provide 33% of their electricity from renewable sources by 2020.

Developing a CCA would require a detailed analysis of energy demand, efficiency opportunities, and renewable generation opportunities in the county. Using existing models from other counties (e.g., Marin County) is likely to reduce the initial program design costs. The program would be most effective if the City partnered with other Santa Clara County cities and the county government to jointly pursue a CCA program. The cities of Sunnyvale, Mountain View, and Cupertino are currently cooperating on an initial CCA feasibility study, though the geographic scope of that program has not yet been finalized.

For purposes of this CAP it was assumed that a local CCA program in which Morgan Hill's residents and businesses could voluntarily participate would not be implemented prior to the 2020 target year. This aligns with the CAP's conservative approach to estimating reductions. However, given the recent momentum towards establishing a CCA program within the county, it is feasible that such a program could be available prior to the 2020 target year if the City decides to participate in regional planning efforts.

Further, increasing access to clean electricity has been identified as a primary mechanism for achieving the state’s long-term emissions reduction goals. Therefore, even if a CCA program is not an option for the 2020 target year, it may become likelier in the future to provide the deep reductions needed to achieve longer-term emissions targets. Alternatively, the state may continue to increase the renewable energy requirements in the RPS to achieve a similar result. Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015, is currently under review in the State Assembly. In part, this bill recommends expanding the RPS to require that 50% of electricity provided by California’s utilities come from emissions-free, RPS-compliant sources by 2030. The City will need to monitor and review statewide programs and legislation as part of future CAP updates to re-evaluate the remaining share of emissions reductions to be achieved through local action (see Measure 2035-1 at the end of this chapter).

Action	Responsibility	Timeline
A Determine local interest in pursuing CCA program as local energy option; work with other Santa Clara County partners to conduct feasibility study of developing multi-jurisdiction CCA program	City Manager	Near-term
B If study determines CCA to be feasible and advantageous to Morgan Hill residents and businesses, work with Santa Clara County partners to prepare necessary additional study reports, informational materials, and any other supporting research and/or documents to help pursue development of CCA program	City Manager	Long-term
Progress Indicators		
75% of residents and businesses participate in CCA program that provides 50% renewable energy		2020
75% of residents and businesses participate in CCA program that provides 50% renewable energy		2035



Transportation-related emissions make up approximately 32% of the community-wide 2010 emissions inventory. Vehicle fuel efficiency, fuel carbon content, and vehicle operations, all influence the amount of transportation emissions generated in a community. However, these emissions are largely generated by the number of vehicle miles traveled (VMT) by residents and employees. Long vehicle trips and high numbers of trips create higher emissions.

While state-mandated technological changes in fuel efficiency and reductions in fuel carbon content are estimated to greatly reduce transportation emissions, additional reductions will require local and regional action. Eliminating or shortening vehicle trips is made possible through increasing alternative transportation options, such as transit, bicycling, or walking, and through the distribution of diverse land uses relative to transportation options.

The Transportation and Land Use Strategy includes efforts to improve pedestrian mobility to encourage walking between nearby destinations and accommodate non-automotive circulation. Enhancing the bicycling network and improving access to transit stops also support multi-modal transportation options. Where people live, work, shop, and play also determines how far they have to travel daily, whether they choose to walk, bike, use public transit, or drive. Measures that support mixed land uses and opportunities for higher density development along existing transit routes are essential to supporting alternative transportation options. Facilitating a transition to alternative fueled vehicles and managing daily traffic demand can also reduce emissions. This includes incorporating alternative fueled vehicles in the municipal fleet, providing charging and refueling stations for alternative fueled vehicles community-wide, and assisting local businesses with single occupancy vehicle travel reduction efforts.

As described in Chapter 2, the CAP's emissions forecasts were based on VMT growth estimates developed as part of the City's Draft General Plan Amendment project. These VMT

estimates considered the City's draft land use and circulation policies and the land use distributions associated with the highest VMT land use alternative. Therefore, many of the measures presented in this strategy area do not have specific emissions reduction estimates because their VMT-reduction potential was assumed to be incorporated within the VMT data used to prepare the emissions forecasts. Several measures go above and beyond what was envisioned within the Draft General Plan Amendment policies and have been quantified separately here.

Emissions reductions from the Transportation and Land Use Strategy total approximately 1,900 MT CO₂e/yr in 2020, representing 18% of total local CAP measure reductions.



MEASURE T-1

PEDESTRIAN ENVIRONMENT ENHANCEMENTS

Continue to encourage alternative modes of transportation, including walking, through safety and comfort enhancements in the pedestrian environment.

Supporting Measure – Not Quantified

Pedestrian enhancements support safe and comfortable walking environments, potentially increasing foot traffic to retail establishments and businesses, while decreasing automobile trips and emissions. Pedestrian enhancements include the provision of seating, shading, way-finding signage, safe crosswalks, and traffic calming measures such as roundabouts and curb extensions. Providing connectivity and convenient, enjoyable pedestrian areas is also essential for improving residents' quality of life. A Pedestrian Master Plan provides a framework for local governments to address pedestrian safety, identifying important improvements that would increase safety and comfort within a community.

The California State Legislature passed the Complete Streets Act of 2008 followed by the Safe and Complete Streets Act of 2011 adopted by Congress. Complete streets are essentially streets that are planned and designed for use by everyone and for all modes of transportation (e.g. automobiles, bicycles, walking). The City of Morgan Hill currently has a complete streets policy that will provide community-wide benefits beyond the physical improvements to roadways, such as increased pedestrian comfort, reduced VMT, and more active pedestrian areas. In August 2014, the City approved a pilot complete streets program for Monterey Road between Main Avenue and Dunne Avenue. The goal of the project is to enhance the pedestrian environment to safely accommodate bicycles while reducing noise, air pollution, and other negative impacts associated with motor vehicle traffic.

To further support the development of complete streets, the City will implement its complete streets policy on newly-constructed roadways or those undergoing major renovation, develop a Pedestrian Master Plan to help guide pedestrian improvements, and will work with the Public

Works Department on complete street development specifications to better ensure pedestrian comfort, where feasible. The City will also identify internal funding sources as well as grant opportunities to help finance those efforts.

Action	Responsibility	Timeline
A Develop Pedestrian Master Plan to serve as guidance document for pedestrian improvements; update plan every 3-5 years to re-prioritize improvement projects	Planning Division	Medium-term
B Identify internal funding sources to provide City's match for grant-funded project planning, design, and construction	Planning Division; Public Works	Long-term
C Continue to implement City's complete streets policy requiring accommodations for non-automotive circulation on newly constructed roads and during major roadway improvement projects	Public Works	On-going
D Review Complete Streets street cross sections and development specifications to ensure pedestrian comfort where possible, including placement of planting strips between sidewalks and travel lanes/on-street parking, as appropriate per road type	Public Works	Medium-term



MEASURE T-2

BIKE INFRASTRUCTURE EXPANSION

Continue to encourage alternative modes of transportation, including bicycling, through expansion of bicycle paths, lanes, and routes within the community.

2020 GHG Reduction Potential: 45 MT CO₂e/yr

2035 GHG Reduction Potential: 160 MT CO₂e/yr

Bicycling can be a healthy and enjoyable alternative to driving that reduces vehicle miles traveled, resulting in lower community-wide emissions and local air quality improvement. Having implemented its 2001 Bikeways Master Plan, which was updated in 2008, the City recognizes the benefit of improving bicycling infrastructure as a means to creating a bike-friendly community that encourages the use and frequency of this alternative mode of transportation. The City of Morgan Hill also provides bicycling resources and tips on its website, participates on the Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee to advise VTA on funding and planning issues for bicycle and pedestrian projects, and was designated as a bicycle-friendly city by the League of American Bicyclists.

The Bikeways Master Plan identifies bicycle infrastructure improvements and amenity enhancements, and aims to enable safe and efficient bicycle traveling as an everyday means of transportation in Morgan Hill. According to 2010 Census data, approximately 0.7% of commute trips in the community are made by cyclists. The Master Plan has established a goal to achieve a 2.0% bicycle travel mode share following implementation of the Plan's proposed projects and

outreach programs. To increase the use of bicycles as an alternative mode of transportation, it is essential to provide a network of well-connected bicycle routes, lanes, and paths that link key destinations (e.g., employment centers, transit hubs, commercial districts) with residential areas. Moving forward, the City will update the Bikeways Plan every five years to re-prioritize bicycle network enhancements and identify additional physical or programmatic barriers that inhibit cycling within the community. The City will also continue to pursue funding opportunities in support of these goals.

Action	Responsibility	Timeline
A Update existing Bicycle Master Plan to continue to serve as guidance document for bicycle network improvements and programmatic strategy; update plan every 5 years	Planning Division	On-going
B As part of Bicycle Master Plan update, re-prioritize bicycle network enhancements as necessary, based on community input regarding problematic or unsafe routes, bicycle accommodation limitations (e.g., secure parking, commuter facilities), and focused outreach strategies	Planning Division; Public Works	Long-term
C Update list of identified primary funding sources and preliminarily identify additional local funding sources by which to provide City's match for grant-funded project planning, design, and construction	Planning Division; Public Works	On-going
D Identify and work to remove physical barriers or safety concerns that could inhibit cyclists from accessing various transit stations / stops; partner with VTA, as necessary	Public Works	Medium-term
E Review Complete Streets street cross sections and development specifications to encourage bicycling by maximizing bike lane widths or establishing physical separation between vehicle travel lanes and bicycle lanes on high-volume roadways, to extent feasible	Public Works	Medium-term
Progress Indicators		Year
1% of commute trips in Morgan Hill occur by bicycle		2020
2% of commute trips in Morgan Hill occur by bicycle		2035



MEASURE T-3

BICYCLIST ACCOMMODATIONS

Facilitate bicycling as a means of transportation through development of bicycle-supporting amenities.

Supporting Measure – Not Quantified

In addition to safe pathways and lanes on which to ride, other supportive accommodations can increase bicycle ridership within the community. Considerations for safe parking, transit system integration, and end-of-trip facilities can all improve the user experience and reduce barriers to entry for the broader population. In an effort to make commuting easier for people who bike and

ride, VTA has installed bike lockers throughout its bus and light rails system. VTA now provides 500 bike lockers at light rail and Caltrain stations, Park & Ride lots, and transit centers. The City's Bikeways Plan also outlines a strategy for increasing parking facilities within Morgan Hill. The Plan identifies acceptable and unacceptable bicycle racks for local installation, and provides an inventory of existing bicycle parking facilities throughout the community with recommendations on where improvement is needed.

Additional end of trip facilities, such as showers and clothing lockers, can further remove barriers to bicycle commuting and increase its feasibility as a commute option for employees. Shower facilities with clothing lockers (and sometimes full fitness centers) are increasingly included as design features within new office buildings as an incentive to attract tenants and employees. Several jurisdictions, including Morgan Hill, currently encourage lockers and showers in new office and retail construction or major renovations. VTA also regularly requests the provision of such facilities in new development through its Development Review program. To further enhance these efforts, the City will consider establishing bicycle commute facility requirements for new construction. Consideration of this measure should occur as part of the Bikeways Plan update process when developing a comprehensive set of strategies to increase the community-wide bicycle commuter mode share.

Action	Responsibility	Timeline
A Consider establishing bicycle commute facility requirements for new construction to be included in City's Development Standards; requirements should establish thresholds for application (e.g., commercial uses employing more than "X number" of employees) and type of end-of-trip facilities to be provided (e.g., showers and locker/changing rooms, secure bike storage areas)	Planning Division; Building and Fire Prevention Division	Medium-term
B Continue to implement Bicycle Master Plan recommendations for installation of bike parking within Downtown area, and at schools, parks, and other activity areas along bicycle corridors; work with Morgan Hill Downtown Association and community bicyclist organizations to identify opportunity areas for new bike parking installations	Planning Division; Public Works	On-going



MEASURE T-4

BICYCLE OUTREACH PROGRAM

Develop a bicycle outreach program to promote community-wide "bikeability" through safety programs, bicycle tune-up clinics / training, partnerships with bicycle advocacy groups and cycling clubs, and/or local bicycle maps (e.g., "Bike Downtown").

Supporting Measure – Not Quantified

Bicycle education and outreach are important programmatic strategies to increase cyclist safety and ridership within the community. These programs typically provide instruction on proper bicycle maintenance and safe cycling techniques, and introduce local cycling groups. The City's Bikeways Plan summarizes the different types of skills-based and informational bicycle program options, and lists which of these programs are currently available within Morgan Hill. It also provides recommendations for additional program development in the City, with a focus on education and safety for school-aged children.

County-wide or other regional bicycle outreach programs may be available to Morgan Hill residents, in addition to City-led offerings. For example, the *Walk & Roll* Safe Routes to School Program (SRTS) in Santa Clara County consists of a broad network of participants that work together to create a fun, healthy, safe environment for children to walk or bike to school. The program engages public health agencies, community-based organizations, pedestrian and bicycle advocates, school officials, teachers, parents, and others interested in bicycle and pedestrian safety within their communities.

The City will continue to support bicycle rodeo collaboration between the Police Department and Morgan Hill Unified School District, as well as the Police Department's annual Child Safety Fair. In addition to these programs, the City will continue to implement its Bikeways Plan, which describes other bicycle safety and promotion programs to increase local knowledge of cycling as a safe and fun exercise or commute option. The City will also work with local cycling groups to identify dangerous cycling conditions to be addressed through the SRTS program.

Action	Responsibility	Timeline
A Continue to provide bicycle safety education activities, including bicycle rodeos, at local schools; implement Bikeways Plan recommendations on development of additional bicycle outreach and safety programs	Police Department; Recreation and Community Services Division	On-going
B Solicit comments from local cycling clubs/advocacy groups to identify dangerous cycling conditions on City streets; address problem areas through SRTS programs or similar projects; evaluate efficacy of SRTS projects to identify changes in pedestrian or bicycle accidents, and modify future program projects as necessary	Recreation and Community Services Division; Public Works	Long-term



MEASURE T-5

TRANSPORTATION DEMAND MANAGEMENT

Provide informational resources to local businesses subject to SB 1339 transportation demand management program requirements and encourage additional voluntary participation in the program.

2020 GHG Reduction Potential: 615 MT CO₂e/yr

2035 GHG Reduction Potential: 1,890 MT CO₂e/yr

Transportation demand management (TDM) programs apply strategies and policies to reduce travel demand (specifically single-occupancy vehicles) and traffic congestion, particularly at peak commute hours. Instead of increasing capacity by widening or adding roadways, TDMs promote cost-effective strategies, such as carpooling, flexible schedules, and the use of public transit as a means to reduce VMT and transportation-related emissions.

Within the region, several agencies have programs and measures that encourage alternatives to driving alone. The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay area. MTC provides alternative transportation resources on its 511.org website, including a trip planner, maps (e.g., high-occupancy vehicle, park-and-ride lots, bike paths), carpool and car-sharing services, and mobile applications that provide real-time transportation information. VTA also provides incentives to use public transportation, including two park-and-ride lots (one near the Caltrain Station) that serve several bus lines, and a subsidized employer and multi-family resident transit pass called the Eco Pass. These programs offer an opportunity for the City to develop partnerships that leverage resources, expand incentives, and further support efforts to reduce regional traffic congestion, lower emissions, and improve public health.

Transportation Demand Management Program

Employee commutes represent a substantial portion of total vehicle trips made within the Bay Area. To address that source of vehicle emissions and traffic congestion, SB 1339 authorizes the Bay Area Air Quality Management District (BAAQMD) and MTC to adopt and implement a regional ordinance known as the Bay Area Commuter Benefits Program. The program requires employers with 50 or more employees within MTC's jurisdiction to select one of four commuter benefit options including:

- the option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law;
- a transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- a low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or

- an alternative method that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions).

The City of Morgan Hill is within MTC's boundaries and therefore, subject to the requirements of SB 1339. The City will support BAAQMD, VTA, and MTC in implementation of the program, and will work locally to encourage voluntary participation in similar TDM actions by smaller businesses that are not subject to the regulation.

Carpool / Rideshare Program

As previously mentioned, 511.org provides rideshare opportunities within the Bay Area, including a ride match service to connect riders with existing drivers or facilitate the development of new carpool groups. The City will partner with 511.org to provide informational resources on the benefits and process of carpooling to local businesses, with special focus given to small businesses that are not subject to the requirements of SB 1339 described above.

Guaranteed Ride Home

Another incentive to support voluntary use of multi-modal commute options is the provision of a guaranteed ride home program. A guaranteed ride home program applies to individuals who regularly commute by public transit, carpool/vanpool, walking, or bicycling when personal emergencies arise (e.g., leave work early due to illness, pick up a sick child, work overtime). These programs typically provide free shuttle and taxi services and/or reimbursements for such services. VTA already provides an Emergency Ride Home service to individuals who use its Eco Pass program. To provide a similar service to a wider number of multi-modal commuters (e.g., bicyclists, carpoolers, walkers), the City can work with other local governments and agencies to develop a county-wide Guaranteed Ride Home Program. A county-wide program would further facilitate confidence in multi-modal transportation as a reliable and convenient daily option.

Action	Responsibility	Timeline
A Support regional efforts to implement SB 1339 commuter benefit requirements for employers with more than 50 employees	Environmental Services	Near-term
B Work with VTA and/or 511.org on outreach campaigns targeting employers with fewer than 50 employees to encourage voluntary participation in TDM program activities, including pre-tax deductions for alternative travel mode expenses, transit pass subsidies, and new vanpool development; share best-practices in TDM programs with local businesses to identify options that have been successful at small scale	Environmental Services	Medium-term
C Partner with 511.org and employers to leverage new ride-matching technologies and promote rideshare among employees	Environmental Services	Medium-term
D Work with other Santa Clara County partners to develop Guaranteed Ride Home program for employees who work in Santa Clara County and commute to work via alternative travel options (e.g., public transit, carpool/vanpool, biking, walking)	Environmental Services	Medium-term

Action	Responsibility	Timeline
Progress Indicators		Year
10% of total employees in 2020 participate in TDM program that offers rideshare promotion, telecommuting / alternative schedules, and subsidized transit fares		2020
25% of total employees in 2020 participate in TDM program that offers rideshare promotion, telecommuting / alternative schedules, and subsidized transit fares		2035



MEASURE T-6

TRANSIT-ORIENTED DEVELOPMENT

Continue to encourage development that takes advantage of its location near transit options through higher densities and intensities to increase ridership potential.

Supporting Measure – Not Quantified

Transit-oriented development (TOD) places higher density and intensity development within walking distance of primary transit stops. This approach brings residents and jobs closer to transit opportunities, providing additional ridership for the public transit system. Successful TOD can take various shapes, depending on the character of the community. TOD can focus on increasing employment near transit stops, typically within a ½-mile radius, provided adequate pedestrian connectivity is available for riders to then reach their jobs. It can also focus on increasing residential densities near transit stops, usually within a ¼-mile radius. TOD can also include a mix of uses (e.g., residential, office, retail) when the goal is to develop a more complete neighborhood center.

Community opposition to increased densities or intensities may hinder local efforts to encourage TOD. Local land use and development policies may also pose a barrier. Parking standards that ignore the potential for reduced automobile trips in TOD may inhibit development due to the high cost of providing parking. Parking policies can affect both the quality and feasibility of mixed-use projects.

Within Santa Clara County, VTA's Corridors and Station Areas Program identifies Priority Development Areas (PDAs) in which to encourage high-density development around important transit areas. VTA is one of many regional agencies involved in the FOCUS Initiative, which supports local governments' land use planning commitments by working to direct existing and future incentives to PDAs. Downtown Morgan Hill is a higher-density area with a mix of commercial, retail, and residential uses surrounding a Caltrain station. The Morgan Hill Downtown Specific Plan identifies the Caltrain station area as an opportunity to attract additional services and development to serve commuters using the train. The area east of the station, along Third and Depot Streets and the current VTA/Caltrain parking lot have been identified as a potential transit-oriented-development area, with new land use designations that include

Central Business District Mixed Use to strengthen the relationship between the train station and residential uses.

In addition, VTA developed a Community Design and Transportation (CDT) Manual with a compilation of transportation and land use “best practices” intended to enhance the way communities are planned, designed, funded, and built. The CDT program also provides capital grants intended to help VTA member agencies and local communities to design and build transit- and pedestrian-friendly projects.

In addition to implementing the Downtown Specific Plan policies regarding changes to land use designations and development requirements that promote high density infill development, the City will incorporate these policies into the General Plan to further encourage transit-oriented development, and will reduce off-street parking requirements for these types of projects and for those providing shared parking and/or incorporating travel demand management measures. The City will also help to facilitate higher-density projects within walking distance to transit stops by identifying areas that could support increased population or employment, evaluating infrastructure capacity issues, and identifying funding for necessary improvements.

Action	Responsibility	Timeline
A Reduce off-street parking requirements for transit-oriented and mixed-use developments, for developments providing shared parking, and for developments that incorporate travel demand management measures	Planning Division	Long-term
B Identify areas that could support net increase in population or employment through land use changes within 1/4 mile walking distance of priority transit stops	Planning Division	Long-term
C Evaluate capacity for higher-density/intensity development in transit areas, and develop prioritization and funding strategies to complete necessary improvements	Public Works	Long-term
D Implement policies contained in Downtown Specific Plan regarding changes to land use designations and development regulations to facilitate infill development at higher densities/intensities near transit opportunity areas; incorporate Downtown Specific Plan policies into General Plan update	Planning Division	On-going



MEASURE T-7

MIXED-USE DEVELOPMENT

Continue to encourage mixed-use development through land use and zoning designations to bring employment and daily services closer to residential uses.

Supporting Measure – Not Quantified

The distribution of land uses and the degree of street connectivity within a city influences how people travel. Land use strategies that place daily needs near each other and near residential neighborhoods allows some trips to be made without a car. Development patterns that provide convenient pedestrian connectivity to parks, schools, retail, and jobs also support non-automotive transportation options. Mixed-use development often creates these pedestrian-friendly environments with a variety of uses nearby that allow people to address some or all of their daily live, work, play, and shop needs in one place.

Single-use zoning only allows one type of land use within an area, which can result in large areas dominated by a single development type, such as single-family houses or retail. This type of development makes use of alternative transportation options difficult because densities are often too low to support public transit, and the distances between different land uses are too great to encourage walking or cycling.

Existing land uses in Downtown Morgan Hill consist of dense blocks containing a mix of retail, office, and residential uses. The City's General Plan and Zoning Code also designate a majority of the land in Downtown for mixed-use development with a ground floor overlay district on either side of Monterey Road that requires retail, restaurant, and entertainment uses at street level.

In conjunction with the actions described in Measure T-6, including parking requirement reductions and infrastructure improvements to support higher-density development, the City will identify opportunities for mixed-use development near transit-rich areas and within designated PDAs. As part of its General Plan Update, the City will also allow mixed-use development within neighborhood centers and along the Monterey Corridor.

Action	Responsibility	Timeline
A Facilitate mixed-use development around Morgan Hill Caltrain station, VTA transit center (Main and Hale), and/or within designated Priority Development Areas;	Planning Division	Long-term
B Evaluate capacity for higher-density/intensity development in mixed-use areas, and develop prioritization and funding strategies to complete necessary improvements [Similar to T-6 C]	Public Works	Long-term

C	Reduce off-street parking requirements for transit-oriented and mixed-use developments, for developments providing shared parking, and for developments that incorporate travel demand management measures [Same as T-6 A]	Planning Division	Long-term
D	As part of General Plan Update process, plan for additional mixed-use development within neighborhood centers and/or along Monterey Corridor	Planning Division	Long-term



MEASURE T-8

COMMUNITY-WIDE ALTERNATIVE FUEL VEHICLES

Encourage community-wide use of alternative fuel vehicles through expansion of alternative vehicle refueling infrastructure.

2020 GHG Reduction Potential: 1,250 MT CO₂e/yr

2035 GHG Reduction Potential: 3,900 MT CO₂e/yr

Alternative-fueled vehicles use electricity, compressed natural gas (CNG), liquefied petroleum gas (LPG), hydrogen fuel cells, or other fuel types that have lower carbon content than traditional gasoline and diesel fuel. As engine technologies continue to advance, alternative-fueled vehicles have become increasingly popular to reduce fuel costs and emissions.

One of the primary challenges to increased adoption of alternative-fueled vehicles has been limited refueling infrastructure available to support the various vehicle types. Often referred to as “range anxiety”, an incomplete network of refueling infrastructure limits broad adoption of these vehicles as drivers feel confined to the limits of their known refueling locations. Local governments can play a role in combatting range anxiety by exploring cost-effective opportunities to install recharging infrastructure for electric vehicles, requiring pre-wiring for electric charging stations in new developments and parking lots, and working regionally to construct expensive infrastructure, such as CNG and LPG refueling stations.

To advance work in this area, several cities in Santa Clara County are teaming up with the Santa Clara County Office of Sustainability to launch its “Driving to Net Zero: Decarbonizing Transportation in Silicon Valley” project, which was recently awarded a \$550,000 grant from the California Strategic Growth Council (SGC) for an innovative regional alternative fuel vehicle (AFV) planning effort. This effort, which includes elements of policy, codes and permitting, technical and cost issues, public-private partnerships, and coordination of AFV infrastructure, will be a catalyst for growth in this sector locally and serve as a model for other regions throughout the state and country. Tools and findings from this project can inform Morgan Hill-specific activities to expand alternative fuel infrastructure in the community, and is anticipated to further accelerate alternative vehicle procurement of personal and fleet vehicles across the City.

The City has already installed several EV charging outlets at the Morgan Hill Aquatic Center parking lot. The City will continue to look for cost-effective opportunities to install additional charging stations in publicly accessible areas of the community, through grant funded opportunities or donations from technology providers. Research performed as part of the County's "Driving to Net Zero" project may help to identify best strategies for the City to expand this infrastructure.

In addition to public charging stations, the County's project will likely develop best practice action items to increase installation of private charging stations as well. The majority of EV charging takes at home, where vehicles can be left to charge overnight to take advantage of utility time-of-use pricing discounts. However, most existing construction was developed prior to consideration of vehicles' charging needs in a garage or carport. Depending on the age of the building, its electrical system, and the design of the garage, electrical retrofits to accommodate an at-home EV charging unit could cost several hundred to several thousand dollars. Increasingly, pre-wiring to accommodate the future installation of EV charging systems is being designed into new residential and commercial construction. The cities of Cupertino and Palo Alto, as well as Santa Clara County, have already adopted EV charging unit pre-wiring requirements for certain types of new construction, such as residential and small businesses. The County's project will explore additional building and zoning code revisions that would expand electric vehicle supply equipment (EVSE) installations throughout the community, in addition to single-family residential pre-wiring requirements. The project will evaluate charging station requirements for new or renovated multi-family and commercial development, preferential parking requirements for new commercial development, and compliance with other regulations (e.g., Americans with Disabilities Act). It will also pursue expedited permitting processes for EVSE integration in new and existing development.

Based on local examples and the results of the County's project, the City will update its Municipal Code to require EV charging unit pre-wiring in new residential construction, and will consider developing similar standards for non-residential construction. The City will also participate in regional discussions and working groups to identify strategies to incentivize EV charging station retrofits at existing multi-family properties. The City will also continue to share links to alternative fuel vehicle buying guides on its website. As the local framework of charging infrastructure continues to develop, the City should additionally provide links to the Silicon Valley Energy Map and Department of Energy EV Station Location Map on its website. Links to charging station planning resources, informational brochures, and technical support for developers and contractors interested in providing public electric charging ports in new projects should also be provided on the City's website.

Action	Responsibility	Timeline
A Continue to explore cost-effective ways to increase alternative vehicle charging / refueling infrastructure within City for public use, including additional installations at municipal facilities and partnerships with technology providers	Environmental Services	On-going
B Revise municipal code to require pre-wiring for at-home electric vehicle charging ports in new single-family and multi-family construction	Building and Fire Prevention Division	Near-term
C Work with regional partners to develop informational brochures and technical support for developers / contractors interested in providing electric vehicle charging ports in new projects	Environmental Services; Building and Fire Prevention Division	Long-term

Progress Indicators	Year
Community-wide motor vehicle profile shifts as follows: 5% of gasoline passenger vehicles shift to plug-in hybrid electric (PHEV); 5% of diesel passenger vehicles shift to PHEV; 5% of gasoline light-duty trucks shift to PHEV; 3% of gasoline heavy-duty trucks shift to CNG; 3% of diesel heavy-duty trucks shift to CNG; 40% of diesel buses shift to CNG, 20% shift to PHEV	2020
Community-wide motor vehicle profile shifts as follows: 8% of gasoline passenger vehicles shift to plug-in hybrid electric (PHEV); 2% shift to battery-electric (BEV); 5% shift to CNG 8% of diesel passenger vehicles shift to PHEV; 2% shift to battery-electric (BEV); 5% shift to CNG 8% of gasoline light-duty trucks shift to PHEV; 2% shift to battery-electric (BEV); 5% shift to CNG 25% of gasoline heavy-duty trucks shift to CNG; 25% of diesel heavy-duty trucks shift to CNG; 45% of diesel buses shift to CNG, 30% shift to PHEV	2035



MEASURE T-9

MUNICIPAL FLEET ALTERNATIVE FUEL VEHICLES

Shift municipal vehicle fleet from gasoline- and diesel-powered vehicles to alternative fueled vehicles, to the extent possible.

Supporting Measure – Not Quantified

Compressed natural gas (CNG), hybrid vehicles, and plug-in electric vehicles (EVs) are increasingly incorporated into municipal fleets nationwide to help reduce vehicle-related emissions and demonstrate sustainability leadership at the local government level. Many municipal fleet vehicles can be replaced with cleaner versions capable of performing the same tasks upon regular vehicle replacement. Passenger vehicles and light-duty trucks can often be replaced with battery electric vehicles or plug-in hybrid electrics. Some diesel-powered heavy-duty vehicles and equipment can be replaced with CNG or LPG vehicles, if refueling infrastructure is available. Recent diesel and natural gas prices have made this type of replacement feasible from an economic standpoint as well.

In an effort to modernize its municipal fleet, the City should establish a long-term vehicle goal that promotes an overall reduction in petroleum fuel consumption. Fuel-based reduction goals can be achieved with investments in alternative fuel vehicles and refueling technology, depending upon technological advancements and City budget considerations. The target would focus future fleet procurement objectives and guide long-term public infrastructure investments. This measure can also be used to support a broad based, community-wide market shift towards alternative fuel vehicles as described in Measure T-8 if alternative fueling infrastructure is publicly accessible. The City of San José has adopted a municipal fleet target, which encourages a shift to a public fleet with 100% alternative fuel vehicles by 2022. Implementation and monitoring of such a target in Morgan Hill would require the City to more consistently evaluate the quantity of fuel procured and consumed across departments and vehicles.

Following establishment of a fuel reduction target, the City should create a strategic plan to achieve that target through replacement of non-emergency passenger vehicles and light duty trucks with alternative fuel vehicles (assuming vehicle options are available that meet operational needs). Assessment and replacement criteria should be based upon vehicle age, mileage, service use, maintenance and repair costs, and fueling costs to inform vehicle selection, leverage industry technological advancements, and mitigate vehicle-related environmental impacts.

Assuming that refueling infrastructure can be installed, the City should develop specific vehicle fleet targets for various types of alternative fueled vehicles. For example, the City could establish a long-term target to replace all passenger vehicles with EV or hybrid-electric models at the time of replacement. The City could also establish targets to transition light-duty trucks from gasoline to hybrid, electric, and/or CNG models, gradually increasing targets as achievements are made. CNG vehicles can be used as a bridge technology to help transition the City's heavy-duty diesel trucks and off-road equipment towards lower emissions options as additional heavy-duty models are made available. This would provide an interim step between conventional fuel vehicles and very low- or zero-emissions vehicles, such as electric or hybrid options. Incorporating CNG vehicles typically requires the installation of a CNG refueling station at a municipal corporation yard. While the City currently has no plans for CNG refueling infrastructure, opportunities may exist to jointly pursue development of a shared facility with neighboring jurisdictions. For purposes of this CAP, a transition to CNG vehicles is considered a long-term opportunity that will require additional study before actions can be taken. The strategic fleet plan should be reviewed and revised annually to account for progress made, operating budgets, and emerging and evolving technologies.

The City should also participate with other Santa Clara County jurisdictions to develop a regional alternative fuel vehicle procurement program that leverages economic benefits of bulk purchases, and jointly pursue grant funding to install EV charging units or other alternative vehicle infrastructure for municipal fleet use.

Action	Responsibility	Timeline
A Develop municipal fleet low-carbon target; defined as A) Total vehicle fleet composed of "X"% zero- or lower-carbon vehicles; or, B) Total vehicle fleet emissions reduction target (can be achieved through combination of reduced VMT, vehicle technology, mode shift, etc.)	Environmental Services Division	Long-term
B Define vehicle fleet transition pathway to achieve selected goal; at time of replacement, shift passenger vehicle purchases toward EV, hybrid-electric, hydrogen fuel cell, or CNG models; consider new vehicles' carbon emissions and fuel efficiency as regular procurement criterion; regularly consider lower-emissions heavy-duty vehicle options and opportunities to incorporate bridge technologies, such as CNG vehicles	Environmental Services Division	Long-term
C Identify interest from, and opportunities to partner with, neighboring jurisdictions to develop shared CNG refueling station for use by municipal fleets; management of CNG station could possibly be contracted to private entity through franchise agreement and opened up to public use as well in support of broader community-wide shift towards alternative fuel vehicles	Environmental Services Division	Long-term
D Pursue grant funding or vendor's promotional offers to install additional EV charging stations at City facilities for use by municipal vehicles	Environmental Services Division	Long-term
E Consider partnering with other Santa Clara County governments to develop regional alternative fueled vehicle procurement program to achieve lower vehicle costs through bulk purchases	Environmental Services Division	Long-term



Water-related GHG emissions are primarily a result of energy used to pump, transport, and treat potable water and wastewater. Emissions associated with this sector accounted for less than 2% of the community-wide GHG inventory, which indicates a relatively small role for water conservation in the City's emissions reduction strategy. However, with water supplies expected to continue declining into the future, water conservation strategies have the added benefits of aligning demand with future water availability.

This strategy area considers emissions reductions resulting from local implementation of statewide water conservation legislation. The total GHG emissions reduction potential of the Water Strategy is 300 MT CO₂e/yr in 2020. This represents approximately 3% of total local CAP measure reductions.



MEASURE W-1

SB-X7-7

2020 GHG Reduction Potential: 300 MT CO₂e/yr

2035 GHG Reduction Potential: 410 MT CO₂e/yr

Implement water conservation policies contained within Morgan Hill's Urban Water Management Plan to achieve 20 percent per capita water reductions by 2020.

The state has made water conservation a priority through adoption of SB X7-7 in 2009, which requires California to achieve a 20% reduction in urban per capita water use by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per capita water use by at least 10% on or before December 31, 2015. SB X7-7 requires each urban retail water supplier to develop both long-term urban water use targets and an interim urban water use target. This law also creates a framework for future planning and actions for urban and agricultural users to reduce per capita water consumption 20% by 2020.

The City of Morgan Hill Water Department is the major water supplier within the City's boundaries. The City has adopted a UWMP that identifies best management practices in water conservation, which are being implemented to achieve the state's water conservation goals. These conservation strategies include:

- Residential Water Surveys and Retrofits
- System Water Audit, Leak Detection, and Repair
- Landscape Survey Program and Large Landscape Conservation Programs
- Metering and Conservation Pricing
- Public Information and Education Programs
- Water Efficient Landscaping through Advanced Irrigation Systems and Low-Water Plant Selections
- Energy and Water Efficient Washing Machine and High-Efficiency Toilet Rebate Programs

In addition to these water-conserving activities, the City highlights its efforts and water conservation resources on its website, including reduced water schedules and water-wise gardening information. The City will continue to implement its UWMP to comply with statewide water conservation efforts. As part of future CAP implementation updates, the City should also share information on its successes in reducing water use community-wide through development of user-friendly statistics, figures, and charts.

Action	Responsibility	Timeline
A Develop public information campaign that highlights City projects and landscaping practices that conserve water at public buildings and parks/landscaped areas (e.g., drought-tolerant landscaping, efficient irrigations systems, indoor plumbing retrofits)	Environmental Services Division	Medium-term
B Partner with community/neighborhood groups to promote existing water conservation programs and participation in voluntary landscaping retrofit programs	Environmental Services Division; Public Works	Near-term
C Work internally to identify opportunities for water use data tracking and reporting at community-wide level; if successful, share this information through annual CAP progress reporting procedures, aligned with required General Plan implementation annual reports, to keep community members apprised of City's progress towards water conservation goals	Public Works	Medium-term
Progress Indicators		Year
UWMP is implemented to achieve 15% per capita water use reduction from 2010 baseline use		2020
UWMP is implemented to achieve 15% per capita water use reduction from 2010 baseline use		2035



SOLID WASTE STRATEGY

Waste disposal creates emissions when organic waste (e.g., food scraps, yard clippings, paper and wood products) is buried in landfills and anaerobic digestion takes place, emitting methane. Additionally, extracting and processing raw materials for consumer products, distributing them to consumers and disposing of them creates GHG emissions. In Morgan Hill, approximately 3% of GHG emissions are associated with solid waste generation and disposal in landfills.

Recent efforts to reduce long-term waste generation have incorporated the principle of zero-waste, with the goal of one day being able to recycle, reuse, or compost all waste products. Implementation programs to achieve zero-waste can include community-wide recycling, organics collection (e.g., food scraps, compostable paper), and green design to minimize construction-related waste. Business procurement policies can also be developed to give preference to materials that support a zero-waste goal. Paperless office policies can incorporate technological hardware and software to minimize office paper waste. Manufacturing processes can also be designed to eliminate supply stream waste and reduce operating expenses.

All of these practices combined can lead to lower landfill-related emissions, and help to extend the useful operating life of local landfills. The measures included within the Solid Waste Strategy provide total GHG emission reduction potential of approximately 800 MT CO₂e/yr in 2020. This represents approximately 8% of total local CAP measure reductions.



MEASURE SW-1 ZERO WASTE GOAL

Maximize solid waste diversion community-wide through preparation of a zero-waste strategic plan.

Supporting Measure – Not Quantified

Zero waste is a philosophy that reimagines the resource cycle to allow reuse of all products to avoid landfilling or incineration. The purpose of a zero waste strategic plan is to shift consumption patterns, manage purchases more carefully, and establish the infrastructure and informational resources necessary to achieve broad community support. In 2001, California was the first state to adopt a zero-waste policy, noting that the public, industry, and government will work together to reduce, reuse, or recycle all solid waste materials.

AB 939 mandates local jurisdictions to meet numerical diversion goals. Although landfill capacity is no longer considered the statewide crisis it once was, waste diversion from landfills protects public health and safety and the environment by reducing landfill methane emissions and groundwater contamination associated with faulty landfill membranes. In its efforts to exceed the diversion goals established in AB 939, the City adopted ordinances prohibiting the use of single-use plastic bags and foam take-out containers within the community. The City also provides information to residents and local businesses through its website to increase local knowledge on recycling resources, reducing junk mail, battery and electronic waste collection, composting, donation of reusable goods, and household hazardous waste collection. The City's current waste hauler provides curbside recycling and garbage services to all businesses and residents in Morgan Hill, as well as curbside organic waste services for residents.

To further facilitate progress toward a zero-waste goal, it is important to understand the nature of waste generated within the community. To that end, the City prepared a Residential Waste Characterization Study in 2006 to determine the types and amounts of materials in the local residential waste stream. The results of waste characterization studies are informative and can be used to support development of an overarching strategic plan to reduce waste community-wide. The City should update its residential study and partner with the local business community to prepare a commercial waste characterization study. The City can then partner with its franchise waste hauler to analyze the study results and identify additional material diversion opportunities. Future study updates will allow the City to gauge progress toward the zero-waste goal. Longer-term strategies like a zero-waste goal are not intended to be achieved immediately, but will help the City to make progress on its future emissions reduction targets (e.g., 2035).

Action	Responsibility	Timeline
A Establish goal and implementing strategy to exceed 50% community-wide solid waste diversion requirements established by AB 939, either through updates to CIWMP elements or through preparation of standalone strategic plan	Environmental Services	Medium-term
B Prepare residential and commercial waste characterization studies to identify Morgan Hill-specific opportunities for additional waste diversion; use study results to develop outreach campaigns that increase participation in City's existing waste management programs, targeting specific waste types and/or sources; partner with franchise waste hauler in opportunity selection and program development	Environmental Services	Medium-term
C Establish timeline and funding mechanism to perform periodic Waste Characterization Study updates to evaluate efficacy of new outreach programs	Environmental Services	Long-term
D Develop robust outreach campaign to ensure community-wide understanding of materials management service offerings and drive behavioral change focused on lifecycle of materials (i.e., source reduction, materials reuse, end-of-life)	Environmental Services	Long-term



MEASURE SW-2 FOOD SCRAP AND YARD WASTE DIVERSION

Promote the collection of food scraps and compostable paper in yard waste bins through public outreach campaigns.

2020 GHG Reduction Potential: 600 MT CO₂e/yr

2035 GHG Reduction Potential: 1,830 MT CO₂e/yr

Food scraps are unwanted cooking preparation and table scraps, such as banana peels, apple cores, vegetable trimmings, bones, egg shells, meat, and pizza crusts. Compostable paper, sometimes called food-soiled paper, usually comes from the kitchen and is not appropriate for paper recycling due to contamination. Materials such as stained pizza boxes, uncoated paper cups and plates, used coffee filters, paper food cartons, napkins and paper towels are all compostable paper. Diverting these organic items from the landfill helps to reduce methane gas generation from anaerobic decomposition, and helps to prolong the operable life of a landfill. Composting of organic materials, such as food, is one method of managing these materials and diverting them from landfills.

Recology South Valley provides residential food scrap collection services, providing Morgan Hill households with a single bin in which to collect yard clippings; food scraps such as bones, fruits, and seafood; and other organics including soiled paper products, coffee grounds, and pizza boxes. According to a Biocycle Nationwide Survey (January, 2012), Morgan Hill had a 100 percent participation rate in its residential food waste collection program, with approximately

9,700 households diverting 6,400 tons of food scraps, soiled paper, and other green waste annually.

The City will continue to implement its food scrap and compostable paper diversion outreach programs. Based on results from the residential waste characterization survey update described in Measure SW-1, the City will work with its waste hauler in developing strategies to increase diversion rates among participating households. The City can also partner with the Morgan Hill Chamber of Commerce and Recology South Bay to develop a pilot program for commercial food scrap collection at local businesses. The pilot program would be designed to identify and remove logistical barriers associated with food scrap collection, including space limitations for additional collection bins, odor and pest control related to collection frequency, and employee training and/or customer education on how the programs work. Similar to the residential collection program, commercial waste characterization studies could be used to monitor program implementation success.

Action	Responsibility	Timeline
A Continue to implement residential food scrap and compostable paper collection program and outreach campaigns; provide information to local elementary schools on existing food scrap diversion program for incorporation into on-going recycling curriculum	Environmental Services	On-going
B Work with franchise waste hauler to develop new outreach programs or strategies that address solid waste diversion opportunities identified in Residential Waste Characterization Study	Environmental Services	Medium-term
C Work with franchise waste hauler, Morgan Hill Chamber of Commerce, and other local business organizations to develop and encourage participation in voluntary commercial food scrap collection pilot program; identify opportunities to share best-practices and lessons learned with other cities in Santa Clara County that have implemented similar programs	Environmental Services	Medium-term
Progress Indicators	Year	
100% of households divert 80% of food scraps and compostable paper; 10% of businesses divert 25% of food scraps and compostable paper; Households and businesses divert 95% of yard waste	2020	
100% of households divert 95% of food scraps and compostable paper; 20% of businesses divert 25% of food scraps and compostable paper; Households and businesses divert 95% of yard waste	2035	



MEASURE SW-3

CONSTRUCTION & DEMOLITION WASTE DIVERSION PROGRAM

Enforce construction and demolition waste diversion requirements in State's Green Building Code.

2020 GHG Reduction Potential: 200 MT CO₂e/yr

2035 GHG Reduction Potential: 775 MT CO₂e/yr

According to California Department of Resources Recycling and Recovery's (CalRecycle's) 2008 Statewide Waste Characterization Study, construction and demolition (C&D) materials account for almost 29 percent of the waste stream in California. Many of these materials can be diverted from landfills for reuse and recycling, including concrete, bricks, metal, drywall, and lumber. Lumber is also an organic material, and therefore generates methane emissions through anaerobic decomposition in a landfill. Reusing and recycling C&D materials conserves natural resources and diverts material from landfills, reducing greenhouse gasses and conserving landfill capacity.

The California Green Building Code, effective January 1, 2011 and subsequently amended, requires the diversion of at least 50 percent of construction waste materials generated during most new construction, including all new residential and commercial projects, with few exceptions. Some Santa Clara County jurisdictions have adopted more stringent diversion requirements through Municipal Code updates. For example, the City of Cupertino currently requires 60% diversion of construction waste from applicable projects. Recology South Valley provides debris boxes for construction and demolition projects and encourages diversion practices through various outreach efforts. The City's website also provides links to green building resources for additional information on reducing and recycling construction waste materials.

Implementation and monitoring challenges can limit full participation in the City's C&D diversion efforts. Some communities have addressed the issue of compliance through development of a C&D diversion deposit program, in which the project applicant pays a deposit (as a percentage of total project costs or on a square foot basis) in exchange for a building permit. The deposit is reimbursed to the applicant upon submittal of appropriate documentation showing target diversion achievement by the contractor or waste hauler. The program could also be structured to forgo deposit requirements if applicants provide a signed contract with an authorized C&D collector that clearly states the level of diversion to be achieved.

To increase local diversion of C&D materials away from landfills, the City will adopt a C&D waste diversion ordinance to meet California's Green Building Code requirement (CalRecycle provides a list of best practices and other resources, such as a model ordinance). The City will also work with its franchise waste hauler to evaluate opportunities for and the feasibility of greater C&D waste diversion. The City can make incremental increases to its C&D diversion

requirements in the future as green building practices continue to evolve and area landfill operators and waste haulers become accustomed to higher diversion rates. The City should also consider developing a C&D debris deposit program if it identifies a need to improve compliance with the new diversion ordinance.

Action	Responsibility	Timeline
A Formally adopt construction and demolition (C&D) waste diversion ordinance that requires 50% diversion from qualifying projects; sample ordinance language is provided on CalRecycle website	Environmental Services	Near-term
B Work with franchise waste hauler to evaluate capability of area landfill operators to maximize C&D waste diversion	Environmental Services	Long-term
C Consider increasing diversion requirements to 75% diversion; alternatively, only target scrap lumber with 75% diversion requirement	Environmental Services	Long-term
D Consider developing Construction and Demolition Debris Diversion Deposit Program to help enforce C&D ordinance, in which deposit is paid to City prior to issuance of building permit and refunded to applicant following submittal / approval of applicable waste diversion documentation	Environmental Services	Long-term
Progress Indicators		Year
50% of construction and demolition waste diverted		2020
75% of construction and demolition waste diverted		2035



GREEN INFRASTRUCTURE STRATEGY

Green space consists of a variety of places that, when integrated within an urban environment, provide valuable recreation and health services to the community. In Morgan Hill, green space includes the urban forest, parks, landscaped medians and parkways, and natural stormwater-absorbing landscapes. Healthy and robust green infrastructure systems can mitigate the urban heat island effect, lower building energy use, provide natural stormwater management and wildlife habitat, improve local air quality, and increase community pride.

As one component of the green infrastructure network, urban forests provide shade and can reduce the heat island effect, which causes temperatures to increase in areas with concentrations of exposed pavement and rooftops. These higher temperatures can lead to increased air conditioner use, which increases energy consumption and can strain utility infrastructure at peak hours of the day. Urban forests also provide a visual amenity for residents and habitat value for wildlife.

The City also recognizes other beneficial aspects of trees. Trees beautify neighborhoods, increase property values, reduce noise and air pollution, and create privacy. Additionally, trees gain carbon-sequestering biomass in their trunks and roots as they absorb carbon dioxide from the air to grow. The measure in this section seeks to enhance Morgan Hill's already well-established urban forest through partnerships with residents, businesses, and community and neighborhood groups.

The total GHG emission reduction potential of the Green Infrastructure Strategy is 175 MT CO₂e/yr in 2020. This represents almost 2% percent of total 2020 reductions anticipated from local CAP measure implementation.



MEASURE G-1

URBAN FOREST PROGRAM

Support development and maintenance of a healthy, vibrant urban forest through outreach, incentives, and strategic leadership.

2020 GHG Reduction Potential: 175 MT CO₂e/yr

2035 GHG Reduction Potential: 800 MT CO₂e/yr

The urban forest contributes to Morgan Hill's quality of life and attractiveness as a place to live, work, and visit. Trees play a valuable role in the identity of a city by strengthening a community's image, encouraging pedestrian activity, and developing inviting public and private spaces. Trees also perform important environmental functions such as removing air and water pollutants, providing wildlife habitat, and capturing carbon dioxide from the atmosphere.

Urban forests that include street trees can also provide shade to roadways and other paved areas to reduce the heat island effect, which causes temperatures to increase in areas with concentrations of exposed pavement and rooftops. These higher temperatures can lead to increased air conditioner use, which increases energy consumption and can strain utility infrastructure at peak hours of the day.

Recognizing the importance of maintaining and enhancing an urban forest, the City of Morgan Hill adopted a Tree Planting Plan as part of the City's Municipal Code. The Plan includes a master tree list, from which trees must be selected if they will overhang a public right-of-way within the city (unless permission to plant other trees is granted by the park superintendent). Similarly, the Plan includes a list of prohibited trees and groundcover, which upon maturity can become a community liability rather than an asset.

The City's General Plan and Downtown Specific Plan also include policies and guidance regarding street trees and landscaping in public rights-of-way, as well as the preservation and protection of native and/or historically or aesthetically significant trees. Recently, Morgan Hill received a grant for the "2014 Invest from the Ground Up" community tree planting program. The project was sponsored by the California Urban Forests Council to plant trees in Paradise Park, Galvan Park, Jackson Park, and an undeveloped parcel within the city.

Management of a healthy urban forest can sometimes require support from more than just the City's Public Works staff. There may be opportunities for community residents or organizations to assist the City in the management and maintenance of street trees planted within the public right-of-way. These organizations could assist in outreach campaigns designed to increase the voluntary planting of landscaping or shade trees. They could also play a role in nurturing new street trees through an adopt-a-tree program to reduce the burden on Public Works staff. The City should consider developing a long-range forestry plan to identify policies and strategies that proactively manage the City's urban forest for future generations while minimizing maintenance conflicts with overhead and underground utility infrastructure.

The City will continue to enforce existing tree-planting requirements for new residential construction. The City will also consider developing a tree protection ordinance requiring the replacement of removed street trees, and could provide guidance on planting site selection to ensure that tree replacements are appropriately planted to minimize potential root damage to driveways, sidewalks, and utilities.

Action		Responsibility	Timeline
A	Continue implementing landscaping requirements in City's Municipal Code, specific plans, and other regulatory documents	Planning Division	On-going
B	Partner with neighborhood groups, community organizations, and business community to encourage voluntary tree planting on private property within Morgan Hill; identify opportunities for such organizations to assist City with maintenance of street trees planted within public rights-of-way	Parks and Street Division	Long-term
C	Consider developing strategic, long-range plan (e.g., Urban Forest Master Plan) to identify policies and strategies to proactively manage and grow City's street tree population	Parks and Street Division	Long-term
D	Consider developing tree protection ordinance that requires replacement of removed street trees, including planting site selection criteria	Parks and Street Division	Long-term
Progress Indicators			Year
1,100 net new trees planted in city from 2010 baseline year			2020
5,000 net new trees planted in the city from 2010 baseline year			2035

Long-Term Monitoring

In addition to the preceding emissions reduction strategies, the following measure commits the City to regularly monitoring the actual reductions attributed to statewide actions in the future to ensure that the reductions scenarios shown later in this chapter are realized. The measure also directs the City to modify the CAP's actions in response to any potential shortcomings that are identified during the monitoring process.

MEASURE 2035-1 LONG-TERM TARGET MONITORING

Regularly monitor progress made towards City's 2035 and additional future targets through inventory updates and review of implementation success related to statewide actions.

Supporting Measure – Not Quantified

It is likely that the state will continue to develop actions and programs that will support achievement of its 2050 statewide reduction target, such as development and implementation of zero-net energy building requirements. However, at this time the potential future impact of those actions is unknown. Therefore, the City will continue to monitor the state's efforts designed to achieve its long-term 2050 reduction target. Should additional statewide actions be developed or existing actions enhanced that would have local application to Morgan Hill, then the City will analyze their local reduction potential and incorporate those reductions into future CAP updates.

The uncertainty regarding the future impact of statewide actions is only one of several variables that could influence the City's ability to achieve its longer-term targets. New technologies that further reduce energy or transportation-related emissions (e.g., more efficient appliance standards, fuel-efficient vehicles) may be developed between now and 2035. Further, existing technologies may also become more effective or financially viable, which could accelerate their purchase and use within the community. One example is the cost and ubiquity of solar photovoltaic panels, which have experienced exponential market growth during the last few decades. To that end, increased residential and commercial renewable energy deployment could be a large source of future emissions reductions when compared to current conventional grid-sourced energy resources.

Additional local CAP measures may also be developed during future plan updates, or CAP measures may be implemented at higher rates than previously estimated. The 2035 reduction estimates are based on the best available data and assumptions, but the future is difficult to predict accurately. Regular emissions inventory updates will be the best predictor of future target achievement, and will help the City to identify emissions sectors that need additional attention. They will also help to maintain future CEQA streamlining benefits by demonstrating that the City remains on a trajectory towards the CAP's long-term emissions reduction targets.

Similarly, future target achievement is based on numerous growth estimates, including future year population and employment levels envisioned in the General Plan Amendment, which may or may not be accurate. If the City grows faster than anticipated in the emissions inventories, it will become harder to achieve long-term targets without deeper implementation of CAP measures. However, if the City grows more slowly, so too will its emissions; potentially making future targets easier to achieve through implementation of this CAP. All of these uncertainties illustrate the need for regular monitoring and revisions to the CAP, the City's emissions inventories, and reduction strategies. See Chapter 4 for further discussion of how the City should ensure the CAP's relevance in the future.

Action	Responsibility	Timeline
A Prepare emissions inventory updates on 5- year cycle to ensure real progress is being made towards reduction targets; prepare updates in 2020, 2035, and 2050 to correspond directly with target years; during each inventory update year, consider need for implementation of long-term reduction opportunities described in following section (future statewide actions may make some of these strategies redundant)	Environmental Services	On-going
B Develop process for updating statewide reduction estimates as part of future inventory updates to show actual BAU and ABAU emissions levels achieved, which can be compared to estimates described in Chapter 2 of this CAP	Environmental Services	Medium-term
C If discrepancy is discovered between actual reduction results and estimated levels due to fewer reductions from statewide actions, identify which statewide actions are not performing optimally and strengthen related local CAP measures or develop new local actions to close reductions gap	Environmental Services	Long-term
D Incorporate updated BAU and ABAU inventories into regular CAP implementation progress reports to ensure most current information is considered during these status meetings when developing future courses of action	Environmental Services	On-going

Target Progress

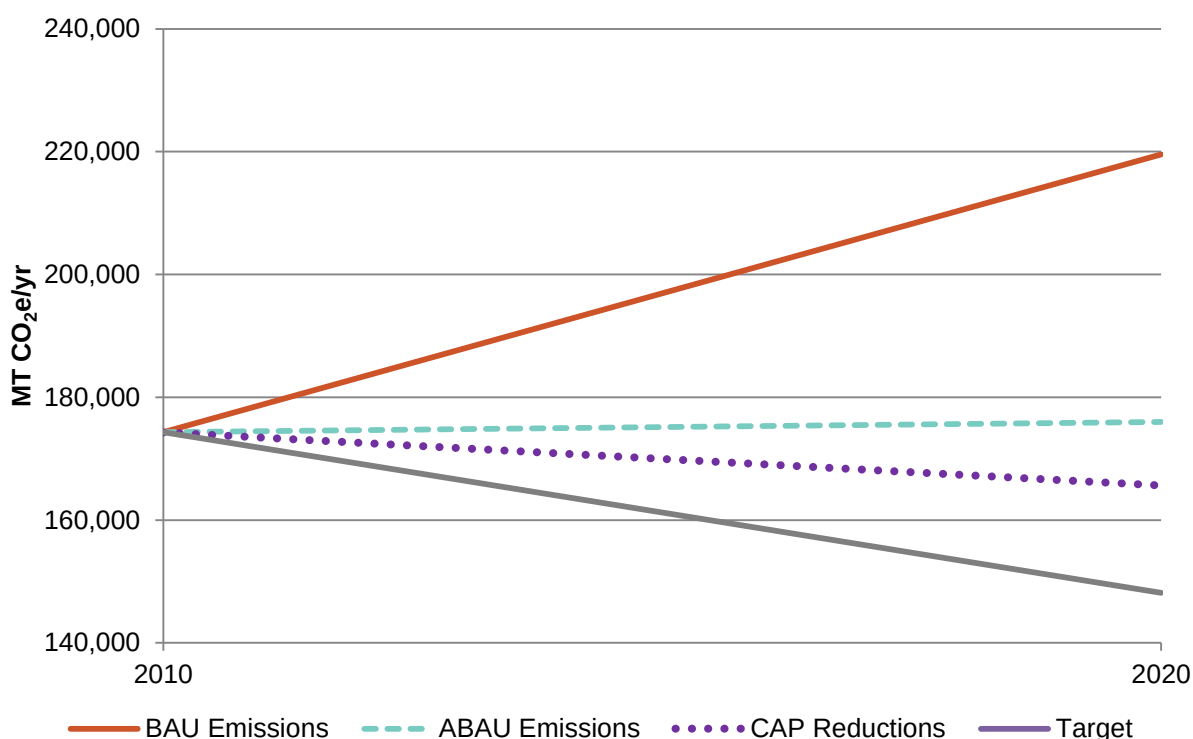
PROGRESS TOWARD 2020 TARGET

The reduction measures described in this chapter, combined with the statewide actions described in Chapter 2, have the potential to reduce community-wide emissions by nearly 54,000 MT CO₂e/yr from projected 2020 levels. This progress falls short of the City's 2020 reduction target of 15% below 2010 levels, representing a 5.0% reduction in baseline emissions.

Figure 3.1 on the following page shows the additive impact of statewide actions and local actions compared to the City's 2020 target. The business-as-usual emissions forecasts through 2020 are shown in orange. The impact of known and quantifiable statewide actions is shown as a dashed blue line, with the local actions of this CAP's measures shown as a dotted purple line.

The figure illustrates that the combination of statewide and local actions would not reduce the City's emissions below the solid gray target line in 2020.

Figure 3.1 – 2020 Target Progress

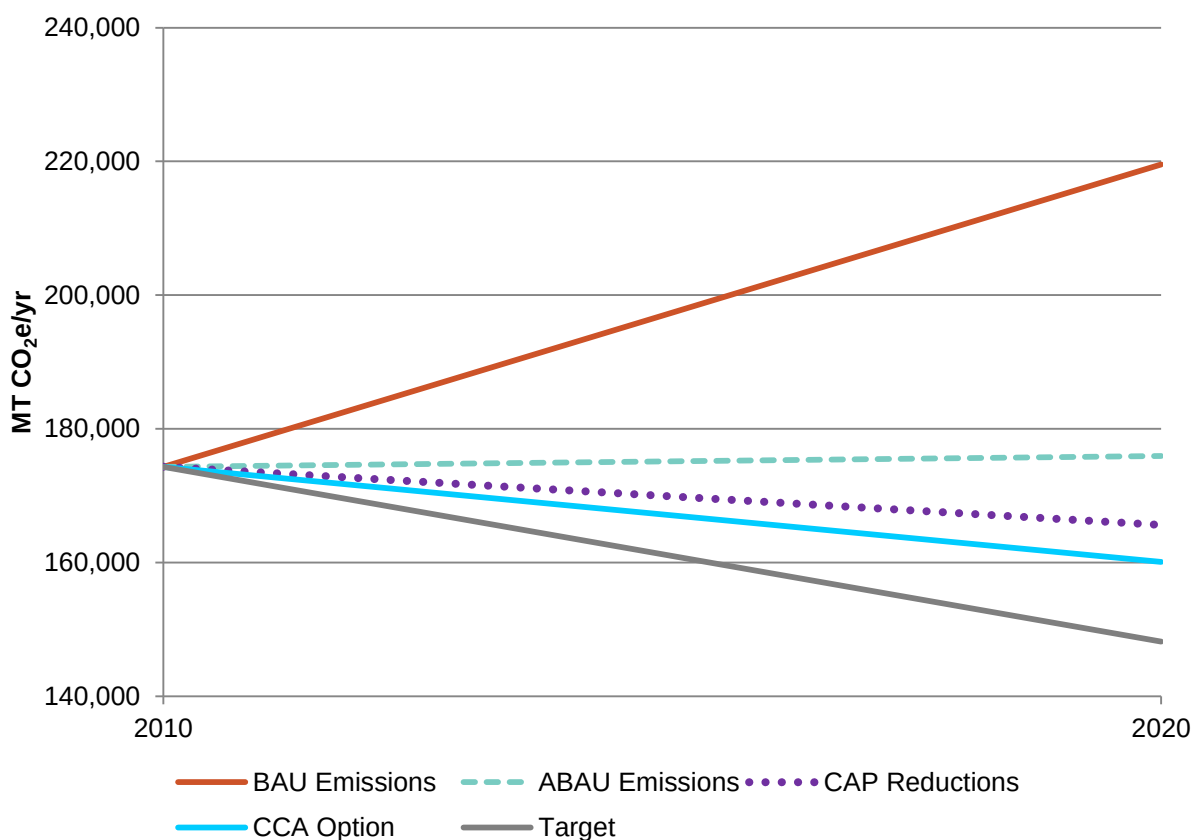


This shortcoming towards the 2020 target is primarily due to the high level of estimated emissions growth in the community, and the relatively short timeframe between the CAP's development and the near-term 2020 target (i.e., 5 years to implement strategies). However, as described in Chapter 2, the City has also established longer-term 2035 and 2050 targets to help set the community on a path towards emissions reductions that is consistent with statewide efforts. Therefore, it is helpful to frame the City's progress towards its 2020 target in terms of setting a trajectory towards the longer-term targets, as described in the following section.

It may also be necessary to establish additional emissions reductions strategies or prioritize the implementation of high-impact strategies in the near-term to provide a greater impact over a longer timeframe. For example, Measure E-8 describes the potential savings from a CCA program in which Morgan Hill's residents and businesses could voluntarily participate to purchase cleaner electricity. As shown in Table 3.1, the reductions estimated for 2020 are not included in the target progress calculations because it is not yet known if such a program would be available in the community prior to the 2020 target. However, reducing electricity-related emissions should be a priority strategy based on its role in the community's inventory. Further, developing a CCA program will require additional analysis and regional coordination before it can be implemented. The sooner this pre-implementation work can occur, the sooner associated reductions can be realized.

Figure 3.2 illustrates how such a program could impact Morgan Hill's 2020 target if participation can occur in the near-term (i.e., prior to 2020). CCA's are typically designed as an opt-out program, which means that all residents and businesses within its boundaries are automatically enrolled in its service with the ability to opt out and remain with PG&E as their utility provider. This type of enrollment is one reason that CCA programs enjoy high participation rates. For example, Marin Clean Energy (MCE) began serving customers in May 2010, and currently procures electricity for 75% of electric customers in Marin County. The reductions shown in Table 3.1 and illustrated below in Figure 3.2 assume a similar level of participation to MCE could be achieved in Morgan Hill. While this strategy would not achieve the 2020 target, it would put the community's emissions on a downward trajectory towards the 2035 target.

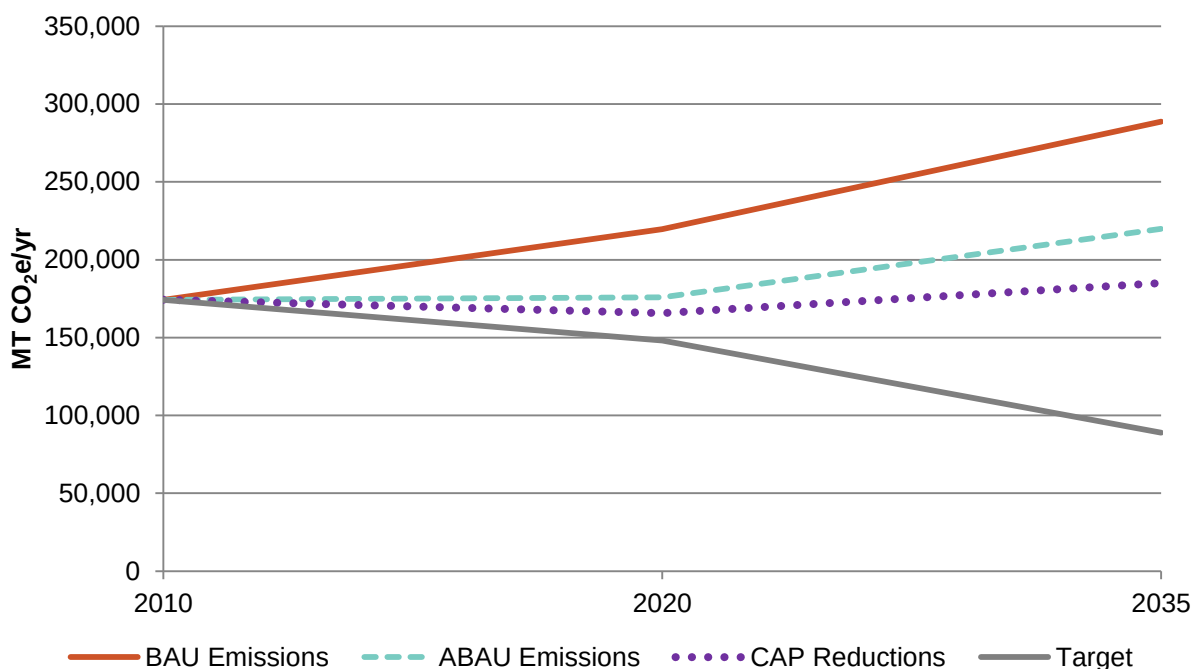
Figure 3.2 – 2020 CCA Option



PROGRESS TOWARD 2035 TARGET

The most important driver for long-term target achievement is statewide action. As described in Chapter 2, the future impact of statewide actions is currently difficult to predict because the Scoping Plan only quantifies emissions reductions through the 2020 horizon year. This CAP estimated the future impact of statewide actions in two different ways. The first method, illustrated in Figure 3.3, is more conservative in its scope and is based on continued implementation of the known statewide actions (as described in Chapter 1) as they are applied to future growth in Morgan Hill. For example, as more houses are built, these homes will be subject to the 2013 Building Energy Efficiency Standards. As more employees move to the city, these drivers will be using vehicles with higher fuel efficiency and cleaner fuels as a result of Pavley I and II and the Low Carbon Fuel Standard. Under this estimation method, there is no *expansion* of the scope of statewide actions to make them more stringent in the future; they are simply applied to a larger population group (i.e., community-wide population and employment growth). Based on these estimates, Morgan Hill would achieve community-wide emissions levels of approximately 184,500 MT CO₂e/yr by 2035, representing a 5.9% *increase* above baseline levels; falling short of the City's target of 49% below baseline levels.

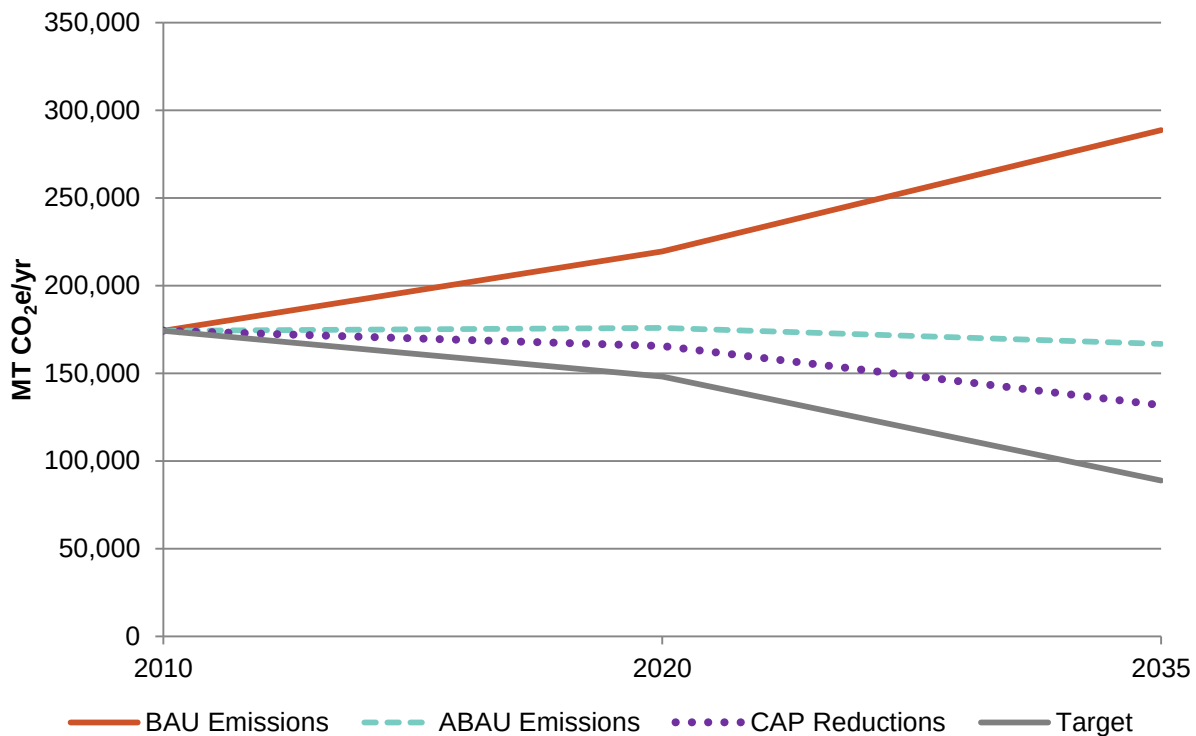
Figure 3.3 – 2035 Community-wide Target Progress



The second method for estimating future reductions (beyond 2020) from statewide actions assumes that the level of reductions from statewide actions in 2020 would remain constant through the 2035 horizon years. In 2020, statewide actions provided 61% of the reductions needed to achieve the City's target. If statewide actions continued to provide this level of reductions in 2035, the City would achieve an emissions level of approximately 131,500 MT CO₂e/yr, or 24.6% below baseline levels. As shown in Figure 3.4 on the following page, this also

falls short of the City’s target of 49% below 2010 levels, but does represent a downward emissions trend. The next section presents potential long-term strategies that could help to further minimize the remaining emissions reduction gap in 2035.

Figure 3.4 – 2035 Target Progress with Alternative Statewide Reduction Estimates



LONG-TERM REDUCTION OPPORTUNITIES

Several CAP measures described earlier in this chapter could provide more substantial reductions if their implementation can be further enhanced. These enhancements could be applied to the previously presented statewide and local reduction estimates to demonstrate a pathway towards future target achievement. It should be noted that these options were not developed with the same level of detail as the local CAP measures presented earlier, and are provided here for informational purposes only. Rough estimates of future emissions reduction potential were calculated using readily-available data and studies. Additional analysis would be required to ensure their feasibility for local implementation. These measures are also highly dependent upon regional collaboration for broad implementation success, emphasizing the need for partnerships and early action to lay the foundation for these future reductions. These measures are included herein so that conversations with regional partners and local residents can begin early, with the hope that some or all of the measures are ready to begin implementation by 2020.

Community Choice Aggregation – Zero-Emissions Electricity Option

2035 Reduction Potential (75% community-wide participation at zero-emissions electricity):
29,100 MT CO₂e/yr [Note: this is in addition to reductions estimated from Measure E-8]

The CCA option is presented earlier in Chapter 3 as a stand-alone measure to highlight its importance for long-term target achievement. As described in Measure E-8, community choice aggregation allows a city or cities to supply electricity to customers within their borders through the establishment of a CCA. The CCA district can also establish participation options in a variety of ways. MCE currently offers three participation options: 50% renewable, 100% renewable, and 100% local solar. The Sonoma Clean Power program offers two participation options: 33% renewable (i.e., RPS compliant), and 100% renewable.

While participation in MCE's 100% renewable option has been minimal to date (i.e., approximately 1% of CCA participants), such an option provides the highest level of emissions reduction potential. Therefore, potential barriers and opportunities to participation in a 100% renewable option should be identified for Morgan Hill residents to help maximize clean electricity reductions in the long-term. Electricity emissions factors (i.e., MT CO₂e/kWh) associated with Morgan Hill's potential CCA program are also unknowable at this time. The reduction estimates shown in Table 3.1 for 2020 and 2035 are based on participation in a 50% renewable energy option with an emissions factor corresponding to guidance included in the Sonoma Clean Power Resource Plan.¹ However, additional reductions could be realized if participation were primarily centered in a 100% renewable option instead. The City should participate in regional conversations regarding opportunities and challenges to establishing a regional CCA district, and help to develop strategies to maximize future participation in low- or zero-emissions options.

Further, strategies that decrease electricity-related emissions, such as a CCA (or PG&E's Green Option program), will have a direct impact on the reductions associated with energy-conservation measures described throughout this CAP. For example, if Morgan Hill residents were to purchase 100% renewable electricity for residential use, then there would be no additional emissions reductions associated with high-efficiency lighting retrofits. The electricity used by the lighting would already be emissions-free, so using that electricity in a more efficient manner would have no additional impact on the community's emissions. Residents and businesses could see reductions in operation and maintenance costs related to reduced electricity use though, which might substantiate additional energy-conservation projects under that type of scenario. Additional future analysis would be required to determine the level of overlap among CAP strategies, and what continued role, if any, the state's RPS would play in achieving Morgan Hill's reduction targets.

¹ The Sonoma Clean Power Resource Plan states that "SCP's average GHG emissions factor should be 20% lower than PG&E's average GHG emissions factor." Available online: <<https://sonomacleanpower.org/scp-resource-plan/>>

City Actions to Consider

- Collaborate with regional partners to evaluate feasibility for CCA development (e.g., start-up costs, funding sources, legal considerations, participation estimates)
- If deemed viable, create or join a CCA development program to expand grid-tied renewable energy options for municipal facilities, homes, schools, and businesses
- Evaluate factors that limit participation in 100% renewable energy options; develop strategies to reduce these barriers in local CCA program

Alternative Fuel Vehicles

2035 Reduction Potential: 8,800 MT CO₂e/yr *[Note: this is in addition to reductions estimated from Measure T-8]*

Advancements in alternative fuel vehicle technologies make long-term market adoption seem likely. As described in Measure T-8 above, there are actions the City can take to facilitate this market transition, including pre-wiring requirements in new construction for electric vehicle charging stations, additional installation of public charging/refueling infrastructure, and dissemination of information on alternative fuel vehicles. The reduction potential shown above is dependent upon decreasing vehicle costs resulting from further technological advancement and increasing market adoption that brings to bear economies of scale in automotive manufacturing. This estimate includes a more aggressive transition away from gasoline and diesel vehicles to plug-in hybrid electric vehicles, battery-electric vehicles, and compressed natural gas vehicles throughout the range of vehicle class categories (e.g., passenger cars, light duty trucks, buses) than that estimated in Measure T-8. This reduction estimate is in addition to the reductions associated with Measure T-8.

Additionally, as the use of electric vehicles increases, it will become more beneficial to provide low-emissions/zero-emissions electricity in order to maximize the emissions reductions associated with this type of alternative fuel vehicle.

City Actions to Consider

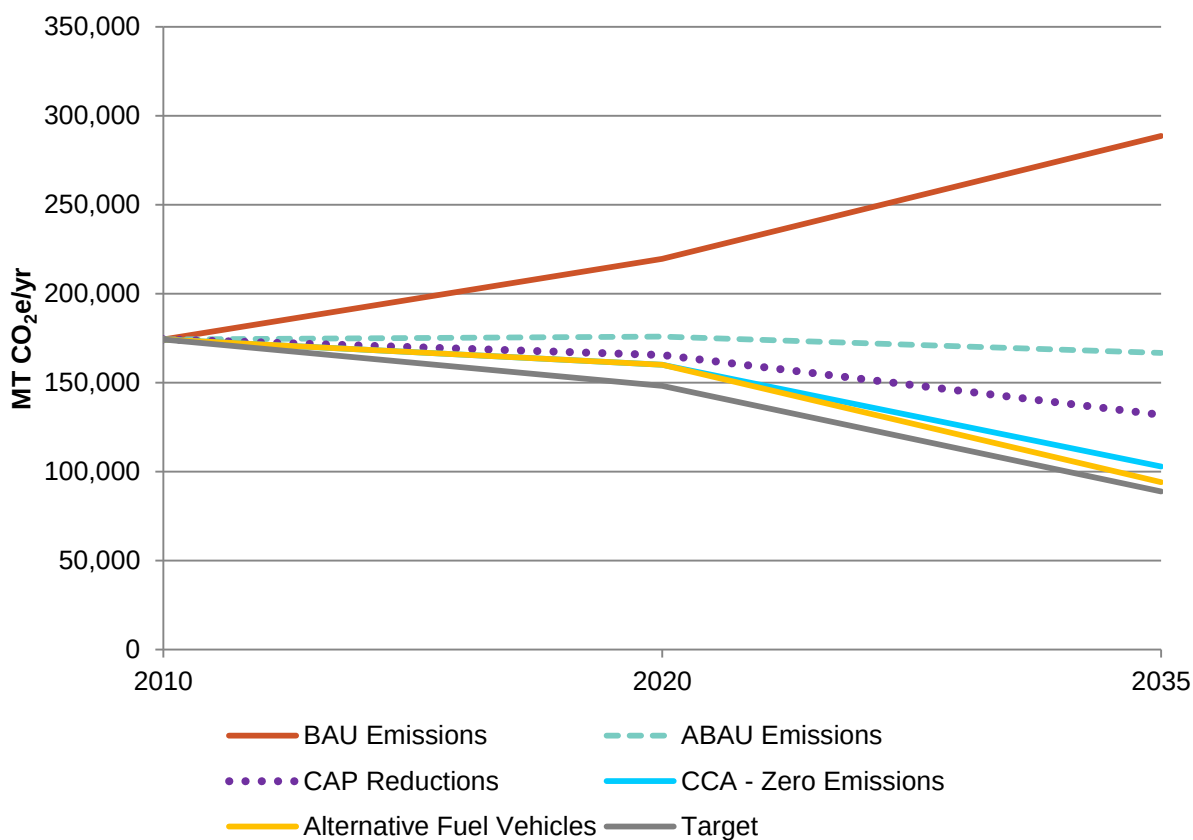
- Research best-practices in facilitating market shift towards alternative fuel vehicles through local policies
- Participate in regional collaboration on alternative fueling infrastructure procurement and policy-setting
- Explore opportunities to transition municipal fleet vehicles to alternative fuel vehicles

Figure 3.5 illustrates the potential impact of these measures, in addition to the other statewide and local actions presented in this CAP. The pursuit of these two long-term strategies sets the City on a trajectory to nearly achieve its 2035 target. Combined with the reduction estimates in Table 3.1, these measures would bring total reductions to nearly 195,000 MT CO₂e/yr in 2035,

which is 46.1% below 2010 levels. Though a gap of 5,125 MT CO₂e/yr still exists, the target could yet be achieved based on the earlier description of unknown variables influencing longer-range reduction targets as well as the potential for more aggressive implementation of statewide actions.

At the very least, Figure 3.5 provides a framework to demonstrate what it will take to mirror the state's aggressive long-range targets at the local level. The greatest reduction opportunities known at this time are likely to come from cleaner electricity sources and a large-scale shift towards alternative-fuel vehicles. Other CAP strategies also play an important contributing role, but the primary pathway towards long-term target achievement will need to address electricity and transportation emissions.

Figure 3.5 – Long-Term Reduction Options





Chapter 4

BENCHMARKS AND IMPLEMENTATION

This chapter describes how the City will implement CAP emissions reduction measures and actions in the following sections:

- Implementation and Monitoring describes how City staff will implement CAP measures and related actions, and track the performance metrics identified for each measure.
- Program Evaluation and Evolution discusses the need to evaluate, update, and amend the CAP over time, so the plan remains effective and current.

Implementation and Monitoring

Ensuring that the CAP strategies translate from this document into on-the-ground results is critical to the success of the plan and the City reaching its 2020, 2035, and 2050 emission reduction targets. To facilitate this, each strategy described in Chapter 3 contains an associated table that identifies the strategy's greenhouse gas (GHG) reduction potential in 2020, the implementation actions that help to achieve those reduction levels, the department responsible for implementing those actions, and the performance indicators used to quantify emissions reductions (where applicable).

These tables enable City staff, the City Council, and the public to track measure implementation and monitor overall CAP implementation progress. The performance indicators are especially important, as they provide a checkpoint to evaluate if a strategy is on target to achieving its anticipated longer-term emission reductions.

Each strategy's estimated GHG emissions reductions are based on that strategy's quantified performance indicator, which will help City staff track progress toward the GHG reduction targets. For example, Measure E-6 encourages voluntary installation of rooftop solar photovoltaic systems. The measure's estimated GHG emissions reductions are based on numerous assumptions, including the number of residential and commercial buildings that will install solar photovoltaics between the baseline year and the 2020 and 2035 target years (including those systems that have already been installed since 2010). The performance metric assumes that 3.25 MW of additional PV solar capacity will be installed on residential and commercial buildings by 2020. This 3.25 MW would be in addition to the 2.0 MW of solar PV capacity that has been installed community-wide since the baseline year of 2010. If there is greater adoption of solar photovoltaics than estimated in this measure, then additional emissions reductions will occur. Likewise, if installations fall short of the estimates described here, then this measure will achieve less than its stated reductions.

Upon adoption of the CAP, the City departments identified in the strategy tables shown in Chapter 3 will have responsibility for investigating or implementing their assigned actions. A CAP coordinating staff member may be assigned to work with key staff in each department to facilitate their assigned strategies and actions. To assess the status of City efforts, CAP implementation meetings should take place on a regular basis. For example, these meetings could happen annually in advance of the Planning Departments General Plan implementation status report to City Council. Results of the CAP status meetings could be incorporated into the staff reports at the time of these annual General Plan update meetings to provide transparency regarding community-wide progress and the City's own actions to reduce operational emissions. Some actions will require inter-departmental cooperation or external agency collaboration, and appropriate working partnerships will need to be established.

Program Evaluation and Evolution

The CAP represents the City's first comprehensive plan to reduce community-wide GHG emissions in alignment with short- and long-term reduction targets. Staff will need to evaluate the CAP's performance over time and be ready to alter it if the City is not achieving its reduction targets.

PROGRAM EVALUATION

Two types of performance evaluation are important: (a) evaluation of the City's overall ability to reduce GHG emissions, and (b) evaluation of the performance of individual CAP strategies. Community-wide emissions inventories will provide the best indication of CAP effectiveness. Conducting these inventories periodically will enable direct comparison to the 2010 baseline inventory and measurement of progress toward meeting the City's adopted reduction targets.

While GHG inventories provide information about overall emission reductions, it will also be important to understand the effectiveness of each strategy. Evaluation of the emissions reduction progress of individual strategies will improve staff and decision makers' ability to manage and implement the CAP. The City can reinforce successful strategies and reevaluate or replace under-performing ones.

To track strategy performance, City staff will need to collect important pieces of data that are related to the performance indicators shown in the strategy tables. While much of the data is already available from existing reports or processes, some improvements in data collection will be needed. It is therefore important that key staff from relevant departments establish methods of data collection in a consistent, simplified, and ideally, centralized way. The strategy tables from Chapter 3 have been expanded and collected in Appendix B as the basis for a CAP Implementation Tracking Framework. Table 4.1 presents a sample from this appendix to show the types of information that will need to be collected.

Similar to the strategy tables, Table 4.1 presents the Strategy, Actions, and Implementation Steps. It also provides a space to designate responsibility for individual implementation steps, establish phasing timelines, and track important data related to the Performance Indicator. The Phasing column allows each responsible department to identify internal timelines for implementing specific action steps, which could be expressed as specific target years or more generally as short-, medium-, and long-term actions. The Tracking Mechanisms specify how implementation of the Performance Indicators will be monitored. The Performance Indicators should be evaluated regularly to ensure each strategy is on track to achieve its stated emissions reductions. If during the implementation review process a strategy is found to be falling short of its performance goals, then additional attention can be given to modifying the implementation actions. Further, if implementation review indicates that a strategy will be unable to achieve its stated reduction level, then new CAP strategies would need to be developed to make up the difference, or other existing strategies could be enhanced to increase their emissions reduction potential. CAP implementation should be an iterative process to reflect future changes in

technology, available budget, and staff resources. City staff will use the Implementation Tracking Framework from Appendix B to develop a performance tracking system that covers each CAP strategy and action and fits within existing City procedures.

Table 4.1
Measure Implementation Tracking Template

MEASURE E-1 ENERGY USE DATA AND ANALYSIS

Increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

Action	Department and Division Responsible	Phasing
A Work with PG&E to facilitate aggressive implementation of Home and Business Area Network (HAN) program and similar programs within Morgan Hill; develop community outreach program to encourage participation in programs	Environmental Services Division, Staff Name	Establish an internal target date or timeframe for implementing each action. (e.g., Short-Term, Medium-Term, Long-Term, or specific target years)
B Partner with PG&E, other Santa Clara County local governments, third-party service providers, and local businesses to establish leading regional advanced metering and analytics implementation program for commercial and residential buildings; leverage existing PG&E materials, including description of the O-Power Program, and make information available at Building Division counter	Environmental Services Division, Staff Name	Establish an internal target date or timeframe for implementing each action. (e.g., Short-Term, Medium-Term, Long-Term, or specific target years)
C Collaborate with other Santa Clara County local governments to develop outreach program that communicates benefits of using advanced analytics to improve energy efficiency and reduce energy bills; provide links to available rebates for smart-grid compatible appliances and systems on City's Environmental Services website	Environmental Services Division, Staff Name	Establish an internal target date or timeframe for implementing each action. (e.g., Short-Term, Medium-Term, Long-Term, or specific target years)
D Consider adopting ordinance that requires existing multi-family and multi-tenant commercial buildings to install individual electricity and natural gas meters for each unit/space at point-of-sale; alternatively, develop educational information on benefits of sub-metering and work with Morgan Hill Chamber of Commerce to share with local business community	Environmental Services Division, Staff Name	Establish an internal target date or timeframe for implementing each action. (e.g., Short-Term, Medium-Term, Long-Term, or specific target years)
Progress Indicators	Year	Tracking Mechanisms
1,475,000 kWhr/yr saved – assumes 10% of nonresidential square footage in 2010 baseline year (i.e., 995,000 sqft) participates in advanced analytics program 235,000 kWhr/yr saved – assumes 5% of single family units (i.e., 475 homes) and 2% of multi-family units (i.e., 40 units) participate in advanced analytics program	2020	Collect information from PG&E program progress reports, disaggregated to show HAN and other advanced analytics programs Solicit voluntary self-reporting from businesses and residents that choose to use advanced analytics program
3,700,000 kWhr/yr saved – assumes 25% of nonresidential square footage in 2010 baseline year (i.e., 2.48 million sqft) participates in advanced analytics program 1,180,000 kWhr/yr saved – assumes 25% of single family units (i.e., 2,400 homes) and 10% of multi-family units (i.e., 200 units) participate in advanced analytics program	2035	

A City staff member assigned to CAP coordination will collaborate with staff from responsible departments to evaluate strategy performance on a regular, defined basis. The CAP coordinator will also prepare a periodic summary report that outlines progress toward CAP strategies and actions, preferably as part of an annual monitoring and evaluation process. The report could cover areas such as estimated GHG emissions reductions to date, progress toward the next reduction target, progress toward implementation of the actions, achievement of strategy performance indicators, implementation challenges, and recommended next steps. Staff may want to deliver this report in conjunction with the State-required annual report to the City Council regarding implementation of the City's General Plan.

PLAN EVOLUTION

For it to remain relevant, the CAP also needs to be adapted over time. It is likely that new GHG reduction technologies and strategies will be developed, new financing mechanisms will be available, and state and federal legislation will change. It is also possible that future GHG emission inventories will indicate that the City is not on track toward achieving its adopted GHG reduction targets. If this is the case, the City can assess the implications of new scientific findings, explore new emission reduction technologies, respond to changes in state and federal climate change policy, and modify the CAP accordingly to help the City get back on track toward meeting its GHG reduction targets.

Following the 2020 CAP target year, the City should also begin to define the priority strategies and implementation action steps that it will pursue to help achieve the 2035 reduction target. This process should begin with preparation of a 2020 emissions inventory that can be used to compare progress made since the baseline 2010 inventory. The updated inventory will also be helpful in identifying priorities for new City actions. It will be important to consider the City's current emissions inventory, ongoing City actions, new state legislation, and emerging technologies to define the specific pathway towards achieving the next emissions reduction target.

Inventory Updates

As mentioned throughout this document, the City's ability to track implementation success is best achieved through regular emissions inventory updates (e.g., every 5 years). These updates will allow the City to compare its actual future emissions levels to those forecasted in Chapter 2, and track the long-term trajectory of the City's emissions. As part of the future inventorying process, the City should also develop a procedure to share this new information with the public and City Council, report on progress made towards the next target, and compare the updated inventories to previous estimates presented in this CAP.

There are various challenges inherent when inventorying emissions, which can make it difficult to allow for direct comparisons from one inventory year to the next. For example, the state of the climate science industry is perpetually advancing and shifting, leading to revisions in inventory methodologies. Similarly, the emissions factors upon which inventories are developed are

constantly being refined by various agencies and entities (e.g., California Air Resources Board, International Panel on Climate Change). There are also instances in the inventory process where judgment calls must be made in order to interpret and apply the best available data at the time. While the Local Government Operations Protocol, ICLEI, and other agencies or organizations have developed guidance on how local governments should prepare their inventories, inconsistencies can arise and practitioners do have nuanced approaches to applying this guidance.

In order to best position itself to produce future inventories that can be compared to past inventories with relative consistency, the City should continue to develop its institutional knowledge in the area of emissions generation sources, reduction opportunities, and emissions inventory variables. Whether through a strong leadership role in preparing its own updates (possibly using ICLEI's or other online resources) or through a partnership with other area jurisdictions, the City should remain engaged in the inventorying process so that City staff can provide a level of consistency from one update period to the next. Additionally, Appendix A describes the inventory methodology used to prepare Morgan Hill's community-wide inventory and forecasts presented in this CAP. This appendix should serve as a reference for future inventory updates to provide as much consistency as possible.

CAP Management Process

Based on these descriptions of CAP implementation, monitoring, evaluation, and evolution, the City should identify a staff member to take the lead on coordination of future CAP action. As mentioned throughout this document, a CAP is a living plan that requires regular attention and care to ensure its lofty goals can be achieved in a timely and resource-efficient manner. The following steps summarize the future City actions described throughout this chapter that will be required to maintain an up-to-date, feasible, and effective CAP:

1. Identify City staff member to act as CAP coordinator, interfacing with representatives from those departments that were assigned responsibility roles in the strategies presented in Chapter 3
2. Establish regular emissions inventory update cycle and process, making sure that updates are prepared for each target year; oversee future inventory updates and prepare monitoring reports that compare future levels to baseline emissions identified in Chapter 2; compare future inventory levels to City's reduction targets
3. Assist departmental staff in monitoring and evaluating implementation progress of CAP strategies described in Chapter 3; prepare annual CAP implementation report to be shared with City Council as part of annual General Plan implementation status report
4. Following 2020 target year, begin process to prioritize next actions to be pursued in support of 2035 and 2050 reduction targets; process should consider emissions reduction levels achieved to date (based on inventory updates), new state and federal

regulations/legislation, advancements in emissions-reducing technology and/or funding programs, and City's operational priorities at that time

5. Continue to participate in regional partnerships that share best practice strategies for community-wide and municipal operations emissions reductions and jointly pursue funding opportunities that support CAP updates, future inventory updates, or other climate change planning activities

Notes

ⁱ US Environmental Protection Agency. Climate Change Basics. Accessed December 4, 2014. Available at: <<http://www.epa.gov/climatechange/basics/>>

ⁱⁱ US Environmental Protection Agency. Climate Change Basics. Accessed December 4, 2014. Available at: <<http://www.epa.gov/climatechange/basics/>>

ⁱⁱⁱ US Environmental Protection Agency. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2010*. April 15, 2012. Accessed December 4, 2014. Available at: <<http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html>>

^{iv} California Climate Change Center. *Our Changing Climate 2012: Vulnerability & Adaptation to the Increasing Risks from Climate Change in California*. July 2012. Accessed December 4, 2014. Available at: <<http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>>

^v Accessed October 12, 2014. Available at: <<http://www.climatechange.ca.gov/>>

^{vi} International Panel on Climate Change. *Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, 2007*. Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.). [Cambridge University Press](http://www.cambridge.org/9780521446866), Cambridge, United Kingdom and New York, NY, USA. Available at: <http://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html>

^{vii} California Air Resources Board. *Climate Change Scoping Plan: a Framework for Change*. December 2008. Available at: <http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf>

^{viii} US Census, 2015. American Community Survey 5-Year Estimates 2009-2013, *Selected Housing Characteristics: Year Structure Built*. Data represents housing units constructed prior to 1980.

^{ix} PG&E, 2014. Available at: <http://www.pgecorp.com/sustainability/bu05_renewable.jsp>

^x US Census, 2015. American Community Survey 5-Year Estimates 2009-2013, *Selected Housing Characteristics: Housing Tenure*. Data represents housing tenure data for owner-occupied units.

^{xi} PG&E, pers. comm. with Sapna Dixit. Email received July 31, 2014.

^{xii} California Solar Initiative. Working data set 8-28-2013.

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CITY OF MORGAN HILL
CLIMATE ACTION PLAN

APPENDIX A – Emissions Inventory and Forecast Methodology

ADMINISTRATIVE DRAFT
APRIL 2015

This appendix describes the emissions sectors, data sources, and methodology used to prepare the CAP's 2010 baseline emissions inventories and the 2020, 2035, and 2050 emissions forecasts.

It should be noted that the 2010 inventories were prepared separately from the remainder of the CAP (i.e., emissions forecasts, CAP document, supporting appendices), and were not prepared by the same project team that developed the CAP. Per the Santa Clara County regional CAP project scope under which this CAP was prepared, the 2010 inventories were used as the baseline from which the 2020 and 2035 emissions forecasts were calculated. The 2010 baseline inventories were previously prepared under a separate project contract, and provided to the CAP project team for incorporation and use in preparing the emissions forecasts. However, during the course of preparing the emissions forecasts, several methodological errors were identified in the original 2010 baseline inventory work, and the CAP project team made revisions to the original work to prepare baseline inventories that reflected the best available data and methodologies at their time of completion.

This appendix describes, to the extent feasible, the methodologies used by the original baseline inventory project team based on the supporting data and inventory worksheets that were provided to the CAP project team. In the future, inventory updates should follow the methodologies presented below to provide consistency between inventory versions and allow direct comparisons from one year to another. However, it is likely that inventory methodologies will continue to evolve, and the City may find it more beneficial to follow prevailing industry standards, even if those changes make direct comparisons to prior year inventories more difficult.

Community-wide Inventory and Methodology

This section describes revisions that the CAP project team made to the original baseline inventory. It then presents the emission sources, data sources, and methods used to develop the baseline GHG emissions inventories for the City according to each emissions sector.

BASLINE EMISSIONS INVENTORY REVISIONS

The CAP project team reviewed the original Morgan Hill community-wide inventory that was previously prepared by the baseline inventory project team. During this review, several methodological revisions were made to the original community-wide inventory to provide a more accurate and useful inventory for the purposes of climate action planning. These adjustments included methodological revisions to the transportation and solid waste sectors.

In the transportation sector, the original inventory used the California Department of Transportation (Caltrans) Highway Performance Monitoring System (HPMS) to identify vehicle miles traveled (VMT) to be allocated to the City. However, HPMS VMT data only accounts for VMT physically occurring on City roadways, which includes pass-through trips and does not consider the origin or destination of those VMT. Because the City's CAP cannot affect pass-

through trips, and understanding the origin and destination of vehicle trips is important to allocating transportation emissions to the correct jurisdiction, the original transportation sector was revised using the origin-destination methodology. The Regional Targets Advisory Committee (RTAC) and Bay Area Air Quality Management District (BAAQMD) have recommended that emissions inventories use the origin-destination method to quantify transportation-related emissions. Therefore, the City's General Plan Update transportation consultant provided the CAP project team with VMT data using the RTAC-prescribed methods, which were used to revise transportation sector emissions in the original inventory. The RTAC methodology is described in the Transportation Sector section below.

The original inventory's solid waste sector included lifecycle emissions of annual solid waste disposed by City land uses. These lifecycle emissions would occur gradually over the lifetime of the solid waste's decomposition, but not necessarily during the year of the inventory. Because the remainder of the inventory is based on annual activities and emissions, this original solid waste methodology would not be consistent with the rest of the emissions inventory. The solid waste sector was revised to use the California Air Resources Board's first-order decay model to quantify annual GHG emissions associated with past and present solid waste disposed by the community.

EMISSIONS UNITS AND CLASSIFICATION

Emissions inventories are commonly expressed in metric tons (or tonnes) of carbon dioxide equivalent per year (MT CO₂e/yr) to provide a standard measurement that incorporates the varying global warming potentials (GWP) of different greenhouse gases. GWP describes how much heat a greenhouse gas can trap in the atmosphere relative to carbon dioxide, which has a GWP of 1. For example, methane has a GWP of 25¹, which means that 1 metric ton of methane will trap 25 times more heat than 1 metric ton of carbon dioxide, making it a more potent greenhouse gas. Some gases used in industrial applications can have a GWP thousands of times larger than that of CO₂. In order to maintain consistency within each inventory and between the baseline and projected emissions inventories, all GHG emissions have been quantified in units of MT CO₂e/yr.

Emissions can be described as direct or indirect, depending upon where the emissions generation occurs. Direct emissions are those where the consumption activity directly generates the emissions, such as natural gas combustion for heating or cooling. In this instance, natural gas can be consumed on-site and the resulting emissions are a direct result of that consumption. Indirect emissions are those where the consumption activity takes place within the jurisdiction, but the actual emissions generation occurs outside of that boundary. For example, a Morgan Hill resident can consume electricity within their home, but that electricity may be generated in an area outside of the City's jurisdiction (e.g., power plants throughout the state).

¹ Source: International Panel on Climate Change. *Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, 2007*. Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.). Cambridge University Press. Cambridge, United Kingdom and New York, NY, USA. Available at: <http://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html>

ENERGY SECTOR

Emission Sources

Energy emissions are generated through the combustion of fossil fuels to generate electricity or directly provide power (e.g., natural gas combustion for water heating). The energy sector includes the use of electricity and natural gas in residential, commercial, and industrial land uses within the legal boundaries of the City. Although emissions associated with electricity production are likely to occur in a different jurisdiction, the emissions are allocated to the point of consumption and not the point of generation. In other words, consumers are considered accountable for the generation of those emissions. Therefore, electricity-related GHG emissions are considered *indirect* emissions because they are a result of activities occurring within the jurisdiction, even though emissions associated with electricity generation occur in different geographic areas, and natural gas-related GHG emissions are typically considered *direct* emissions because the consumption occurs on-site and within the jurisdiction.

Inventory Data Sources

PG&E provides electricity and natural gas to the community, and provided annual year 2010 electricity and natural gas consumption data for the City of Morgan Hill to develop the baseline inventory. PG&E provided all community-wide electricity and natural gas consumption data in the form of kilowatt-hours per year (kWh/yr) and therms per year (therms/yr), respectively. PG&E also provided an electricity emissions factor specific to their generation portfolio in the baseline year of 2010.

Inventory Methodology

Electricity-related GHG emissions were quantified using the PG&E-specific emission factor that accounts for PG&E's 2010 electricity production portfolio (e.g., the mix of coal, oil, wind, solar and other sources of electricity production). Natural gas GHG emissions were also quantified using a PG&E-specific natural gas emissions factor. The energy use activity data provided by PG&E was multiplied by the appropriate emissions factors to calculate total MT CO₂e/yr. The following emissions factors were used to calculate 2010 baseline emissions:

Table A-1 Baseline Energy Emissions Factors		
Energy Type	Metric Tons CO ₂ e/kWh	Metric Tons CO ₂ e/therm
Electricity	0.000204	-
Natural Gas	-	0.005321

TRANSPORTATION SECTOR

Emission Sources

Transportation emissions come from vehicle trips that begin and/or end within Morgan Hill's boundaries. Pass through trips (for example, non-local drivers on Highway 101) are not included within Morgan Hill's emissions inventory because the CAP measures would not affect those emissions. This sector includes GHG exhaust emissions from both private and City-owned vehicles.

Inventory Data Sources

Unlike most of the other emissions sectors where empirical activity data is available to more precisely calculate actual resource consumption (e.g., electricity used, wastewater generated, solid waste disposed), the transportation sector relies upon travel models to estimate vehicle use within a community. Travel models estimate the total vehicle miles traveled (VMT) within a community, which can then be combined with vehicle fuel emissions factors to estimate transportation-related emissions.

Daily VMT estimates were acquired from the City's General Plan transportation consultant to develop the transportation emissions for the CAP's 2010 baseline year. Estimates were provided for a General Plan baseline year of 2015 and the General Plan buildout year of 2035 under the highest growth land use alternative (to ensure the maximum amount of growth would be addressed by the CAP's measures). Daily VMT values were converted to annual VMT values using an annualization factor of 325. The VMT estimates for 2015 and 2035 were then used to interpolate for horizon year 2020, and used to extrapolate for the CAP's baseline year of 2010. These calculations assumed a linear growth in vehicle miles traveled from 2010 through 2035.

Inventory Methodology

Emission factors for the transportation sector were obtained from the California Air Resources Board's (ARB) vehicle emissions model, EMFAC2011, which was the most recent version of EMFAC available at the time of the analysis. EMFAC2011 is a mobile source emission model for California that provides vehicle emission factors by both county and vehicle class. Santa Clara County-specific emission factors were used in this emissions inventory.

As described above, the adjusted transportation sector used origin-destination VMT data provided by the City's General Plan transportation consultant. This methodology is designed to omit pass-through highway trips from the emissions inventory and allocate a fair-share of VMT and emissions to each vehicle trip's origin and destination. The VMT data provided for this method separates VMT by four different trip types: internal-internal, internal-external, external-internal, and external-external. The internal refers to an origin or destination that is within the City's jurisdiction, and the external refers to an origin or destination outside of the City's jurisdiction. All internal-internal VMT are included in the emissions inventory, while all external-external VMT, which are pass-through trips, are excluded from the inventory. For the internal-

external and external-internal trips, half the trip distance is included in the City's inventory. The intent is to allocate half of the VMT for a trip to each jurisdiction that causes a trip (i.e., is a trip's origin or destination). As stated above, this method is consistent with guidance provided by RTAC and BAAQMD. It also provides a consistent methodology to allocate VMT to each jurisdiction responsible for a vehicle trip.

WASTEWATER SECTOR

Emission Sources

The wastewater sector includes emissions resulting from wastewater treatment processes and from energy used to power wastewater treatment plants. Treatment of wastewater influent could generate methane (CH₄) emissions, while discharged effluent could generate nitrous oxide (N₂O) emissions. Both of these emissions sources are considered direct process emissions, while electricity consumption to power the wastewater treatment plant would generate indirect GHG emissions (see previous discussion of indirect GHG emissions).

Inventory Data Sources

According to baseline inventory files provided by the original baseline inventory project team, the City's wastewater is treated at the South County Wastewater Treatment Plant (WWTP) located in the City of Gilroy. The WWTP serves the communities of Gilroy and Morgan Hill. The original project team collected information on the WWTP's average biological oxygen demand (BOD) load, nitrogen discharge levels, and influent volume. Morgan Hill's wastewater-related GHG emissions are a portion of the total GHG emissions calculated for the WWTP.

Inventory Methodology

Total WWTP process emissions were calculated using equations provided in the Local Government Operations Protocol Version 1.1. Then, using a top-down approach, Morgan Hill's portion of the total emissions were allocated using the ratio of the City's population to the total population served by the WWTP (i.e., Morgan Hill plus Gilroy populations). Morgan Hill's population represents 42% of the total service population, so 42% of total WWTP emissions were attributed to the City, with the remaining 58% attributed to the City of Gilroy.

WATER SECTOR

Emission Sources

The potable water sector includes energy emissions associated with water treatment, distribution, and conveyance. Water-related GHG emissions are considered indirect emissions similar to electricity-related emissions because the actual emissions generation occurs at a different geographical location than that of the consumption activity (i.e., treatment, distribution, and conveyance occur in a different location than final water consumption).

Inventory Data Sources

The amount of total annual potable water provided to the City was obtained from the Morgan Hill 2010 Urban Water Management Plan (UWMP). Potable water consumed by the City was provided in units of million gallons per year.

Inventory Methodology

The CEC's *Refining Estimates of Water-Related Energy Use in California* report provides water-energy intensities for California, and was used to calculate the electricity required to provide potable water for the community. Total annual potable water consumption (MG) was multiplied by a water-energy intensity factor (kWh/MG) to estimate total water-related electricity use. The electricity total was then multiplied by the electricity emissions factor presented in Table A-1 to calculate emissions in MT CO₂e/yr.

SOLID WASTE SECTOR

Emission Sources

The solid waste sector includes emissions associated with solid waste disposal. During the solid waste decomposition process, only organic materials release GHGs. Carbon dioxide emissions are generated under aerobic conditions (i.e., in the presence of oxygen), while CH₄ emissions are generated under anaerobic conditions (i.e., in the absence of oxygen), as in many landfill environments. Solid waste-related CO₂ emissions are considered biogenic emissions that are part of the natural carbon cycle. However, CH₄ emissions have a higher GWP and are generated as a result of controllable landfill waste management techniques, and are therefore counted as GHG emissions within an emissions inventory. In addition, waste collection and hauling activities (i.e., heavy-duty haul trucks) also generate GHG exhaust emissions. However, hauling-related emissions are assumed to be included within the transportation sector traffic models, and therefore, represented within the Transportation Sector.

Inventory Data Sources

Annual tons of solid waste generated by land uses (e.g., residential, commercial) and waste characterization data (e.g., percentage of paper, plastic, green waste) were collected from CalRecycle. Historic population data was collected from the US Census.

Inventory Methodology

The California Air Resources Board's first-order-decay methodology was used to estimate landfill methane emissions in order to incorporate the time factor of the solid waste degradation process, which can take decades to occur. These calculations assumed that Morgan Hill's solid waste is disposed of in landfill facilities with methane capture systems in place that operate with 75% efficiency rates (per the US EPA's guidance on estimating landfill emissions). Decennial historic population estimates were used to interpolate solid waste disposal (on a per capita

basis) from the 2010 baseline year to 1960, with the assumption that nearly 100% of the methane generated from landfill waste is released within 50 years; therefore, solid waste disposed of more than 50 years ago would not still generate methane emissions. Annual solid waste emissions represent a snap shot of a community's solid waste, which is decomposing at various rates due to the different times of disposal into the landfill. This approach attempts to quantify the annual emissions that occurred in 2010 as a result of solid waste that was disposed of beginning in 1960 (i.e., what percentage of methane from waste disposed of in 1960 to 2010 is released in 2010?).

OFF-ROAD VEHICLES SECTOR

Emission Sources

Off-road equipment emissions are generated by fuel combustion for local construction equipment, lawn and garden equipment (e.g., lawn mowers, leaf blowers), industrial equipment, and light commercial equipment.

Inventory Data Sources

Data for construction, lawn and garden, industrial, and light commercial equipment were obtained from ARB's OFFROAD2007 model, which provides county-level emissions for off-road equipment. Similar to the transportation sector, these emissions are modeled with OFFROAD2007 and not based on empirical activity data.

Inventory Methodology

As described above, OFFROAD2007 provides county-level GHG emissions for each off-road equipment category. Morgan Hill's share of the County's total households and population were calculated using 2009 ABAG estimates for 2010. These factors were then multiplied by the total county-wide emissions per off-road source to determine Morgan Hill's share of the emissions. Lawn and Garden Equipment emissions were calculated using Morgan Hill's share of total county households, while the remaining off-road emissions sources were allocated using Morgan Hill's share of the total county population.

Community-wide Emissions Forecast Assumptions and Methodology

BUSINESS-AS-USUAL

The baseline inventory was used to project the future community-wide GHG emissions under a business-as-usual (BAU) scenario. Morgan Hill's GHG emissions were forecast for the years 2020 and 2035 assuming that historic trends describing energy and water consumption, vehicle miles traveled, and solid waste generation will remain the same in the future, on a per unit basis

(i.e., per resident, per employee, per service population). Therefore, emissions forecasts demonstrate what emissions levels are likely to be under a scenario in which no additional statewide or local actions are taken to curtail emissions growth (i.e., beyond those in place as of the 2010 baseline year).

Although most other cities participating in this collaborative CAP development process (i.e., Cupertino, Gilroy, Mountain View, San José, Saratoga, Santa Clara County) used *Plan Bay Area* growth projections to provide regional consistency, Morgan Hill's General Plan was in the process of being updated at the time of CAP development. Therefore, to ensure that the CAP covered the same growth projections being planned for in the General Plan Update, the CAP used population and employment projections that align with the General Plan's Preferred Land Use Alternative (which was also the highest-growth alternative analyzed). These same growth assumptions were used by the City's General Plan Update transportation consultant to develop the VMT estimates used to prepare the transportation sector emissions forecasts (as described above). Table A-2 below presents the population and employment baseline and projection estimates used to develop the CAP's emissions forecasts. The service population line is the sum of population and employment. The forecasts applied different growth rates (i.e., population, employment, service population) to different emissions sectors, depending upon how these factors would influence future emissions.

Population growth rates were used to forecast residential electricity and natural gas use. Employment growth rates were used to forecast commercial/industrial electricity and natural gas use, and off-road emissions sources. Service population growth rates were used to forecast water consumption, wastewater generation, and solid waste generation. As described in the transportation sector above, transportation emissions were based on estimated VMT growth as related to the City's General Plan Update highest growth scenario.

Table A-2 Population and Employment Factors			
	2010	2020 ¹	2035
Population	37,882 ²	50,520	69,000 ⁴
Employment	13,520 ³	16,700	21,470 ⁵
Service Population	51,720	67,220	90,470

¹ Linear interpolation used to calculate 2020 values (i.e., straight line growth from 2010 to 2035)

² California Department of Finance, Demographic Research Unit. Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2014, with 2010 Benchmark.

³ ABAG 2009 projections data

⁴ Value provided to AECOM by City staff; represents buildout of General Plan's highest growth land use alternative

⁵ Value calculated by AECOM using information provided by City staff; represents 7,950 net new jobs in Morgan Hill by 2035

FORECAST METHODOLOGY

The projected population and employment growth described above was used to project all non-transportation emission sectors (i.e., energy, solid waste, water, wastewater, off-road equipment). The following formula provides an example of how GHG emissions were projected using average annual growth rates:

$$\text{Emissions}_{\text{PHY}} = \text{Emissions}_{\text{BASE}} + (\text{Emissions}_{\text{BASE}} \times \text{AAGR} \times \text{Years})$$

Where:

Emissions_{PHY} = GHG emissions during the planning horizon year

Emissions_{BASE} = GHG emissions during the baseline year

AAGR = average annual growth rate (either population, employment, or service population, as previously described)

Years = years of growth between the baseline and planning horizon year

For example, the planning horizon year 2020 emissions were projected from the baseline year 2010, which involves 10 years of growth (i.e., *Years* factor above). The planning horizon year 2035 involves 30 years of growth.

Transportation Sector

The preceding methodology was used to forecast emissions in all sectors except for transportation emissions. For the transportation sector, the City's General Plan Update transportation consultant provided buildout year 2035 VMT activity levels. The 2035 VMT values are based on population and employment estimates that correlate to build out of the land uses identified in the General Plan Update. Daily VMT values were converted to annual VMT values using an annualization factor (i.e., 325) provided by the City's General Plan Update transportation consultant. The 2020 horizon year VMT estimates were interpolated using the transportation consultant's 2015 and 2035 daily VMT estimates.

CITY OF MORGAN HILL
CLIMATE ACTION PLAN

APPENDIX B – CAP Implementation Tracking Framework

ADMINISTRATIVE DRAFT
APRIL 2015

This appendix represents a collection of the CAP measure implementation tables presented throughout Chapter 3. It can serve as a handy reference document to track implementation of each measure, easily identify departmental and staff responsibilities for various actions, and update implementation timing dependent upon fiscal and other community priorities. It also suggests methods or processes for collecting data that will be important to verifying the reduction estimates presented in the CAP.

Unfortunately, for many of the CAP's quantified measures, there is no readily published dataset with pertinent information, or certain data is not yet consistently collected to allow tracking measure implementation. In these instances, this appendix suggests a data collection framework to serve as a starting point. However, the City may discover better methods to access and sort the necessary data or find that it is not possible to collect all raw data, and that proxies will need to be developed to estimate implementation levels. Tracking mechanisms are provided for the CAP's quantified reduction measures. The remaining measures, identified as "Supporting Measures" in the CAP, simply re-present the measure statement, actions and implementation steps, responsible departments / staff, and implementation phasing.

When tracking measure implementation, City staff may discover that there is strong overlap in the data collected for certain measures. For example, energy reductions associated with participation in an advanced energy analytics program (Measure E-1) may also be reported within the existing building retrofit financing measure (Measure E-2). While efforts can be made to separate energy savings into appropriate measure categories, the variety and type of likely data sources will inevitably lead to double counting of reduction potential among the CAP's measures. Therefore, this appendix should be used to generally track the implementation success of individual measures, to the extent feasible, but regular emissions inventory updates should still be used to track the macro-level emissions trends within the community.

This appendix can serve as an initial framework to help the City establish its CAP implementation tracking procedures, and should be freely modified and amended to best fit existing City procedures for ease of use.

MEASURE E-1 Energy Use Data and Analysis

Increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Work with PG&E to facilitate aggressive implementation of Home and Business Area Network (HAN) program and similar programs within Morgan Hill; develop community outreach program to encourage participation in programs	Environmental Services Division, Staff person	Near-term, FY "Year"
B. Partner with PG&E, other Santa Clara County local governments, third-party service providers, and local businesses to establish leading regional advanced metering and analytics implementation program for commercial and residential buildings; leverage existing PG&E materials, including description of the O-Power Program, and make information available at Building Division counter	Environmental Services Division, Staff person	Near-term, FY "Year"
C. Collaborate with other Santa Clara County local governments to develop outreach program that communicates benefits of using advanced analytics to improve energy efficiency and reduce energy bills; provide links to available rebates for smart-grid compatible appliances and systems on City's Environmental Services website	Environmental Services Division, Staff person	Near-term, FY "Year"
D. Consider adopting ordinance that requires existing multi-family and multi-tenant commercial buildings to install individual electricity and natural gas meters for each unit/space at point-of-sale; alternatively, develop educational information on benefits of sub-metering and work with Morgan Hill Chamber of Commerce to share with local business community	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
1,475,000 kWhr/yr saved – assumes 10% of nonresidential square footage in 2010 baseline year (i.e., 995,000 sqft) participates in advanced analytics program 245,000 kWhr/yr saved – assumes 5% of single family units (i.e., 500 homes) and 2% of multi-family units (i.e., 40 units) participate in advanced analytics program	2020	
3,700,000 kWhr/yr saved – assumes 25% of nonresidential square footage in 2010 baseline year (i.e., 2.49 million sqft) participates in advanced analytics program 1,225,000 kWhr/yr saved – assumes 25% of single family units (i.e., 2,480 homes) and 10% of multi-family units (i.e., 200 units) participate in advanced analytics program	2035	

MEASURE E-1	Energy Use Data and Analysis

Increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

Tracking Mechanisms

Goal: Identify energy savings from participation in energy use data analytics programs.

Work with PG&E to identify energy savings resulting from participation in PG&E energy analytics services (e.g., HAN program)

Identify methods to collect participation data from third-party analytics providers. Establish voluntary reporting program for businesses / residents to report energy savings from analytics data use, possibly through landing page on City's website that collects various pieces of program information:

- What type of improvements were made as a result of analytics program participation?
 - Was the program provided through PG&E or another third-party provider?
 - What were estimated energy savings in kWh/year and therms/year?
 - What were primary barriers/challenges to participation in analytics program?
-

MEASURE E-2 Retrofit Financing

Promote existing and support development of new private financing options for building retrofits and renewable energy development.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
Property Assessed Clean Energy		
A. Continue to participate in California FIRST to make PACE financing available to commercial, industrial, multi-family residential (5+ units), and non-profit-owned buildings	City Manager, Staff person	On-going, FY "Year"
B. Work with other Santa Clara County local governments to establish PACE financing district available for residential property owners [could also provide another source of commercial financing to compliment California FIRST program]	Environmental Services Division, Staff person	Near-term, FY "Year"
C. Work with PACE financing providers to educate local realtor and contractor community about PACE offerings, process, and benefits to increase participation	Environmental Services Division, Staff person	Medium-term, FY "Year"
Energy Service Company Promotion		
D. Develop business energy performance contracting market aggregation program that identifies interested commercial and industrial properties and aggregates them into market of sufficient scale to attract energy service companies (ESCOs) or energy service agreement (ESA) providers	Environmental Services Division, Staff person	Medium-term, FY "Year"
E. Work with local commercial banks to reduce mortgage lender limitations on external financing that limit ESCO and ESA contracts	Environmental Services Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
Residential retrofits save 5.5 million kWh/yr and 16,000 therms over 2010 baseline consumption; Commercial retrofits save 18.5 million kWh/yr and 360,000 therms over 2010 baseline consumption	2020	
Residential retrofits save 10.5 million kWh/yr and 30,500 therms over 2010 baseline consumption; Commercial retrofits save 37.3 million kWh/yr and 810,000 therms over 2010 baseline consumption	2035	

MEASURE E-2	Retrofit Financing

Promote existing and support development of new private financing options for building retrofits and renewable energy development.

Tracking Mechanisms

Goal: Calculate energy savings resulting from community-wide building retrofits.

As referenced in the Measure E-2 description of the CAP, building retrofit reduction potential was partially estimated based on a community-wide dataset provided by PG&E. This dataset estimated residential and non-residential participation in PG&E-sponsored energy efficiency retrofits and other rebate programs (e.g., high-efficiency appliance rebates). To the extent that this type of data source is available to City staff in the future, the information should be collected annually to track the progress indicators associated with this measure.

The measure also describes additional energy retrofit funding and financing sources that could contribute to greater participation community-wide. These additional sources do not yet have a standardized participation reporting process as with the aforementioned PG&E dataset, and tracking mechanisms will need to be established in the future. The City should establish a data-sharing partnership with local PACE financing districts to collect participation data that shows:

- kWh and therms saved per year (data should be collected annually and disaggregated to show changes by year – e.g., 2015, 2016)
- Number and type of participants (e.g., 15 single-family homes, 20 apartment units, 10,000 sqft of non-residential) to help track what percentage of total city building stock has participated, and what additional percentage could participate in the future
- Types of retrofits made, and energy savings by retrofit category, if possible. For example, indoor lighting retrofits saved 1,000,000 kWh/yr in 2015, while attic insulation installations saved 200,000 kWh/yr in 2015. This data will help indicate popular retrofits that can be advertised through a retrofit outreach program, or identify retrofit categories that do not yet “pencil-out” financially for building owners

Special care should be given to separate any reported emissions reductions or energy savings associated with PACE-financed solar PV or other renewable energy systems. This data should be collected, when available, to identify the total impact of PACE financing districts on advancing solar PV installations community-wide. However, PG&E’s PV interconnection data, or data collected from the City’s Building Department, will provide a more comprehensive set of information on PV installations. These broader data sets should also include the PV installs occurring through PACE financing programs, so adding the sets together would likely result in double-counting.

MEASURE E-3 Building Retrofit Related Regulations**Develop and implement local ordinances and policies to increase energy efficiency in new and existing buildings.**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Identify strategies to enforce City's existing Sustainable Building Ordinance (Section 15.65 of Morgan Hill Municipal Code)	Building and Fire Prevention Division, Staff person	Near-term, FY "Year"
B. Partner with local realtor community to develop and implement building owner outreach campaign that targets new building owners to provide information on available building energy efficiency audit and retrofit programs, as well as locally-available financing options (including PACE financing)	Environmental Services Division, Staff person	Near-term, FY "Year"
C. Monitor existing legislation on energy efficiency in new construction to identify opportunities for expansion through development of additional local ordinances; pursue following action items if identified opportunities also have successful case studies to serve as guidance in ordinance development and implementation	Building and Fire Prevention Division, Staff person	On-going, FY "Year"
D. Adopt RECO requiring point-of-sale energy efficiency upgrades with established efficiency thresholds and maximum investment limits; implement RECO in phases to allow time for community education on building energy conservation strategies and funding programs; Create verification program to ensure that required efficiency upgrade package achieves building efficiency threshold	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
E. Adopt ordinance that requires energy performance rating and disclosure for single family residential buildings at point-of-sale using Home Energy Rating System or similar low-effort program	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
F. Adopt ordinance that requires energy performance rating and disclosure for non-residential buildings at point-of-sale or point-of-lease [similar to Home Energy Rating System in E-3 D]	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
G. Adopt ordinance that requires proof of building equipment and systems retro-commissioning per established timeframe (e.g., 5-7 year periods)	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
500 single-family houses install a basic retrofit package following residential energy audit; 100 multi-family units install a basic retrofit package following residential energy audit	2020	
3,000 single-family houses install comprehensive retrofit package following residential energy audit; 600 multi-family units install comprehensive retrofit package following residential energy audit	2035	

MEASURE E-3	Building Retrofit Related Regulations

Develop and implement local ordinances and policies to increase energy efficiency in new and existing buildings.

Tracking Mechanisms

Goal: Calculate energy savings resulting from new building regulations.

To estimate emissions reductions related to building regulations, the City will need to know the number of buildings subject to the regulations each year and the energy savings per building resulting from implementation of the regulations. Estimating RECO-related energy savings will be dependent upon the specifics of the ordinance itself. For example, the ordinance could state that single family homes must reduce energy use intensity by some percentage below current levels, or that the home must be brought into compliance with current new building standards, or require achievement of some other threshold.

As part of the building regulation implementation process, the City should establish a mechanism to collect information on:

- the annual baseline energy use (kWh and therms) in a building subject to the regulations
- the expected annual energy use following compliance with applicable ordinances
- the specific retrofit actions being implemented to comply with the regulations, with energy-savings estimated separately for each action, is possible
- source of funding/financing for retrofit actions (e.g., personal, PG&E rebates, PACE financing, other)

As with other individual measures, the data related to reductions associated with this measure could overlap with other individual measures. For example, if PG&E building retrofit data is analyzed to quantify reductions from Measure E-2, that dataset could also include retrofits occurring as a result of new building retrofit regulations as described in this measure. The bulleted data listed above can be used to estimate reductions directly resulting from this measure, and therefore, can help to track implementation success of this measure. However, care should be taken when representing total reductions achieved across all measures; energy sector inventory updates are likely the best method to track macro-level energy consumption changes at the community-wide level.

MEASURE E-4 Parking Lot Lighting Efficiency

Develop a parking lot lighting retrofit ordinance requiring property owners or managers to replace inefficient parking lot or parking structure lighting with high-efficiency lighting technologies where feasible.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Adopt ordinance that requires non-residential and multi-family property owners to retrofit inefficient parking lot or parking structures lighting with high-efficiency lighting technologies at point-of-sale or point-of-lease	Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
B. Develop outreach materials explaining simple payback period for lighting improvements and available funding sources (e.g., PG&E lighting rebates, energy performance contracts)	Environmental Services Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
5% of parking lot lights are upgraded from HPS to energy-efficient technology	2020	
50% of parking lot lights are upgraded from HPS to energy-efficient technology	2035	

Tracking Mechanisms**Goal: Identify energy savings from participation in outdoor lighting retrofits.**

As part of ordinance implementation process, establish mechanism to collect information on:

- Number and type of lighting fixtures to be retrofitted (e.g., ten 80W bulbs)
- Number and type of selected replacement technology (e.g., five 10W LED bulb)

Collect additional voluntary information, if possible, to help improve implementation success of program:

- What types of rebates or project financing were used?
- What is simple payback period of retrofit project?
- On average, how many hours per day are the outdoor lights in use?

MEASURE E-5 Shade Tree Program**Increase community-wide use of shade trees to decrease energy use associated with building cooling.**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Adopt ordinance that requires new residential development to incorporate properly selected and located shade trees (or alternative appropriate building-integrated vegetation) on per unit or per square foot basis	Building and Fire Prevention Division, Staff person	Medium-term, FY "Year"
Progress Indicator	Year	
1,100 new shade trees properly installed	2020	
2,500 new shade trees properly installed	2035	

Tracking Mechanisms**Goal: Identify energy savings from installation of shade trees.**

Isolating energy savings attributed to installation of a shade tree can be challenging because other energy-savings actions may be pursued simultaneously (e.g., indoor lighting upgrades, AC efficiency improvements) and trees grow and change over a longer timeframe than other energy-savings projects. Energy savings from this measure are also estimated to be minimal by comparison to other measures, so implementation tracking resources may be best spent elsewhere.

The City should work with their PG&E community energy manager to develop a shade tree energy-savings estimate specific to Morgan Hill's geographic location and climate zone. This metric (e.g., 100 kWh/tree/yr) could then be used to model reductions estimates based on the total number of new shade trees planted. In this approach, the City would only need to estimate the total number of shade trees planted each year.

Alternatively, the City could attempt to more accurately estimate shade tree reductions by collecting the following information voluntarily from residents:

-Total annual electricity use in building prior to shade tree installation?

-Total annual electricity use in building following shade tree installation (one full year of data following tree installation; would be ideal to collect data for multiple years to account for tree growth)?

-Other energy-saving retrofits that were installed/implemented in building following shade tree installation (to help isolate impact of shade tree); and estimated annual energy savings from those other retrofits?

MEASURE E-6 Solar Photovoltaic Development

Encourage voluntary community-wide solar photovoltaic development through regulatory barrier reduction and public outreach campaigns.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Review/revise all applicable building, zoning, and other codes and ordinances to identify and remove remaining regulatory barriers to installation of solar PV or solar hot water systems in residential and nonresidential construction	Building and Fire Prevention Division, Staff person	Near-term, FY "Year"
B. Conduct outreach program to educate residents and businesses about potential benefits of solar service providers' power purchase agreements and opportunities for community shared solar PV systems; invite neighborhood groups/organizations to help identify potential interest; work with PG&E to share information about PG&E's Community Solar program	Environmental Services Division, Staff person	Near-term, FY "Year"
C. Host workshop with area solar service providers to identify opportunities to further streamline installation of solar PV systems; pending result of PPA workshop, remove identified barriers to wide-scale solar installation throughout city	Environmental Services Division; Building and Fire Prevention Division, Staff person	Medium-term, FY "Year"
D. Conduct outreach program to educate residents and businesses about opportunities for community shared solar PV systems; provide general information on City website describing various solar PV financing / installation options (e.g., PPA, community shared solar, outright purchase)	Environmental Services Division, Staff person	Medium-term, FY "Year"
Progress Indicator	Year	
2.0 MW of existing solar PV installed from 2010-2013; 3.25 MW of new solar PV capacity installed community-wide (residential and nonresidential combined) from 2014-2020	2020	
2.0 MW of existing solar PV installed from 2010-2013; 10.5 MW of new solar PV capacity installed community-wide (residential and nonresidential combined) from 2014-2035	2035	

Tracking Mechanisms**Goal: Track total community-wide installed PV capacity and electricity generation potential.**

Establish annual data reporting process with PG&E to collect community solar PV interconnection reports that show yearly installations of PV systems; Collect reports in shared location, or transfer data to Excel database, to demonstrate total measure impact over time

Set smaller, annual measure implementation goals to help achieve larger target year goals (e.g., 540 kW PV capacity installed annually through 2020 to achieve CAP 2020 goal of 3.25 MW new community capacity)

For reporting and verification purposes, convert total installed PV capacity (i.e., capacity installed since baseline year) to kWh electricity generation. This number will be useful when calculating statewide RPS reductions, and verifying emissions reductions resulting from this measure (i.e., kWh solar electric generation * utility electricity emissions factor = MT CO₂e/yr reductions)

MEASURE E-7 Solar Hot Water Development

Encourage community-wide solar hot water development through regulatory barrier reduction and public outreach campaigns.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Collaborate with PG&E and California Solar Initiative - Thermal Program to develop local outreach program to maximize installation of solar hot water systems and leverage existing funding opportunities	Environmental Services Division, Staff person	Long-term, FY "Year"
B. Work with PG&E to identify businesses and multi-family residential building owners with high hot water use, and provide targeted outreach with promotional materials for participation in CSI-Thermal Program	Environmental Services Division, Staff person	Long-term, FY "Year"
C. Host roundtable discussion with large hot water users to identify potential City barriers to installation of solar thermal systems; work with City departments to remove or reduce identified barriers, where possible	Environmental Services Division; Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
525 single-family houses install a solar thermal system capable of providing 70% of the building's hot water heating energy	2035	

Tracking Mechanisms

Goal: Track total hot water heating capacity of installed solar hot water heaters.

Establish annual data reporting process with PG&E to collect community solar hot water heater installation data, or collect this data from City's Building Department. Necessary data to be collected includes:

- Total therms of natural gas or kWh or electricity offset by solar water heater (depending on type of retrofitted hot water heater system)

Additional informational data could be collected to enhance participation in this measure, such as:

- Primary barriers/challenges to participation in solar hot water heater program (e.g., financial, technical, bureaucratic)
- Use of utility-funded rebates or rate incentive programs
- Percentage of annual hot water heating load to be offset by solar heating system (based on full year of data or amount estimated by contractor/service provider)

It is likely that this program will gain little traction in the near-term. However, the City can begin annual monitoring as described above, and calculate emissions reductions applicable to the City's 2020 target, should participation occur prior to that target year.

MEASURE E-7 Community Choice Aggregation

Partner with other Santa Clara County jurisdictions to determine the feasibility for development of a regional CCA program, including identification of the geographic scope, potential costs to participating jurisdictions and residents, and potential liabilities.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Determine local interest in pursuing CCA program as local energy option; work with other Santa Clara County partners to conduct feasibility study of developing multi-jurisdiction CCA program	City Manager, Staff person	Near-term, FY "Year"
B. If study determines CCA to be feasible and advantageous to Morgan Hill residents and businesses, work with Santa Clara County partners to prepare necessary additional study reports, informational materials, and any other supporting research and/or documents to help pursue development of CCA program	City Manager, Staff person	Long-term, FY "Year"

Tracking Mechanisms**Goal: Track community participation in clean-electricity purchasing programs.**

While this measure does not include progress indicators in the CAP, it was identified as an important long-term strategy to help the community achieve its more aggressive future-year reduction targets. The following strategies will help to track participation and allow better reduction estimates resulting from this measure.

Establish working relationship with any CCA program in which Morgan Hill participates to collect City-specific participation data (assuming privacy protections would not be compromised). If data privacy concerns prevent this type of data collection, establish a voluntary reporting mechanism similar to the one described in Measure E-1 in which a voluntary participation tracker could be added to the City's sustainability webpage. The tracker could collect information to determine the number of residential households and local businesses that participate, as well as their level of participation (e.g., 50% clean electricity, 75% clean electricity, 100% clean electricity).

Similarly, work with PG&E to identify the total amount of traditional grid electricity that is offset through voluntary participation in PG&E's Green Option program within the city (if local residents and businesses participate).

The total amount of clean electricity consumption from participation in a CCA or PG&E's Green Option program can be combined into one total value of kWh/yr and multiplied by the utility's electricity emissions factor for the target year (e.g., 2020) to calculate total emissions reductions from this measure. This total amount of electricity, plus the total electricity generation capacity of the community's PV systems, should be factored into future calculations of reductions associated with the state's RPS program because that program will be affecting a smaller share of community electricity (i.e., solar PV electricity and CCA or Green Option electricity that is cleaner than the prevailing RPS rate will supersede reductions associated with the RPS. Only the remaining electricity demand that is not met by one of these alternative electricity options will be subject to the RPS, and therefore able to provide additional reductions.)

MEASURE T-1 Pedestrian Environment Enhancements

Continue to encourage multi-modal transportation, including walking and biking, through safety and comfort enhancements in the bicycle and pedestrian environment.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Develop Pedestrian Master Plan to serve as guidance document for pedestrian improvements; update plan every 3-5 years to re-prioritize improvement projects	Planning Division, Staff person	Medium-term, FY "Year"
B. Identify internal funding sources to provide City's match for grant-funded project planning, design, and construction	Planning Division; Public Works, Staff person	Long-term, FY "Year"
C. Continue to implement City's complete streets policy requiring accommodations for non-automotive circulation on newly constructed roads and during major roadway improvement projects	Public Works, Staff person	On-going, FY "Year"
D. Review Complete Streets street cross sections and development specifications to ensure pedestrian comfort where possible, including placement of planting strips between sidewalks and travel lanes/on-street parking, as appropriate per road type	Public Works, Staff person	Medium-term, FY "Year"

MEASURE T-2 Bike Infrastructure Expansion

Continue to encourage alternative modes of transportation, including bicycling, through expansion of bicycle paths, lanes, and routes within the community.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
Transportation Demand Management Program		
A. Update existing Bicycle Master Plan to continue to serve as guidance document for bicycle network improvements and programmatic strategy; update plan every 5 years	Planning Division, Staff person	On-going, FY "Year"
B. As part of Bicycle Master Plan update, re-prioritize bicycle network enhancements as necessary, based on community input regarding problematic or unsafe routes, bicycle accommodation limitations (e.g., secure parking, commuter facilities), and focused outreach strategies	Planning Division; Public Works, Staff person	Long-term, FY "Year"
C. Update list of identified primary funding sources and preliminarily identify additional local funding sources by which to provide City's match for grant-funded project planning, design, and construction	Planning Division; Public Works, Staff person	On-going, FY "Year"
D. Identify and work to remove physical barriers or safety concerns that could inhibit cyclists from accessing various transit stations / stops; partner with VTA, as necessary	Public Works, Staff person	Medium-term, FY "Year"
E. Review Complete Streets street cross sections and development specifications to encourage bicycling by maximizing bike lane widths or establishing physical separation between vehicle travel lanes and bicycle lanes on high-volume roadways, to extent feasible	Public Works, Staff person	Medium-term, FY "Year"
Progress Indicator	Year	
1% of commute trips in Morgan Hill occur by bicycle	2020	
2% of commute trips in Morgan Hill occur by bicycle	2035	

MEASURE T-2 Bike Infrastructure Expansion

Continue to encourage alternative modes of transportation, including bicycling, through expansion of bicycle paths, lanes, and routes within the community.

Tracking Mechanisms

Goal: Identify VMT reductions associated with expanded bicycle infrastructure throughout the community.

Transportation emissions are not based on empirical data, which makes tracking the implementation success of transportation measures challenging. To estimate reductions associated with an expansion of bicycle infrastructure, the City needs to establish a baseline level of VMT from cyclists in the community and track how that amount of VMT changes as bicycling infrastructure increases. Bicycles can be used to offset VMT from various trips, such as commutes to work or school and trips related to daily services (e.g., shopping, entertainment). The US Census Bureau's American Community Survey (ACS) can be used to track changes in the number of bicycle commuters in the city from year to year. However, no dataset currently exists to track the number of VMT that are offset by bicycle commuting. There is also no community-specific dataset related to bicycle use for non-commute travel and its corresponding VMT reductions.

As with other strategies, the relatively small amount of emissions reductions estimated for this measure suggest the level of effort that should be expended in tracking its implementation efficacy. The progress indicators were designed to allow easy implementation tracking using annual ACS estimates. Deeper analysis could be performed as part of a transportation study in the future. For example, future updates to the General Plan its underlying transportation model could be leveraged to provide a more detailed assessment of the role of bicycles in the community. This type of work could include formal bicycle trip counts, surveys, or other transportation planning techniques. Alternatively, the City could work with local or regional bicycle advocacy groups to informally collect this data.

In addition to estimating bicycle ridership changes in the community, the City should also formally track information related to changes in bicycle infrastructure, including:

- Number of bike racks
- Miles of bike lanes
- Number of school-aged bike commuters
- Number of local businesses providing end-of-trip facilities (e.g., showers/locker room, secure bike storage) for bike commuters
- Number of cyclists using Morgan Hill Caltrain station

Changes in these indicators should be compared to changes in community-wide bicycle ridership, to suggest local actions through which the City can influence transportation choices.

MEASURE T-3 Bicyclist Accommodations**Facilitate bicycling as a means of transportation through development of bicycle-supporting amenities.**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Consider establishing bicycle commute facility requirements for new construction to be included in City's Development Standards; requirements should establish thresholds for application (e.g., commercial uses employing more than "X number" of employees) and type of end-of-trip facilities to be provided (e.g., showers and locker/changing rooms, secure bike storage areas)	Planning Division; Building and Fire Prevention Division, Staff person	Medium-term, FY "Year"
B. Continue to implement Bicycle Master Plan recommendations for installation of bike parking within Downtown area, and at schools, parks, and other activity areas along bicycle corridors; work with Morgan Hill Downtown Association and community bicyclist organizations to identify opportunity areas for new bike parking installations	Planning Division; Public Works, Staff person	On-going, FY "Year"

MEASURE T-4 Bicycle Outreach Program

Develop a bicycle outreach program to promote community-wide "bikeability" through safety programs, bicycle tune-up clinics / training, partnerships with bicycle advocacy groups and cycling clubs, and/or local bicycle maps (e.g., "Bike Downtown").

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Continue to provide bicycle safety education activities, including bicycle rodeos, at local schools; implement Bikeways Plan recommendations on development of additional bicycle outreach and safety programs	Police Department; Recreation and Community Services Division, Staff person	On-going, FY "Year"
B. Solicit comments from local cycling clubs/advocacy groups to identify dangerous cycling conditions on City streets; address problem areas through SRTS programs or similar projects; evaluate efficacy of SRTS projects to identify changes in pedestrian or bicycle accidents, and modify future program projects as necessary	Recreation and Community Services Division; Public Works, Staff person	Long-term, FY "Year"

MEASURE T-5 Transportation Demand Management

Provide informational resources to local businesses subject to SB 1339 transportation demand management program requirements and encourage additional voluntary participation in the program.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Support regional efforts to implement SB 1339 commuter benefit requirements for employers with more than 50 employees	Environmental Services, Staff person	Near-term, FY "Year"
B. Work with VTA and/or 511.org on outreach campaigns targeting employers with fewer than 50 employees to encourage voluntary participation in TDM program activities, including pre-tax deductions for alternative travel mode expenses, transit pass subsidies, and new vanpool development; share best-practices in TDM programs with local businesses to identify options that have been successful at small scale	Environmental Services, Staff person	Medium-term, FY "Year"
C. Partner with 511.org and employers to leverage new ride-matching technologies and promote rideshare among employees	Environmental Services, Staff person	Long-term, FY "Year"
D. Work with other Santa Clara County partners to develop Guaranteed Ride Home program for employees who work in Santa Clara County and commute to work via alternative travel options (e.g., public transit, carpool/vanpool, biking, walking)	Environmental Services, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
10% of total employees in 2020 participate in TDM program that offers rideshare promotion, telecommuting / alternative schedules, and subsidized transit fares	2020	
25% of total employees in 2020 participate in TDM program that offers rideshare promotion, telecommuting / alternative schedules, and subsidized transit fares	2035	

Tracking Mechanisms**Goal: Identify VMT reductions associated with TDM programs offered throughout the community.**

Transportation emissions are not based on empirical data, which makes tracking the implementation success of transportation measures challenging. The City should work with MTC to develop tracking mechanisms specifically related to implementation of SB 1339 requirements in Morgan Hill. Based on the assumptions developed in that methodology, the City could "spot-check" the results by working with local employers subject to the regulations (i.e., employers with 50 or more employees) to verify that they are experiencing the level of employee participation as estimated by MTC. This could be administered through voluntary commuter surveys and/or analysis of participation in the employer's TDM offerings (e.g., parking cash out, transit pass subsidies, alternative work schedules). The City can also request relevant participation information from VTA, Santa Clara County, or the local Chamber of Commerce.

At the macro-level, the City can align major CAP updates / revisions cycles with updates to the General Plan and its underlying transportation model. As noted in Chapter 4 of the CAP, direct comparisons of inventory updates from one year to the next can be problematic, especially if the underlying transportation model used to generate the transportation emissions assumptions are different. The state may provide better guidance in the future for how to manage the numerous assumptions and unknowns related to transportation sector emissions and reduction estimates. However, at this time, the City's best option is to collect empirical data related to employee participation in various TDM strategies and track long-term trends in participation. The City could also hire a transportation consultant with knowledge of local TDM and commuter benefits programs to develop a more detailed tracking

MEASURE T-5**Transportation Demand Management**

Provide informational resources to local businesses subject to SB 1339 transportation demand management program requirements and encourage additional voluntary participation in the program.

mechanism, and/or perform an analysis of this measure's implementation success and barriers. Alternatively, the City could hire a transportation consultant to update the transportation sector emissions, taking into account participation in the various TDM programs available to its residents. This emissions update could be incorporated into the total community-wide inventory update; reductions related to this measure could then be removed with the assumption that the revised transportation sector emissions includes their contributions (i.e., resulting in lower transportation emissions than would otherwise have occurred in lieu of this measure).

MEASURE T-6 Transit-Oriented Development

Continue to encourage development that takes advantage of its location near transit options through higher densities and intensities to increase ridership potential.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Reduce off-street parking requirements for transit-oriented and mixed-use developments, for developments providing shared parking, and for developments that incorporate travel demand management measures	Planning Division, Staff person	Long-term, FY "Year"
B. Identify areas that could support net increase in population or employment through land use changes within 1/4 mile walking distance of priority transit stops	Planning Division, Staff person	Long-term, FY "Year"
C. Evaluate capacity for higher-density/intensity development in transit areas, and develop prioritization and funding strategies to complete necessary improvements	Public Works, Staff person	Long-term, FY "Year"
D. Evaluate capacity for higher-density/intensity development in transit areas, and develop prioritization and funding strategies to complete necessary improvements	Planning Division, Staff person	On-going, FY "Year"

MEASURE T-7 Mixed-Use Development

Continue to encourage mixed-use development through land use and zoning designations to bring employment and daily services closer to residential uses.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Facilitate mixed-use development around Morgan Hill Caltrain station, VTA transit center (Main and Hale), and/or within designated Priority Development Areas	Planning Division, Staff person	Long-term, FY "Year"
B. Evaluate capacity for higher-density/intensity development in mixed-use areas, and develop prioritization and funding strategies to complete necessary improvements [Similar to T-6 C]	Public Works, Staff person	Long-term, FY "Year"
C. Reduce off-street parking requirements for transit-oriented and mixed-use developments, for developments providing shared parking, and for developments that incorporate travel demand management measures [Same as T-6 A]	Planning Division, Staff person	Long-term, FY "Year"
D. As part of General Plan Update process, plan for additional mixed-use development within neighborhood centers and/or along Monterey Corridor	Planning Division, Staff person	Long-term, FY "Year"

MEASURE T-8 Community-Wide Alternative Fuel Vehicles

Encourage community-wide use of alternative fuel vehicles through expansion of alternative vehicle refueling infrastructure.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
Alternative Fuel Vehicle Charging / Refueling Infrastructure		
A. Continue to explore cost-effective ways to increase alternative vehicle charging / refueling infrastructure within City for public use, including additional installations at municipal facilities and partnerships with technology providers	Environmental Services, Staff person	On-going, FY "Year"
B. Revise municipal code to require pre-wiring for at-home electric vehicle charging ports in new single-family and multi-family construction	Building and Fire Prevention Division, Staff person	Near-term, FY "Year"
C. Work with regional partners to develop informational brochures and technical support for developers / contractors interested in providing electric vehicle charging ports in new projects	Environmental Services; Building and Fire Prevention Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
Community-wide motor vehicle profile shifts as follows: 5% of gasoline passenger vehicles shift to plug-in hybrid electric (PHEV); 5% of diesel passenger vehicles shift to PHEV; 5% of gasoline light-duty trucks shift to PHEV; 3% of gasoline heavy-duty trucks shift to CNG; 3% of diesel heavy-duty trucks shift to CNG; 40% of diesel buses shift to CNG, 20% shift to PHEV	2020	
Community-wide motor vehicle profile shifts as follows: 8% of gasoline passenger vehicles shift to plug-in hybrid electric (PHEV); 2% shift to battery-electric (BEV); 5% shift to CNG 8% of diesel passenger vehicles shift to PHEV; 2% shift to battery-electric (BEV); 5% shift to CNG 8% of gasoline light-duty trucks shift to PHEV; 2% shift to battery-electric (BEV); 5% shift to CNG 25% of gasoline heavy-duty trucks shift to CNG; 25% of diesel heavy-duty trucks shift to CNG; 45% of diesel buses shift to CNG, 30% shift to PHEV	2035	

Tracking Mechanisms

Goal: Track community-wide shift towards alternative fuel vehicles.

As with Measure T-2, tracking the transition of the community-wide vehicle mix towards greater numbers of alternative fuel vehicles will also be a challenge given the lack of readily-available data. The baseline level of community-wide vehicle composition was developed using the Air Resources Board's EMFAC model for Santa Clara County, and then scaled to Morgan Hill. This provided a modeled (i.e., not empirical) understanding of the community's fleet make up. The vehicle fleet transition estimates shown as Progress Indicators by vehicle and fuel type were then prepared based on industry estimates for technology adoption in the future.

Assuming the Department of Motor Vehicles will not provide data to the City detailing the number and type of

MEASURE T-8**Community-Wide Alternative Fuel Vehicles**

Encourage community-wide use of alternative fuel vehicles through expansion of alternative vehicle refueling infrastructure.

vehicles registered to Morgan Hill addresses, the City could attempt to collect this information voluntarily. An online, voluntary community survey that asks residents about their personal vehicles could provide some insights. Questions might include:

- What are the number and type of vehicles owned / leased in your household?
- What are the ages of your vehicles?
- Would you consider purchasing / leasing an alternative fuel vehicle as your next personal vehicle?
- If no, what would prevent you from considering alternative fuel vehicles as an option?
- Are you aware of the refueling / recharging options available to you within Morgan Hill for alternative fuel vehicles?

MTC, ABAG, the County Office of Sustainability, ARB, or other organizations may have their own on-going studies related to this topic, which could also be analyzed and used as a proxy for empirical data. The City could also partner with the Chamber of Commerce and local businesses to perform informal surveys of employees' alternative fuel vehicles, based on use of EV charging stations, priority parking areas, or other employee-offered incentive programs.

The City could also advocate for ARB to develop vehicle characterization studies for cities, counties, and/or regions of the state using empirical Department of Motor Vehicle data, assuming it could be aggregated sufficiently to avoid data privacy concerns.

MEASURE T-9 Municipal Fleet Alternative Fuel Vehicles**Shift municipal vehicle fleet from gasoline- and diesel-powered vehicles to alternative fueled vehicles, to the extent possible.**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Develop municipal fleet low-carbon target; defined as A) Total vehicle fleet composed of "X"% zero- or lower-carbon vehicles; or, B) Total vehicle fleet emissions reduction target (can be achieved through combination of reduced VMT, vehicle technology, mode shift, etc.)	Environmental Services Division, Staff person	Long-term, FY "Year"
B. Define vehicle fleet transition pathway to achieve selected goal; at time of replacement, shift passenger vehicle purchases toward EV, hybrid-electric, hydrogen fuel cell, or CNG models; consider new vehicles' carbon emissions and fuel efficiency as regular procurement criterion; regularly consider lower-emissions heavy-duty vehicle options and opportunities to incorporate bridge technologies, such as CNG vehicles	Environmental Services Division, Staff person	Long-term, FY "Year"
C. Identify interest from, and opportunities to partner with, neighboring jurisdictions to develop shared CNG refueling station for use by municipal fleets; management of CNG station could possibly be contracted to private entity through franchise agreement and opened up to public use as well in support of broader community-wide shift towards alternative fuel vehicles	Environmental Services Division, Staff person	Long-term, FY "Year"
D. Pursue grant funding or vendor's promotional offers to install additional EV charging stations at City facilities for use by municipal vehicles	Environmental Services Division, Staff person	Long-term, FY "Year"
E. Consider partnering with other Santa Clara County governments to develop regional alternative fueled vehicle procurement program to achieve lower vehicle costs through bulk purchases	Environmental Services Division, Staff person	Long-term, FY "Year"

MEASURE W-1 SB-X7-7

Implement water conservation policies contained within Morgan Hill's Urban Water Management Plan to achieve 20 percent per capita water reductions by 2020.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Develop public information campaign that highlights City projects and landscaping practices that conserve water at public buildings and parks/landscaped areas (e.g., drought-tolerant landscaping, efficient irrigations systems, indoor plumbing retrofits)	Environmental Services Division, Staff person	Medium-term, FY "Year"
B. Partner with community/neighborhood groups to promote existing water conservation programs and participation in voluntary landscaping retrofit programs	Environmental Services Division; Public Works, Staff person	Near-term, FY "Year"
C. Work internally to identify opportunities for water use data tracking and reporting at community-wide level; if successful, share this information through annual CAP progress reporting procedures, aligned with required General Plan implementation annual reports, to keep community members apprised of City's progress towards water conservation goals	Public Works, Staff person	Medium-term, FY "Year"
Progress Indicator	Year	
UWMP is implemented to achieve 15% per capita water use reduction from 2010 baseline use	2020	
UWMP is implemented to achieve 15% per capita water use reduction from 2010 baseline use	2035	

Tracking Mechanisms**Goal: Track per capita water use compared to 2010 baseline levels.**

The City, acting as an urban water provider, should document progress towards and achievement of the SB-X7-7 legislation goals in future Urban Water Management Plan updates. Reductions associated with this measure are based on the assumption that the City will achieve the goals by 2020, and that water conservation targets would not be increased after 2020. UWMPs are updated on five-year cycles, so City staff will need to estimate annual water savings for intermediary years (i.e., between UWMP updates). As described in the CAP, the City should work to establish an aggregated water consumption reporting program to allow easier tracking of annual community-wide water consumption. These annual consumption levels can then be compared to track actual water use reductions, as well as increased water efficiency in the form of declining per capita water use.

The City should also continue to monitor state and local efforts at water conservation, particularly if they result in mandates or incentive-based programs that aim to exceed the current requirements of SB-X7-7. Additional water conservation beyond the levels shown in the Progress Indicator would likely result in greater emissions reductions than those estimated in the CAP.

MEASURE SW-1 Zero Waste Goal**Maximize solid waste diversion community-wide through preparation of a zero-waste strategic plan**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Establish goal and implementing strategy to exceed 50% community-wide solid waste diversion requirements established by AB 939, either through updates to CIWMP elements or through preparation of standalone strategic plan	Environmental Services, Staff person	Medium-term, FY "Year"
B. Prepare residential and commercial waste characterization studies to identify Morgan Hill-specific opportunities for additional waste diversion; use study results to develop outreach campaigns that increase participation in City's existing waste management programs, targeting specific waste types and/or sources; partner with franchise waste hauler in opportunity selection and program development	Environmental Services, Staff person	Medium-term, FY "Year"
C. Establish timeline and funding mechanism to perform periodic Waste Characterization Study updates to evaluate efficacy of new outreach programs	Environmental Services, Staff person	Long-term, FY "Year"
D. Develop robust outreach campaign to ensure community-wide understanding of materials management service offerings and drive behavioral change focused on lifecycle of materials (i.e., source reduction, materials reuse, end-of-life)	Environmental Services, Staff person	Long-term, FY "Year"

MEASURE SW-2	Food Scrap and Yard Waste Diversion

Promote the collection of food scraps and compostable paper in yard waste bins through public outreach campaigns.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Continue to implement residential food scrap and compostable paper collection program and outreach campaigns; provide information to local elementary schools on existing food scrap diversion program for incorporation into on-going recycling curriculum	Environmental Services, Staff person	On-going, FY "Year"
B. Work with franchise waste hauler to develop new outreach programs or strategies that address solid waste diversion opportunities identified in Residential Waste Characterization Study	Environmental Services, Staff person	Medium-term, FY "Year"
C. Work with franchise waste hauler, Morgan Hill Chamber of Commerce, and other local business organizations to develop and encourage participation in voluntary commercial food scrap collection pilot program; identify opportunities to share best-practices and lessons learned with other cities in Santa Clara County that have implemented similar programs	Environmental Services, Staff person	Medium-term, FY "Year"
Progress Indicator	Year	
100% of households divert 80% of food scraps and compostable paper; 10% of businesses divert 25% of food scraps and compostable paper; Households and businesses divert 95% of yard waste	2020	
100% of households divert 95% of food scraps and compostable paper; 20% of businesses divert 25% of food scraps and compostable paper; Households and businesses divert 95% of yard waste	2035	

Tracking Mechanisms

Goal: Track the percentage of compostable food and yard waste that are diverted from the solid waste stream.

The most accurate implementation monitoring strategy would include the preparation of residential and commercial solid waste characterization surveys to identify the specific ratios of various waste categories present in the community's trash. The reduction estimates prepared for this measure are based on the State's 2008 Waste Characterization Study. However, it is likely that the community's actual waste profile is different than that of the statewide average given the character of the community and existing waste diversion programs that have already been implemented.

StopWaste.org prepared community residential waste characterization surveys for participating cities in the East Bay, and would be a good reference to determine survey costs and appropriate update timelines. The City's contract waste hauler may also provide this type of service, along with tailored recommendations for how to increase diversion rates.

If financially viable, the City should prepare waste characterization surveys as part of the emissions inventory update process for the CAP's target years (i.e., 2020, 2035), with additional interim surveys prepared when possible. The City can also solicit voluntary input on participation in waste diversion programs through partnerships with the Chamber of Commerce, local elementary schools, community events, and/or online questionnaires.

MEASURE SW-3 Construction & Demolition Waste Diversion Program**Enforce construction and demolition waste diversion requirements in State's Green Building Code.**

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Formally adopt construction and demolition (C&D) waste diversion ordinance that requires 50% diversion from qualifying projects; sample ordinance language is provided on CalRecycle website	Environmental Services, Staff person	Near-term, FY "Year"
B. Work with franchise waste hauler to evaluate capability of area landfill operators to maximize C&D waste diversion	Environmental Services, Staff person	Long-term, FY "Year"
C. Consider increasing diversion requirements to 75% diversion; alternatively, only target scrap lumber with 75% diversion requirement	Environmental Services, Staff person	Long-term, FY "Year"
D. Consider developing Construction and Demolition Debris Diversion Deposit Program to help enforce C&D ordinance, in which deposit is paid to City prior to issuance of building permit and refunded to applicant following submittal / approval of applicable waste diversion documentation	Environmental Services, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
50% of construction and demolition waste diverted	2020	
75% of construction and demolition waste diverted	2035	

Tracking Mechanisms**Goal: Track the percentage of construction and demolition waste that is diverted from the solid waste stream.**

See Tracking Mechanism description in Measure SW-2.

In addition to the previously described waste characterization surveys, the City could develop a Debris Diversion Deposit Program to allow tracking of C&D waste diversion participation. This type of program, popular in San Diego County jurisdictions, would require payment of a deposit prior to receipt of a building permit. The deposit could be based on a \$/sf ratio or a percentage of total project costs. Following project completion, the applicant may submit documentation (prepared by their contractor or landfill / recycling center staff) demonstrating compliance with the City's C&D diversion ordinance to receive a full deposit refund.

MEASURE G-1 Urban Forest Program

Support development and maintenance of a healthy, vibrant urban forest through outreach, incentives, and strategic leadership.

Actions and Implementation Steps	Department/Staff Responsible	Phasing
A. Continue implementing landscaping requirements in City's Municipal Code, specific plans, and other regulatory documents	Planning Division, Staff person	On-going, FY "Year"
B. Partner with neighborhood groups, community organizations, and business community to encourage voluntary tree planting on private property within Morgan Hill; identify opportunities for such organizations to assist City with maintenance of street trees planted within public rights-of-way	Parks and Street Division, Staff person	Long-term, FY "Year"
C. Consider developing strategic, long-range plan (e.g., Urban Forest Master Plan) to identify policies and strategies to proactively manage and grow City's street tree population	Parks and Street Division, Staff person	Long-term, FY "Year"
D. Consider developing tree protection ordinance that requires replacement of removed street trees, including planting site selection criteria	Parks and Street Division, Staff person	Long-term, FY "Year"
Progress Indicator	Year	
1,100 net new trees planted in city from 2010 baseline year	2020	
5,000 net new trees planted in the city from 2010 baseline year	2035	

Tracking Mechanisms**Goal: Count the number of net new trees planted community-wide.**

Since a building permit is not required to plant a tree, the City has limited opportunity to interact with community members on this type of activity, which poses a challenge for accurately tracking net new trees planted in the city. The City should maintain relationships with neighborhood organizations or non-profits that may lead local tree-planting campaigns, and ask for reports on program results. Similarly, the City can check-in with its PG&E community representative annually to request results associated with utility shade tree planting campaigns that may be occurring. While no such programs are currently offered by PG&E, they may be offered again in the future.

Finally, the City should develop a CAP data collection program and procedure to gather relevant data from City departments on an annual basis. The Public Works Department or Parks Department may plant new trees each year along streets and in parks (beyond replacements for dead or diseased trees), which would also count towards the community-wide tree total estimated in the measure reduction calculations.

A P P E N D I X C

N O I S E D A T A

Long-Term Site 1

Site LT-1 represents the noise environment in the vicinity of the busy intersection of Butterfield Boulevard and E. Dunne Avenue. The microphone was attached to the top of the chain link fence on the northern corner of the intersection. The primary source of noise was heavy traffic, including motorcycles, and medium and large trucks. Other noise sources included rustling trees, birds, and pedestrians. Train pass-bys on the railroad tracks approximately 750 feet to the west would presumably also contribute to the noise environment. Noise level data was acquired beginning at 11:00 a.m. on Thursday, August 27, 2015 and ending at 3:00 p.m. on Friday, August 28, 2015. At the start of the measurement period, winds were at 0 to 3 mph, with gusts up to 7.5 mph. The air temperature was approximately 91°F with a relative humidity of 29%. The Overall L_{eq} was 69.0 dBA, the Day-Night Level (L_{dn}) was 72.3 dBA, and the CNEL was 72.6 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 72.2 dBA during the period of 7:00 a.m. to 8:00 a.m. on August 28 and 57.6 dBA during the 2:00 a.m. to 3:00 a.m. hour.

Long-Term Site 2

Site LT-2 represents the noise environment in the vicinity of the busy intersection of Monterey Road and Edmundson Avenue / Tennant Avenue. The microphone was attached to a utility box, approximately 18 feet from the curb of Monterey Road, on the northern corner of the intersection. The primary source of noise was heavy traffic, including motorcycles, and medium and large trucks. Other noise sources included rustling trees, commercial parking lot activity, and pedestrians. Distant construction on Monterey Road and activity at the nearby bus stop would presumably also contribute to the noise environment. Noise level data was acquired beginning at 12:00 p.m. on Thursday, August 27, 2015 and ending at 4:00 p.m. on Friday, August 28, 2015. At the start of the measurement period, winds were at 1 to 5 mph, with gusts up to 9.3 mph. The air temperature was approximately 94°F with a relative humidity of 32 percent. The measurement equipment at Site LT-2 was tampered with during the measurement period, most likely sometime after 2:00 a.m. Estimating based on the accurate data from 12:00 pm to 2:00 am, the Overall L_{eq} was approximately 67 dBA, and the CNEL was approximately 69 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 71.6 dBA during the period of 12:00 p.m. to 1:00 p.m. on August 27 and 50.6 dBA during the 1:00 a.m. to 2:00 a.m. hour.

Long-Term Site 3

Site LT-3 represents the noise environment along Middle Avenue, approximately 340 feet west of the railroad tracks. The microphone was attached to the third telephone to the east of Monterey Road, approximately 340 feet west of the railroad tracks. The measurement captured noise generated by trains, traffic on Middle Avenue and Monterey Road, and nearby residential activity. Noise level data was acquired beginning at 2:00 p.m. on Thursday, August 27, 2015, and ending at 4:45 p.m. on Friday, August 28, 2015. At the start of the measurement period, winds were at 3 to 5 mph, and the air temperature was approximately 102°F with a relative humidity of 23 percent. The Overall L_{eq} was 67.9 dBA, the Day-Night Level (L_{dn}) was 72.5 dBA, and the CNEL was 72.9 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 71.6 dBA

during the period of 6:00 p.m. to 7:00 p.m. on August 27 and 53.1 dBA during the 2:00 a.m. to 3:00 a.m. hour.

Short-Term Site 1

Site ST-1 is located on the northeast corner of the intersection of Castle Hill Drive and Scott Drive, in the low-density residential neighborhood off Llagas Road. The noise environment of Site ST-1 is characterized primarily by rustling trees, with two car pass-bys, two jets and one general aviation aircraft, and brief, distant use of a leaf blower also contributing to local noise levels during the measurement. Noise level data was acquired over a 15-minute measurement period, beginning at 2:59 p.m. on Friday, August 28, 2015. During this time, winds were at 1 to 5 mph with gusts up to 6.8 mph, and the air temperature was 100°F with a relative humidity of 20 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 40 to 60 dBA. The high variability in sound levels was due to intermittent wind gusts. The 15-minute equivalent noise level (L_{eq}) at this location was 51.6 dBA.

Short-Term Site 2

Site ST-2 is located in the residential neighborhood north of Watsonville Road, at the intersection of Roble Drive and Encino Drive. The microphone and sound meter were positioned on the sidewalk between 550 and 560 Encino Drive. The noise environment of Site ST-2 is primarily characterized by the sound of rustling trees, birds, and distant traffic. Distant construction noise, mail truck activity, distant police sirens, wind chimes, four general aviation planes, and one jet also contributed to the noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 2:48 p.m. on Thursday, August 27, 2015. During this time, winds were at 2 to 5 mph with gusts up to 8.9 mph, and the air temperature was 98°F with a relative humidity of 23 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 40 to 50 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 44.9 dBA.

Short-Term Site 3

Site ST-3 is located at the intersection of Main Avenue and Peak Avenue, outside the City Hall Development Services Center. The microphone and sound meter were positioned on the sidewalk at the southwest corner of the intersection. The noise environment of Site ST-3 is primarily characterized by the sound of heavy traffic along Main Avenue and Peak Avenue, including cars, motorcycles, a bulldozer, and three buses during the measurement period. Rustling trees and pedestrian and bicyclist activity also contributed to the noise environment. Noise level data was acquired over a 15-minute measurement period, beginning at 3:44 p.m. on Thursday, August 27, 2015. During this time, winds were at 0 to 5 mph with gusts up to 8.0 mph, and the air temperature was 95°F with a relative humidity of 24 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 60 to 70 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 66.4 dBA.

Short-Term Site 4

Site ST-4 is located at the intersection of Tassajara Circle and Alta Mesa Court in the Eldorado neighborhood north of Dunne Avenue and west of Hill Road. The microphone and sound meter were positioned just south of the circular island with a tree. The noise environment of Site ST-4 is primarily characterized by rustling trees. Distant barking dogs, distant leaf blower activity, three cars, a bicyclist, four jets, and three general aviation aircraft also contributed to the noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 4:25 p.m. on Thursday, August 27, 2015. During this time, winds were at 0 to 4 mph, and the air temperature was 96°F with a relative humidity of 24 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 45 to 55 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 51.3 dBA.

Short-Term Site 5

Site ST-5 is located in the Holiday Lake Estates near Anderson Lake. The microphone and sound meter were positioned at the end of the driveway to 17426 Blue Jay Drive. The noise environment of Site ST-5 is primarily characterized by rustling trees and birds, particularly squawking blue jays and turkeys rustling in the leaves on the hillside across the road. Distant power tools, two cars, three general aviation aircraft, and five jets also contributed to the noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 11:25 a.m. on Friday, August 28, 2015. During this time, winds were at 0 to 2 mph, and the air temperature was 102°F with a relative humidity of 25 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 40 to 50 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 45.4 dBA.

Short-Term Site 6

Site ST-6 is located in the Walnut Creek neighborhood south of Main Avenue and west of Highway 101. The microphone and sound meter were positioned in front of the mailbox for 877 English Walnut Court. The noise environment of Site ST-6 is primarily characterized by traffic on Highway 101, located approximately 300 feet to the east. Rustling trees and bushes, and occasional traffic on Walnut Grove Drive also contributed to the noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 12:13 p.m. on Friday, August 28, 2015. During this time, winds were at 0 to 2 mph with gusts up to 4.7 mph, and the air temperature was 100°F with a relative humidity of 25 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 50 to 60 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 57.0 dBA.

Short-Term Site 7

Site ST-7 is located in the industrial area to the south of Cochrane Road. The microphone and sound meter were positioned at the northwest corner of the intersection of Sutter Boulevard and Serene Drive. The noise environment of Site ST-7 is primarily characterized by cars and trucks on Sutter Boulevard, intensified by the brick pavement at the intersection. Landscaping, light parking lot activity, a jet, a general aviation aircraft, and old leaves blowing in the wind also contributed to the

noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 12:43 p.m. on Friday, August 28, 2015. During this time, winds were at 0 to 2 mph, and the air temperature was 100°F with a relative humidity of 23 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 60 to 70 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 66.1 dBA.

Short-Term Site 8

Site ST-8 is located in the Hacienda Valley Senior Estates to the north of Burnett Avenue, west of Ann Sobrato High School. The microphone and sound meter were positioned in front of 95 Via Feliz, between the speed bump and the mailbox. The noise environment of Site ST-8 is primarily characterized by ambient noise, including distant traffic, occasional light wind chimes, occasional air conditioners, birds, and distant hammering. Two jets also contributed to the noise environment during the measurement period. Noise level data was acquired over a 15-minute measurement period, beginning at 2:00 p.m. on Friday, August 28, 2015. During this time, winds were at 0 to 5 mph with gusts up to 8.3 mph, and the air temperature was 104°F with a relative humidity of 18 percent. The 1-minute L_{eq} sound levels at this location were generally in the range of 40 to 50 dBA. The 15-minute equivalent noise level (L_{eq}) at this location was 44.4 dBA.

Table 4.11-5 summarizes the results of both the short- and long-term noise monitoring. Detailed data for all short-term monitoring locations are provided in Appendix E, Noise Data, of this Draft EIR.

Summary

Filename	831_Data.001	SUMMARY	
Serial Number	3558		
Model	Model 831		
Firmware version	2.301		
User			
Location	LT-1		
Job Description			
Note			
Measurement Description			
Start	8/27/2015	10:57:14	
Stop	8/28/2015	15:55:34	
Duration	1 Day 04:58:19.8		
Run Time	1 Day 04:58:10.7		
Pause	00:09.1		
Pre Calibration	8/27/2015	10:48:33	
Post Calibration	None		
Calibration Deviation	---		

Overall Settings

RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRM831			
Microphone Correction	Off			
Integration Method	Linear			
Gain	0 dB			
Overload	143.4			
	A	C	Z	
Under Range Peak	75.8	72.8	77.8	
Under Range Limit	26.2	26.5	31.9	
Noise Floor	17	17.3	22.5	

Results

LAeq	68.98571			
LEA	119.168167			
EA	91.74324	mPa ² h		
LZpeak (max)	8/27/2015 15:33	118		
LASmax	8/27/2015 15:33	99.3		
LASmin	8/28/2015 0:27	36.5		
SEA	-99.94	dB		

LAS > 65.0 dB (Exceedence Counts / Duration)	2247	59464.2	s
LAS > 85.0 dB (Exceedence Counts / Duration)	63	201.4	s
LAS > 135.0 dB (Exceedence Counts / Duration)	0	0	s
Lpeak 2 > 137.0 dB (Exceedence Counts / Duration)	0	0	s
Lpeak 3 > 140.0 dB (Exceedence Counts / Duration)	0	0	s

Ldn	72.3
LDay 07:00-22:00	70.1
LNight 22:00-07:00	64.5
Lden	72.6
LDay 07:00-19:00	70.4
LEvening 19:00-22:00	67.4
LNight 22:00-07:00	64.5
LCeq	79.232231
LAeq	68.98571
LCeq - LAeq	10.246521
LAeq	70.688202
LAeq	68.98571
LAeq-LAeq	1.702492
# Overloads	0
Overload Duration	0

s

Statistics	
LAS1.66	77.4
LAS8.33	72.1
LAS25.00	68.3
LAS50.00	64.9
LAS90.00	49.7
LAS99.00	39.1

Summary

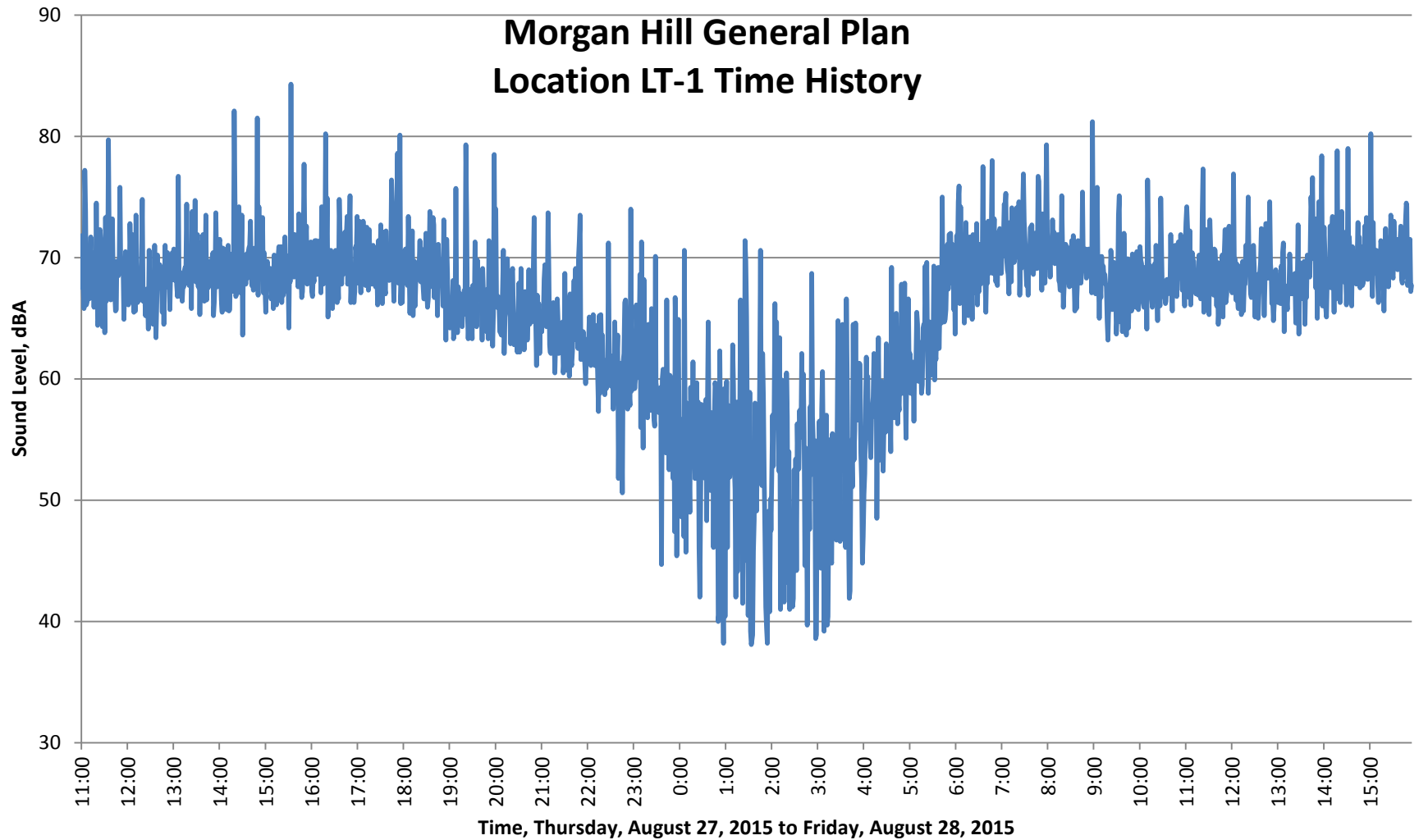
Filename 831_Data.001 Ln Intervals 8/27/2015 10:57:14
 Serial Number 3558 8/28/2015 15:55:34
 Model Model 831 1 Day 04:58:19.8
 Firmware version 2.301 1 Day 04:58:10.7
 User 00:09.1
 Location LT-1
 Measurement History
 Record #

	Date	Time	Duration	Run Time	Pause	LAeq	LAE	LASmin	ASmin Tim	LASmax	ASmax Tim	Zpeak (max)	Peak (max) T
1	8/27/2015	10:57:14	02:45.6	02:45.6	00:00.0	69.9	92.1	60.4	10:59:13	79.7	10:58:18	102.9	10:58:18
2	8/27/2015	11:00:00	1:00	00:00.0	00:00.0	70.6	106.1	53.3	11:27:37	93.2	11:35:14	115.8	11:35:13
3	8/27/2015	12:00:00	1:00	00:00.0	00:00.0	68.5	104.0	53.1	12:57:07	87.0	12:19:07	111.7	12:28:50
4	8/27/2015	13:00:00	1:00	00:00.0	00:00.0	70.0	105.5	55.9	13:36:51	89.0	13:06:19	113.8	13:06:18
5	8/27/2015	14:00:00	1:00	00:00.0	00:00.0	71.6	107.2	54.5	14:30:49	95.4	14:49:56	116.5	14:49:55
6	8/27/2015	15:00:00	1:00	00:00.0	00:00.0	71.4	107.0	54.6	15:00:40	99.3	15:33:55	118.0	15:33:55
7	8/27/2015	16:00:00	1:00	00:00.0	00:00.0	70.7	106.2	56.5	16:01:26	93.2	16:18:13	115.4	16:18:13
8	8/27/2015	17:00:00	1:00	00:00.0	00:00.0	71.1	106.7	57.0	17:11:02	89.1	17:52:18	109.8	17:15:07
9	8/27/2015	18:00:00	1:00	00:00.0	00:00.0	69.4	104.9	55.1	18:48:00	85.8	18:06:40	113.3	18:08:08
10	8/27/2015	19:00:00	1:00	00:00.0	00:00.0	68.9	104.5	54.1	19:35:37	93.6	19:21:59	115.0	19:08:51
11	8/27/2015	20:00:00	1:00	00:00.0	00:00.0	66.8	102.4	50.3	20:53:19	84.5	20:50:27	105.6	20:49:39
12	8/27/2015	21:00:00	1:00	00:00.0	00:00.0	65.9	101.4	49.8	21:36:45	85.5	21:49:42	107.2	21:08:54
13	8/27/2015	22:00:00	1:00	00:00.0	00:00.0	63.3	98.8	42.4	22:45:26	86.1	22:56:34	108.5	22:56:36
14	8/27/2015	23:00:00	1:00	00:00.0	00:00.0	62.4	97.9	40.8	23:42:07	84.8	23:10:32	104.8	23:28:17
15	8/28/2015	0:00:00	1:00	00:00.0	00:00.0	57.8	93.4	36.5	0:27:23	84.5	0:06:27	106.3	0:06:27
16	8/28/2015	1:00:00	1:00	00:00.0	00:00.0	60.0	95.5	37.0	1:54:41	85.6	1:25:51	105.8	1:45:30
17	8/28/2015	2:00:00	1:00	00:00.0	00:00.0	57.6	93.2	37.0	2:57:34	79.3	2:04:53	102.8	2:04:53
18	8/28/2015	3:00:00	1:00	00:00.0	00:00.0	57.9	93.5	37.6	3:21:03	76.6	3:49:30	102.4	3:49:30
19	8/28/2015	4:00:00	1:00	00:00.0	00:00.0	60.7	96.3	41.1	4:00:30	81.0	4:36:36	103.1	4:36:35
20	8/28/2015	5:00:00	1:00	00:00.0	00:00.0	66.6	102.2	49.0	5:34:08	87.5	5:42:15	113.1	5:42:14
21	8/28/2015	6:00:00	1:00	00:00.0	00:00.0	71.1	106.6	54.3	6:21:33	89.6	6:47:01	112.8	6:35:09
22	8/28/2015	7:00:00	1:00	00:00.0	00:00.0	72.2	107.8	55.0	7:09:02	91.0	7:58:44	111.7	7:48:42
23	8/28/2015	8:00:00	1:00	00:00.0	00:00.0	70.8	106.4	56.7	8:20:59	93.6	8:58:46	113.2	8:58:45
24	8/28/2015	9:00:00	1:00	00:00.0	00:00.0	68.7	104.2	52.1	9:42:28	84.6	9:33:49	110.1	9:32:00
25	8/28/2015	10:00:00	1:00	00:00.0	00:00.0	69.2	104.8	53.5	10:09:53	88.9	10:10:42	111.8	10:10:42
26	8/28/2015	11:00:00	1:00	00:00.0	00:00.0	70.0	105.5	54.0	11:23:29	88.9	11:22:46	112.1	11:22:45
27	8/28/2015	12:00:00	1:00	00:00.0	00:00.0	69.5	105.1	53.9	12:07:45	88.1	12:02:11	110.4	12:49:53
28	8/28/2015	13:00:00	1:00	00:00.0	00:00.0	70.0	105.6	56.9	13:17:19	89.8	13:57:42	111.5	13:50:18
29	8/28/2015	14:00:00	1:00	00:00.0	00:00.0	70.9	106.5	57.5	14:17:08	91.4	14:17:32	113.4	14:17:32
30	8/28/2015	15:00:00	0:55	55:25.1	00:09.1	71.0	106.2	58.2	15:03:43	94.1	15:01:32	111.2	15:01:31

SPL 1 Count	Duration	SPL 2 Count	Duration	Peak 1 Count	Duration	Peak 2 Count	Duration	Peak 3 Count	Duration	LAS1.66	LAS8.33	LAS25.00	LAS50.00	LAS90.00	LAS99.00	SEA	LCeq	LAeq
5	127.3	0	0	0	0	0	0	0	0	77.9	74.6	69.9	67.0	62.6	61.1	-99.9	80.7	69.9
102	2565.4	4	14.3	0	0	0	0	0	0	79.3	73.0	68.9	66.2	61.1	56.7	-99.9	81.0	70.6
111	2491.4	1	2.3	0	0	0	0	0	0	76.8	71.6	68.3	65.8	60.7	56.7	-99.9	79.0	68.5
101	2709.8	4	8	0	0	0	0	0	0	78.6	73.3	69.3	66.5	61.3	58.0	-99.9	80.4	70.0
81	2978.1	3	21.1	0	0	0	0	0	0	79.6	73.9	69.9	67.3	62.3	58.5	-99.9	81.1	71.6
66	3107.2	3	11.9	0	0	0	0	0	0	77.2	72.8	69.8	67.4	63.0	58.4	-99.9	82.1	71.4
60	3104.2	5	14.6	0	0	0	0	0	0	78.9	73.0	69.7	67.2	62.9	59.4	-99.9	81.6	70.7
53	3204	3	12.7	0	0	0	0	0	0	80.1	74.0	70.0	67.7	63.6	60.1	-99.9	81.5	71.1
84	2772.8	3	3.6	0	0	0	0	0	0	77.7	72.7	69.0	66.4	61.8	57.3	-99.9	80.6	69.4
138	1965.1	4	13.5	0	0	0	0	0	0	75.2	70.2	67.0	64.4	59.7	56.6	-99.9	79.1	68.9
123	1586.3	0	0	0	0	0	0	0	0	76.0	69.8	66.3	63.3	58.1	54.9	-99.9	77.3	66.8
118	1147.7	1	0.9	0	0	0	0	0	0	75.0	68.4	65.0	61.4	56.5	52.9	-99.9	75.5	65.9
88	581.5	2	3.1	0	0	0	0	0	0	71.2	66.3	62.0	58.1	52.1	46.2	-99.9	72.3	63.3
72	420.7	0	0	0	0	0	0	0	0	72.0	65.3	60.3	55.4	46.0	41.6	-99.9	71.5	62.4
28	149.4	0	0	0	0	0	0	0	0	66.7	61.2	54.5	48.0	39.6	37.5	-99.9	67.3	57.8
27	213.9	1	1	0	0	0	0	0	0	69.2	61.7	53.1	45.4	39.0	37.7	-99.9	69.6	60.0
26	153.4	0	0	0	0	0	0	0	0	67.6	60.8	52.6	45.4	39.6	37.7	-99.9	68.3	57.6
28	183.2	0	0	0	0	0	0	0	0	68.5	61.6	54.0	47.3	39.6	38.4	-99.9	68.3	57.9
47	340	0	0	0	0	0	0	0	0	69.8	64.3	59.6	55.3	48.0	44.8	-99.9	71.3	60.7
108	1167.4	1	2.9	0	0	0	0	0	0	75.8	70.6	65.2	61.0	54.8	52.0	-99.9	76.0	66.6
80	2751.7	3	9.8	0	0	0	0	0	0	79.2	74.4	71.4	67.5	60.9	57.0	-99.9	81.3	71.1
51	3109.1	8	24.2	0	0	0	0	0	0	81.3	74.9	71.5	68.8	63.0	58.7	-99.9	81.8	72.2
71	3004.7	3	12.1	0	0	0	0	0	0	78.8	73.3	70.2	67.6	62.4	58.6	-99.9	80.7	70.8
106	2351.3	0	0	0	0	0	0	0	0	76.7	72.1	68.5	65.4	60.6	56.6	-99.9	78.9	68.7
101	2575.5	2	7.4	0	0	0	0	0	0	77.2	72.3	68.8	66.1	60.8	57.3	-99.9	79.7	69.2
97	2773.1	1	4.2	0	0	0	0	0	0	78.2	73.5	69.4	66.6	61.3	57.7	-99.9	79.9	70.0
94	2751.3	2	7.3	0	0	0	0	0	0	76.9	72.4	69.2	66.6	61.3	57.3	-99.9	80.5	69.5
84	2755.6	5	11.4	0	0	0	0	0	0	78.5	72.7	69.1	66.5	61.7	58.5	-99.9	80.1	70.0
60	3049.7	3	10.8	0	0	0	0	0	0	79.3	73.6	69.8	67.4	62.8	59.5	-99.9	80.7	70.9
37	3060.4	1	4.3	0	0	0	0	0	0	78.5	74.2	70.5	68.2	64.1	60.6	-99.9	81.4	71.0

LCeq - LAeq	LAeq	LAeq	LAeq-LAeq	# Overload	ration	Reco
10.8	71.6	69.9	1.6	0	0	
10.4	72.4	70.6	1.8	0	0	
10.5	70.3	68.5	1.8	0	0	
10.5	71.8	70.0	1.8	0	0	
9.4	73.7	71.6	2.0	0	0	
10.7	73.5	71.4	2.1	0	0	
10.9	72.5	70.7	1.8	0	0	
10.4	72.9	71.1	1.8	0	0	
11.3	70.9	69.4	1.6	0	0	
10.2	70.9	68.9	2.0	0	0	
10.5	68.2	66.8	1.4	0	0	
9.7	67.8	65.9	1.9	0	0	
9.1	65.2	63.3	1.9	0	0	
9.2	64.5	62.4	2.1	0	0	
9.5	60.5	57.8	2.7	0	0	
9.6	62.4	60.0	2.5	0	0	
10.7	58.8	57.6	1.2	0	0	
10.4	59.4	57.9	1.6	0	0	
10.6	61.8	60.7	1.1	0	0	
9.4	68.4	66.6	1.8	0	0	
10.2	72.3	71.1	1.3	0	0	
9.6	73.7	72.2	1.5	0	0	
9.9	72.5	70.8	1.7	0	0	
10.2	70.3	68.7	1.7	0	0	
10.5	70.7	69.2	1.6	0	0	
10.0	71.6	70.0	1.6	0	0	
11.0	70.8	69.5	1.3	0	0	
10.1	71.6	70.0	1.6	0	0	
9.8	72.5	70.9	1.6	0	0	
10.4	72.6	71.0	1.6	0	0	

Morgan Hill General Plan Location LT-1 Time History



Summary

Filename	831_Data.001		
Serial Number	3328		
Model	Model 831		
Firmware version	2.301		
User			
Location	Morgan Hill GP	LT-2	
Job Description			
Note			
Measurement Description			
Start	8/27/2015	11:57:44	
Stop	8/28/2015	16:22:42	
Duration	1 Day 04:24:58.1		
Run Time	1 Day 04:24:58.1		
Pause	00:00.0		
Pre Calibration	8/27/2015	11:54:33	
Post Calibration	None		
Calibration Deviation	---		

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRM831		
Microphone Correction	Off		
Integration Method	Linear		
Gain	0 dB		
Overload	143.3		
	A	C	Z
Under Range Peak	75.8	72.8	77.8
Under Range Limit	26.2	26.5	31.9
Noise Floor	17	17.3	22.5

Results

LAeq	65.367332	
LEA	115.466011	
EA	39.116348	mPa ² h
LZpeak (max)	8/27/2015 19:42	132.5
LASmax	8/27/2015 17:56	97.4
LASmin	8/28/2015 1:51	37.5
SEA	144.6	dB

LAS > 65.0 dB (Exceedence Cou	1705	21447.5	s
LAS > 85.0 dB (Exceedence Cou	30	114	s
LAS > 135.0 dB (Exceedence Co	0	0	s
Lpeak 2 > 137.0 dB (Exceedenc	0	0	s
Lpeak 3 > 140.0 dB (Exceedenc	0	0	s

Ldn	67.3
LDay 07:00-22:00	66.7
LNight 22:00-07:00	58.1
Lden	68.2
LDay 07:00-19:00	66.8
LEvening 19:00-22:00	66.5
LNight 22:00-07:00	58.1
LCeq	78.269035
LAeq	65.367332
LCeq - LAeq	12.901703
LAeq	68.601189
LAeq	65.367332
LAeq-LAeq	3.233856
# Overloads	0
Overload Duration	0

s

Statistics	
LAS1.66	73.5
LAS8.33	67.8
LAS25.00	62.9
LAS50.00	57.8
LAS90.00	45.4
LAS99.00	40.2

Summary

Filename	831_Data.001	Start	##### 11:57:44
Serial Number	3328	Stop	##### 16:22:42
Model	Model 831	Duration	Day 04:24:58.1
Firmware version	2.301	Run Time	Day 04:24:58.1
User		Pause	00:00.0
Location	Morgan Hill GP LT-2		

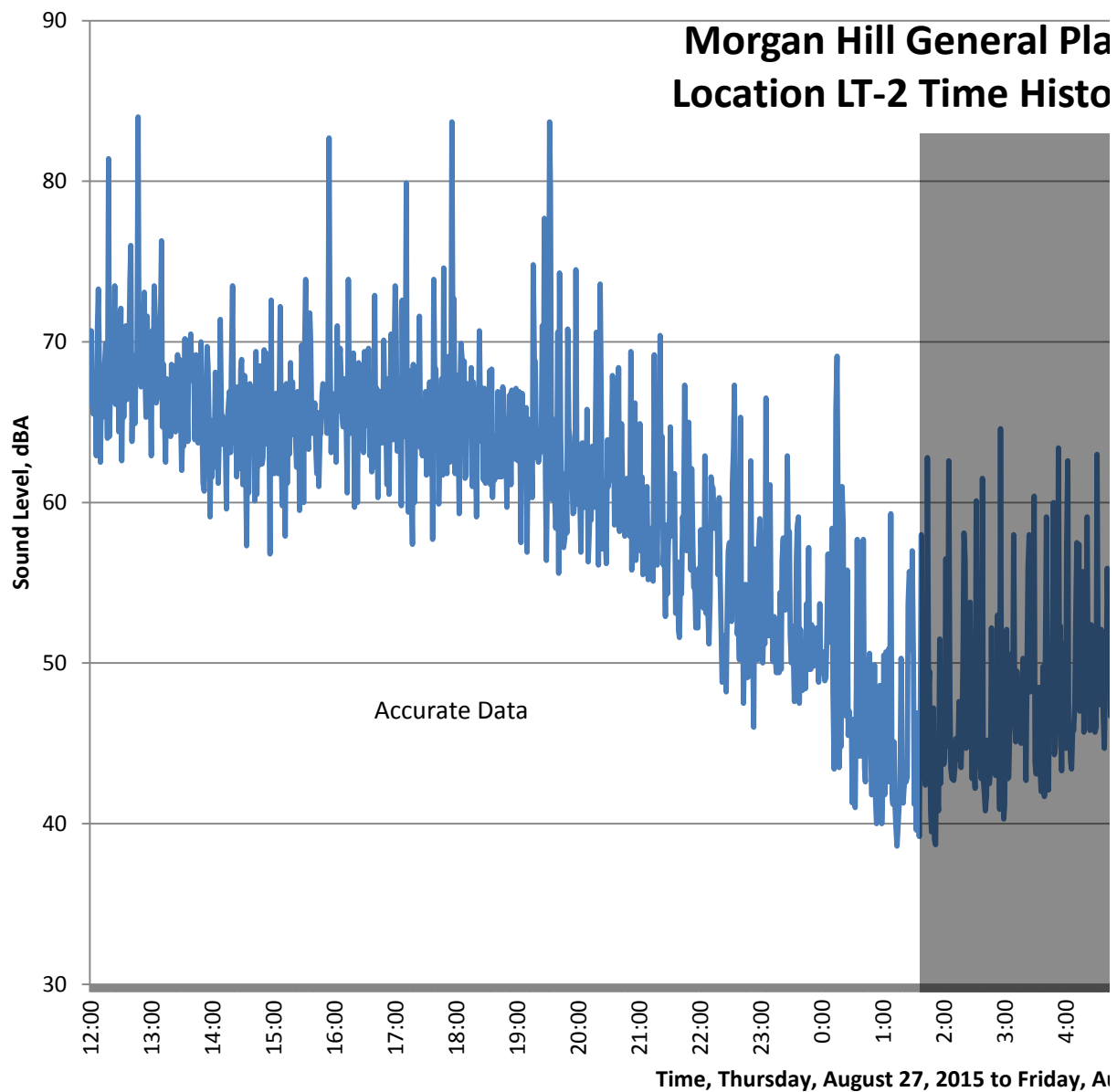
Measurement History

Record #	Date	Time	Duration	Run Time	Pause	LAeq	LAE	LASmin	LASmin Tir	LASmax	LASmax Tir	LZpeak (m	LZpeak (m	SPL 1 Coun	Duration
1	8/27/2015	11:57:44	02:16.0	02:16.0	00:00.0	67.5	88.8	55.3	11:58:21	74.1	11:57:54	112.3	11:59:30	5	72.4
2	8/27/2015	12:00:00	00:00.0	00:00.0	00:00.0	71.6	107.1	54.1	12:06:48	94.5	12:18:12	114.6	12:40:32	94	2192.9
3	8/27/2015	13:00:00	00:00.0	00:00.0	00:00.0	68	103.5	51.1	13:52:34	88.2	13:10:55	113.7	13:46:07	100	1882.4
4	8/27/2015	14:00:00	00:00.0	00:00.0	00:00.0	66.3	101.8	50.8	14:57:30	84.8	14:58:50	108.4	14:43:07	102	1319.5
5	8/27/2015	15:00:00	00:00.0	00:00.0	00:00.0	68.8	104.3	50.1	15:00:38	96.9	15:55:59	117.8	15:55:58	96	1337.9
6	8/27/2015	16:00:00	00:00.0	00:00.0	00:00.0	67.1	102.6	52.4	16:28:14	85.9	16:14:41	111.6	16:40:42	98	1519.3
7	8/27/2015	17:00:00	00:00.0	00:00.0	00:00.0	70.2	105.8	52.6	17:19:25	97.4	17:56:05	117.5	17:11:45	86	1356.7
8	8/27/2015	18:00:00	00:00.0	00:00.0	00:00.0	65.5	101.1	51.6	18:54:09	83.6	18:23:25	108.1	18:17:01	91	1250
9	8/27/2015	19:00:00	00:00.0	00:00.0	00:00.0	70.1	105.6	50.4	19:04:47	94.3	19:27:42	132.5	19:42:21	86	859
10	8/27/2015	20:00:00	00:00.0	00:00.0	00:00.0	63.5	99	48.5	20:20:59	86.5	20:22:14	111.7	20:22:13	62	426.6
11	8/27/2015	21:00:00	00:00.0	00:00.0	00:00.0	60.6	96.2	45.5	21:55:53	82	21:15:55	108.6	21:15:55	38	230.7
12	8/27/2015	22:00:00	00:00.0	00:00.0	00:00.0	57.8	93.3	43	22:52:28	79.3	22:05:16	116.4	22:05:16	21	132
13	8/27/2015	23:00:00	00:00.0	00:00.0	00:00.0	55.2	90.8	44.3	23:04:30	78.9	23:05:25	101.9	23:05:25	13	70.6
14	8/28/2015	0:00:00	00:00.0	00:00.0	00:00.0	55.4	91	38.7	0:57:56	79.6	0:15:05	97.5	0:20:57	9	69.9
15	8/28/2015	1:00:00	00:00.0	00:00.0	00:00.0	50.6	86.2	37.5	1:51:05	74.5	1:44:17	96.5	1:44:16	4	22.3
16	8/28/2015	2:00:00	00:00.0	00:00.0	00:00.0	52.7	88.3	39.3	2:59:19	78.6	2:56:36	101.7	2:56:35	8	41
17	8/28/2015	3:00:00	00:00.0	00:00.0	00:00.0	52.2	87.8	39.5	3:00:06	72.1	3:53:45	98.4	3:48:16	5	36.8
18	8/28/2015	4:00:00	00:00.0	00:00.0	00:00.0	53.4	89	42	4:06:18	73.5	4:31:15	96.3	4:21:35	8	52.1
19	8/28/2015	5:00:00	00:00.0	00:00.0	00:00.0	59.9	95.4	45	5:01:32	83.4	5:45:03	107.5	5:45:26	34	210
20	8/28/2015	6:00:00	00:00.0	00:00.0	00:00.0	64.6	100.2	46.5	6:09:47	85	6:21:22	112.6	6:21:22	69	766.7
21	8/28/2015	7:00:00	00:00.0	00:00.0	00:00.0	63.3	98.8	48.2	7:53:54	82.8	7:57:35	110.2	7:57:35	79	699.5
22	8/28/2015	8:00:00	00:00.0	00:00.0	00:00.0	62.8	98.4	47.6	8:08:28	81.5	8:51:38	105.4	8:51:38	74	580.3
23	8/28/2015	9:00:00	00:00.0	00:00.0	00:00.0	62.7	98.3	46.2	9:16:07	84.3	9:44:23	109.2	9:44:23	57	492.9
24	8/28/2015	10:00:00	00:00.0	00:00.0	00:00.0	65.4	101	49.4	10:08:22	87.4	10:29:01	106.8	10:29:00	37	1726.6
25	8/28/2015	11:00:00	00:00.0	00:00.0	00:00.0	64.6	100.2	49.2	11:21:19	89.1	11:18:36	109.5	11:18:36	71	550.2
26	8/28/2015	12:00:00	00:00.0	00:00.0	00:00.0	65.2	100.8	49.4	12:04:01	94.6	12:18:48	117.7	12:18:48	83	682.3
27	8/28/2015	13:00:00	00:00.0	00:00.0	00:00.0	64.9	100.5	49.8	13:23:45	86	13:36:59	108.3	13:36:56	71	801.6
28	8/28/2015	14:00:00	00:00.0	00:00.0	00:00.0	64.3	99.9	50.9	14:00:43	83.3	14:01:51	107.3	14:01:51	82	814
29	8/28/2015	15:00:00	00:00.0	00:00.0	00:00.0	65.6	101.1	50.8	15:07:23	89.7	15:09:52	116.7	15:09:51	85	888.4
30	8/28/2015	16:00:00	22:42.1	22:42.1	00:00.0	67.1	98.4	49.4	16:04:15	90.3	16:22:04	122	16:19:56	37	407.1

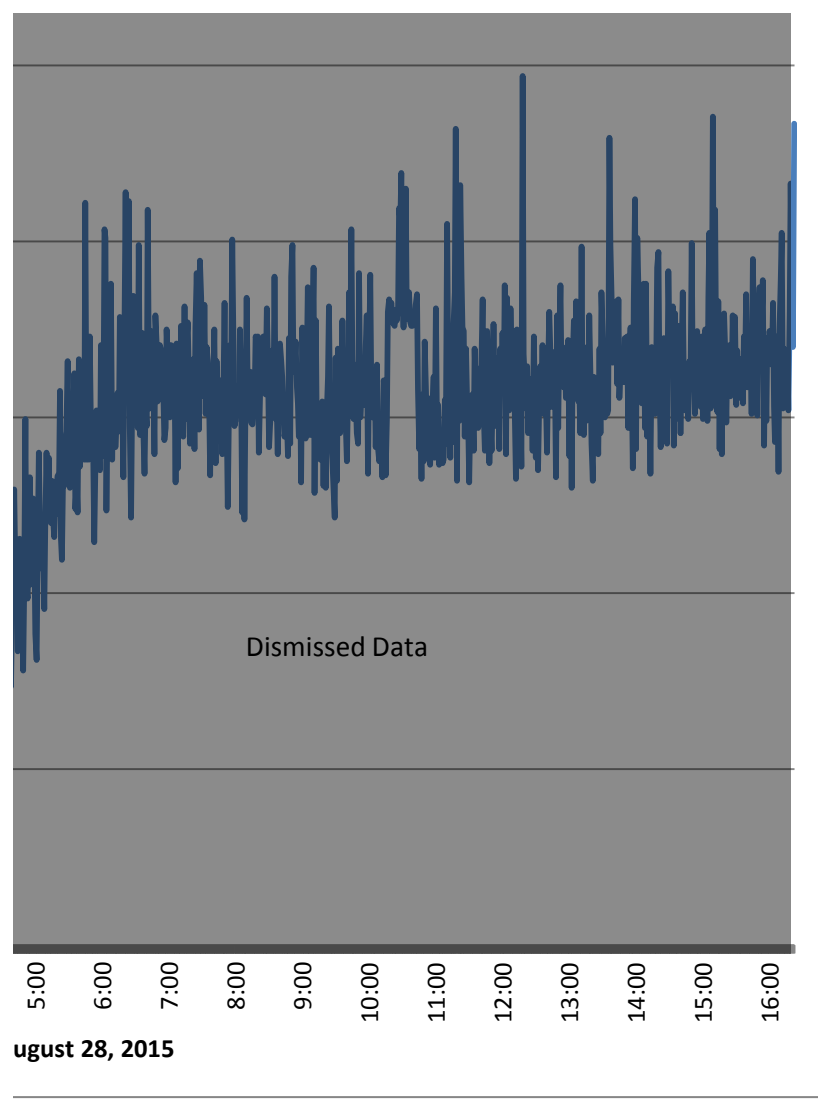
SPL 2 Coun	Duration	Peak 1 Cou	Duration	Peak 2 Cou	Duration	Peak 3 Cou	Duration	LAS1.66	LAS8.33	LAS25.00	LAS50.00	LAS90.00	LAS99.00	SEA	LCeq	LAeq	LCeq - LAeq	LAeq
0	0	0	0	0	0	0	0	73.7	72	69.2	64.1	57.3	55.4	-99.9	77.7	67.5	10.2	70.3
6	28.6	0	0	0	0	0	0	78.3	72.7	69.3	65.5	59	56	-99.9	79.9	71.6	8.3	73.9
1	3.7	0	0	0	0	0	0	75.8	71.8	68	63.9	57.4	53.7	-99.9	79.1	68	11.1	69.3
0	0	0	0	0	0	0	0	75.2	70	65.7	61.6	55.2	52.6	-99.9	79.1	66.3	12.9	68
3	8.6	0	0	0	0	0	0	75.5	70	65.6	61.4	55.6	52.7	-99.9	81.4	68.8	12.7	70.8
2	2.4	0	0	0	0	0	0	76.2	70.5	66.4	62.8	56.9	54.5	-99.9	80.8	67.1	13.8	69
4	16.3	0	0	0	0	0	0	77.2	70.2	65.9	61.9	56.5	54.4	-99.9	81.6	70.2	11.4	73.1
0	0	0	0	0	0	0	0	74.4	69.2	65.4	61.7	55.9	53	-99.9	79.3	65.5	13.7	67.2
5	28.7	0	0	0	0	0	0	78.2	69.1	63.6	59.6	54.2	51.7	144.3	82.9	70.1	12.9	77.2
1	2.4	0	0	0	0	0	0	72.4	65.5	61	57.6	52.7	50	-99.9	77.3	63.5	13.9	65.6
0	0	0	0	0	0	0	0	69.7	62.9	58.5	55	50.1	47.3	-99.9	75.2	60.6	14.6	62.8
0	0	0	0	0	0	0	0	67.8	60.8	55.4	51.4	46.2	44.3	-99.9	72.9	57.8	15.1	62.3
0	0	0	0	0	0	0	0	64.5	57.4	52.5	49.7	47.5	46.6	-99.9	70.2	55.2	15	56.8
0	0	0	0	0	0	0	0	65	55.3	49.4	44.1	40.6	39.5	-99.9	67	55.4	11.6	58.3
0	0	0	0	0	0	0	0	59.4	52.7	45.1	42	39.3	38.2	-99.9	64.8	50.6	14.2	52.6
0	0	0	0	0	0	0	0	62.1	50.6	45.2	43.3	41.5	39.9	-99.9	66.9	52.7	14.2	55.3
0	0	0	0	0	0	0	0	61.6	55.1	48.7	45.9	41.9	40.4	-99.9	66.1	52.2	13.9	53.7
0	0	0	0	0	0	0	0	63.3	56	50	46.9	44.3	43.3	-99.9	67.2	53.4	13.8	54.9
0	0	0	0	0	0	0	0	69.1	62.7	57	52.9	48.8	45.9	-99.9	73.9	59.9	14	61.8
0	0	0	0	0	0	0	0	74.2	67.5	63.1	57.8	51.7	48.2	-99.9	79.4	64.6	14.7	66.3
0	0	0	0	0	0	0	0	71.8	66.8	62.9	59.2	52.4	49.9	-99.9	78.4	63.3	15.2	64.8
0	0	0	0	0	0	0	0	71.7	66.2	62.2	58.2	52.6	49.2	-99.9	77.1	62.8	14.3	64.6
0	0	0	0	0	0	0	0	71.9	66.2	61.7	57.6	52	49.5	-99.9	77.5	62.7	14.7	64.7
1	2.4	0	0	0	0	0	0	72.2	67.7	65.5	63.3	54.1	51.2	-99.9	80.3	65.4	14.9	67.2
1	4	0	0	0	0	0	0	73.9	66.8	61.6	58	53.4	50.8	-99.9	78.8	64.6	14.1	66.7
1	4.3	0	0	0	0	0	0	72.1	66.9	62.9	59.1	53.9	51.2	-99.9	78.9	65.2	13.7	68.7
1	2.2	0	0	0	0	0	0	72.9	67.6	63.4	60.1	54.8	52.2	-99.9	78.9	64.9	14	66.7
0	0	0	0	0	0	0	0	73.5	67.5	63.4	60	55	52.4	-99.9	78.7	64.3	14.4	66.2
2	5.8	0	0	0	0	0	0	73.2	68.1	63.8	60.7	55.2	52.6	-99.9	79.7	65.6	14.1	68
2	4.6	0	0	0	0	0	0	74.5	69.6	64.8	60.8	54.4	51.2	132	79.2	67.1	12.2	74.8

LAeq	LAeq-LAec #	Overload Duration	Record #
67.5	2.8	0	0
71.6	2.4	0	0
68	1.3	0	0
66.3	1.8	0	0
68.8	2.1	0	0
67.1	1.9	0	0
70.2	2.9	0	0
65.5	1.7	0	0
70.1	7.2	0	0
63.5	2.2	0	0
60.6	2.2	0	0
57.8	4.5	0	0
55.2	1.6	0	0
55.4	2.9	0	0
50.6	2	0	0
52.7	2.6	0	0
52.2	1.5	0	0
53.4	1.5	0	0
59.9	1.9	0	0
64.6	1.7	0	0
63.3	1.6	0	0
62.8	1.8	0	0
62.7	2	0	0
65.4	1.8	0	0
64.6	2.1	0	0
65.2	3.4	0	0
64.9	1.8	0	0
64.3	1.9	0	0
65.6	2.4	0	0
67.1	7.7	0	0

Morgan Hill General Pla Location LT-2 Time Histo



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ory



Summary

Filename	831_Data.001		
Serial Number	3309		
Model	Model 831		
Firmware version	2.301		
User			
Location	Morgan Hill GP	LT-3	
Job Description			
Note			
Measurement Description			
Start	8/27/2015	13:59:06	
Stop	8/28/2015	16:42:02	
Duration	1 Day 02:42:56.3		
Run Time	1 Day 02:42:56.3		
Pause	00:00.0		
Pre Calibration	8/27/2015	13:54:20	
Post Calibration	None		
Calibration Deviation	---		

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRM831		
Microphone Correction	Off		
Integration Method	Linear		
Gain	0 dB		
Overload	142.9		
	A	C	Z
Under Range Peak	75.3	72.3	77.3
Under Range Limit	26.1	26.3	31.7
Noise Floor	17	17.2	22.3

Results

LAeq	67.857292	
LEA	117.687973	
EA	65.246117	mPa²h
LZpeak (max)	8/27/2015 18:05	123.6
LASmax	8/27/2015 16:12	99.4
LASmin	8/28/2015 3:10	37.4
SEA	139.8	dB

LAS > 65.0 dB (Exceedence Coun	2207	19209.2	s
LAS > 85.0 dB (Exceedence Coun	39	130.2	s
LAS > 135.0 dB (Exceedence Cou	0	0	s
Lpeak 2 > 137.0 dB (Exceedence	0	0	s
Lpeak 3 > 140.0 dB (Exceedence	0	0	s

Ldn	72.5	
LDay 07:00-22:00	68.7	
LNight 22:00-07:00	65.4	
Lden	72.9	
LDay 07:00-19:00	68.7	
LEvening 19:00-22:00	68.7	
LNight 22:00-07:00	65.4	
LCeq	77.166008	
LAeq	67.857292	
LCeq - LAeq	9.308716	
LAeq	70.932289	
LAeq	67.857292	
LAeq-LAeq	3.074997	
# Overloads	0	
Overload Duration	0	s

Statistics

LAS1.66	77.5
LAS8.33	71.8
LAS25.00	61.7
LAS50.00	56
LAS90.00	45.8
LAS99.00	41.3

Summary

Filename 831_Data.001
 Serial Num 3309
 Model Model 831
 Firmware v 2.301
 User
 Location Morgan Hill GP LT-3
 Job Description
 Note
 Measurement Description
 Start 8/27/2015 13:59:06
 Stop 8/28/2015 16:42:02
 Duration 1 Day 02:42:56.3
 Run Time 1 Day 02:42:56.3
 Pause 00:00.0

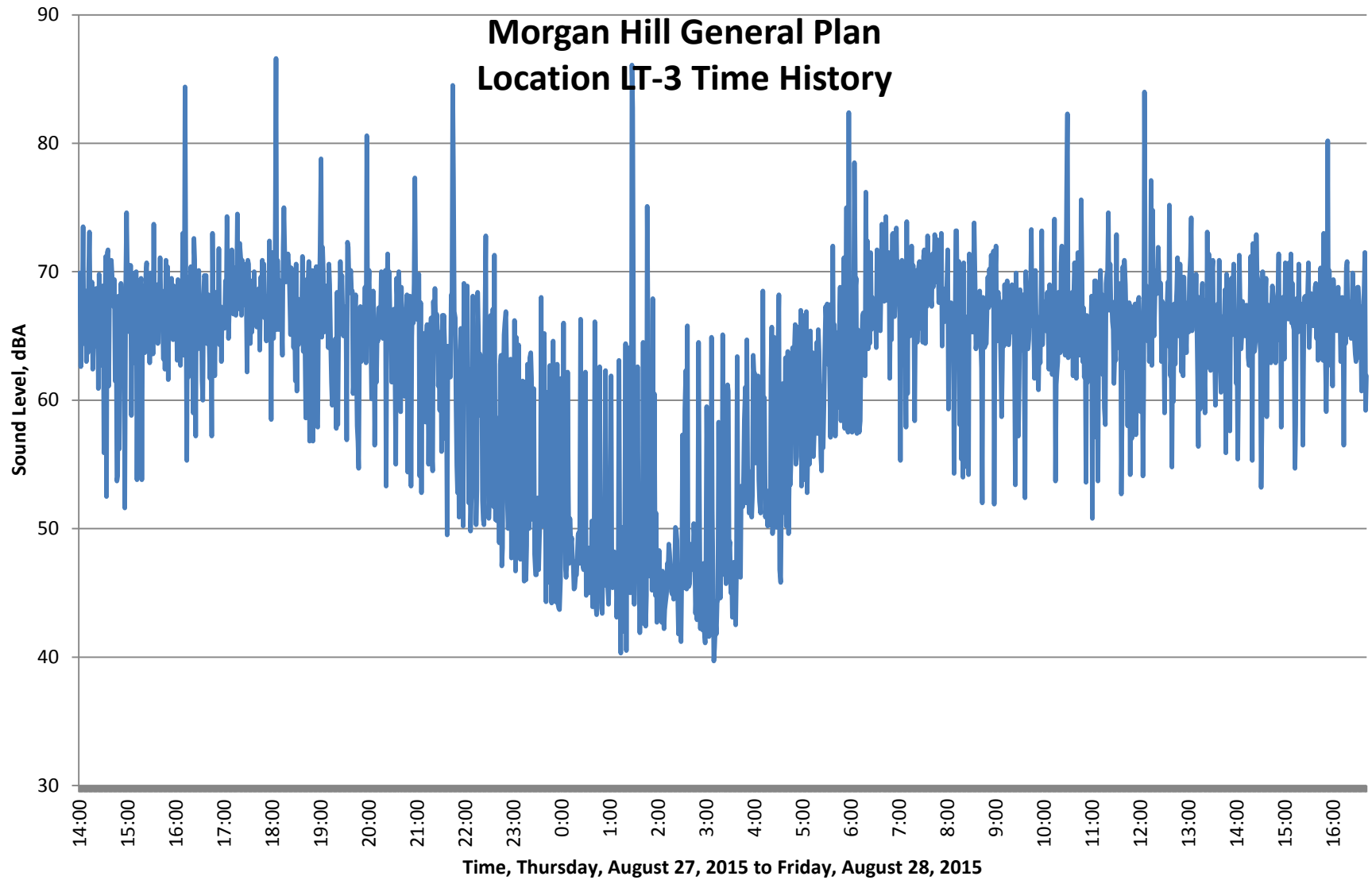
Measurement History

Record #	Date	Time	Duration	Run Time	Pause	LAeq	LAE	LASmin	ASmin Tim	LASmax	ASmax Tim	Zpeak (max)	TSPL 1 Count	Duration	SPL 2 Count	
1	8/27/2015	13:59:06	00:53.7	00:53.7	00:00.0	66.7	84	51.1	13:59:49	79.6	13:59:31	112.6	13:59:53	1	8.6	0
2	8/27/2015	14:00:00	00:00.0	00:00.0	00:00.0	67.9	103.5	48.5	14:03:49	87.5	14:59:02	116.6	14:21:11	117	900.9	2
3	8/27/2015	15:00:00	00:00.0	00:00.0	00:00.0	68	103.6	47.9	15:18:46	87.1	15:33:12	116.6	15:49:27	127	1004.9	1
4	8/27/2015	16:00:00	00:00.0	00:00.0	00:00.0	70.1	105.6	49.2	16:43:04	99.4	16:12:58	121.1	16:12:57	116	988.8	1
5	8/27/2015	17:00:00	00:00.0	00:00.0	00:00.0	68.9	104.5	48.9	17:26:37	86.9	17:04:40	120.1	17:29:56	129	1227.1	1
6	8/27/2015	18:00:00	00:00.0	00:00.0	00:00.0	71.6	107.2	48.9	18:33:19	99.3	18:05:35	123.6	18:05:35	110	1172.2	2
7	8/27/2015	19:00:00	00:00.0	00:00.0	00:00.0	69.2	104.7	47.8	19:53:54	94.9	19:01:53	117.3	19:19:00	95	959.9	2
8	8/27/2015	20:00:00	00:00.0	00:00.0	00:00.0	67.4	102.9	46.6	20:29:37	83.5	20:57:59	113.8	20:53:49	101	865.2	0
9	8/27/2015	21:00:00	00:00.0	00:00.0	00:00.0	69.2	104.8	45.6	21:58:33	97.6	21:45:56	114.3	21:45:55	64	564.8	1
10	8/27/2015	22:00:00	00:00.0	00:00.0	00:00.0	63.1	98.7	44.3	22:50:00	85.6	22:26:30	108.6	22:03:48	45	318.7	2
11	8/27/2015	23:00:00	00:00.0	00:00.0	00:00.0	58.8	94.4	40.8	23:58:35	79.3	23:35:04	106.4	23:21:12	30	159.8	0
12	8/28/2015	0:00:00	00:00.0	00:00.0	00:00.0	56.2	91.7	38.4	0:51:20	80.4	0:03:12	96	0:03:11	9	59	0
13	8/28/2015	1:00:00	00:00.0	00:00.0	00:00.0	70.5	106	38.6	1:14:21	97	1:28:37	111.1	1:28:36	15	224.4	3
14	8/28/2015	2:00:00	00:00.0	00:00.0	00:00.0	53.1	88.6	38.3	2:53:18	80.2	2:37:33	96.2	2:37:32	6	30.2	0
15	8/28/2015	3:00:00	00:00.0	00:00.0	00:00.0	56.1	91.6	37.4	3:10:54	78.6	3:21:36	94	3:21:35	10	62.5	0
16	8/28/2015	4:00:00	00:00.0	00:00.0	00:00.0	60.7	96.3	44.5	4:33:12	82.3	4:31:21	101.1	4:58:32	27	176.6	0
17	8/28/2015	5:00:00	00:00.0	00:00.0	00:00.0	67.6	103.2	49.3	5:01:07	96.8	5:58:35	118.1	5:58:35	52	413.8	2
18	8/28/2015	6:00:00	00:00.0	00:00.0	00:00.0	69.6	105.2	50.9	6:08:02	91.3	6:05:57	106.5	6:44:04	91	1082.1	6
19	8/28/2015	7:00:00	00:00.0	00:00.0	00:00.0	69.2	104.8	48.4	7:57:35	86.3	7:10:12	102.7	7:45:24	118	1204.1	1
20	8/28/2015	8:00:00	00:00.0	00:00.0	00:00.0	67.8	103.4	44.1	8:08:37	88.6	8:34:52	106.6	8:34:52	97	847.3	1
21	8/28/2015	9:00:00	00:00.0	00:00.0	00:00.0	67.1	102.7	41.7	9:53:30	85.6	9:58:46	108.5	9:58:46	101	810.7	1
22	8/28/2015	10:00:00	00:00.0	00:00.0	00:00.0	69.5	105.1	42.2	10:52:05	95.7	10:30:10	110.4	10:30:10	108	971.1	3
23	8/28/2015	11:00:00	00:00.0	00:00.0	00:00.0	66.9	102.5	40.1	11:52:51	87	11:21:02	107	11:41:59	105	791.3	1
24	8/28/2015	12:00:00	00:00.0	00:00.0	00:00.0	70.2	105.8	40.7	12:47:51	97.7	12:06:47	120.6	12:06:46	108	926.3	6
25	8/28/2015	13:00:00	00:00.0	00:00.0	00:00.0	67.5	103	42.3	13:23:07	84.7	13:26:34	112.8	13:27:41	104	888.7	0
26	8/28/2015	14:00:00	00:00.0	00:00.0	00:00.0	67.1	102.7	44.2	14:31:53	84.6	14:21:55	114.6	14:57:59	102	817.9	0
27	8/28/2015	15:00:00	00:00.0	00:00.0	00:00.0	68.5	104.1	44.8	15:13:52	95.8	15:54:25	116.4	15:54:25	133	1105.8	3
28	8/28/2015	16:00:00	42:02.6	42:02.6	00:00.0	66.8	100.8	44.8	16:14:18	82.5	16:18:04	111.6	16:31:30	86	662.4	0

Duration	'eak 1 Coun	Duration	'eak 2 Coun	Duration	'eak 3 Coun	Duration	LAS1.66	LAS8.33	LAS25.00	LAS50.00	LAS90.00	LAS99.00	SEA	LCeq	LAeq	LCeq - LAeq	LAeq
0	0	0	0	0	0	0	78.5	72.4	60	57.1	54.5	51.9	-99.9	78.1	66.7	11.3	74.6
5	0	0	0	0	0	0	78	73.3	63.5	56	52	49.9	-99.9	80.7	67.9	12.8	70.4
1.9	0	0	0	0	0	0	77.9	73.9	65.1	57.2	52.5	50.3	-99.9	81.6	68	13.5	70.6
5.3	0	0	0	0	0	0	77.8	73	64.7	58.6	53.1	50.7	134.1	83	70.1	12.9	73.5
2	0	0	0	0	0	0	78.5	74.4	67.2	60.8	54.9	50.9	130.1	83.3	68.9	14.3	71.4
11.4	0	0	0	0	0	0	78.4	74.3	66.9	60.2	54	50.5	136.9	83.9	71.6	12.3	75.7
8.4	0	0	0	0	0	0	77.7	73.2	64.4	58.7	51.7	49.1	-99.9	79.4	69.2	10.2	73
0	0	0	0	0	0	0	78	72.7	63.2	57.3	50.5	48.1	-99.9	75.8	67.4	8.4	69.8
8.5	0	0	0	0	0	0	77.1	70.8	59.3	54.3	48.7	47	-99.9	75.1	69.2	5.9	72.9
3	0	0	0	0	0	0	74.9	64.3	55.2	51.1	47.3	45.4	-99.9	70.3	63.1	7.1	65.7
0	0	0	0	0	0	0	70.8	58.7	51.3	47.3	43.6	41.8	-99.9	64.2	58.8	5.4	62.6
0	0	0	0	0	0	0	63.3	52.9	48.2	45.8	43.1	41.2	-99.9	59.4	56.2	3.3	59
19.1	0	0	0	0	0	0	82.2	59.4	48.9	45.3	41.6	39.7	-99.9	73.6	70.5	3.1	73.4
0	0	0	0	0	0	0	57.9	50	46.9	44.6	41.3	39.8	-99.9	57.6	53.1	4.5	55.8
0	0	0	0	0	0	0	64	56	52.1	47.2	41.7	38.9	-99.9	60.3	56.1	4.2	58.3
0	0	0	0	0	0	0	72.8	60.3	54.9	51.7	47.9	45.4	-99.9	64.1	60.7	3.4	63.3
6.9	0	0	0	0	0	0	76.3	66.4	60	57.3	53.7	50.8	-99.9	74.4	67.6	6.7	70.4
12.7	0	0	0	0	0	0	79.5	74.3	64.9	61.6	56.5	53	-99.9	74.1	69.6	4.5	72.2
1.9	0	0	0	0	0	0	79.1	74.8	66.7	60.9	56.1	52.3	-99.9	73.5	69.2	4.3	71.7
2.2	0	0	0	0	0	0	78.5	73.2	62.7	56.4	49.3	46.1	-99.9	72.4	67.8	4.6	70.5
1.5	0	0	0	0	0	0	77.6	72.5	62.2	55.6	49.1	45.5	-99.9	72	67.1	4.9	69.7
13.8	0	0	0	0	0	0	78.3	73	64.6	55.4	47.5	44.2	-99.9	74	69.5	4.5	72.4
3	0	0	0	0	0	0	77.2	72.1	61.9	54	47	43.4	-99.9	71.9	66.9	5	69.4
17.4	0	0	0	0	0	0	79	73.2	63.9	55.2	48.2	43.9	130.6	76.3	70.2	6.1	73.4
0	0	0	0	0	0	0	77.6	72.9	63.4	57.4	50.5	45.4	-99.9	73.9	67.5	6.4	69.9
0	0	0	0	0	0	0	77.5	72.4	62.8	58.2	51.3	47.1	-99.9	73.4	67.1	6.2	69.7
6.2	0	0	0	0	0	0	76.9	73	65.6	60.3	53.6	48.2	-99.9	74.5	68.5	6	72.7
0	0	0	0	0	0	0	76.8	72	64.1	60.3	53.7	47.9	-99.9	72.4	66.8	5.6	69.8

LAeq	LAeq-LAeq#	Overload	ration	Record #
66.7	7.8	0		0
67.9	2.5	0		0
68	2.5	0		0
70.1	3.4	0		0
68.9	2.4	0		0
71.6	4.1	0		0
69.2	3.8	0		0
67.4	2.4	0		0
69.2	3.7	0		0
63.1	2.6	0		0
58.8	3.7	0		0
56.2	2.9	0		0
70.5	3	0		0
53.1	2.7	0		0
56.1	2.2	0		0
60.7	2.5	0		0
67.6	2.8	0		0
69.6	2.6	0		0
69.2	2.5	0		0
67.8	2.7	0		0
67.1	2.6	0		0
69.5	2.8	0		0
66.9	2.5	0		0
70.2	3.2	0		0
67.5	2.4	0		0
67.1	2.5	0		0
68.5	4.2	0		0
66.8	3	0		0

Morgan Hill General Plan Location LT-3 Time History



Summary

Filename 831_Data.009

Serial Number **3307**

Model Model 831

Firmware version 2.301

User

Location **Morgan Hill GP ST-1**

Job Description

Note

Measurement Description

Start **8/28/2015 14:59:14**Stop **8/28/2015 15:14:14**

Duration 15:00.0

Run Time 15:00.0

Pause 00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/28/2015	14:57:27	bration Cha	Key		
2	8/28/2015	14:59:14	Run	Key		
3	8/28/2015	14:59:14	46.3	86.7	52.4	41.9
4	8/28/2015	15:00:14	46.8	77.5	55	40
5	8/28/2015	15:01:14	58.6	91.5	70.7	44.7
6	8/28/2015	15:02:14	53	90.2	63.4	36.6
7	8/28/2015	15:03:14	34.6	63.8	37.9	31.5
8	8/28/2015	15:04:14	44.7	83.4	54	33.1
9	8/28/2015	15:05:14	57.8	103.8	70.6	44.5
10	8/28/2015	15:06:14	42.3	74.9	50.4	36.5
11	8/28/2015	15:07:14	53.5	91	67.3	37.4
12	8/28/2015	15:08:14	47.5	71.3	59.3	30.3
13	8/28/2015	15:09:14	38.9	74.6	46.4	33.6
14	8/28/2015	15:10:14	38.1	77.7	45.7	34.1
15	8/28/2015	15:11:14	42.9	81	54.2	36.2
16	8/28/2015	15:12:14	46.6	88.8	54.7	40.4
17	8/28/2015	15:13:14	52.3	92.3	66.1	38.8
18	8/28/2015	15:14:14	Stop	Timer		

Summary

Filename 831_Data.002

Serial Number **3307**

Model Model 831

Firmware version 2.301

User

Location **Morgan Hill GP ST-2**

Job Description

Note

Measurement Description

Start **8/27/2015 14:48:49**Stop **8/27/2015 15:03:49**

Duration 15:00.0

Run Time 15:00.0

Pause 00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/27/2015	14:43:40	bration Cha	Key		
2	8/27/2015	14:48:49	Run	Key		
3	8/27/2015	14:48:49	39.6	63.3	41	38.3
4	8/27/2015	14:49:49	39.9	55.5	42.9	38.5
5	8/27/2015	14:50:49	42.4	72.5	46.5	38.9
6	8/27/2015	14:51:49	42.1	58.6	43.7	40.2
7	8/27/2015	14:52:49	43.5	58.6	46.4	40.3
8	8/27/2015	14:53:49	45.8	83.7	50.6	42
9	8/27/2015	14:54:49	42.5	67.3	46.5	40.2
10	8/27/2015	14:55:49	43	70.6	46.8	40.4
11	8/27/2015	14:56:49	43.5	66.5	48.5	41.4
12	8/27/2015	14:57:49	41.8	61.6	45	40.3
13	8/27/2015	14:58:49	43.4	64.8	48.8	41.1
14	8/27/2015	14:59:49	41.6	65.1	43.5	40.6
15	8/27/2015	15:00:49	42.4	65.3	46.4	40.7
16	8/27/2015	15:01:49	49.3	78.1	54.1	43.6
17	8/27/2015	15:02:49	51.4	70.5	56.1	47
18	8/27/2015	15:03:49	Stop	Timer		

Summary

Filename 831_Data.003

Serial Number **3307**

Model Model 831

Firmware version 2.301

User

Location **Morgan Hill GP ST-3**

Job Description

Note

Measurement Description

Start **8/27/2015 15:44:04**Stop **8/27/2015 15:59:04**

Duration 15:00.0

Run Time 15:00.0

Pause 00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/27/2015	15:44:04	Run	Key		
2	8/27/2015	15:44:04	68.9	94.8	80.6	56
3	8/27/2015	15:45:04	68.8	91.5	79.1	56.6
4	8/27/2015	15:46:04	70.5	90	79.1	59.8
5	8/27/2015	15:47:04	65.9	84.4	72.3	58.7
6	8/27/2015	15:48:04	68.9	92.7	77.6	58.9
7	8/27/2015	15:49:04	62.8	81.6	70	55.9
8	8/27/2015	15:50:04	65.3	85.4	73.1	59.6
9	8/27/2015	15:51:04	65.3	84.4	72.5	58.7
10	8/27/2015	15:52:04	64.8	82.6	69.3	58
11	8/27/2015	15:53:04	61.5	84.4	67.5	55.6
12	8/27/2015	15:54:04	65.7	90.3	73.6	54.8
13	8/27/2015	15:55:04	63.6	82.2	69.3	55.4
14	8/27/2015	15:56:04	65.6	88.9	75.7	57.4
15	8/27/2015	15:57:04	65.1	84.7	70.5	54.2
16	8/27/2015	15:58:04	62.9	78.3	66.9	58.7
17	8/27/2015	15:59:04	Stop	Timer		

Summary

Filename 831_Data.004

Serial Number **3307**

Model Model 831

Firmware version 2.301

User

Location **Morgan Hill GP ST-4**

Job Description

Note

Measurement Description

Start **8/27/2015 16:25:00**Stop **8/27/2015 16:40:00**

Duration 15:00.0

Run Time 15:00.0

Pause 00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/27/2015	16:25:00	Run	Key		
2	8/27/2015	16:25:00	57.4	106.1	73.9	41.9
3	8/27/2015	16:26:00	46.4	76	50.4	42.2
4	8/27/2015	16:27:00	44.3	66.7	47.7	42.4
5	8/27/2015	16:28:00	50.7	73	57.7	43.1
6	8/27/2015	16:29:00	52.2	78.1	61.9	44.7
7	8/27/2015	16:30:00	55.8	76.1	62.1	47.1
8	8/27/2015	16:31:00	53.1	79.4	60.4	48.9
9	8/27/2015	16:32:00	50.9	84.9	57.8	46.5
10	8/27/2015	16:33:00	48.3	68.7	54	43.3
11	8/27/2015	16:34:00	49.4	82.9	54.3	42.5
12	8/27/2015	16:35:00	43.9	74.4	47.1	41.3
13	8/27/2015	16:36:00	50.2	77.7	56	46.7
14	8/27/2015	16:37:00	46.3	72.8	51.8	42.4
15	8/27/2015	16:38:00	47.3	77.6	53.6	42.9
16	8/27/2015	16:39:00	45	72.6	49.2	41.3
17	8/27/2015	16:40:00	Stop	Timer		

Summary

Filename	831_Data.005
Serial Number	3307
Model	Model 831
Firmware version	2.301
User	
Location	Morgan Hill GP ST-5
Job Description	
Note	
Measurement Description	
Start	8/28/2015 11:26:08
Stop	8/28/2015 11:41:08
Duration	15:00.0
Run Time	15:00.0
Pause	00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/28/2015	11:05:26	bration Cha	Key		
2	8/28/2015	11:26:08	Run	Key		
3	8/28/2015	11:26:08	34.3	69.9	42.1	30.5
4	8/28/2015	11:27:08	47.3	78.7	59.9	28.8
5	8/28/2015	11:28:08	37.1	67.8	48.2	27.9
6	8/28/2015	11:29:08	50.8	74.8	61.9	38.5
7	8/28/2015	11:30:08	47.3	66	52.7	37.5
8	8/28/2015	11:31:08	47.2	62.8	51.3	41.7
9	8/28/2015	11:32:08	44.3	71.2	47.8	37.1
10	8/28/2015	11:33:08	33.7	68.7	38.8	29.8
11	8/28/2015	11:34:08	38.8	75.1	50.4	30.6
12	8/28/2015	11:35:08	48.8	74.3	60.3	30.9
13	8/28/2015	11:36:08	47.9	67	53.6	33.8
14	8/28/2015	11:37:08	44.4	63.9	47.3	39
15	8/28/2015	11:38:08	40.4	66.4	48	30.4
16	8/28/2015	11:39:08	39.1	66	47.8	29.7
17	8/28/2015	11:40:08	42.1	63.2	46.4	34.5
18	8/28/2015	11:41:08	Stop	Timer		

Summary

Filename	831_Data.006
Serial Number	3307
Model	Model 831
Firmware version	2.301
User	
Location	Morgan Hill GP ST-6
Job Description	
Note	
Measurement Description	
Start	8/28/2015 12:12:18
Stop	8/28/2015 12:27:18
Duration	15:00.0
Run Time	15:00.0
Pause	00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/28/2015	12:12:18	Run	Key		
2	8/28/2015	12:12:18	57.2	76.1	60.3	53.1
3	8/28/2015	12:13:18	55.7	71	57.9	53.7
4	8/28/2015	12:14:18	58.1	73.9	61.4	54.7
5	8/28/2015	12:15:18	56.2	70.7	58	54.4
6	8/28/2015	12:16:18	55	69.4	57.1	53.1
7	8/28/2015	12:17:18	57.4	78.6	60.1	53.2
8	8/28/2015	12:18:18	56.2	71.9	57.9	52.7
9	8/28/2015	12:19:18	56.8	72.9	58.7	54.9
10	8/28/2015	12:20:18	58.2	78.7	63.4	54.2
11	8/28/2015	12:21:18	57.1	71.9	58.5	54.6
12	8/28/2015	12:22:18	57.6	72.2	60.2	55.7
13	8/28/2015	12:23:18	57.3	73.8	59.5	54.2
14	8/28/2015	12:24:18	57	72.6	60	53.8
15	8/28/2015	12:25:18	56.8	71.5	59.4	54.4
16	8/28/2015	12:26:18	57.1	75.4	58.5	55.8
17	8/28/2015	12:27:18	Stop	Timer		

Summary

Filename	831_Data.007
Serial Number	3307
Model	Model 831
Firmware version	2.301
User	
Location	Morgan Hill GP ST-7
Job Description	
Note	
Measurement Description	
Start	8/28/2015 12:43:29
Stop	8/28/2015 12:58:29
Duration	15:00.0
Run Time	15:00.0
Pause	00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/28/2015	12:43:29	Run	Key		
2	8/28/2015	12:43:29	65.9	91.7	76	48.2
3	8/28/2015	12:44:29	68.7	94.3	78.2	51.1
4	8/28/2015	12:45:29	66.1	95.1	76	50.6
5	8/28/2015	12:46:29	66	92.6	75.2	52.4
6	8/28/2015	12:47:29	66.3	96.6	79.1	50.4
7	8/28/2015	12:48:29	67.3	91.8	76.1	49.7
8	8/28/2015	12:49:29	64.4	95.5	75.3	48.7
9	8/28/2015	12:50:29	66	91.2	74.6	48.3
10	8/28/2015	12:51:29	65.3	92	74.6	50.5
11	8/28/2015	12:52:29	66.3	94.8	76.8	53
12	8/28/2015	12:53:29	62.5	92.4	74.1	49.1
13	8/28/2015	12:54:29	68.3	95.4	76.9	50.1
14	8/28/2015	12:55:29	64.9	95.7	77	50.7
15	8/28/2015	12:56:29	57.2	83.7	69.2	50.7
16	8/28/2015	12:57:29	67.3	93.4	78.3	51.1
17	8/28/2015	12:58:29	Stop	Timer		

Summary

Filename 831_Data.008
Serial Number **3307**
Model Model 831
Firmware version 2.301

User

Location **Morgan Hill GP ST-8**

Job Description

Note

Measurement Description

Start **8/28/2015 14:00:19**

Stop **8/28/2015 14:15:19**

Duration 15:00.0

Run Time 15:00.0

Pause 00:00.0

Time History

Record #	Date	Time	LAeq	LApeak	LASmax	LASmin
1	8/28/2015	14:00:19	Run	Key		
2	8/28/2015	14:00:19	45.2	69.6	47.2	44
3	8/28/2015	14:01:19	44.8	66	46	43.8
4	8/28/2015	14:02:19	44.8	64.7	45.9	42.9
5	8/28/2015	14:03:19	43.5	61.4	45.4	42.6
6	8/28/2015	14:04:19	46	73.5	50.7	42.6
7	8/28/2015	14:05:19	44.2	64.2	50.1	40.6
8	8/28/2015	14:06:19	45.5	77.9	51.8	39.7
9	8/28/2015	14:07:19	41.2	59.4	44.7	38.9
10	8/28/2015	14:08:19	39.7	57.2	41.1	38.5
11	8/28/2015	14:09:19	41.2	65.4	44.2	38.7
12	8/28/2015	14:10:19	43.8	64.2	49.8	41.7
13	8/28/2015	14:11:19	45.8	70.3	52.7	41.5
14	8/28/2015	14:12:19	44.8	67.5	48.5	42.7
15	8/28/2015	14:13:19	46.3	74.8	52.7	43.7
16	8/28/2015	14:14:19	44	64.7	47.9	42.2
17	8/28/2015	14:15:19	Stop	Timer		

Noise Contours for Existing No Project Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 50 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Monterey Road	between Tilton Avenue and Burnett Avenue	21,119	73.3	83	179	386
Monterey Road	between Burnett Avenue and Madrone Parkway	22,326	72.4	72	155	335
Monterey Road	between Madrone Parkway and Cochrane Road	22,126	72.3	72	154	333
Monterey Road	between Cochrane Road and Llagas Road	11,692	66.5	29	63	135
Monterey Road	between Llagas Road and Wright Avenue	9,997	66.2	28	60	130
Monterey Road	between Wright Avenue and Main Avenue	8,090	63.7	19	41	89
Monterey Road	between Dunne Avenue and San Pedro Avenue	22,468	69.7	48	103	223
Monterey Road	between San Pedro Avenue and Barrett Avenue	21,837	69.6	47	101	218
Monterey Road	between Barrett Avenue and Tennant Avenue	21,691	69.6	47	101	217
Monterey Road	between Tennant Avenue and Vineyard Boulevard	17,356	68.6	40	87	187
Monterey Road	between Vineyard Boulevard and Watsonville Road	22,322	72.4	72	155	335
Monterey Road	between Watsonville Road and John Wilson Way	24,745	74.0	92	199	429
Monterey Road	between John Wilson Way and Middle Avenue	23,228	73.7	89	191	411
Monterey Road	between Middle Avenue and Atherton Way	20,206	73.1	81	174	375
Hale Avenue	between Tilton Avenue and Old Monterey Road	7,925	67.2	33	70	152
Hale Avenue	between Old Monterey Road and Llagas Road	7,811	67.0	32	68	147
Hale Avenue	between Llagas Road and Wright Avenue	8,331	66.0	27	58	126
Hale Avenue	between Wright Avenue and Main Avenue	9,311	65.1	24	51	109
Butterfield Boulevard	between Cochrane Road and Sutter Boulevard	16,016	70.9	58	124	268
Butterfield Boulevard	between Sutter Boulevard and Main Avenue	22,207	72.4	72	155	333
Butterfield Boulevard	between Main Avenue and Dunne Avenue	21,686	72.3	71	152	328
Butterfield Boulevard	between Dunne Avenue and San Pedro Avenue	15,351	70.8	56	121	261
Butterfield Boulevard	between San Pedro Avenue and Barrett Avenue	12,858	70.0	50	108	232
Butterfield Boulevard	between Barrett Avenue and Tennant Avenue	13,247	70.1	51	110	236
Sutter Boulevard	between Cochrane Road and Butterfield Boulevard	4,349	62.6	16	35	74
Vineyard Boulevard	between Mast Street and Tennant Avenue	1,108	55.9	6	12	26
Dewitt Avenue	between Spring Avenue and Edmundson Avenue	2,987	62.8	17	36	77
Sunnyside Avenue	between Edmundson Avenue and Watsonville Road	4,099	62.9	17	36	79
Santa Teresa Boulevard	between Watsonville Road and California Avenue	5,247	65.3	24	52	113
Mission View Drive	between Cochrane Road and Half Road	3,752	62.7	16	35	76
Peet Road	between Cochrane Road and Half Road	113	46.1	1	3	6
Cochrane Road	between Malaguerra Avenue and Coyote Road	2,354	62.0	15	31	68
Cochrane Road	between Coyote Road and Half Road	895	57.6	7	16	35
Cochrane Road	between Half Road and Main Avenue	880	57.5	7	16	34
Condit Road	between Half Road and Main Avenue	2,457	62.0	15	32	68
Condit Road	between Main Avenue and Diana Avenue	4,650	64.8	22	48	104
Condit Road	between Diana Avenue and Dunne Avenue	5,753	65.7	26	56	120
Condit Road	between Dunne Avenue and San Pedro Avenue	3,228	61.9	14	31	67
Condit Road	between San Pedro Avenue and Barrett Avenue	2,915	61.6	14	30	64
Condit Road	between Barrett Avenue and Tennant Avenue	2,932	61.6	14	30	64
Murphy Avenue	between Diana Avenue and Dunne Avenue	463	52.2	3	7	15
Murphy Avenue	between Dunne Avenue and San Pedro Avenue	2,939	61.5	14	29	63
Murphy Avenue	between San Pedro Avenue and Barrett Avenue	2,814	61.3	13	28	61
Murphy Avenue	between Barrett Avenue and Tennant Avenue	2,677	61.1	13	27	59
Murphy Avenue	between Tennant Avenue and Fisher Avenue	1,748	59.2	10	21	44
Murphy Avenue	between Fisher Avenue and Maple Avenue	1,443	61.9	14	31	67
Hill Road	between Main Avenue and Diana Avenue	1,133	57.4	7	15	33
Hill Road	between Diana Avenue and Dunne Avenue	950	56.7	7	14	30
Hill Road	between Dunne Avenue and San Pedro Avenue	1,835	59.6	10	22	47
Hill Road	between San Pedro Avenue and Barrett Avenue	1,766	59.3	10	21	45
Hill Road	between Barrett Avenue and Tennant Avenue	2,266	60.4	11	25	53
Hill Road	between Tennant Avenue and Fisher Avenue	1,921	59.6	10	22	47
Hill Road	between Fisher Avenue and Maple Avenue	1,801	59.4	10	21	45
Foothill Avenue	between Tennant Avenue and Maple Avenue	1,219	59.0	9	20	43

Foothill Avenue	between Maple Avenue and Middle Avenue	1,110	58.5	9	19	40
Columbet Avenue	between Maple Avenue and Middle Avenue	321	51.9	3	7	14
Center Avenue	between Maple Avenue and Middle Avenue	1,488	59.8	10	23	49
Tilton Avenue	between Hale Avenue and Dougherty Avenue	4,798	62.2	15	33	70
Tilton Avenue	between Dougherty Avenue and Monterey Road	6,775	63.7	19	41	88
Burnett Avenue	between Monterey Road and Freeway Vista	2,769	60.0	11	23	50
Madrone Parkway	between Monterey Road and Lightpost Way	1,435	57.0	7	15	31
Madrone Parkway	between Lightpost Way and Cochrane Road	2,992	60.3	11	24	52
Cochrane Road	between Monterey Road and Butterfield Boulevard	20,718	72.1	69	148	318
Cochrane Road	between Butterfield Boulevard and Sutter Boulevard	20,436	72.0	68	146	316
Cochrane Road	between Sutter Boulevard and Madrone Parkway	23,856	74.0	93	199	430
Cochrane Road	between Madrone Parkway and US 101	30,686	73.8	89	192	414
Cochrane Road	between US 101 and Mission View Drive	14,812	69.3	45	97	209
Cochrane Road	between Mission View Drive and Peet Road	7,839	65.9	27	57	124
Cochrane Road	between Peet Road and Malaguerra Avenue	4,460	63.5	18	39	85
Llagas Road	between Oak Glen Avenue and Woodland Avenue	906	51.7	3	6	14
Llagas Road	between Hale Avenue and Old Monterey Road	1,967	58.5	9	18	40
Half Road	between Condit Road and Mission View Drive	2,450	59.3	10	21	45
Half Road	between Mission View Drive and Peet Road	107	45.7	1	3	6
Main Avenue	between Butterfield Boulevard and Condit Road	5,619	64.5	21	46	99
Main Avenue	between Condit Road and Hill Road	2,529	60.8	12	26	57
Dunne Avenue	between Peak Avenue and Del Monte Avenue	6,458	63.7	19	41	88
Dunne Avenue	between Del Monte Avenue and Monterey Road	7,722	64.4	21	46	99
Dunne Avenue	between Monterey Road and Depot Street	17,023	68.5	40	86	185
Dunne Avenue	between Depot Street and Butterfield Boulevard	18,752	68.9	43	92	197
Dunne Avenue	between Butterfield Boulevard and Walnut Grove Drive	23,722	71.4	62	133	286
Dunne Avenue	between Walnut Grove Drive and Condit Road	27,828	72.1	69	148	319
Dunne Avenue	between Condit Road and Murphy Avenue	21,198	70.9	57	123	266
Dunne Avenue	between Murphy Avenue and Hill Road	16,289	69.7	48	103	223
Dunne Avenue	between Hill Road and Saddleback Drive	9,882	66.9	31	67	144
Dunne Avenue	between Saddleback Drive and Gallop Drive	7,631	65.8	26	56	122
Dunne Avenue	between Gallop Drive and Flaming Oak Lane	6,800	65.1	24	51	110
Dunne Avenue	between Flaming Oak Lane and Jackson Oaks Drive	6,800	63.7	19	41	89
San Pedro Avenue	between Monterey Road and Church Street	3,666	57.7	8	16	35
San Pedro Avenue	between Church Street and Butterfield Boulevard	4,294	58.4	8	18	39
San Pedro Avenue	between Butterfield Boulevard and Nina Lane	1,091	55.8	6	12	26
Edmundson Avenue	between Oak Glen Avenue and Dewitt Avenue	4,564	64.7	22	48	103
Edmundson Avenue	between Dewitt Avenue and Sunnyside Avenue	5,954	66.9	31	67	144
Edmundson Avenue	between Sunnyside Avenue and Olympic Drive	4,387	64.5	22	46	100
Edmundson Avenue	between Olympic Drive and Monterey Road	8,064	64.6	22	47	102
Tennant Avenue	between Monterey Road and Church Street	10,245	66.3	28	61	132
Tennant Avenue	between Church Street and Vineyard Boulevard	11,174	66.7	30	65	140
Tennant Avenue	between Vineyard Boulevard and Butterfield Boulevard	16,286	69.7	48	103	223
Tennant Avenue	between Butterfield Boulevard and US 101	32,630	74.0	93	200	431
Tennant Avenue	between US 101 and Condit Road	12,069	69.7	48	103	222
Tennant Avenue	between Condit Road and Murphy Avenue	7,056	66.6	30	64	137
Tennant Avenue	between Murphy Avenue and Hill Road	3,986	64.1	20	44	94
Tennant Avenue	between Hill Road and Foothill Avenue	1,338	59.4	10	21	45
Tennant Avenue	between Foothill Avenue and Carey Avenue	35	43.5	1	2	4
Watsonville Road	between Sunnyside Avenue and Olive Avenue	13,041	69.4	46	98	211
Watsonville Road	between Olive Avenue and Monterey Road	16,566	70.4	53	115	248
Maple Avenue	between Murphy Avenue and Columbet Avenue	55	44.2	1	2	4
Maple Avenue	between Columbet Avenue and Hill Road	316	51.8	3	7	14
Maple Avenue	between Hill Road and Center Avenue	1,497	58.6	9	19	40
Maple Avenue	between Center Avenue and Foothill Avenue	11	37.2	0	1	2
Middle Avenue	between Monterey Road and Murphy Avenue	3,011	60.2	11	24	52
Middle Avenue	between Murphy Avenue and Sycamore Avenue	2,146	61.4	13	29	62
Middle Avenue	between Sycamore Avenue and Columbet Avenue	1,004	58.1	8	17	37
Middle Avenue	between Columbet Avenue and Center Avenue	747	56.8	7	14	31

Middle Avenue	between Center Avenue and Foothill Avenue	289	52.7	4	8	16

Level at 100 ft

US 101	between Burnett Avenue (Lane Drop) and Cochrane R	142,158	82.2	652	1405	3027
US 101	between Cochrane Road and East Dunne Avenue	139,318	82.1	643	1386	2986
US 101	between East Dunne Avenue and Tennant Avenue	135,572	82.0	632	1361	2933
US 101	between Tennant Avenue and San Martin Avenue	128,865	81.8	611	1316	2835

Dunne Avenue	between Peak Avenue and Dewitt Avenue	1,483	55.6	5	12	25
Dewitt Avenue	between Spring Avenue and Dunne Avenue	3,153	60.4	11	25	53
Peak Avenue	between Dunne Avenue and Main Avenue	4,210	60.1	11	24	51
Main Avenue	between Peak Avenue and Hale Avenue	6,238	61.8	14	31	66
Main Avenue	between Hale Avenue and Monterey Road	12,969	65.0	23	50	107
Main Avenue	between Monterey Road and Butterfield Boulevard	13,120	65.2	24	51	111
Main Avenue	between Hill Road and Cochrane Road	912	56.4	6	13	29
Monterey Road	between Main Avenue and Dunne Avenue	11,513	62.8	17	36	77

Noise Contours for 2035 Plus Project Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 50 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Monterey Road	between Tilton Avenue and Burnett Avenue	31,628	75.1	109	234	505
Monterey Road	between Burnett Avenue and Madrone Parkway	33,269	74.1	94	203	437
Monterey Road	between Madrone Parkway and Cochrane Road	30,742	73.8	89	192	414
Monterey Road	between Cochrane Road and Llagas Road	19,584	68.7	41	89	191
Monterey Road	between Llagas Road and Wright Avenue	15,554	68.1	38	81	174
Monterey Road	between Wright Avenue and Main Avenue	17,164	67.0	32	68	146
Monterey Road	between Dunne Avenue and San Pedro Avenue	27,449	70.6	55	118	254
Monterey Road	between San Pedro Avenue and Barrett Avenue	26,140	70.4	53	114	246
Monterey Road	between Barrett Avenue and Tennant Avenue	26,285	70.4	53	115	247
Monterey Road	between Tennant Avenue and Vineyard Boulevard	21,205	69.5	46	99	214
Monterey Road	between Vineyard Boulevard and Watsonville Road	26,985	73.2	82	176	380
Monterey Road	between Watsonville Road and John Wilson Way	31,862	75.1	109	236	507
Monterey Road	between John Wilson Way and Middle Avenue	29,446	74.8	104	223	481
Monterey Road	between Middle Avenue and Atherton Way	26,034	74.2	96	206	444
Hale Avenue	between Tilton Avenue and Old Monterey Road	10,791	68.6	40	86	186
Hale Avenue	between Old Monterey Road and Llagas Road	10,434	68.3	38	83	178
Hale Avenue	between Llagas Road and Wright Avenue	13,703	68.2	38	81	176
Hale Avenue	between Wright Avenue and Main Avenue	12,010	66.2	28	60	130
Butterfield Boulevard	between Cochrane Road and Sutter Boulevard	21,079	72.1	69	150	322
Butterfield Boulevard	between Sutter Boulevard and Main Avenue	23,741	72.7	75	162	349
Butterfield Boulevard	between Main Avenue and Dunne Avenue	26,947	73.2	82	176	379
Butterfield Boulevard	between Dunne Avenue and San Pedro Avenue	21,017	72.1	69	149	321
Butterfield Boulevard	between San Pedro Avenue and Barrett Avenue	18,799	71.6	64	139	298
Butterfield Boulevard	between Barrett Avenue and Tennant Avenue	18,213	71.5	63	136	292
Sutter Boulevard	between Cochrane Road and Butterfield Boulevard	5,951	64.0	20	43	92
Vineyard Boulevard	between Mast Street and Tennant Avenue	1,988	58.4	8	18	39
Dewitt Avenue	between Spring Avenue and Edmundson Avenue	5,892	65.8	26	56	122
Sunnyside Avenue	between Edmundson Avenue and Watsonville Road	6,933	65.2	24	52	111
Santa Teresa Boulevard	between Watsonville Road and California Avenue	6,477	66.2	28	60	130
Mission View Drive	between Cochrane Road and Half Road	13,275	68.2	38	82	176
Peet Road	between Cochrane Road and Half Road	1,261	56.6	6	14	29
Cochrane Road	between Malaguerra Avenue and Coyote Road	2,567	62.3	15	33	72
Cochrane Road	between Coyote Road and Half Road	1,000	58.1	8	17	37
Cochrane Road	between Half Road and Main Avenue	1,019	58.2	8	18	38
Condit Road	between Half Road and Main Avenue	1,544	60.0	11	23	50
Condit Road	between Main Avenue and Diana Avenue	4,742	64.9	23	49	105
Condit Road	between Diana Avenue and Dunne Avenue	5,409	65.4	25	53	115
Condit Road	between Dunne Avenue and San Pedro Avenue	4,228	63.1	17	37	80
Condit Road	between San Pedro Avenue and Barrett Avenue	3,827	62.8	17	36	77
Condit Road	between Barrett Avenue and Tennant Avenue	3,916	62.9	17	36	78
Murphy Avenue	between Diana Avenue and Dunne Avenue	10,368	65.7	26	56	120
Murphy Avenue	between Dunne Avenue and San Pedro Avenue	8,092	65.9	27	57	124
Murphy Avenue	between San Pedro Avenue and Barrett Avenue	7,870	65.8	26	56	121
Murphy Avenue	between Barrett Avenue and Tennant Avenue	7,602	65.6	26	55	119
Murphy Avenue	between Tennant Avenue and Fisher Avenue	9,767	66.7	30	65	140
Murphy Avenue	between Fisher Avenue and Maple Avenue	3,177	63.1	17	37	80
Hill Road	between Main Avenue and Diana Avenue	1,351	58.1	8	17	37
Hill Road	between Diana Avenue and Dunne Avenue	1,084	57.3	7	15	33
Hill Road	between Dunne Avenue and San Pedro Avenue	3,363	62.2	15	33	70
Hill Road	between San Pedro Avenue and Barrett Avenue	3,616	62.4	16	34	72
Hill Road	between Barrett Avenue and Tennant Avenue	4,181	63.0	17	37	80
Hill Road	between Tennant Avenue and Fisher Avenue	2,046	59.9	11	23	49
Hill Road	between Fisher Avenue and Maple Avenue	1,914	59.6	10	22	47
Foothill Avenue	between Tennant Avenue and Maple Avenue	1,462	59.7	10	22	48

Foothill Avenue	between Maple Avenue and Middle Avenue	1,389	59.5	10	22	46
Columbet Avenue	between Maple Avenue and Middle Avenue	442	53.3	4	8	18
Center Avenue	between Maple Avenue and Middle Avenue	1,926	60.9	12	27	58
Tilton Avenue	between Hale Avenue and Dougherty Avenue	1,276	56.5	6	13	29
Tilton Avenue	between Dougherty Avenue and Monterey Road	2,572	59.5	10	22	46
Burnett Avenue	between Monterey Road and Freeway Vista	3,864	61.4	13	29	62
Madrone Parkway	between Monterey Road and Lightpost Way	1,782	57.9	8	17	36
Madrone Parkway	between Lightpost Way and Cochrane Road	3,354	60.8	12	26	57
Cochrane Road	between Monterey Road and Butterfield Boulevard	23,661	72.6	75	161	348
Cochrane Road	between Butterfield Boulevard and Sutter Boulevard	27,597	73.3	83	179	385
Cochrane Road	between Sutter Boulevard and Madrone Parkway	33,010	75.4	115	248	534
Cochrane Road	between Madrone Parkway and US 101	39,787	74.9	106	228	492
Cochrane Road	between US 101 and Mission View Drive	17,474	70.0	50	108	234
Cochrane Road	between Mission View Drive and Peet Road	10,863	67.3	33	71	154
Cochrane Road	between Peet Road and Malaguerra Avenue	4,975	63.9	20	42	91
Llagas Road	between Oak Glen Avenue and Woodland Avenue	1,014	52.1	3	7	15
Llagas Road	between Hale Avenue and Old Monterey Road	503	52.6	3	7	16
Half Road	between Condit Road and Mission View Drive	1,354	56.7	7	14	30
Half Road	between Mission View Drive and Peet Road	151	47.2	2	3	7
Main Avenue	between Butterfield Boulevard and Condit Road	7,843	65.9	27	57	124
Main Avenue	between Condit Road and Hill Road	5,495	64.2	21	44	95
Dunne Avenue	between Peak Avenue and Del Monte Avenue	11,924	66.3	28	61	132
Dunne Avenue	between Del Monte Avenue and Monterey Road	12,593	66.6	29	63	137
Dunne Avenue	between Monterey Road and Depot Street	19,031	69.0	43	93	199
Dunne Avenue	between Depot Street and Butterfield Boulevard	19,838	69.2	44	95	205
Dunne Avenue	between Butterfield Boulevard and Walnut Grove Drive	26,055	71.8	66	142	305
Dunne Avenue	between Walnut Grove Drive and Condit Road	31,441	72.6	74	160	346
Dunne Avenue	between Condit Road and Murphy Avenue	26,300	71.8	66	142	307
Dunne Avenue	between Murphy Avenue and Hill Road	17,487	70.0	50	109	234
Dunne Avenue	between Hill Road and Saddleback Drive	10,093	67.0	32	68	146
Dunne Avenue	between Saddleback Drive and Gallop Drive	7,750	65.9	26	57	123
Dunne Avenue	between Gallop Drive and Flaming Oak Lane	6,988	65.3	24	52	112
Dunne Avenue	between Flaming Oak Lane and Jackson Oaks Drive	6,988	63.9	19	42	90
San Pedro Avenue	between Monterey Road and Church Street	4,925	59.0	9	20	43
San Pedro Avenue	between Church Street and Butterfield Boulevard	5,417	59.4	10	21	46
San Pedro Avenue	between Butterfield Boulevard and Nina Lane	1,304	56.6	6	14	29
Edmundson Avenue	between Oak Glen Avenue and Dewitt Avenue	5,609	65.6	25	55	118
Edmundson Avenue	between Dewitt Avenue and Sunnyside Avenue	4,595	67.0	32	68	146
Edmundson Avenue	between Sunnyside Avenue and Olympic Drive	6,947	66.5	29	63	136
Edmundson Avenue	between Olympic Drive and Monterey Road	10,656	65.8	26	57	122
Tennant Avenue	between Monterey Road and Church Street	12,008	67.0	32	68	147
Tennant Avenue	between Church Street and Vineyard Boulevard	12,859	67.3	33	71	153
Tennant Avenue	between Vineyard Boulevard and Butterfield Boulevard	19,197	70.5	54	115	249
Tennant Avenue	between Butterfield Boulevard and US 101	48,457	75.8	121	260	561
Tennant Avenue	between US 101 and Condit Road	23,477	72.6	75	161	346
Tennant Avenue	between Condit Road and Murphy Avenue	19,793	71.1	59	127	273
Tennant Avenue	between Murphy Avenue and Hill Road	6,818	66.4	29	62	134
Tennant Avenue	between Hill Road and Foothill Avenue	1,858	60.8	12	26	56
Tennant Avenue	between Foothill Avenue and Carey Avenue	102	48.2	2	4	8
Watsonville Road	between Sunnyside Avenue and Olive Avenue	15,401	70.1	51	110	236
Watsonville Road	between Olive Avenue and Monterey Road	21,041	71.5	63	135	291
Maple Avenue	between Murphy Avenue and Columbet Avenue	558	54.3	4	10	21
Maple Avenue	between Columbet Avenue and Hill Road	889	56.3	6	13	28
Maple Avenue	between Hill Road and Center Avenue	1,984	59.8	10	22	48
Maple Avenue	between Center Avenue and Foothill Avenue	59	44.6	1	2	5
Middle Avenue	between Monterey Road and Murphy Avenue	3,483	60.8	12	26	57
Middle Avenue	between Murphy Avenue and Sycamore Avenue	2,170	61.5	13	29	63
Middle Avenue	between Sycamore Avenue and Columbet Avenue	948	57.9	8	17	36
Middle Avenue	between Columbet Avenue and Center Avenue	644	56.2	6	13	28

Middle Avenue	between Center Avenue and Foothill Avenue	257	52.2	3	7	15

Level at 100 ft

US 101	between Burnett Avenue (Lane Drop) and Cochrane Road	173,467	83.1	745	1604	3456
US 101	between Cochrane Road and East Dunne Avenue	168,636	83.0	731	1574	3392
US 101	between East Dunne Avenue and Tennant Avenue	168,299	82.9	730	1572	3387
US 101	between Tennant Avenue and San Martin Avenue	162,272	82.8	712	1534	3306

Dunne Avenue	between Peak Avenue and Dewitt Avenue	1,552	55.8	6	12	26
Dewitt Avenue	between Spring Avenue and Dunne Avenue	310	50.3	2	5	11
Peak Avenue	between Dunne Avenue and Main Avenue	3,718	59.5	10	22	47
Main Avenue	between Peak Avenue and Hale Avenue	3,300	59.0	9	20	43
Main Avenue	between Hale Avenue and Monterey Road	7,277	62.5	16	34	73
Main Avenue	between Monterey Road and Butterfield Boulevard	16,802	66.2	28	61	130
Main Avenue	between Hill Road and Cochrane Road	1,106	57.3	7	15	33
Monterey Road	between Main Avenue and Dunne Avenue	13,107	63.4	18	39	84

Overall Project Off-Site Contributions

Roadway	Segment	CNEL at 50 feet (dBA)			
		Existing	2035 With Project	Overall Increase	Potential Impact?
Monterey Road	between Tilton Avenue and Burnett Avenue	73.3	75.1	1.8	no
Monterey Road	between Burnett Avenue and Madrone Parkway	72.4	74.1	1.7	no
Monterey Road	between Madrone Parkway and Cochrane Road	72.3	73.8	1.5	no
Monterey Road	between Cochrane Road and Llagas Road	66.5	68.7	2.2	no
Monterey Road	between Llagas Road and Wright Avenue	66.2	68.1	1.9	no
Monterey Road	between Wright Avenue and Main Avenue	63.7	67.0	3.3	yes
Monterey Road	between Dunne Avenue and San Pedro Avenue	69.7	70.6	0.9	no
Monterey Road	between San Pedro Avenue and Barrett Avenue	69.6	70.4	0.8	no
Monterey Road	between Barrett Avenue and Tennant Avenue	69.6	70.4	0.8	no
Monterey Road	between Tennant Avenue and Vineyard Boulevard	68.6	69.5	0.9	no
Monterey Road	between Vineyard Boulevard and Watsonville Road	72.4	73.2	0.8	no
Monterey Road	between Watsonville Road and John Wilson Way	74.0	75.1	1.1	no
Monterey Road	between John Wilson Way and Middle Avenue	73.7	74.8	1.1	no
Monterey Road	between Middle Avenue and Atherton Way	73.1	74.2	1.1	no
Hale Avenue	between Tilton Avenue and Old Monterey Road	67.2	68.6	1.4	no
Hale Avenue	between Old Monterey Road and Llagas Road	67.0	68.3	1.3	no
Hale Avenue	between Llagas Road and Wright Avenue	66.0	68.2	2.2	no
Hale Avenue	between Wright Avenue and Main Avenue	65.1	66.2	1.1	no
Butterfield Boulevard	between Cochrane Road and Sutter Boulevard	70.9	72.1	1.2	no
Butterfield Boulevard	between Sutter Boulevard and Main Avenue	72.4	72.7	0.3	no
Butterfield Boulevard	between Main Avenue and Dunne Avenue	72.3	73.2	0.9	no
Butterfield Boulevard	between Dunne Avenue and San Pedro Avenue	70.8	72.1	1.3	no
Butterfield Boulevard	between San Pedro Avenue and Barrett Avenue	70.0	71.6	1.6	no
Butterfield Boulevard	between Barrett Avenue and Tennant Avenue	70.1	71.5	1.4	no
Sutter Boulevard	between Cochrane Road and Butterfield Boulevard	62.6	64.0	1.4	no
Vineyard Boulevard	between Mast Street and Tennant Avenue	55.9	58.4	2.5	no
Dewitt Avenue	between Spring Avenue and Edmundson Avenue	62.8	65.8	3.0	yes
Sunnyside Avenue	between Edmundson Avenue and Watsonville Road	62.9	65.2	2.3	no
Santa Teresa Boulevard	between Watsonville Road and California Avenue	65.3	66.2	0.9	no
Mission View Drive	between Cochrane Road and Half Road	62.7	68.2	5.5	yes
Peet Road	between Cochrane Road and Half Road	46.1	56.6	10.5	yes
Cochrane Road	between Malaguerra Avenue and Coyote Road	62.0	62.3	0.3	no
Cochrane Road	between Coyote Road and Half Road	57.6	58.1	0.5	no
Cochrane Road	between Half Road and Main Avenue	57.5	58.2	0.7	no
Condit Road	between Half Road and Main Avenue	62.0	60.0	-2.0	no
Condit Road	between Main Avenue and Diana Avenue	64.8	64.9	0.1	no
Condit Road	between Diana Avenue and Dunne Avenue	65.7	65.4	-0.3	no
Condit Road	between Dunne Avenue and San Pedro Avenue	61.9	63.1	1.2	no
Condit Road	between San Pedro Avenue and Barrett Avenue	61.6	62.8	1.2	no
Condit Road	between Barrett Avenue and Tennant Avenue	61.6	62.9	1.3	no
Murphy Avenue	between Diana Avenue and Dunne Avenue	52.2	65.7	13.5	yes
Murphy Avenue	between Dunne Avenue and San Pedro Avenue	61.5	65.9	4.4	yes
Murphy Avenue	between San Pedro Avenue and Barrett Avenue	61.3	65.8	4.5	yes
Murphy Avenue	between Barrett Avenue and Tennant Avenue	61.1	65.6	4.5	yes
Murphy Avenue	between Tennant Avenue and Fisher Avenue	59.2	66.7	7.5	yes
Murphy Avenue	between Fisher Avenue and Maple Avenue	61.9	63.1	1.2	no
Hill Road	between Main Avenue and Diana Avenue	57.4	58.1	0.7	no
Hill Road	between Diana Avenue and Dunne Avenue	56.7	57.3	0.6	no
Hill Road	between Dunne Avenue and San Pedro Avenue	59.6	62.2	2.6	no
Hill Road	between San Pedro Avenue and Barrett Avenue	59.3	62.4	3.1	no
Hill Road	between Barrett Avenue and Tennant Avenue	60.4	63.0	2.6	no
Hill Road	between Tennant Avenue and Fisher Avenue	59.6	59.9	0.3	no

Hill Road	between Fisher Avenue and Maple Avenue	59.4	59.6	0.2	no
Foothill Avenue	between Tennant Avenue and Maple Avenue	59.0	59.7	0.7	no
Foothill Avenue	between Maple Avenue and Middle Avenue	58.5	59.5	1.0	no
Columbet Avenue	between Maple Avenue and Middle Avenue	51.9	53.3	1.4	no
Center Avenue	between Maple Avenue and Middle Avenue	59.8	60.9	1.1	no
Tilton Avenue	between Hale Avenue and Dougherty Avenue	62.2	56.5	-5.7	no
Tilton Avenue	between Dougherty Avenue and Monterey Road	63.7	59.5	-4.2	no
Burnett Avenue	between Monterey Road and Freeway Vista	60.0	61.4	1.4	no
Madrone Parkway	between Monterey Road and Lightpost Way	57.0	57.9	0.9	no
Madrone Parkway	between Lightpost Way and Cochrane Road	60.3	60.8	0.5	no
Cochrane Road	between Monterey Road and Butterfield Boulevard	72.1	72.6	0.5	no
Cochrane Road	between Butterfield Boulevard and Sutter Boulevard	72.0	73.3	1.3	no
Cochrane Road	between Sutter Boulevard and Madrone Parkway	74.0	75.4	1.4	no
Cochrane Road	between Madrone Parkway and US 101	73.8	74.9	1.1	no
Cochrane Road	between US 101 and Mission View Drive	69.3	70.0	0.7	no
Cochrane Road	between Mission View Drive and Peet Road	65.9	67.3	1.4	no
Cochrane Road	between Peet Road and Malaguerra Avenue	63.5	63.9	0.4	no
Llagas Road	between Oak Glen Avenue and Woodland Avenue	51.7	52.1	0.4	no
Llagas Road	between Hale Avenue and Old Monterey Road	58.5	52.6	-5.9	no
Half Road	between Condit Road and Mission View Drive	59.3	56.7	-2.6	no
Half Road	between Mission View Drive and Peet Road	45.7	47.2	1.5	no
Main Avenue	between Butterfield Boulevard and Condit Road	64.5	65.9	1.4	no
Main Avenue	between Condit Road and Hill Road	60.8	64.2	3.4	no
Dunne Avenue	between Peak Avenue and Del Monte Avenue	63.7	66.3	2.6	no
Dunne Avenue	between Del Monte Avenue and Monterey Road	64.4	66.6	2.2	no
Dunne Avenue	between Monterey Road and Depot Street	68.5	69.0	0.5	no
Dunne Avenue	between Depot Street and Butterfield Boulevard	68.9	69.2	0.3	no
Dunne Avenue	between Butterfield Boulevard and Walnut Grove Drive	71.4	71.8	0.4	no
Dunne Avenue	between Walnut Grove Drive and Condit Road	72.1	72.6	0.5	no
Dunne Avenue	between Condit Road and Murphy Avenue	70.9	71.8	0.9	no
Dunne Avenue	between Murphy Avenue and Hill Road	69.7	70.0	0.3	no
Dunne Avenue	between Hill Road and Saddleback Drive	66.9	67.0	0.1	no
Dunne Avenue	between Saddleback Drive and Gallop Drive	65.8	65.9	0.1	no
Dunne Avenue	between Gallop Drive and Flaming Oak Lane	65.1	65.3	0.2	no
Dunne Avenue	between Flaming Oak Lane and Jackson Oaks Drive	63.7	63.9	0.2	no
San Pedro Avenue	between Monterey Road and Church Street	57.7	59.0	1.3	no
San Pedro Avenue	between Church Street and Butterfield Boulevard	58.4	59.4	1.0	no
San Pedro Avenue	between Butterfield Boulevard and Nina Lane	55.8	56.6	0.8	no
Edmundson Avenue	between Oak Glen Avenue and Dewitt Avenue	64.7	65.6	0.9	no
Edmundson Avenue	between Dewitt Avenue and Sunnyside Avenue	66.9	67.0	0.1	no
Edmundson Avenue	between Sunnyside Avenue and Olympic Drive	64.5	66.5	2.0	no
Edmundson Avenue	between Olympic Drive and Monterey Road	64.6	65.8	1.2	no
Tennant Avenue	between Monterey Road and Church Street	66.3	67.0	0.7	no
Tennant Avenue	between Church Street and Vineyard Boulevard	66.7	67.3	0.6	no
Tennant Avenue	between Vineyard Boulevard and Butterfield Boulevard	69.7	70.5	0.8	no
Tennant Avenue	between Butterfield Boulevard and US 101	74.0	75.8	1.8	no
Tennant Avenue	between US 101 and Condit Road	69.7	72.6	2.9	no
Tennant Avenue	between Condit Road and Murphy Avenue	66.6	71.1	4.5	yes
Tennant Avenue	between Murphy Avenue and Hill Road	64.1	66.4	2.3	no
Tennant Avenue	between Hill Road and Foothill Avenue	59.4	60.8	1.4	no
Tennant Avenue	between Foothill Avenue and Carey Avenue	43.5	48.2	4.7	no
Watsonville Road	between Sunnyside Avenue and Olive Avenue	69.4	70.1	0.7	no
Watsonville Road	between Olive Avenue and Monterey Road	70.4	71.5	1.1	no
Maple Avenue	between Murphy Avenue and Columbet Avenue	44.2	54.3	10.1	yes
Maple Avenue	between Columbet Avenue and Hill Road	51.8	56.3	4.5	no
Maple Avenue	between Hill Road and Center Avenue	58.6	59.8	1.2	no
Maple Avenue	between Center Avenue and Foothill Avenue	37.2	44.6	7.4	yes

Middle Avenue	between Monterey Road and Murphy Avenue	60.2	60.8	0.6	no
Middle Avenue	between Murphy Avenue and Sycamore Avenue	61.4	61.5	0.1	no
Middle Avenue	between Sycamore Avenue and Columbet Avenue	58.1	57.9	-0.2	no
Middle Avenue	between Columbet Avenue and Center Avenue	56.8	56.2	-0.6	no
Middle Avenue	between Center Avenue and Foothill Avenue	52.7	52.2	-0.5	no

Level at 100 ft Level at 100 ft

US 101	between Burnett Avenue (Lane Drop) and Cochrane Road	82.2	83.1	0.9	no
US 101	between Cochrane Road and East Dunne Avenue	82.1	83.0	0.9	no
US 101	between East Dunne Avenue and Tennant Avenue	82.0	82.9	0.9	no
US 101	between Tennant Avenue and San Martin Avenue	81.8	82.8	1.0	no

Dunne Avenue	between Peak Avenue and Dewitt Avenue	55.6	55.8	0.2	no
Dewitt Avenue	between Spring Avenue and Dunne Avenue	60.4	50.3	-10.1	no
Peak Avenue	between Dunne Avenue and Main Avenue	60.1	59.5	-0.6	no
Main Avenue	between Peak Avenue and Hale Avenue	61.8	59.0	-2.8	no
Main Avenue	between Hale Avenue and Monterey Road	65.0	62.5	-2.5	no
Main Avenue	between Monterey Road and Butterfield Boulevard	65.2	66.2	1.0	no
Main Avenue	between Hill Road and Cochrane Road	56.4	57.3	0.9	no
Monterey Road	between Main Avenue and Dunne Avenue	62.8	63.4	0.6	no

Scenario: EXISTING
Roadway: Monterey Road
Segment: between Tilton Avenue and Burnett Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	21,119
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1295	24	10	957	18	7	240	5	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.2	-18.4	-22.4	-2.5	-19.7	-23.7	-8.5	-25.7	-29.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.7	61.1	61.4	69.4	59.8	60.1	63.4	53.8	54.1
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	70.3	Leq	NIGHT=	64.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	72.7
			CNEL=	73.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	75	163
		CNEL:	83	179
			350	386

Scenario: **EXISTING** Project: **Morgan Hill GP**
Roadway: **Monterey Road** Analyst: **NJF**
Segment: **between Burnett Avenue and Madrone Parkway** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	22,326
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1369	26	10	1012	19	8	254	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	60.7	61.2	68.3	59.3	59.9	62.3	53.3	53.9
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	69.4	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	71.8
			CNEL=	72.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	65	141
		CNEL:	72	155
			304	335

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Madrone Parkway and Cochrane Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	22,126
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	26	10	1003	19	8	251	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.8	-21.7	-1.8	-19.1	-23.0	-7.8	-25.1	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	60.6	61.2	68.3	59.3	59.9	62.3	53.3	53.9
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	69.3	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	71.7
			CNEL=	72.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	65	140
		CNEL:	72	154
			302	333

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Cochrane Road and Llagas Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	11,692
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	717	14	5	530	10	4	133	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.2	-19.4	-23.4	-3.5	-20.7	-24.7	-9.5	-26.8	-30.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	55.7	57.0	62.0	54.4	55.7	55.9	48.4	49.7
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	63.5	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.9 CNEL= 66.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27	57 123
		CNEL:	29	63 135

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Llagas Road and Wright Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	9,997
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	613	12	5	453	9	3	114	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.5	56.7	61.7	54.2	55.4	55.7	48.1	49.4
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn= 65.6	
			CNEL= 66.2	
NOISE CONTOUR:			70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	25	55 118
		CNEL:	28	60 130

Scenario: **EXISTING**
 Roadway: **Monterey Road**
 Segment: **between Wright Avenue and Main Avenue**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	8,090
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	496	9	4	367	7	3	92	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.1	-20.4	-24.3	-4.4	-21.7	-25.6	-10.4	-27.7	-31.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	53.5	55.2	58.8	52.2	53.9	52.8	46.2	47.9
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.7	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	63.1
			CNEL=	63.7
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	17	37
		CNEL:	19	41
			80	89

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Dunne Avenue and San Pedro Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	22,468
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1378	26	10	1019	19	8	255	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.6	-16.6	-20.5	-0.7	-17.9	-21.9	-6.7	-23.9	-27.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	59.0	60.2	65.2	57.7	58.9	59.2	51.7	52.9
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	66.7	Leq	NIGHT=	60.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.1 CNEL= 69.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44	94 202
		CNEL:	48	103 223

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between San Pedro Avenue and Barrett Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	21,837
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1339	25	10	990	19	8	248	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.5	-16.7	-20.7	-0.8	-18.0	-22.0	-6.8	-24.0	-28.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	58.9	60.1	65.1	57.5	58.8	59.1	51.5	52.8
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	66.6	Leq	NIGHT=	60.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.0 CNEL= 69.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43	92 198
		CNEL:	47	101 218

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Barrett Avenue and Tennant Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	21,691
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1330	25	10	983	19	7	246	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.5	-16.7	-20.7	-0.8	-18.1	-22.0	-6.8	-24.1	-28.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	58.8	60.1	65.0	57.5	58.8	59.0	51.5	52.8
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	66.5	Leq	NIGHT=	60.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn= 68.9	
			CNEL= 69.6	
NOISE CONTOUR:			70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43	92 198
		CNEL:	47	101 217

Scenario: **EXISTING** Project: **Morgan Hill GP**
Roadway: **Monterey Road** Analyst: **NJF**
Segment: **between Tennant Avenue and Vineyard Boulevard** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	17,356
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1065	20	8	787	15	6	197	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	57.9	59.1	64.1	56.5	57.8	58.1	50.5	51.8
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn= 68.0	
			CNEL= 68.6	
NOISE CONTOUR:			70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	37	79 170
		CNEL:	40	87 187

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Monterey Road** Analyst: **NJF**
 Segment: **between Vineyard Boulevard and V** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	22,322
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1369	26	10	1012	19	8	253	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	60.7	61.2	68.3	59.3	59.9	62.3	53.3	53.9
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	69.3	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.8 CNEL= 72.4
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	141	304
	CNEL:	72	155	335

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Monterey Road** Analyst: **NJF**
 Segment: **between Watsonville Road and Jol** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	24,745
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1518	29	12	1122	21	9	281	5	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.4	61.8	62.1	70.1	60.5	60.8	64.1	54.5	54.8
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 73.4 CNEL= 74.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 84 181 389 CNEL: 92 199 429

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Monterey Road** Analyst: **NJF**
 Segment: **between John Wilson Way and Mid** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	23,228
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1425	27	11	1053	20	8	264	5	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.8	-18.0	-22.0	-2.1	-19.3	-23.3	-8.1	-25.3	-29.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.1	61.5	61.8	69.8	60.2	60.5	63.8	54.2	54.5
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	70.7	Leq	NIGHT=	64.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 73.1
				CNEL= 73.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	80	173	373
	CNEL:	89	191	411

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Monterey Road** Analyst: **NJF**
 Segment: **between Middle Avenue and Athert** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	20,206
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	23	9	916	17	7	229	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.4	-18.6	-22.6	-2.7	-19.9	-23.9	-8.7	-25.9	-29.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.5	60.9	61.2	69.2	59.6	59.9	63.2	53.6	53.9
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	70.1	Leq	NIGHT=	64.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	72.5
			CNEL=	73.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	73
			CNEL:	81
				158
				340
				174
				375

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Hale Avenue** Analyst: **NJF**
 Segment: **between Tilton Avenue and Old Mo** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,925
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	486	9	4	359	7	3	90	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.0	-22.2	-26.2	-6.3	-23.5	-27.5	-12.3	-29.5	-33.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	55.5	56.1	63.1	54.2	54.8	57.1	48.2	48.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.2	Leq	NIGHT=	58.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.6 CNEL= 67.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	30	64	138
	CNEL:	33	70	152

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Hale Avenue** Analyst: **NJF**
 Segment: **between Old Monterey Road and L** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,811
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	479	9	4	354	7	3	89	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.0	-22.3	-26.2	-6.3	-23.6	-27.5	-12.4	-29.6	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	55.3	55.9	62.9	54.0	54.5	56.9	48.0	48.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.4 CNEL= 67.0
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	29	62	133
	CNEL:	32	68	147

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Hale Avenue** Analyst: **NJF**
 Segment: **between Llagas Road and Wright A** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	8,331
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	511	10	4	378	7	3	95	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.6	-22.8	-26.7	-11.6	-28.8	-32.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.8	55.7	61.7	53.5	54.4	55.7	47.4	48.3
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	57.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.4 CNEL= 66.0
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	25	53	114
	CNEL:	27	58	126

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Hale Avenue** Analyst: **NJF**
 Segment: **between Wright Avenue and Main** / Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	9,311
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	571	11	4	422	8	3	106	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.2	-20.4	-24.4	-4.5	-21.7	-25.7	-10.5	-27.7	-31.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	54.4	55.6	60.6	53.0	54.3	54.5	47.0	48.3
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.5 CNEL= 65.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	21	46	99
	CNEL:	24	51	109

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between Cochrane Road and Sutte** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	16,016
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	982	19	7	726	14	6	182	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.9	-19.2	-23.1	-3.2	-20.5	-24.4	-9.2	-26.5	-30.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.2	59.8	66.9	57.9	58.5	60.9	51.9	52.5
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 70.3 CNEL= 70.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 52 113 244 CNEL: 58 124 268

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between Sutter Boulevard and Main** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	22,207
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1362	26	10	1007	19	8	252	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.1	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	60.6	61.2	68.3	59.3	59.9	62.3	53.3	53.9
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	69.3	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.7 CNEL= 72.4
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	141	303
	CNEL:	72	155	333

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between Main Avenue and Dunne** / Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	21,686
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1330	25	10	983	19	7	246	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.6	-17.8	-21.8	-1.9	-19.2	-23.1	-7.9	-25.2	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.5	60.5	61.1	68.2	59.2	59.8	62.2	53.2	53.8
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.2	Leq	NIGHT=	63.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	71.6
			CNEL=	72.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	64
			CNEL:	71
			138	298
			152	328

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between Dunne Avenue and San F** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	15,351
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	942	18	7	696	13	5	174	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.7	-24.6	-9.4	-26.7	-30.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	59.0	59.6	66.7	57.7	58.3	60.7	51.7	52.3
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.7	Leq	NIGHT=	61.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 70.1 CNEL= 70.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	51	110	237
	CNEL:	56	121	261

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between San Pedro Avenue and B** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	12,858
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	789	15	6	583	11	4	146	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	58.3	58.8	65.9	56.9	57.5	59.9	50.9	51.5
VEHICULAR NOISE	DAY=	68.3	Leq	EVENING=	67.0	Leq	NIGHT=	60.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 69.4 CNEL= 70.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 45 98 210 CNEL: 50 108 232

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Butterfield Boulevard** Analyst: **NJF**
 Segment: **between Barrett Avenue and Tennessee** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	13,247
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	812	15	6	601	11	5	150	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.7	-20.0	-23.9	-4.1	-21.3	-25.2	-10.1	-27.3	-31.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.4	58.4	59.0	66.0	57.1	57.6	60.0	51.1	51.6
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	67.1	Leq	NIGHT=	61.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	69.5
			CNEL=	70.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	46
			CNEL:	51
			60 dBA	215
				236

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Sutter Boulevard** Analyst: **NJF**
 Segment: **between Cochrane Road and Butte** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,349
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	267	5	2	197	4	1	49	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.0	-35.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	51.9	53.1	58.1	50.5	51.8	52.0	44.5	45.8
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	59.6	Leq	NIGHT=	53.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.0 CNEL= 62.6
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	15	31	68
	CNEL:	16	35	74

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Vineyard Boulevard** Analyst: **NJF**
 Segment: **between Mast Street and Tennant** / Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,108
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	68	1	1	50	1	0	13	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-12.4	-29.7	-33.6	-13.7	-31.0	-34.9	-19.7	-37.0	-40.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	45.1	46.4	51.3	43.8	45.1	45.3	37.8	39.0
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	52.8	Leq	NIGHT=	46.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	55.2
			CNEL=	55.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	5
			CNEL:	6
				11
				24
				26

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Dewitt Avenue** Analyst: **NJF**
 Segment: **between Spring Avenue and Edmu** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,987
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	183	3	1	135	3	1	34	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-9.2	-26.4	-30.4	-10.5	-27.8	-31.7	-16.5	-33.8	-37.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	51.1	51.7	58.8	49.8	50.4	52.8	43.8	44.4
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.2 CNEL= 62.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	15	33	70
	CNEL:	17	36	77

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Sunnyside Avenue** Analyst: **NJF**
 Segment: **between Edmundson Avenue and ** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,099
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	251	5	2	186	4	1	47	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.3	-24.6	-28.5	-8.6	-25.9	-29.8	-14.6	-31.9	-35.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	51.7	52.6	58.7	50.4	51.3	52.7	44.4	45.3
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.9	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.3 CNEL= 62.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	15	33	71
	CNEL:	17	36	79

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Santa Teresa Boulevard** Analyst: **NJF**
 Segment: **between Watsonville Road and Cal** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	5,247
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	322	6	2	238	4	2	60	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.8	-24.0	-28.0	-8.1	-25.3	-29.3	-14.1	-31.3	-35.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	53.6	54.1	61.2	52.3	52.8	55.2	46.2	46.8
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.3	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.7 CNEL= 65.3
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	22	47	102
	CNEL:	24	52	113

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Mission View Drive** Analyst: **NJF**
 Segment: **between Cochrane Road and Half I** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,752
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	230	4	2	170	3	1	43	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.7	-24.9	-28.9	-9.0	-26.3	-30.2	-15.0	-32.3	-36.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	51.5	52.3	58.4	50.1	51.0	52.4	44.1	45.0
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.7	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.1 CNEL= 62.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	15	32	69
	CNEL:	16	35	76

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Peet Road** Analyst: **NJF**
 Segment: **between Cochrane Road and Half I** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	113
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7	0	0	5	0	0	1	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-22.3	-39.6	-43.5	-23.7	-40.9	-44.8	-29.7	-46.9	-50.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	42.9	35.3	36.6	41.5	34.0	35.3	35.5	28.0	29.3
VEHICULAR NOISE	DAY=	44.4	Leq	EVENING=	43.1	Leq	NIGHT=	37.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 45.5 CNEL= 46.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	1	2	5
	CNEL:	1	3	6

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Malaguerra Avenue and C** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,354
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	144	3	1	107	2	1	27	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-10.2	-27.5	-31.4	-11.6	-28.8	-32.7	-17.6	-34.8	-38.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	50.2	50.8	57.9	48.9	49.5	51.9	42.9	43.5
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.9	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	61.3
			CNEL=	62.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	13
			CNEL:	15
			60 dBA	61
				68

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Coyote Road and Half Road** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	895
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	55	1	0	41	1	0	10	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.4	-31.7	-35.6	-15.8	-33.0	-36.9	-21.8	-39.0	-43.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.8	45.9	46.4	53.5	44.6	45.1	47.5	38.6	39.1
VEHICULAR NOISE	DAY=	55.9	Leq	EVENING=	54.6	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 57.0 CNEL= 57.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 7 15 31 CNEL: 7 16 35

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Half Road and Main Avenue** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	880
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	54	1	0	40	1	0	10	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.5	-31.8	-35.7	-15.8	-33.1	-37.0	-21.8	-39.1	-43.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.8	45.8	46.4	53.5	44.5	45.1	47.4	38.5	39.0
VEHICULAR NOISE	DAY=	55.8	Leq	EVENING=	54.5	Leq	NIGHT=	48.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	56.9
			CNEL=	57.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	7
			CNEL:	7
			60 dBA	31
				34

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between Half Road and Main Avenue** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,457
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	151	3	1	111	2	1	28	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-10.1	-27.3	-31.3	-11.4	-28.6	-32.6	-17.4	-34.6	-38.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	50.3	50.8	57.9	49.0	49.5	51.9	42.9	43.5
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	59.0	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	61.4
			CNEL=	62.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	13
			CNEL:	15
			60 dBA	62
				68

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between Main Avenue and Diana A** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,650
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	285	5	2	211	4	2	53	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.3	-24.5	-28.5	-8.6	-25.8	-29.8	-14.6	-31.8	-35.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	53.0	53.6	60.7	51.7	52.3	54.7	45.7	46.3
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.7	Leq	NIGHT=	55.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.1 CNEL= 64.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	20	44	94
	CNEL:	22	48	104

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between Diana Avenue and Dunne** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	5,753
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	353	7	3	261	5	2	65	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.4	-23.6	-27.6	-7.7	-24.9	-28.9	-13.7	-30.9	-34.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.0	54.5	61.6	52.7	53.2	55.6	46.6	47.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.7	Leq	NIGHT=	56.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.1 CNEL= 65.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	23	50	109
	CNEL:	26	56	120

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between Dunne Avenue and San P** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,228
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	198	4	2	146	3	1	37	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.4	-25.6	-29.6	-9.7	-26.9	-30.9	-15.7	-32.9	-36.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	50.7	51.5	57.6	49.3	50.2	51.6	43.3	44.2
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.9	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	61.3
			CNEL=	61.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	13
			CNEL:	14
			60 dBA	61
				67

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between San Pedro Avenue and B** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,915
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	179	3	1	132	2	1	33	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-26.0	-30.0	-10.1	-27.4	-31.3	-16.1	-33.4	-37.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	50.4	51.3	57.3	49.0	49.9	51.3	43.0	43.9
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 61.0
				CNEL= 61.6
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	13	27	58
	CNEL:	14	30	64

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Condit Road** Analyst: **NJF**
 Segment: **between Barrett Avenue and Tennessee** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,932
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	180	3	1	133	3	1	33	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-26.0	-30.0	-10.1	-27.3	-31.3	-16.1	-33.3	-37.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	50.4	51.3	57.4	49.1	50.0	51.3	43.1	44.0
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 61.0
				CNEL= 61.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 13 27 58
				CNEL: 14 30 64

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Murphy Avenue** Analyst: **NJF**
 Segment: **between Diana Avenue and Dunne** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	463
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	28	1	0	21	0	0	5	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-16.2	-33.5	-37.4	-17.5	-34.8	-38.7	-23.5	-40.8	-44.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.0	41.5	42.7	47.7	40.2	41.4	41.7	34.1	35.4
VEHICULAR NOISE	DAY=	50.5	Leq	EVENING=	49.2	Leq	NIGHT=	43.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 51.6 CNEL= 52.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 3 6 14 CNEL: 3 7 15

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Murphy Avenue** Analyst: **NJF**
 Segment: **between Dunne Avenue and San P** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,939
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	180	3	1	133	3	1	33	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-26.0	-30.0	-10.1	-27.3	-31.3	-16.1	-33.3	-37.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	50.2	51.1	57.2	48.9	49.8	51.2	42.9	43.8
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	58.5	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 60.9 CNEL= 61.5
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	12	27	57
	CNEL:	14	29	63

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Murphy Avenue** Analyst: **NJF**
 Segment: **between San Pedro Avenue and B** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,814
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	173	3	1	128	2	1	32	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-26.2	-30.2	-10.3	-27.5	-31.5	-16.3	-33.5	-37.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	50.1	51.0	57.0	48.7	49.6	51.0	42.7	43.6
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	58.3	Leq	NIGHT=	52.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.7
			CNEL=	61.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	12
			CNEL:	13
			60 dBA	56
				61

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Murphy Avenue** Analyst: **NJF**
 Segment: **between Barrett Avenue and Tennessee** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,677
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	164	3	1	121	2	1	30	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.2	-26.4	-30.4	-10.5	-27.7	-31.7	-16.5	-33.7	-37.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	49.8	50.7	56.8	48.5	49.4	50.8	42.5	43.4
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	58.1	Leq	NIGHT=	52.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 60.5 CNEL= 61.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 12 25 54 CNEL: 13 27 59

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING** Project: **Morgan Hill GP**
 Roadway: **Murphy Avenue** Analyst: **NJF**
 Segment: **between Tennant Avenue and Fish** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,748
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	107	2	1	79	1	1	20	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.0	-28.3	-32.2	-12.3	-29.6	-33.5	-18.3	-35.6	-39.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	48.0	48.9	55.0	46.7	47.6	49.0	40.7	41.6
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	56.2	Leq	NIGHT=	50.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	58.6
			CNEL=	59.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	9
			CNEL:	10
				19
				40
				21
				44

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **County Line Road**
 Segment: **Westbound ramps to 5th Street**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,443
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	89	2	1	65	1	0	16	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.9	-29.1	-33.1	-13.2	-30.4	-34.4	-19.2	-36.4	-40.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	47.2	48.1	54.1	45.8	46.7	48.1	39.8	40.7
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	55.4	Leq	NIGHT=	49.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.8
			CNEL=	58.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	8
			CNEL:	8
			60 dBA	36
				39

Scenario: EXISTING part 2
Roadway: Hill Road
Segment: between Main Avenue and Diana Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,133
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	69	1	1	51	1	0	13	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.9	-30.1	-34.1	-14.2	-31.5	-35.4	-20.2	-37.5	-41.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.4	46.1	47.0	53.1	44.8	45.7	47.1	38.8	39.7
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	54.3	Leq	NIGHT=	48.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 56.7 CNEL= 57.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7	14 30
		CNEL:	7	15 33

Scenario: **EXISTING part 2**
 Roadway: **Hill Road**
 Segment: **between Diana Avenue and Dunne Avenue**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	950
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	1	0	43	1	0	11	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.7	-30.9	-34.9	-15.0	-32.2	-36.2	-21.0	-38.2	-42.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	45.5	46.4	52.5	44.2	45.1	46.5	38.2	39.1
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	53.7	Leq	NIGHT=	47.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 56.1 CNEL= 56.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	6	13 28
		CNEL:	7	14 30

Scenario: **EXISTING part 2**
Roadway: **Hill Road**
Segment: **between Dunne Avenue and San Pedro Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,835
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	113	2	1	83	2	1	21	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.8	-28.1	-32.0	-12.1	-29.4	-33.3	-18.1	-35.4	-39.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	48.3	49.2	55.3	47.0	47.9	49.3	41.0	41.9
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.6	Leq	NIGHT=	50.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 59.0
				CNEL= 59.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9 20 43	
		CNEL:	10 22 47	

Scenario: **EXISTING part 2**
 Roadway: **Hill Road**
 Segment: **between San Pedro Avenue and Barrett Avenue**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,766
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	108	2	1	80	2	1	20	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.0	-28.2	-32.2	-12.3	-29.5	-33.5	-18.3	-35.5	-39.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	48.0	48.9	55.0	46.7	47.6	49.0	40.7	41.6
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.3	Leq	NIGHT=	50.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.7 CNEL= 59.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9	19
		CNEL:	10	21

Scenario: **EXISTING part 2**
Roadway: **Hill Road**
Segment: **between Barrett Avenue and Tennant Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,266
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	139	3	1	103	2	1	26	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.9	-27.1	-31.1	-11.2	-28.4	-32.4	-17.2	-34.5	-38.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	49.1	50.0	56.1	47.8	48.7	50.1	41.8	42.7
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.3	Leq	NIGHT=	51.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 59.7 CNEL= 60.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	10	22 48
		CNEL:	11	25 53

Scenario: **EXISTING part 2**
Roadway: **Hill Road**
Segment: **between Tennant Avenue and Fisher Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,921
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	87	2	1	22	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.6	-27.9	-31.8	-11.9	-29.2	-33.1	-17.9	-35.2	-39.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	48.4	49.3	55.4	47.1	48.0	49.4	41.1	42.0
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.6	Leq	NIGHT=	50.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	59.0
			CNEL=	59.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	9	20
		CNEL:	10	22
			43	47

Scenario: **EXISTING part 2**
Roadway: **Hill Road**
Segment: **between Fisher Avenue and Maple Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,801
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	2	1	82	2	1	20	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.9	-28.1	-32.1	-12.2	-29.4	-33.4	-18.2	-35.5	-39.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	48.1	49.0	55.1	46.8	47.7	49.1	40.8	41.7
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.3	Leq	NIGHT=	50.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	58.7
			CNEL=	59.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	9	19
		CNEL:	10	21
			41	45

Scenario: **EXISTING part 2**
 Roadway: **Foothill Avenue**
 Segment: **between Tennant Avenue and Maple Avenue**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,219
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	75	1	1	55	1	0	14	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-13.1	-30.3	-34.3	-14.4	-31.7	-35.6	-20.4	-37.7	-41.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	47.2	47.8	54.9	45.9	46.5	48.9	39.9	40.5
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	55.9	Leq	NIGHT=	49.9	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.3 CNEL= 59.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8	18 39
		CNEL:	9	20 43

Scenario: **EXISTING part 2**
Roadway: **Foothill Avenue**
Segment: **between Maple Avenue and Middle Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,110
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	68	1	1	50	1	0	13	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-13.5	-30.7	-34.7	-14.8	-32.1	-36.0	-20.8	-38.1	-42.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	46.8	47.4	54.5	45.5	46.1	48.5	39.5	40.1
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	55.5	Leq	NIGHT=	49.5	Leq

RESULTS									
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):					Ldn=	57.9	
							CNEL=	58.5	
NOISE CONTOUR:							70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):						Ldn:	8	17	36
						CNEL:	9	19	40

Scenario: **EXISTING part 2**
 Roadway: **Columbet Avenue**
 Segment: **between Maple Avenue and Middle Avenue**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	321
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	20	0	0	15	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-18.4	-35.6	-39.6	-19.7	-36.9	-40.9	-25.7	-42.9	-46.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	40.6	41.5	47.6	39.3	40.2	41.6	33.3	34.2
VEHICULAR NOISE	DAY=	50.2	Leq	EVENING=	48.8	Leq	NIGHT=	42.8	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	51.3
			CNEL=	51.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	3	6
		CNEL:	3	7
			13	14

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Center Avenue** Analyst: **NJF**
 Segment: **between Maple Avenue and Middle** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,488
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	91	2	1	67	1	1	17	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.2	-29.5	-33.4	-13.5	-30.8	-34.7	-19.6	-36.8	-40.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	48.1	48.7	55.7	46.8	47.3	49.7	40.8	41.3
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	56.8	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.2 CNEL= 59.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	20	44
	CNEL:	10	23	49

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Tilton Avenue** Analyst: **NJF**
 Segment: **between Hale Avenue and Doughe** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,798
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	294	6	2	218	4	2	54	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.1	-23.3	-27.3	-7.4	-24.6	-28.6	-13.4	-30.6	-34.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	51.5	52.7	57.7	50.2	51.4	51.7	44.1	45.4
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	59.2	Leq	NIGHT=	53.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 61.6 CNEL= 62.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	14	30	64
	CNEL:	15	33	70

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Tilton Avenue** Analyst: **NJF**
 Segment: **between Dougherty Avenue and Mc** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	6,775
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	416	8	3	307	6	2	77	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.1	-27.1	-11.9	-29.1	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	53.0	54.2	59.2	51.7	52.9	53.2	45.6	46.9
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.7	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.1 CNEL= 63.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	17	37	80
	CNEL:	19	41	88

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Burnett Avenue** Analyst: **NJF**
 Segment: **between Monterey Road and Freeway** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,769
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	170	3	1	126	2	1	31	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.4	-25.7	-29.6	-9.8	-27.0	-31.0	-15.8	-33.0	-37.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	49.2	50.5	55.4	47.9	49.2	49.4	41.9	43.2
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	56.9	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.4 CNEL= 60.0
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	21	45
	CNEL:	11	23	50

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Madrone Parkway** Analyst: **NJF**
 Segment: **between Monterey Road and Light** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,435
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	88	2	1	65	1	0	16	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-11.3	-28.5	-32.5	-12.6	-29.9	-33.8	-18.6	-35.9	-39.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	46.2	47.5	52.4	44.9	46.2	46.4	38.9	40.2
VEHICULAR NOISE	DAY=	55.3	Leq	EVENING=	53.9	Leq	NIGHT=	47.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 56.3 CNEL= 57.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 6 13 29 CNEL: 7 15 31

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Madrone Parkway** Analyst: **NJF**
 Segment: **between Lightpost Way and Cochran Ave** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,992
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	184	3	1	136	3	1	34	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.1	-25.3	-29.3	-9.4	-26.7	-30.6	-15.4	-32.7	-36.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.6	50.8	55.8	48.3	49.5	49.8	42.2	43.5
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.3	Leq	NIGHT=	51.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.7 CNEL= 60.3
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	22	48
	CNEL:	11	24	52

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Monterey Road and Butte** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	20,718
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1271	24	10	939	18	7	235	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.8	-18.0	-22.0	-2.1	-19.3	-23.3	-8.1	-25.4	-29.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.3	60.3	60.9	68.0	59.0	59.6	62.0	53.0	53.6
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	69.0	Leq	NIGHT=	63.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.4 CNEL= 72.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	62	134	289
	CNEL:	69	148	318

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Butterfield Boulevard and** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	20,436
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1253	24	10	926	17	7	232	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-18.1	-22.1	-2.2	-19.4	-23.4	-8.2	-25.4	-29.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.2	60.3	60.8	67.9	59.0	59.5	61.9	52.9	53.5
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	69.0	Leq	NIGHT=	63.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.4 CNEL= 72.0
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	62	133	287
	CNEL:	68	146	316

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Sutter Boulevard and Mad** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	23,856
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1463	28	11	1081	20	8	271	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.2	-17.4	-21.4	-1.5	-18.7	-22.7	-7.5	-24.7	-28.7
Distance	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.2	62.3	62.9	69.9	61.0	61.5	63.9	55.0	55.5
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	73.4
			CNEL=	74.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	84
			CNEL:	93
				181
				390
				430

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Madrone Parkway and US** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	30,686
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1882	36	14	1391	26	11	348	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-16.3	-20.3	-0.4	-17.6	-21.6	-6.4	-23.7	-27.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	62.0	62.6	69.7	60.7	61.3	63.7	54.7	55.3
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	70.7	Leq	NIGHT=	64.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 73.1 CNEL= 73.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	81	174	376
	CNEL:	89	192	414

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between US 101 and Mission View** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	14,812
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	908	17	7	671	13	5	168	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.7	-19.0	-22.9	-3.1	-20.3	-24.3	-9.1	-26.3	-30.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	58.1	59.0	65.1	56.8	57.7	59.0	50.8	51.6
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.3	Leq	NIGHT=	60.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	68.7
			CNEL=	69.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	41
			CNEL:	45
			60 dBA	190
				209

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Mission View Drive and P** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,839
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	481	9	4	355	7	3	89	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-21.7	-25.7	-5.8	-23.1	-27.0	-11.8	-29.1	-33.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.7	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.9	Leq	NIGHT=	56.9	Leq

RESULTS						
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	65.3		
			CNEL=	65.9		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	24	52	112
			CNEL:	27	57	124

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Cochrane Road** Analyst: **NJF**
 Segment: **between Peet Road and Malaguerr** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,460
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	274	5	2	202	4	2	51	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.0	-24.2	-28.2	-8.3	-25.5	-29.5	-14.3	-31.5	-35.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	52.2	53.1	59.2	50.9	51.8	53.2	44.9	45.8
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	60.4	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.8 CNEL= 63.5
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	17	36	77
	CNEL:	18	39	85

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Llagas Road** Analyst: **NJF**
 Segment: **between Oak Glen Avenue and Wc** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	906
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	56	1	0	41	1	0	10	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-11.8	-29.1	-33.0	-13.1	-30.4	-34.3	-19.2	-36.4	-40.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.5	42.0	44.2	46.2	40.6	42.8	40.2	34.6	36.8
VEHICULAR NOISE	DAY=	49.9	Leq	EVENING=	48.6	Leq	NIGHT=	42.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 51.0 CNEL= 51.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 3 6 13 CNEL: 3 6 14

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Llagas Road** Analyst: **NJF**
 Segment: **between Hale Avenue and Old Mor** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,967
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	121	2	1	89	2	1	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.9	-27.2	-31.1	-11.2	-28.5	-32.4	-17.3	-34.5	-38.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	47.7	49.0	54.0	46.4	47.7	47.9	40.4	41.7
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	55.5	Leq	NIGHT=	49.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 57.9 CNEL= 58.5
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	8	17	36
	CNEL:	9	18	40

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Half Road** Analyst: **NJF**
 Segment: **between Condit Road and Mission** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,450
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	150	3	1	111	2	1	28	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.0	-26.2	-30.2	-10.3	-27.5	-31.5	-16.3	-33.5	-37.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	48.6	49.8	54.8	47.2	48.5	48.7	41.2	42.5
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.3	Leq	NIGHT=	50.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	58.7
			CNEL=	59.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	9
			CNEL:	10
				19
				41
				45

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Half Road** Analyst: **NJF**
 Segment: **between Mission View Drive and P** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	107
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7	0	0	5	0	0	1	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-22.6	-39.8	-43.8	-23.9	-41.1	-45.1	-29.9	-47.1	-51.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	42.5	35.0	36.2	41.2	33.6	34.9	35.2	27.6	28.9
VEHICULAR NOISE	DAY=	44.0	Leq	EVENING=	42.7	Leq	NIGHT=	36.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 45.1 CNEL= 45.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 1 2 5 CNEL: 1 3 6

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Main Avenue** Analyst: **NJF**
 Segment: **between Butterfield Boulevard and** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	5,619
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	345	7	3	255	5	2	64	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.0	-23.2	-27.1	-7.3	-24.5	-28.5	-13.3	-30.5	-34.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	53.2	54.1	60.2	51.9	52.8	54.2	45.9	46.8
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS						
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	63.8		
			CNEL=	64.5		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	19	42	90
			CNEL:	21	46	99

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Main Avenue** Analyst: **NJF**
 Segment: **between Condit Road and Hill Road** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,529
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	155	3	1	115	2	1	29	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.4	-26.7	-30.6	-10.7	-28.0	-31.9	-16.7	-34.0	-37.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	49.6	50.5	56.6	48.3	49.2	50.6	42.3	43.2
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.2
			CNEL=	60.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	11
			CNEL:	12
			60 dBA	52
				57

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Peak Avenue and Del Mar** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	6,458
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	396	7	3	293	6	2	73	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.8	-22.0	-26.0	-6.1	-23.3	-27.3	-12.1	-29.3	-33.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	52.9	54.2	59.1	51.6	52.9	53.1	45.6	46.8
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.6	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.0 CNEL= 63.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	17	37	80
	CNEL:	19	41	88

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Del Monte Avenue and Monte Vista Avenue** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,722
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	474	9	4	350	7	3	88	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-21.2	-25.2	-5.3	-22.5	-26.5	-11.3	-28.6	-32.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	53.7	54.9	59.9	52.4	53.6	53.9	46.4	47.6
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.8 CNEL= 64.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 19 42 90 CNEL: 21 46 99

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Monterey Road and Depot** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	17,023
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1044	20	8	772	15	6	193	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.6	-17.8	-21.8	-1.9	-19.1	-23.1	-7.9	-25.1	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	57.8	59.0	64.0	56.5	57.7	58.0	50.5	51.7
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.5	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	67.9
			CNEL=	68.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	36
			CNEL:	40
			60 dBA	168
				185

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Depot Street and Butterfie** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	18,752
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1150	22	9	850	16	6	213	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.1	-17.4	-21.3	-1.5	-18.7	-22.6	-7.5	-24.7	-28.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	58.2	59.5	64.4	56.9	58.1	58.4	50.9	52.1
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.9	Leq	NIGHT=	59.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 68.3 CNEL= 68.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	39	83	179
	CNEL:	43	92	197

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2**
 Roadway: **Dunne Avenue**
 Segment: **between Butterfield Boulevard and**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	23,722
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1455	27	11	1075	20	8	269	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.3	-16.9	-20.9	-1.0	-18.2	-22.2	-7.0	-24.3	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.4	60.1	61.0	67.1	58.8	59.7	61.1	52.8	53.7
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	68.3	Leq	NIGHT=	62.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 70.7 CNEL= 71.4
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	56	121	260
	CNEL:	62	133	286

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Walnut Grove Drive and C** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	27,828
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1707	32	13	1262	24	10	316	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.0	-16.2	-20.2	-0.3	-17.6	-21.5	-6.3	-23.6	-27.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.1	60.8	61.7	67.8	59.5	60.4	61.8	53.5	54.4
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	69.0	Leq	NIGHT=	63.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.4 CNEL= 72.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	62	134	289
	CNEL:	69	148	319

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Condit Road and Murphy** , Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	21,198
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1300	25	10	961	18	7	241	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.4	-21.4	-1.5	-18.7	-22.7	-7.5	-24.7	-28.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.9	59.6	60.5	66.6	58.3	59.2	60.6	52.3	53.2
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.8	Leq	NIGHT=	61.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 70.3 CNEL= 70.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	52	112	241
	CNEL:	57	123	266

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Murphy Avenue and Hill R** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	16,289
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	999	19	8	738	14	6	185	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.3	-18.6	-22.5	-2.6	-19.9	-23.8	-8.7	-25.9	-29.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.8	58.5	59.4	65.5	57.2	58.1	59.5	51.2	52.1
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	66.7	Leq	NIGHT=	60.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 69.1 CNEL= 69.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	44	94	203
	CNEL:	48	103	223

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Hill Road and Saddleback** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	9,882
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	606	11	5	448	8	3	112	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-20.7	-24.7	-4.8	-22.1	-26.0	-10.8	-28.1	-32.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	55.7	56.6	62.6	54.3	55.2	56.6	48.3	49.2
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.9	Leq	NIGHT=	57.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.3 CNEL= 66.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	28	61	131
	CNEL:	31	67	144

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Saddleback Drive and Gal** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,631
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	468	9	4	346	7	3	87	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-21.9	-25.8	-5.9	-23.2	-27.1	-11.9	-29.2	-33.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	54.5	55.4	61.5	53.2	54.1	55.5	47.2	48.1
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.8	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	65.2
			CNEL=	65.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	24
			CNEL:	26
			60 dBA	110
				122

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Gallop Drive and Flaming** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	6,800
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	417	8	3	308	6	2	77	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-22.4	-26.3	-6.4	-23.7	-27.6	-12.4	-29.7	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	53.9	54.8	60.9	52.6	53.5	54.9	46.6	47.5
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.5 CNEL= 65.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	22	46	100
	CNEL:	24	51	110

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Dunne Avenue** Analyst: **NJF**
 Segment: **between Flaming Oak Lane and Ja** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	6,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	417	8	3	308	6	2	77	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.5	-21.8	-25.7	-5.9	-23.1	-27.1	-11.9	-29.1	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	53.0	54.2	59.2	51.7	52.9	53.2	45.7	46.9
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.7	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.1 CNEL= 63.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 17 37 81 CNEL: 19 41 89

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **San Pedro Avenue** Analyst: **NJF**
 Segment: **between Monterey Road and Churc** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,666
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	225	4	2	166	3	1	42	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.8	-23.0	-27.0	-7.1	-24.3	-28.3	-13.1	-30.3	-34.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.6	48.0	50.2	52.3	46.7	48.9	46.3	40.7	42.9
VEHICULAR NOISE	DAY=	56.0	Leq	EVENING=	54.7	Leq	NIGHT=	48.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 57.1 CNEL= 57.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 7 15 32 CNEL: 8 16 35

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **San Pedro Avenue** Analyst: **NJF**
 Segment: **between Church Street and Butterfi** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,294
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	263	5	2	195	4	1	49	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.1	-22.3	-26.3	-6.4	-23.6	-27.6	-12.4	-29.6	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.3	48.7	50.9	53.0	47.4	49.6	47.0	41.4	43.6
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	55.4	Leq	NIGHT=	49.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.8
			CNEL=	58.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	8
			CNEL:	8
			60 dBA	36
				39

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **San Pedro Avenue** Analyst: **NJF**
 Segment: **between Butterfield Boulevard and** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,091
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	67	1	1	49	1	0	12	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-12.5	-29.7	-33.7	-13.8	-31.0	-35.0	-19.8	-37.1	-41.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	45.0	46.3	51.2	43.7	45.0	45.2	37.7	39.0
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	52.8	Leq	NIGHT=	46.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	55.2
			CNEL=	55.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	5
			CNEL:	6
			60 dBA	24
				26

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2** Project: **Morgan Hill GP**
 Roadway: **Edmundson Avenue** Analyst: **NJF**
 Segment: **between Oak Glen Avenue and De** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,564
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	280	5	2	207	4	2	52	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.4	-24.6	-28.6	-8.7	-25.9	-29.9	-14.7	-31.9	-35.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.0	53.5	60.6	51.6	52.2	54.6	45.6	46.2
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.7	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	64.1
			CNEL=	64.7
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	20
			CNEL:	22
			60 dBA	93
				103

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 2**
 Roadway: **County Line Road**
 Segment: **Westbound ramps to 5th Street**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	5,954
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	365	7	3	270	5	2	68	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.2	-23.5	-27.4	-7.5	-24.8	-28.7	-13.5	-30.8	-34.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.1	54.7	61.8	52.8	53.4	55.7	46.8	47.4
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.8	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.2 CNEL= 65.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	52	111
	CNEL:	26	57	123

Scenario: EXISTING part 3
Roadway: Edmundson Avenue
Segment: between Sunnyside Avenue and Olympic Drive

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,387
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	269	5	2	199	4	2	50	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.5	-24.8	-28.7	-8.9	-26.1	-30.0	-14.9	-32.1	-36.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	52.8	53.4	60.4	51.5	52.0	54.4	45.5	46.0
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.5	Leq	NIGHT=	55.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 63.9 CNEL= 64.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	20	42 91
		CNEL:	22	46 100

Scenario: **EXISTING part 3**
 Roadway: **Edmundson Avenue**
 Segment: **between Olympic Drive and Monterey Road**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	8,064
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	495	9	4	366	7	3	92	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.8	-21.0	-25.0	-5.1	-22.4	-26.3	-11.1	-28.4	-32.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	53.9	55.1	60.1	52.6	53.8	54.1	46.5	47.8
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.6	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 64.0
				CNEL= 64.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	20 43 92	
		CNEL:	22 47 102	

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Monterey Road and Church Street**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	10,245
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	628	12	5	464	9	4	116	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.8	-20.0	-24.0	-4.1	-21.3	-25.3	-10.1	-27.3	-31.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	55.6	56.8	61.8	54.3	55.5	55.8	48.2	49.5
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.3	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.7 CNEL= 66.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	26	56 120
		CNEL:	28	61 132

Scenario: **EXISTING part 3**
 Roadway: **Tennant Avenue**
 Segment: **between Church Street and Vineyard Boulevard**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	11,174
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	685	13	5	507	10	4	127	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.4	-19.6	-23.6	-3.7	-20.9	-24.9	-9.7	-27.0	-30.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	56.0	57.2	62.2	54.6	55.9	56.1	48.6	49.9
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.7	Leq	NIGHT=	57.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 66.1 CNEL= 66.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27	59 127
		CNEL:	30	65 140

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Vineyard Boulevard and Butterfield Boulev**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	16,286
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	999	19	8	738	14	6	185	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.3	-18.6	-22.5	-2.6	-19.9	-23.8	-8.7	-25.9	-29.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.8	58.5	59.4	65.5	57.2	58.1	59.5	51.2	52.1
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	66.7	Leq	NIGHT=	60.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.1 CNEL= 69.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44 94 202	
		CNEL:	48 103 223	

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Butterfield Boulevard and US 101**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	32,630
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2001	38	15	1479	28	11	371	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.2	-16.1	-20.0	-0.1	-17.4	-21.3	-6.1	-23.4	-27.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	62.3	62.9	70.0	61.0	61.6	63.9	55.0	55.5
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 73.4 CNEL= 74.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	84 182 391	
		CNEL:	93 200 431	

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between US 101 and Condit Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	12,069
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	740	14	6	547	10	4	137	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.1	-20.4	-24.3	-4.5	-21.7	-25.7	-10.5	-27.7	-31.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	58.0	58.6	65.6	56.7	57.2	59.6	50.7	51.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	66.7	Leq	NIGHT=	60.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.1 CNEL= 69.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43	94 202
		CNEL:	48	103 222

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Condit Road and Murphy Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	7,056
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	433	8	3	320	6	2	80	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.5	-22.7	-26.7	-6.8	-24.0	-28.0	-12.8	-30.0	-34.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	54.9	55.4	62.5	53.5	54.1	56.5	47.5	48.1
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.5	Leq	NIGHT=	57.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.9 CNEL= 66.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27	58 125
		CNEL:	30	64 137

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Murphy Avenue and Hill Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,986
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	244	5	2	181	3	1	45	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.0	-25.2	-29.1	-9.3	-26.5	-30.5	-15.3	-32.5	-36.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	52.4	52.9	60.0	51.1	51.6	54.0	45.0	45.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	61.1	Leq	NIGHT=	55.1	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 63.5 CNEL= 64.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	18	40 85
		CNEL:	20	44 94

Scenario: **EXISTING part 3**
Roadway: **Tennant Avenue**
Segment: **between Hill Road and Foothill Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,338
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	82	2	1	61	1	0	15	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.7	-29.9	-33.9	-14.0	-31.2	-35.2	-20.0	-37.3	-41.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	47.6	48.2	55.3	46.3	46.9	49.3	40.3	40.9
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.3	Leq	NIGHT=	50.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.7 CNEL= 59.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9	19
		CNEL:	10	21

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3**
 Roadway: **Tennant Avenue**
 Segment: **between Foothill Avenue and Carey**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	35
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2	0	0	2	0	0	0	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-28.5	-45.8	-49.7	-29.8	-47.1	-51.0	-35.8	-53.1	-57.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	40.8	31.8	32.4	39.5	30.5	31.1	33.4	24.5	25.0
VEHICULAR NOISE	DAY=	41.8	Leq	EVENING=	40.5	Leq	NIGHT=	34.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 42.9 CNEL= 43.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 1 2 4 CNEL: 1 2 4

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Watsonville Road** Analyst: **NJF**
 Segment: **between Sunnyside Avenue and Ol** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	13,041
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	800	15	6	591	11	4	148	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.8	-20.0	-24.0	-4.1	-21.4	-25.3	-10.1	-27.4	-31.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	57.7	58.2	65.3	56.4	56.9	59.3	50.3	50.9
VEHICULAR NOISE	DAY=	67.7	Leq	EVENING=	66.4	Leq	NIGHT=	60.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	68.8
			CNEL=	69.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	41
			CNEL:	46
			60 dBA	192
				211

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Watsonville Road** Analyst: **NJF**
 Segment: **between Olive Avenue and Monterey** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	16,566
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1016	19	8	751	14	6	188	4	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.8	-19.0	-23.0	-3.1	-20.3	-24.3	-9.1	-26.3	-30.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	58.7	59.3	66.4	57.4	58.0	60.3	51.4	51.9
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	69.8
			CNEL=	70.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	49
			CNEL:	53
			60 dBA	225
				248

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Maple Avenue** Analyst: **NJF**
 Segment: **between Murphy Avenue and Colur** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	55
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3	0	0	2	0	0	1	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-26.0	-43.3	-47.2	-27.4	-44.6	-48.6	-33.4	-50.6	-54.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	41.3	33.0	33.9	39.9	31.7	32.5	33.9	25.6	26.5
VEHICULAR NOISE	DAY=	42.5	Leq	EVENING=	41.2	Leq	NIGHT=	35.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 43.6 CNEL= 44.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	1	2	4
	CNEL:	1	2	4

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Maple Avenue** Analyst: **NJF**
 Segment: **between Columbet Avenue and Hill** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	316
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	19	0	0	14	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-18.5	-35.7	-39.6	-19.8	-37.0	-41.0	-25.8	-43.0	-47.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.8	40.6	41.5	47.5	39.3	40.1	41.5	33.2	34.1
VEHICULAR NOISE	DAY=	50.1	Leq	EVENING=	48.8	Leq	NIGHT=	42.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 51.2 CNEL= 51.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	3	6	13
	CNEL:	3	7	14

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Maple Avenue** Analyst: **NJF**
 Segment: **between Hill Road and Center Ave** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,497
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	92	2	1	68	1	1	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.7	-28.9	-32.9	-13.0	-30.2	-34.2	-19.0	-36.3	-40.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.6	47.3	48.2	54.3	46.0	46.9	48.3	40.0	40.9
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	55.5	Leq	NIGHT=	49.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.9
			CNEL=	58.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	8
			CNEL:	9
			60 dBA	36
				40

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Maple Avenue** Analyst: **NJF**
 Segment: **between Center Avenue and Footh** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	11
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1	0	0	0	0	0	0	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-33.0	-50.3	-54.2	-34.3	-51.6	-55.5	-40.4	-57.6	-61.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	34.3	26.0	26.9	33.0	24.7	25.6	26.9	18.7	19.5
VEHICULAR NOISE	DAY=	35.5	Leq	EVENING=	34.2	Leq	NIGHT=	28.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 36.6 CNEL= 37.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 0 1 1 CNEL: 0 1 2

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Middle Avenue** Analyst: **NJF**
 Segment: **between Monterey Road and Murph** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,011
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	185	3	1	136	3	1	34	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.1	-25.3	-29.3	-9.4	-26.6	-30.6	-15.4	-32.6	-36.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	49.4	50.7	55.7	48.1	49.4	49.6	42.1	43.4
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.2	Leq	NIGHT=	51.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.6 CNEL= 60.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	22	47
	CNEL:	11	24	52

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Middle Avenue** Analyst: **NJF**
 Segment: **between Murphy Avenue and Sycamore Avenue** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	2,146
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	132	2	1	97	2	1	24	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-10.6	-27.9	-31.8	-12.0	-29.2	-33.2	-18.0	-35.2	-39.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	49.7	50.2	57.3	48.4	48.9	51.3	42.4	42.9
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.4	Leq	NIGHT=	52.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.8
			CNEL=	61.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	12
			CNEL:	13
			60 dBA	56
				62

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Middle Avenue** Analyst: **NJF**
 Segment: **between Sycamore Avenue and Cc** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	1,004
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	62	1	0	46	1	0	11	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-13.9	-31.2	-35.1	-15.3	-32.5	-36.5	-21.3	-38.5	-42.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	46.4	46.9	54.0	45.1	45.6	48.0	39.1	39.6
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	55.1	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 57.5 CNEL= 58.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 7 16 34 CNEL: 8 17 37

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Middle Avenue** Analyst: **NJF**
 Segment: **between Columbet Avenue and Ce** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	747
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	46	1	0	34	1	0	8	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-15.2	-32.5	-36.4	-16.5	-33.8	-37.7	-22.6	-39.8	-43.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	45.1	45.7	52.7	43.8	44.3	46.7	37.8	38.3
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	53.8	Leq	NIGHT=	47.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 56.2 CNEL= 56.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 6 13 28 CNEL: 7 14 31

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **Middle Avenue** Analyst: **NJF**
 Segment: **between Center Avenue and Footh** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	289
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	18	0	0	13	0	0	3	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-19.4	-36.6	-40.5	-20.7	-37.9	-41.9	-26.7	-43.9	-47.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.9	41.0	41.5	48.6	39.7	40.2	42.6	33.6	34.2
VEHICULAR NOISE	DAY=	51.0	Leq	EVENING=	49.7	Leq	NIGHT=	43.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 52.1 CNEL= 52.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 3 7 15 CNEL: 4 8 16

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **US 101** Analyst: **NJF**
 Segment: **between Burnett Avenue (Lane Dr** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	8268	262	420	6111	194	310	1531	49	78
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.7	-9.2	-7.2	4.4	-10.6	-8.5	-1.6	-16.6	-14.5
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.4	69.6	75.2	77.1	68.3	73.9	71.1	62.3	67.8
VEHICULAR NOISE	DAY=	80.5	Leq	EVENING=	79.2	Leq	NIGHT=	73.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn=	81.6
			CNEL=	82.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	592
			CNEL:	652
			1276	2749
			1405	3027

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **US 101** Analyst: **NJF**
 Segment: **between Cochrane Road and East** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	8103	257	411	5989	190	304	1500	48	76
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.7	-9.3	-7.3	4.3	-10.6	-8.6	-1.7	-16.7	-14.6
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.4	69.5	75.1	77.0	68.2	73.8	71.0	62.2	67.8
VEHICULAR NOISE	DAY=	80.4	Leq	EVENING=	79.1	Leq	NIGHT=	73.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn=	81.5
			CNEL=	82.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	584
			CNEL:	643
			1259	2712
			1386	2986

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **US 101** Analyst: **NJF**
 Segment: **between East Dunne Avenue and** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7885	250	400	5828	185	296	1460	46	74
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.5	-9.5	-7.4	4.2	-10.8	-8.7	-1.8	-16.8	-14.7
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.2	69.4	75.0	76.9	68.1	73.7	70.9	62.1	67.6
VEHICULAR NOISE	DAY=	80.3	Leq	EVENING=	79.0	Leq	NIGHT=	73.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn=	81.4
			CNEL=	82.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	574
			CNEL:	632
			1236	2664
			1361	2933

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING part 3** Project: **Morgan Hill GP**
 Roadway: **US 101** Analyst: **NJF**
 Segment: **between Tennant Avenue and San** Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7495	238	381	5540	176	281	1388	44	70
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.3	-9.7	-7.6	4.0	-11.0	-8.9	-2.0	-17.0	-15.0
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.0	69.2	74.7	76.7	67.9	73.4	70.7	61.9	67.4
VEHICULAR NOISE	DAY=	80.1	Leq	EVENING=	78.8	Leq	NIGHT=	72.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 81.2
				CNEL= 81.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 555 1195 2575
				CNEL: 611 1316 2835

Scenario: EXISTING
Roadway: Dunne Avenue
Segment: between Peak Avenue and Dewitt Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,483
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	91	2	1	67	1	1	17	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-10.5	-27.7	-31.7	-11.8	-29.0	-33.0	-17.8	-35.1	-39.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.0	45.3	47.0	50.7	44.0	45.7	44.6	38.0	39.7
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	52.5	Leq	NIGHT=	46.5	Leq

RESULTS									
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):					Ldn=	54.9	
							CNEL=	55.6	
NOISE CONTOUR:							70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):						Ldn:	5	11	23
						CNEL:	5	12	25

Scenario: **EXISTING**
Roadway: **Dewitt Avenue**
Segment: **between Spring Avenue and Edmundson Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	3,153
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	193	4	1	143	3	1	36	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.9	-25.1	-29.1	-9.2	-26.4	-30.4	-15.2	-32.4	-36.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.2	49.6	50.9	55.9	48.3	49.6	49.8	42.3	43.6
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	57.4	Leq	NIGHT=	51.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 59.8 CNEL= 60.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	10	22 48
		CNEL:	11	25 53

Scenario: **EXISTING**
Roadway: **Peak Avenue**
Segment: **between Dunne Avenue and Main Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	4,210
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	258	5	2	191	4	1	48	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-6.0	-23.2	-27.2	-7.3	-24.5	-28.5	-13.3	-30.5	-34.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.5	49.9	51.6	55.2	48.5	50.2	49.2	42.5	44.2
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	57.1	Leq	NIGHT=	51.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	59.5
			CNEL=	60.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	10	21
		CNEL:	11	24
			46	51

Scenario: **EXISTING**
Roadway: **Main Avenue**
Segment: **between Peak Avenue and Hale Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	6,238
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	383	7	3	283	5	2	71	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.6	-22.8	-26.8	-11.6	-28.8	-32.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	51.6	53.3	56.9	50.3	51.9	50.9	44.2	45.9
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 61.2 CNEL= 61.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	13	28 60
		CNEL:	14	31 66

Scenario: **EXISTING**
Roadway: **Main Avenue**
Segment: **between Hale Avenue and Monterey Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	12,969
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	795	15	6	588	11	4	147	3	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.1	-18.3	-22.3	-2.4	-19.6	-23.6	-8.4	-25.6	-29.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	54.7	56.4	60.1	53.4	55.1	54.1	47.4	49.1
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	61.9	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	64.3
			CNEL=	65.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	21	45
		CNEL:	23	50
			97	107

Scenario: **EXISTING**
 Roadway: **Main Avenue**
 Segment: **between Monterey Road and Butterfield Boulevard**

Project: **Morgan Hill GP**
 Analyst: **NJF**
 Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	13,120
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	805	15	6	595	11	5	149	3	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.0	-18.3	-22.2	-2.3	-19.6	-23.5	-8.3	-25.6	-29.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	54.9	56.6	60.3	53.6	55.3	54.3	47.6	49.3
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 64.5 CNEL= 65.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22	47 100
		CNEL:	24	51 111

Scenario: **EXISTING**
Roadway: **Main Avenue**
Segment: **between Hill Road and Cochrane Road**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	912
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	56	1	0	41	1	0	10	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.8	-31.1	-35.0	-15.2	-32.4	-36.4	-21.2	-38.4	-42.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.5	45.2	46.1	52.1	43.9	44.7	46.1	37.8	38.7
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	53.4	Leq	NIGHT=	47.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 55.8 CNEL= 56.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	6	12 26
		CNEL:	6	13 29

Scenario: **EXISTING**
Roadway: **Monterey Road**
Segment: **between Main Avenue and Dunne Avenue**

Project: **Morgan Hill GP**
Analyst: **NJF**
Date: **09-Oct-15**

ROADWAY INPUTS	
ADT	11,513
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	706	13	5	522	10	4	131	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.8	-18.0	-22.0	-2.1	-19.3	-23.3	-8.1	-25.4	-29.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	53.1	55.3	57.4	51.8	54.0	51.4	45.8	48.0
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 62.2 CNEL= 62.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	15	33 70
		CNEL:	17	36 77

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Tilton Avenue and Burnett Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	31,628
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1940	37	15	1434	27	11	359	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.6	-16.7	-20.6	-0.7	-18.0	-21.9	-6.7	-24.0	-27.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.5	62.9	63.2	71.1	61.6	61.8	65.1	55.6	55.8
VEHICULAR NOISE	DAY=	73.3	Leq	EVENING=	72.0	Leq	NIGHT=	66.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 74.4 CNEL= 75.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	99	213 459
		CNEL:	109	234 505

Scenario: 2035 part 1 Project: Morgan Hill GP
Roadway: Monterey Road Analyst: NJF
Segment: between Burnett Avenue and Madrone Parkway Date: 09-Oct-15

ROADWAY INPUTS	
ADT	33,269
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2040	39	15	1508	28	11	378	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.3	-16.0	-19.9	-0.1	-17.3	-21.2	-6.1	-23.3	-27.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.4	62.4	63.0	70.0	61.1	61.6	64.0	55.1	55.6
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	71.1	Leq	NIGHT=	65.1	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 73.5 CNEL= 74.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	85 184 397	
		CNEL:	94 203 437	

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Madrone Parkway and Cochrane Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	30,742
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1885	36	14	1394	26	11	349	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-16.3	-20.3	-0.4	-17.6	-21.6	-6.4	-23.6	-27.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	62.0	62.6	69.7	60.7	61.3	63.7	54.7	55.3
VEHICULAR NOISE	DAY=	72.1	Leq	EVENING=	70.7	Leq	NIGHT=	64.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 73.1 CNEL= 73.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81	175 376
		CNEL:	89	192 414

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Cochrane Road and Llagas Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	19,584
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1201	23	9	888	17	7	222	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.0	-17.2	-21.1	-1.3	-18.5	-22.5	-7.3	-24.5	-28.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	58.0	59.2	64.2	56.7	57.9	58.2	50.7	51.9
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.7	Leq	NIGHT=	59.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 68.1 CNEL= 68.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	37	81 173
		CNEL:	41	89 191

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Llagas Road and Wright Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	15,554
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	954	18	7	705	13	5	177	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.0	-18.2	-22.1	-2.3	-19.5	-23.5	-8.3	-25.5	-29.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	57.4	58.6	63.6	56.1	57.3	57.6	50.1	51.3
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	65.1	Leq	NIGHT=	59.1	Leq

RESULTS									
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):					Ldn=	67.5	
							CNEL=	68.1	
NOISE CONTOUR:							70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):						Ldn:	34	73	158
						CNEL:	38	81	174

Scenario: 2035 part 1
 Roadway: Monterey Road
 Segment: between Wright Avenue and Main Avenue

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	17,164
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1053	20	8	778	15	6	195	4	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.1	-17.1	-21.0	-1.2	-18.4	-22.4	-7.2	-24.4	-28.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	56.8	58.5	62.1	55.5	57.1	56.1	49.4	51.1
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	57.9	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 66.4 CNEL= 67.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29	62 133
		CNEL:	32	68 146

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Dunne Avenue and San Pedro Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	27,449
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1684	32	13	1244	24	9	312	6	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	1.5	-15.7	-19.7	0.2	-17.0	-21.0	-5.8	-23.0	-27.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.4	59.9	61.1	66.1	58.5	59.8	60.0	52.5	53.8
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 70.0 CNEL= 70.6
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	50	107
		CNEL:	55	118
			231	254

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between San Pedro Avenue and Barrett Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,140
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1603	30	12	1185	22	9	297	6	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	1.3	-15.9	-19.9	0.0	-17.2	-21.2	-6.0	-23.3	-27.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	59.6	60.9	65.8	58.3	59.6	59.8	52.3	53.6
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.8 CNEL= 70.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	48	104 224
		CNEL:	53	114 246

Scenario: 2035 part 1
Roadway: Monterey Road
Segment: between Barrett Avenue and Tennant Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,285
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1612	30	12	1192	23	9	298	6	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	1.3	-15.9	-19.9	0.0	-17.2	-21.2	-6.0	-23.2	-27.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	59.7	60.9	65.9	58.4	59.6	59.9	52.3	53.6
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.8 CNEL= 70.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	48	104 224
		CNEL:	53	115 247

Scenario: 2035 part 1 Project: Morgan Hill GP
Roadway: Monterey Road Analyst: NJF
Segment: between Tennant Avenue and Vineyard Boulevard Date: 09-Oct-15

ROADWAY INPUTS	
ADT	21,205
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1301	25	10	961	18	7	241	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.4	-16.8	-20.8	-0.9	-18.2	-22.1	-6.9	-24.2	-28.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	58.7	60.0	64.9	57.4	58.7	58.9	51.4	52.7
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.4	Leq	NIGHT=	60.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 68.9 CNEL= 69.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	42	90 195
		CNEL:	46	99 214

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Monterey Road Analyst: NJF
 Segment: between Vineyard Boulevard and V Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,985
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1655	31	13	1223	23	9	306	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-1.0	-18.2	-22.2	-7.0	-24.2	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.5	62.0	69.1	60.2	60.7	63.1	54.2	54.7
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	70.2	Leq	NIGHT=	64.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	72.6
			CNEL=	73.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	74
			CNEL:	82
			60 dBA	345
				176
				380

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Monterey Road Analyst: NJF
 Segment: between Watsonville Road and Jol Date: 09-Oct-15

ROADWAY INPUTS	
ADT	31,862
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1954	37	15	1444	27	11	362	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.6	-16.6	-20.6	-0.7	-17.9	-21.9	-6.7	-23.9	-27.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.5	62.9	63.2	71.2	61.6	61.9	65.2	55.6	55.9
VEHICULAR NOISE	DAY=	73.4	Leq	EVENING=	72.1	Leq	NIGHT=	66.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 74.5
				CNEL= 75.1
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	99	214	461
	CNEL:	109	236	507

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Monterey Road Analyst: NJF
 Segment: between John Wilson Way and Mid Date: 09-Oct-15

ROADWAY INPUTS	
ADT	29,446
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1806	34	14	1335	25	10	334	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.3	-17.0	-20.9	-1.0	-18.3	-22.2	-7.1	-24.3	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	62.6	62.8	70.8	61.3	61.5	64.8	55.3	55.5
VEHICULAR NOISE	DAY=	73.0	Leq	EVENING=	71.7	Leq	NIGHT=	65.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	74.1
			CNEL=	74.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	94
			CNEL:	104
			60 dBA	437
				481

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Monterey Road
 Segment: between Middle Avenue and Athert

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,034
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1597	30	12	1180	22	9	296	6	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.3	-17.5	-21.5	-1.6	-18.8	-22.8	-7.6	-24.8	-28.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	62.0	62.3	70.3	60.7	61.0	64.3	54.7	55.0
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.2	Leq	NIGHT=	65.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 73.6 CNEL= 74.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	87	187	403
	CNEL:	96	206	444

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Hale Avenue
 Segment: between Tilton Avenue and Old Mo

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,791
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	662	13	5	489	9	4	123	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.6	-20.9	-24.8	-4.9	-22.2	-26.1	-11.0	-28.2	-32.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	56.8	57.4	64.5	55.5	56.1	58.5	49.5	50.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.5	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 67.9 CNEL= 68.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 36 79 169 CNEL: 40 86 186

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Hale Avenue Analyst: NJF
 Segment: between Old Monterey Road and L Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,434
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	640	12	5	473	9	4	118	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.8	-21.0	-25.0	-5.1	-22.3	-26.3	-11.1	-28.3	-32.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	56.5	57.1	64.2	55.2	55.8	58.2	49.2	49.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.2	Leq	NIGHT=	59.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 67.6 CNEL= 68.3
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	35	75	162
	CNEL:	38	83	178

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Hale Avenue Analyst: NJF
 Segment: between Llagas Road and Wright A Date: 09-Oct-15

ROADWAY INPUTS	
ADT	13,703
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	840	16	6	621	12	5	156	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	56.9	57.8	63.9	55.6	56.5	57.9	49.6	50.5
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.1	Leq	NIGHT=	59.1	Leq

RESULTS						
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	67.6		
			CNEL=	68.2		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	34	74	159
			CNEL:	38	81	176

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Hale Avenue Analyst: NJF
 Segment: between Wright Avenue and Main / Date: 09-Oct-15

ROADWAY INPUTS	
ADT	12,010
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	737	14	6	544	10	4	136	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.5	56.7	61.7	54.1	55.4	55.7	48.1	49.4
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.6 CNEL= 66.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	25	55	118
	CNEL:	28	60	130

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between Cochrane Road and Sutte Date: 09-Oct-15

ROADWAY INPUTS	
ADT	21,079
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1293	24	10	956	18	7	239	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-18.0	-21.9	-2.0	-19.3	-23.2	-8.0	-25.3	-29.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.4	61.0	68.1	59.1	59.7	62.0	53.1	53.6
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.1	Leq	NIGHT=	63.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.5 CNEL= 72.1
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	63	136	293
	CNEL:	69	150	322

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between Sutter Boulevard and Main Date: 09-Oct-15

ROADWAY INPUTS	
ADT	23,741
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1456	28	11	1076	20	8	270	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.2	-17.4	-21.4	-1.5	-18.8	-22.7	-7.5	-24.8	-28.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.9	61.5	68.6	59.6	60.2	62.6	53.6	54.2
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.6	Leq	NIGHT=	63.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 72.0 CNEL= 72.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 68 147 317 CNEL: 75 162 349

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between Main Avenue and Dunne / Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,947
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1653	31	13	1222	23	9	306	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.3	-16.9	-20.9	-1.0	-18.2	-22.2	-7.0	-24.2	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.5	62.0	69.1	60.2	60.7	63.1	54.2	54.7
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	70.2	Leq	NIGHT=	64.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	72.6
			CNEL=	73.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	74
			CNEL:	82
			60 dBA	345
				176
				379

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between Dunne Avenue and San F Date: 09-Oct-15

ROADWAY INPUTS	
ADT	21,017
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1289	24	10	953	18	7	239	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-18.0	-21.9	-2.0	-19.3	-23.2	-8.1	-25.3	-29.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.4	61.0	68.0	59.1	59.6	62.0	53.1	53.6
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.1	Leq	NIGHT=	63.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	71.5
			CNEL=	72.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	63
			CNEL:	69
			136	292
			149	321

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between San Pedro Avenue and B Date: 09-Oct-15

ROADWAY INPUTS	
ADT	18,799
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1153	22	9	852	16	6	213	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.2	-18.5	-22.4	-2.5	-19.8	-23.7	-8.5	-25.8	-29.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.9	59.9	60.5	67.6	58.6	59.2	61.5	52.6	53.2
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	68.6	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.0 CNEL= 71.6
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	58	126	271
	CNEL:	64	139	298

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Butterfield Boulevard Analyst: NJF
 Segment: between Barrett Avenue and Tennessee Date: 09-Oct-15

ROADWAY INPUTS	
ADT	18,213
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1117	21	8	826	16	6	207	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.4	-18.6	-22.6	-2.7	-19.9	-23.9	-8.7	-25.9	-29.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.7	59.8	60.3	67.4	58.5	59.0	61.4	52.4	53.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	68.5	Leq	NIGHT=	62.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	70.9
			CNEL=	71.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	57
			CNEL:	63
			65 dBA	123
			60 dBA	265
				292

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Sutter Boulevard Analyst: NJF
 Segment: between Cochrane Road and Butte Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,951
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	365	7	3	270	5	2	68	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.1	-22.4	-26.3	-6.4	-23.7	-27.6	-12.4	-29.7	-33.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	53.2	54.5	59.4	51.9	53.2	53.4	45.9	47.2
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.9	Leq	NIGHT=	54.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	63.3
			CNEL=	64.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	18
			CNEL:	20
			60 dBA	83
				92

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Vineyard Boulevard Analyst: NJF
 Segment: between Mast Street and Tennant / Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,988
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	122	2	1	90	2	1	23	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.9	-27.1	-31.1	-11.2	-28.4	-32.4	-17.2	-34.4	-38.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	47.6	48.9	53.9	46.3	47.6	47.8	40.3	41.6
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	55.4	Leq	NIGHT=	49.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 57.8 CNEL= 58.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 8 16 35 CNEL: 8 18 39

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Dewitt Avenue Analyst: NJF
 Segment: between Spring Avenue and Edmu Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,892
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	361	7	3	267	5	2	67	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.3	-23.5	-27.5	-7.6	-24.8	-28.8	-13.6	-30.8	-34.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	54.1	54.6	61.7	52.8	53.3	55.7	46.7	47.3
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.8	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.2 CNEL= 65.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	51	111
	CNEL:	26	56	122

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Sunnyside Avenue Analyst: NJF
 Segment: between Edmundson Avenue and \ Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,933
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	425	8	3	314	6	2	79	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-22.3	-26.2	-6.4	-23.6	-27.5	-12.4	-29.6	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	54.0	54.9	60.9	52.7	53.6	54.9	46.7	47.5
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS						
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	64.6		
			CNEL=	65.2		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	22	47	101
			CNEL:	24	52	111

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Santa Teresa Boulevard Analyst: NJF
 Segment: between Watsonville Road and Cal Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,477
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	397	8	3	294	6	2	74	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.8	-23.1	-27.0	-7.2	-24.4	-28.4	-13.2	-30.4	-34.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	54.5	55.0	62.1	53.2	53.7	56.1	47.2	47.7
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.6 CNEL= 66.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 25 55 118 CNEL: 28 60 130

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Mission View Drive Analyst: NJF
 Segment: between Cochrane Road and Half I Date: 09-Oct-15

ROADWAY INPUTS	
ADT	13,275
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	814	15	6	602	11	5	151	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.2	-19.5	-23.4	-3.5	-20.8	-24.7	-9.5	-26.8	-30.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	56.9	57.8	63.9	55.6	56.5	57.9	49.6	50.5
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.2	Leq	NIGHT=	59.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	67.6
			CNEL=	68.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	34
			CNEL:	38
			60 dBA	160
				176

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Peet Road
 Segment: between Cochrane Road and Half I

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,261
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	77	1	1	57	1	0	14	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-11.9	-29.1	-33.1	-13.2	-30.4	-34.4	-19.2	-36.4	-40.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	45.8	47.1	52.0	44.5	45.8	46.0	38.5	39.8
VEHICULAR NOISE	DAY=	54.8	Leq	EVENING=	53.5	Leq	NIGHT=	47.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 55.9 CNEL= 56.6
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	6	12	27
	CNEL:	6	14	29

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Cochran Road Analyst: NJF
 Segment: between Malaguerra Avenue and C Date: 09-Oct-15

ROADWAY INPUTS	
ADT	2,567
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	157	3	1	116	2	1	29	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-9.9	-27.1	-31.1	-11.2	-28.4	-32.4	-17.2	-34.4	-38.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	50.6	51.2	58.3	49.3	49.9	52.2	43.3	43.8
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	61.7
			CNEL=	62.3
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	14
			CNEL:	15
			60 dBA	65
				72

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Cochran Road Analyst: NJF
 Segment: between Coyote Road and Half Road Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	61	1	0	45	1	0	11	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.0	-31.2	-35.2	-15.3	-32.5	-36.5	-21.3	-38.5	-42.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	46.4	46.9	54.0	45.1	45.6	48.0	39.0	39.6
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	55.1	Leq	NIGHT=	49.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.5
			CNEL=	58.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	7
			CNEL:	8
			60 dBA	34
				37

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Cochrane Road Analyst: NJF
 Segment: between Half Road and Main Avenue Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,019
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	62	1	0	46	1	0	12	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-13.9	-31.1	-35.1	-15.2	-32.4	-36.4	-21.2	-38.4	-42.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	46.4	47.0	54.1	45.1	45.7	48.1	39.1	39.7
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	55.1	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.5
			CNEL=	58.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	7
			CNEL:	8
			60 dBA	34
				38

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Condit Road
 Segment: between Half Road and Main Avenue

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,544
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	95	2	1	70	1	1	18	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.1	-29.3	-33.3	-13.4	-30.6	-34.6	-19.4	-36.6	-40.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.2	48.3	48.8	55.9	46.9	47.5	49.9	40.9	41.5
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	56.9	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.4 CNEL= 60.0
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	21	45
	CNEL:	11	23	50

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Condit Road Analyst: NJF
 Segment: between Main Avenue and Diana A Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,742
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	291	5	2	215	4	2	54	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.2	-24.4	-28.4	-8.5	-25.8	-29.7	-14.5	-31.8	-35.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	53.1	53.7	60.8	51.8	52.4	54.8	45.8	46.4
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	61.8	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.2 CNEL= 64.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	21	44	96
	CNEL:	23	49	105

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Condit Road
 Segment: between Diana Avenue and Dunne

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,409
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	332	6	3	245	5	2	61	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.6	-23.9	-27.8	-7.9	-25.2	-29.1	-14.0	-31.2	-35.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	53.7	54.3	61.3	52.4	52.9	55.3	46.4	46.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	62.4	Leq	NIGHT=	56.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.8 CNEL= 65.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 22 48 104 CNEL: 25 53 115

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Condit Road Analyst: NJF
 Segment: between Dunne Avenue and San P Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,228
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	259	5	2	192	4	1	48	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.2	-24.4	-28.4	-8.5	-25.7	-29.7	-14.5	-31.8	-35.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	51.8	52.7	58.8	50.5	51.4	52.8	44.5	45.4
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	60.0	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	62.4
			CNEL=	63.1
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	16
			CNEL:	17
			60 dBA	73
				80

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Condit Road Analyst: NJF
 Segment: between San Pedro Avenue and B Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,827
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	235	4	2	173	3	1	43	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.6	-24.9	-28.8	-8.9	-26.2	-30.1	-14.9	-32.2	-36.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	51.5	52.4	58.5	50.2	51.1	52.5	44.2	45.1
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 62.2 CNEL= 62.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 15 32 70 CNEL: 17 36 77

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Condit Road
 Segment: between Barrett Avenue and Tennessee

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,916
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	240	5	2	178	3	1	44	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-24.8	-28.7	-8.8	-26.1	-30.0	-14.8	-32.1	-36.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	51.6	52.5	58.6	50.3	51.2	52.6	44.3	45.2
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.9	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	62.3
			CNEL=	62.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	15
			CNEL:	17
			60 dBA	71
				78

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Murphy Avenue Analyst: NJF
 Segment: between Diana Avenue and Dunne Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,368
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	636	12	5	470	9	4	118	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.7	-20.0	-23.9	-4.0	-21.3	-25.2	-10.0	-27.3	-31.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	55.0	56.2	61.2	53.7	54.9	55.2	47.6	48.9
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.1 CNEL= 65.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 24 51 109 CNEL: 26 56 120

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Murphy Avenue Analyst: NJF
 Segment: between Dunne Avenue and San P Date: 09-Oct-15

ROADWAY INPUTS	
ADT	8,092
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	496	9	4	367	7	3	92	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.6	-5.7	-22.9	-26.9	-11.7	-28.9	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.6	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.9	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	65.3
			CNEL=	65.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	24
			CNEL:	27
			60 dBA	112
				124

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Murphy Avenue Analyst: NJF
 Segment: between San Pedro Avenue and B Date: 09-Oct-15

ROADWAY INPUTS	
ADT	7,870
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	483	9	4	357	7	3	89	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-21.7	-25.7	-5.8	-23.0	-27.0	-11.8	-29.1	-33.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	54.5	55.4	61.5	53.2	54.1	55.5	47.2	48.1
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.1 CNEL= 65.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	51	110
	CNEL:	26	56	121

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: Murphy Avenue
 Segment: between Barrett Avenue and Tennessee

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	7,602
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	466	9	4	345	7	3	86	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-21.9	-25.8	-6.0	-23.2	-27.1	-12.0	-29.2	-33.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	54.4	55.3	61.3	53.1	54.0	55.3	47.1	47.9
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	62.6	Leq	NIGHT=	56.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.0 CNEL= 65.6
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	23	50	108
	CNEL:	26	55	119

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1 Project: Morgan Hill GP
 Roadway: Murphy Avenue Analyst: NJF
 Segment: between Tennant Avenue and Fish Date: 09-Oct-15

ROADWAY INPUTS	
ADT	9,767
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	599	11	5	443	8	3	111	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.6	-20.8	-24.7	-4.9	-22.1	-26.1	-10.9	-28.1	-32.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	55.5	56.4	62.4	54.2	55.0	56.4	48.1	49.0
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.7	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.1 CNEL= 66.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	27	59	127
	CNEL:	30	65	140

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 1
 Roadway: County Line Road
 Segment: Westbound ramps to 5th Street

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,177
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	195	4	1	144	3	1	36	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.4	-25.7	-29.6	-9.7	-27.0	-30.9	-15.8	-33.0	-36.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	50.6	51.5	57.6	49.3	50.2	51.5	43.3	44.2
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 61.2 CNEL= 61.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 13 28 60 CNEL: 14 31 66

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Main Avenue and Diana Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,351
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	83	2	1	61	1	0	15	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.1	-29.4	-33.3	-13.5	-30.7	-34.6	-19.5	-36.7	-40.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	46.9	47.8	53.8	45.6	46.5	47.8	39.6	40.4
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	55.1	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 57.5 CNEL= 58.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7	16 34
		CNEL:	8	17 37

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Diana Avenue and Dunne Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,084
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	66	1	1	49	1	0	12	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.1	-30.3	-34.3	-14.4	-31.7	-35.6	-20.4	-37.7	-41.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.3	46.1	47.0	53.0	44.7	45.6	47.0	38.7	39.6
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	54.3	Leq	NIGHT=	48.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 56.7 CNEL= 57.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	6	14
		CNEL:	7	15

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Dunne Avenue and San Pedro Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,363
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	206	4	2	152	3	1	38	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.2	-25.4	-29.4	-9.5	-26.7	-30.7	-15.5	-32.7	-36.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	51.0	51.9	58.0	49.7	50.6	51.9	43.7	44.5
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	59.2	Leq	NIGHT=	53.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	61.6
			CNEL=	62.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	14	30
		CNEL:	15	33
			64	70

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between San Pedro Avenue and Barrett Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,616
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	222	4	2	164	3	1	41	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-25.1	-29.1	-9.2	-26.4	-30.4	-15.2	-32.4	-36.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	51.2	52.0	58.1	49.8	50.7	52.1	43.8	44.7
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	59.4	Leq	NIGHT=	53.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 61.8 CNEL= 62.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14	30 66
		CNEL:	16	34 72

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Barrett Avenue and Tennant Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,181
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	256	5	2	190	4	1	47	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.2	-24.5	-28.4	-8.5	-25.8	-29.7	-14.6	-31.8	-35.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	51.8	52.7	58.8	50.5	51.4	52.7	44.5	45.3
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	60.0	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 62.4 CNEL= 63.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	16	34 72
		CNEL:	17	37 80

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Tennant Avenue and Fisher Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	2,046
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	126	2	1	93	2	1	23	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.3	-27.6	-31.5	-11.7	-28.9	-32.8	-17.7	-34.9	-38.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	48.7	49.6	55.6	47.4	48.3	49.6	41.4	42.2
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	56.9	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 59.3 CNEL= 59.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	10	21 45
		CNEL:	11	23 49

Scenario: 2035 part 2
Roadway: Hill Road
Segment: between Fisher Avenue and Maple Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,914
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	117	2	1	87	2	1	22	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.6	-27.9	-31.8	-11.9	-29.2	-33.1	-18.0	-35.2	-39.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	48.4	49.3	55.4	47.1	48.0	49.3	41.1	42.0
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.6	Leq	NIGHT=	50.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	59.0
			CNEL=	59.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	9	20
		CNEL:	10	22
			43	47

Scenario: 2035 part 2
Roadway: Foothill Avenue
Segment: between Tennant Avenue and Maple Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,462
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	90	2	1	66	1	1	17	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.3	-29.5	-33.5	-13.6	-30.9	-34.8	-19.6	-36.9	-40.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	48.0	48.6	55.7	46.7	47.3	49.7	40.7	41.3
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	56.7	Leq	NIGHT=	50.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 59.1 CNEL= 59.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9	20 44
		CNEL:	10	22 48

Scenario: 2035 part 2
Roadway: Foothill Avenue
Segment: between Maple Avenue and Middle Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,389
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	85	2	1	63	1	0	16	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.5	-29.8	-33.7	-13.8	-31.1	-35.0	-19.9	-37.1	-41.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	47.8	48.4	55.4	46.5	47.0	49.4	40.5	41.0
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	56.5	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.9 CNEL= 59.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9	20 42
		CNEL:	10	22 46

Scenario: 2035 part 2
Roadway: Columbet Avenue
Segment: between Maple Avenue and Middle Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	442
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	1	0	20	0	0	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.0	-34.2	-38.2	-18.3	-35.5	-39.5	-24.3	-41.6	-45.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.3	42.0	42.9	49.0	40.7	41.6	43.0	34.7	35.6
VEHICULAR NOISE	DAY=	51.5	Leq	EVENING=	50.2	Leq	NIGHT=	44.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 52.6 CNEL= 53.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	3	8 16
		CNEL:	4	8 18

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Center Avenue Analyst: NJF
 Segment: between Maple Avenue and Middle Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,926
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	87	2	1	22	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-11.1	-28.4	-32.3	-12.4	-29.7	-33.6	-18.4	-35.7	-39.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	49.2	49.8	56.9	47.9	48.5	50.8	41.9	42.5
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.9	Leq	NIGHT=	51.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 60.3 CNEL= 60.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	11	24	52
	CNEL:	12	27	58

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Tilton Avenue Analyst: NJF
 Segment: between Hale Avenue and Doughe Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,276
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	78	1	1	58	1	0	14	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-11.8	-29.0	-33.0	-13.1	-30.4	-34.3	-19.1	-36.4	-40.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	45.7	47.0	51.9	44.4	45.7	45.9	38.4	39.7
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	53.4	Leq	NIGHT=	47.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	55.8
			CNEL=	56.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	6
			CNEL:	6
				12
				26
				29

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Tilton Avenue Analyst: NJF
 Segment: between Dougherty Avenue and Mc Date: 09-Oct-15

ROADWAY INPUTS	
ADT	2,572
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	158	3	1	117	2	1	29	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.8	-26.0	-30.0	-10.1	-27.3	-31.3	-16.1	-33.3	-37.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	48.8	50.0	55.0	47.5	48.7	49.0	41.4	42.7
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	56.5	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	58.9
			CNEL=	59.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	9
			CNEL:	10
			60 dBA	42
				46

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Burnett Avenue Analyst: NJF
 Segment: between Monterey Road and Freeway Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,864
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	237	4	2	175	3	1	44	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.0	-24.2	-28.2	-8.3	-25.6	-29.5	-14.3	-31.6	-35.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	50.7	51.9	56.9	49.4	50.6	50.9	43.4	44.6
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.4	Leq	NIGHT=	52.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.8
			CNEL=	61.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	12
			CNEL:	13
			60 dBA	57
				62

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Madrone Parkway Analyst: NJF
 Segment: between Monterey Road and Light Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,782
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	109	2	1	81	2	1	20	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.4	-27.6	-31.6	-11.7	-28.9	-32.9	-17.7	-34.9	-38.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.7	47.2	48.4	53.4	45.9	47.1	47.4	39.8	41.1
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.9	Leq	NIGHT=	48.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.3
			CNEL=	57.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	7
			CNEL:	8
			60 dBA	33
				36

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Madrone Parkway Analyst: NJF
 Segment: between Lightpost Way and Cochran Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,354
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	206	4	2	152	3	1	38	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.6	-24.9	-28.8	-8.9	-26.2	-30.1	-14.9	-32.2	-36.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	50.1	51.3	56.3	48.8	50.0	50.3	42.7	44.0
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.2
			CNEL=	60.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	11
			CNEL:	12
			60 dBA	51
				57

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochrane Road Analyst: NJF
 Segment: between Monterey Road and Butte Date: 09-Oct-15

ROADWAY INPUTS	
ADT	23,661
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1451	27	11	1073	20	8	269	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.2	-17.5	-21.4	-1.5	-18.8	-22.7	-7.5	-24.8	-28.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.9	61.5	68.6	59.6	60.2	62.5	53.6	54.1
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.6	Leq	NIGHT=	63.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 72.0 CNEL= 72.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 68 147 316 CNEL: 75 161 348

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochrane Road Analyst: NJF
 Segment: between Butterfield Boulevard and Date: 09-Oct-15

ROADWAY INPUTS	
ADT	27,597
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1693	32	13	1251	24	10	313	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.4	-16.8	-20.7	-0.9	-18.1	-22.1	-6.9	-24.1	-28.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.5	61.6	62.1	69.2	60.3	60.8	63.2	54.3	54.8
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	70.3	Leq	NIGHT=	64.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 72.7 CNEL= 73.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 75 163 350 CNEL: 83 179 385

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochran Road Analyst: NJF
 Segment: between Sutter Boulevard and Mad Date: 09-Oct-15

ROADWAY INPUTS	
ADT	33,010
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2025	38	15	1496	28	11	375	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.2	-16.0	-20.0	-0.1	-17.3	-21.3	-6.1	-23.3	-27.3
Distance	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	63.7	64.3	71.3	62.4	62.9	65.3	56.4	56.9
VEHICULAR NOISE	DAY=	73.7	Leq	EVENING=	72.4	Leq	NIGHT=	66.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	74.8
			CNEL=	75.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	104
			CNEL:	115
			60 dBA	485
				534

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochrane Road Analyst: NJF
 Segment: between Madrone Parkway and US Date: 09-Oct-15

ROADWAY INPUTS	
ADT	39,787
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2440	46	19	1804	34	14	452	9	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.0	-15.2	-19.2	0.7	-16.5	-20.5	-5.3	-22.5	-26.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	63.2	63.7	70.8	61.9	62.4	64.8	55.8	56.4
VEHICULAR NOISE	DAY=	73.2	Leq	EVENING=	71.9	Leq	NIGHT=	65.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 74.3 CNEL= 74.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 96 207 447 CNEL: 106 228 492

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochran Road Analyst: NJF
 Segment: between US 101 and Mission View Date: 09-Oct-15

ROADWAY INPUTS	
ADT	17,474
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1072	20	8	792	15	6	198	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.0	-18.3	-22.2	-2.3	-19.6	-23.5	-8.4	-25.6	-29.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.1	58.8	59.7	65.8	57.5	58.4	59.8	51.5	52.4
VEHICULAR NOISE	DAY=	68.3	Leq	EVENING=	67.0	Leq	NIGHT=	61.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	69.4
			CNEL=	70.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	46
			CNEL:	50
			60 dBA	212
				234

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochrane Road Analyst: NJF
 Segment: between Mission View Drive and P Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,863
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	666	13	5	492	9	4	123	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.1	-20.3	-24.3	-4.4	-21.6	-25.6	-10.4	-27.7	-31.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	56.1	57.0	63.0	54.8	55.7	57.0	48.7	49.6
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.3	Leq	NIGHT=	58.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.7 CNEL= 67.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 30 65 140 CNEL: 33 71 154

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Cochran Road Analyst: NJF
 Segment: between Peet Road and Malaguerra Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,975
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	305	6	2	226	4	2	56	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.0	-35.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.0	52.7	53.6	59.7	51.4	52.3	53.6	45.4	46.2
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.9	Leq	NIGHT=	54.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.3 CNEL= 63.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	18	39	83
	CNEL:	20	42	91

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Llagas Road Analyst: NJF
 Segment: between Oak Glen Avenue and Wc Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,014
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	62	1	0	46	1	0	12	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-11.3	-28.6	-32.5	-12.7	-29.9	-33.9	-18.7	-35.9	-39.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.4	44.6	46.7	41.1	43.3	40.7	35.1	37.3
VEHICULAR NOISE	DAY=	50.4	Leq	EVENING=	49.1	Leq	NIGHT=	43.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 51.5 CNEL= 52.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 3 6 14 CNEL: 3 7 15

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Llagas Road Analyst: NJF
 Segment: between Hale Avenue and Old Mor Date: 09-Oct-15

ROADWAY INPUTS	
ADT	503
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	31	1	0	23	0	0	6	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-15.9	-33.1	-37.0	-17.2	-34.4	-38.4	-23.2	-40.4	-44.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	41.8	43.1	48.0	40.5	41.8	42.0	34.5	35.8
VEHICULAR NOISE	DAY=	50.8	Leq	EVENING=	49.5	Leq	NIGHT=	43.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	51.9
			CNEL=	52.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	3
			CNEL:	3
			60 dBA	15
				16

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Half Road Analyst: NJF
 Segment: between Condit Road and Mission Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,354
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	83	2	1	61	1	0	15	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-11.6	-28.8	-32.7	-12.9	-30.1	-34.1	-18.9	-36.1	-40.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.5	46.0	47.2	52.2	44.7	45.9	46.2	38.7	39.9
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	53.7	Leq	NIGHT=	47.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 56.1 CNEL= 56.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 6 13 27 CNEL: 7 14 30

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Half Road Analyst: NJF
 Segment: between Mission View Drive and P Date: 09-Oct-15

ROADWAY INPUTS	
ADT	151
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	9	0	0	7	0	0	2	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-21.1	-38.3	-42.3	-22.4	-39.6	-43.6	-28.4	-45.6	-49.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.0	36.5	37.7	42.7	35.2	36.4	36.7	29.1	30.4
VEHICULAR NOISE	DAY=	45.5	Leq	EVENING=	44.2	Leq	NIGHT=	38.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	46.6
			CNEL=	47.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	1
			CNEL:	2
				3
				6
				7

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2
 Roadway: Main Avenue
 Segment: between Butterfield Boulevard and

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	7,843
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	481	9	4	356	7	3	89	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-21.7	-25.7	-5.8	-23.1	-27.0	-11.8	-29.1	-33.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.7	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.9	Leq	NIGHT=	56.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.3 CNEL= 65.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	52	112
	CNEL:	27	57	124

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Main Avenue Analyst: NJF
 Segment: between Condit Road and Hill Road Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,495
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	337	6	3	249	5	2	62	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.0	-23.3	-27.2	-7.4	-24.6	-28.6	-13.4	-30.6	-34.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	53.0	53.9	59.9	51.7	52.5	53.9	45.6	46.5
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	61.2	Leq	NIGHT=	55.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	63.6
			CNEL=	64.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	19
			CNEL:	21
			60 dBA	87
				95

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Peak Avenue and Del Mar Date: 09-Oct-15

ROADWAY INPUTS	
ADT	11,924
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	731	14	6	541	10	4	135	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.7	-24.6	-9.4	-26.7	-30.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	55.6	56.8	61.8	54.3	55.5	55.8	48.2	49.5
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.3	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.7 CNEL= 66.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 26 56 120 CNEL: 28 61 132

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Del Monte Avenue and Mc Date: 09-Oct-15

ROADWAY INPUTS	
ADT	12,593
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	772	15	6	571	11	4	143	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.9	-19.1	-23.1	-3.2	-20.4	-24.4	-9.2	-26.4	-30.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	55.8	57.1	62.0	54.5	55.8	56.0	48.5	49.7
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	63.5	Leq	NIGHT=	57.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	65.9
			CNEL=	66.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	27
			CNEL:	29
			60 dBA	124
				137

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Monterey Road and Depot Date: 09-Oct-15

ROADWAY INPUTS	
ADT	19,031
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1167	22	9	863	16	7	216	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.1	-17.3	-21.3	-1.4	-18.6	-22.6	-7.4	-24.6	-28.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	58.3	59.5	64.5	57.0	58.2	58.5	50.9	52.2
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	66.0	Leq	NIGHT=	60.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	68.4
			CNEL=	69.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	39
			CNEL:	43
			60 dBA	181
				199

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Depot Street and Butterfie Date: 09-Oct-15

ROADWAY INPUTS	
ADT	19,838
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1217	23	9	899	17	7	225	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.1	-17.1	-21.1	-1.2	-18.4	-22.4	-7.2	-24.5	-28.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	58.4	59.7	64.7	57.1	58.4	58.6	51.1	52.4
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	66.2	Leq	NIGHT=	60.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 68.6 CNEL= 69.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	40	86	186
	CNEL:	44	95	205

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Butterfield Boulevard and Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,055
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1598	30	12	1181	22	9	296	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.7	-16.5	-20.5	-0.6	-17.8	-21.8	-6.6	-23.9	-27.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.8	60.5	61.4	67.5	59.2	60.1	61.5	53.2	54.1
VEHICULAR NOISE	DAY=	70.1	Leq	EVENING=	68.7	Leq	NIGHT=	62.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	71.2
			CNEL=	71.8
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	60
			CNEL:	66
			129	277
			142	305

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Walnut Grove Drive and C Date: 09-Oct-15

ROADWAY INPUTS	
ADT	31,441
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1928	36	15	1425	27	11	357	7	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.5	-15.7	-19.7	0.2	-17.0	-21.0	-5.8	-23.0	-27.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	61.3	62.2	68.3	60.0	60.9	62.3	54.0	54.9
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.6	Leq	NIGHT=	63.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 72.0 CNEL= 72.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 68 146 314 CNEL: 74 160 346

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Condit Road and Murphy , Date: 09-Oct-15

ROADWAY INPUTS	
ADT	26,300
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1613	30	12	1192	23	9	299	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.8	-16.5	-20.4	-0.6	-17.8	-21.8	-6.6	-23.8	-27.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.9	60.6	61.5	67.5	59.3	60.2	61.5	53.2	54.1
VEHICULAR NOISE	DAY=	70.1	Leq	EVENING=	68.8	Leq	NIGHT=	62.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 71.2 CNEL= 71.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	60	129	279
	CNEL:	66	142	307

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Murphy Avenue and Hill R Date: 09-Oct-15

ROADWAY INPUTS	
ADT	17,487
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1073	20	8	793	15	6	199	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.0	-18.3	-22.2	-2.3	-19.6	-23.5	-8.3	-25.6	-29.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.1	58.8	59.7	65.8	57.5	58.4	59.8	51.5	52.4
VEHICULAR NOISE	DAY=	68.3	Leq	EVENING=	67.0	Leq	NIGHT=	61.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 69.4 CNEL= 70.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 99 212 CNEL: 50 109 234

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Hill Road and Saddleback Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,093
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	619	12	5	458	9	3	115	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-22.0	-25.9	-10.7	-28.0	-31.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.8	56.6	62.7	54.4	55.3	56.7	48.4	49.3
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 66.4 CNEL= 67.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 29 62 133 CNEL: 32 68 146

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Saddleback Drive and Gal Date: 09-Oct-15

ROADWAY INPUTS	
ADT	7,750
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	475	9	4	351	7	3	88	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.1	-27.1	-11.9	-29.1	-33.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.6	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.8	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.2 CNEL= 65.9
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	52	112
	CNEL:	26	57	123

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Gallop Drive and Flaming Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,988
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	429	8	3	317	6	2	79	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-22.2	-26.2	-6.3	-23.6	-27.5	-12.3	-29.6	-33.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	54.0	54.9	61.0	52.7	53.6	55.0	46.7	47.6
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS						
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	64.6		
			CNEL=	65.3		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	22	47	102
			CNEL:	24	52	112

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Dunne Avenue Analyst: NJF
 Segment: between Flaming Oak Lane and Ja Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,988
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	429	8	3	317	6	2	79	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.4	-21.7	-25.6	-5.7	-23.0	-26.9	-11.8	-29.0	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	53.1	54.4	59.3	51.8	53.1	53.3	45.8	47.0
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	60.8	Leq	NIGHT=	54.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 63.2 CNEL= 63.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 18 38 82 CNEL: 19 42 90

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: San Pedro Avenue Analyst: NJF
 Segment: between Monterey Road and Churc Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,925
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	302	6	2	223	4	2	56	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.5	-21.7	-25.7	-5.8	-23.0	-27.0	-11.8	-29.0	-33.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	49.3	51.5	53.6	48.0	50.2	47.6	42.0	44.2
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	56.0	Leq	NIGHT=	50.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	58.4
			CNEL=	59.0
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	8
			CNEL:	9
			60 dBA	39
				43

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: San Pedro Avenue Analyst: NJF
 Segment: between Church Street and Butterfi Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,417
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	332	6	3	246	5	2	62	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.1	-21.3	-25.3	-5.4	-22.6	-26.6	-11.4	-28.6	-32.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	49.7	51.9	54.0	48.4	50.6	48.0	42.4	44.6
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	56.4	Leq	NIGHT=	50.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	58.8
			CNEL=	59.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	9
			CNEL:	10
			60 dBA	42
				46

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: San Pedro Avenue Analyst: NJF
 Segment: between Butterfield Boulevard and Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,304
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	2	1	59	1	0	15	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-11.7	-29.0	-32.9	-13.0	-30.3	-34.2	-19.0	-36.3	-40.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	45.8	47.1	52.0	44.5	45.8	46.0	38.5	39.8
VEHICULAR NOISE	DAY=	54.8	Leq	EVENING=	53.5	Leq	NIGHT=	47.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	55.9
			CNEL=	56.6
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	6
			CNEL:	6
				12
				27
				29

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2 Project: Morgan Hill GP
 Roadway: Edmondson Avenue Analyst: NJF
 Segment: between Oak Glen Avenue and De Date: 09-Oct-15

ROADWAY INPUTS	
ADT	5,609
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	344	6	3	254	5	2	64	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.0	-35.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	53.9	54.4	61.5	52.5	53.1	55.5	46.5	47.1
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	62.5	Leq	NIGHT=	56.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 65.0 CNEL= 65.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 23 50 107 CNEL: 25 55 118

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 2
 Roadway: County Line Road
 Segment: Westbound ramps to 5th Street

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	4,595
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	282	5	2	208	4	2	52	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.3	-24.6	-28.5	-8.7	-25.9	-29.8	-14.7	-31.9	-35.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.0	53.6	60.6	51.7	52.2	54.6	45.7	46.2
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.7	Leq	NIGHT=	55.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 64.1 CNEL= 64.7
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	20	43	94
	CNEL:	22	48	103

Scenario: 2035 part 3
Roadway: Edmundson Avenue
Segment: between Sunnyside Avenue and Olympic Drive

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,947
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	426	8	3	315	6	2	79	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.5	-22.8	-26.7	-6.9	-24.1	-28.1	-12.9	-30.1	-34.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	54.8	55.3	62.4	53.5	54.0	56.4	47.5	48.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	63.5	Leq	NIGHT=	57.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.9 CNEL= 66.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27	57 123
		CNEL:	29	63 136

Scenario: 2035 part 3
Roadway: Edmundson Avenue
Segment: between Olympic Drive and Monterey Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	10,656
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	654	12	5	483	9	4	121	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.6	-19.8	-23.8	-3.9	-21.1	-25.1	-9.9	-27.2	-31.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.6	55.1	56.3	61.3	53.8	55.0	55.3	47.8	49.0
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.8	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.2 CNEL= 65.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24	52 111
		CNEL:	26	57 122

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Monterey Road and Church Street

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	12,008
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	737	14	6	544	10	4	136	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	56.3	57.5	62.5	55.0	56.2	56.5	48.9	50.2
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 66.4 CNEL= 67.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29	62 133
		CNEL:	32	68 147

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Church Street and Vineyard Boulevard

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	12,859
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	789	15	6	583	11	4	146	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.8	-19.0	-23.0	-3.1	-20.3	-24.3	-9.1	-26.3	-30.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	56.6	57.8	62.8	55.2	56.5	56.8	49.2	50.5
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.3	Leq	NIGHT=	58.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 66.7 CNEL= 67.3
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 30	65	139
		CNEL: 33	71	153

Scenario: 2035 part 3 Project: Morgan Hill GP
Roadway: Tennant Avenue Analyst: NJF
Segment: between Vineyard Boulevard and Butterfield Boulevard Date: 09-Oct-15

ROADWAY INPUTS	
ADT	19,197
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1177	22	9	870	16	7	218	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.6	-17.9	-21.8	-1.9	-19.2	-23.1	-7.9	-25.2	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.5	59.2	60.1	66.2	57.9	58.8	60.2	51.9	52.8
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 69.8 CNEL= 70.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49	105 226
		CNEL:	54	115 249

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Butterfield Boulevard and US 101

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	48,457
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2972	56	23	2197	41	17	550	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.9	-14.3	-18.3	1.6	-15.7	-19.6	-4.4	-21.7	-25.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	64.0	64.6	71.7	62.7	63.3	65.7	56.7	57.3
VEHICULAR NOISE	DAY=	74.0	Leq	EVENING=	72.7	Leq	NIGHT=	66.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 75.1 CNEL= 75.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	110	237 510
		CNEL:	121	260 561

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between US 101 and Condit Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	23,477
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1440	27	11	1064	20	8	267	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.3	-17.5	-21.4	-1.6	-18.8	-22.8	-7.6	-24.8	-28.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	60.9	61.4	68.5	59.6	60.1	62.5	53.6	54.1
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.6	Leq	NIGHT=	63.6	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 72.0 CNEL= 72.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	68	146 314
		CNEL:	75	161 346

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Condit Road and Murphy Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	19,793
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1214	23	9	897	17	7	225	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.0	-18.2	-22.2	-2.3	-19.5	-23.5	-8.3	-25.6	-29.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.3	59.3	59.9	67.0	58.0	58.6	61.0	52.0	52.6
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	68.0	Leq	NIGHT=	62.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 70.4 CNEL= 71.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	53	115 248
		CNEL:	59	127 273

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Murphy Avenue and Hill Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	6,818
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	418	8	3	309	6	2	77	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.6	-22.9	-26.8	-6.9	-24.2	-28.1	-12.9	-30.2	-34.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	54.7	55.3	62.3	53.4	54.0	56.3	47.4	47.9
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.4	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.8 CNEL= 66.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	26	57 122
		CNEL:	29	62 134

Scenario: 2035 part 3
Roadway: Tennant Avenue
Segment: between Hill Road and Foothill Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,858
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	114	2	1	84	2	1	21	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-11.3	-28.5	-32.5	-12.6	-29.8	-33.8	-18.6	-35.8	-39.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	49.1	49.6	56.7	47.7	48.3	50.7	41.7	42.3
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.7	Leq	NIGHT=	51.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 60.2 CNEL= 60.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	11	24
		CNEL:	12	26

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Tennant Avenue Analyst: NJF
 Segment: between Foothill Avenue and Carey Date: 09-Oct-15

ROADWAY INPUTS	
ADT	102
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6	0	0	5	0	0	1	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-23.9	-41.1	-45.1	-25.2	-42.4	-46.4	-31.2	-48.5	-52.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.4	36.4	37.0	44.1	35.1	35.7	38.1	29.1	29.7
VEHICULAR NOISE	DAY=	46.4	Leq	EVENING=	45.1	Leq	NIGHT=	39.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 47.5 CNEL= 48.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	2	3	7
	CNEL:	2	4	8

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Watsonville Road Analyst: NJF
 Segment: between Sunnyside Avenue and Ol Date: 09-Oct-15

ROADWAY INPUTS	
ADT	15,401
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	945	18	7	698	13	5	175	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	58.4	59.0	66.0	57.1	57.6	60.0	51.1	51.6
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	67.1	Leq	NIGHT=	61.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 69.5 CNEL= 70.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 100 214 CNEL: 51 110 236

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Watsonville Road Analyst: NJF
 Segment: between Olive Avenue and Monterey Date: 09-Oct-15

ROADWAY INPUTS	
ADT	21,041
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1291	24	10	954	18	7	239	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-18.0	-21.9	-2.0	-19.3	-23.2	-8.1	-25.3	-29.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.7	59.7	60.3	67.4	58.4	59.0	61.4	52.4	53.0
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	68.4	Leq	NIGHT=	62.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 70.8 CNEL= 71.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 57 123 264 CNEL: 63 135 291

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: Maple Avenue
 Segment: between Murphy Avenue and Colur

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	558
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	34	1	0	25	0	0	6	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-16.0	-33.2	-37.2	-17.3	-34.5	-38.5	-23.3	-40.5	-44.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.3	43.0	43.9	50.0	41.7	42.6	44.0	35.7	36.6
VEHICULAR NOISE	DAY=	52.6	Leq	EVENING=	51.2	Leq	NIGHT=	45.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 53.7 CNEL= 54.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 4 9 19 CNEL: 4 10 21

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: Maple Avenue
 Segment: between Columbet Avenue and Hill

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	889
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	55	1	0	40	1	0	10	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.0	-31.2	-35.2	-15.3	-32.5	-36.5	-21.3	-38.5	-42.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	45.1	45.9	52.0	43.7	44.6	46.0	37.7	38.6
VEHICULAR NOISE	DAY=	54.6	Leq	EVENING=	53.3	Leq	NIGHT=	47.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 55.7 CNEL= 56.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 6 12 26 CNEL: 6 13 28

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: Maple Avenue
 Segment: between Hill Road and Center Ave

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,984
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	122	2	1	90	2	1	23	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.5	-27.7	-31.7	-11.8	-29.0	-33.0	-17.8	-35.0	-39.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	48.5	49.4	55.5	47.2	48.1	49.5	41.2	42.1
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	56.8	Leq	NIGHT=	50.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 59.2 CNEL= 59.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 9 20 44 CNEL: 10 22 48

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: Maple Avenue
 Segment: between Center Avenue and Footh

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	59
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4	0	0	3	0	0	1	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-25.7	-42.9	-46.9	-27.0	-44.3	-48.2	-33.0	-50.3	-54.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	41.6	33.3	34.2	40.3	32.0	32.9	34.3	26.0	26.9
VEHICULAR NOISE	DAY=	42.8	Leq	EVENING=	41.5	Leq	NIGHT=	35.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 43.9 CNEL= 44.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 1 2 4 CNEL: 1 2 5

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Middle Avenue Analyst: NJF
 Segment: between Monterey Road and Murpl Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,483
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	214	4	2	158	3	1	40	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.5	-24.7	-28.6	-8.8	-26.0	-30.0	-14.8	-32.0	-36.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	50.1	51.3	56.3	48.8	50.0	50.3	42.8	44.0
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 60.2 CNEL= 60.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	11	24	52
	CNEL:	12	26	57

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Middle Avenue Analyst: NJF
 Segment: between Murphy Avenue and Sycamore Date: 09-Oct-15

ROADWAY INPUTS	
ADT	2,170
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	133	3	1	98	2	1	25	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-10.6	-27.8	-31.8	-11.9	-29.1	-33.1	-17.9	-35.2	-39.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	49.7	50.3	57.4	48.4	49.0	51.4	42.4	43.0
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.4	Leq	NIGHT=	52.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	60.8
			CNEL=	61.5
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	12
			CNEL:	13
			60 dBA	57
				63

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Middle Avenue Analyst: NJF
 Segment: between Sycamore Avenue and Cc Date: 09-Oct-15

ROADWAY INPUTS	
ADT	948
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	1	0	43	1	0	11	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.2	-31.4	-35.4	-15.5	-32.7	-36.7	-21.5	-38.8	-42.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	46.1	46.7	53.8	44.8	45.4	47.8	38.8	39.4
VEHICULAR NOISE	DAY=	56.1	Leq	EVENING=	54.8	Leq	NIGHT=	48.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	57.2
			CNEL=	57.9
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	7
			CNEL:	8
			60 dBA	33
				36

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Middle Avenue Analyst: NJF
 Segment: between Columbet Avenue and Ce Date: 09-Oct-15

ROADWAY INPUTS	
ADT	644
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	40	1	0	29	1	0	7	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-15.9	-33.1	-37.1	-17.2	-34.4	-38.4	-23.2	-40.4	-44.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.4	44.5	45.0	52.1	43.1	43.7	46.1	37.1	37.7
VEHICULAR NOISE	DAY=	54.5	Leq	EVENING=	53.1	Leq	NIGHT=	47.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn=	55.6
			CNEL=	56.2
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	5
			CNEL:	6
				12
				25
				28

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3 Project: Morgan Hill GP
 Roadway: Middle Avenue Analyst: NJF
 Segment: between Center Avenue and Footh Date: 09-Oct-15

ROADWAY INPUTS	
ADT	257
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	16	0	0	12	0	0	3	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-19.9	-37.1	-41.0	-21.2	-38.4	-42.4	-27.2	-44.4	-48.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.4	40.5	41.0	48.1	39.2	39.7	42.1	33.1	33.7
VEHICULAR NOISE	DAY=	50.5	Leq	EVENING=	49.2	Leq	NIGHT=	43.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):				Ldn= 51.6 CNEL= 52.2
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	3	6	14
	CNEL:	3	7	15

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: US 101
 Segment: between Burnett Avenue (Lane Dr

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	10089	320	512	7457	237	379	1868	59	95
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.6	-8.4	-6.3	5.3	-9.7	-7.7	-0.7	-15.7	-13.7
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	79.3	70.5	76.0	78.0	69.2	74.7	72.0	63.2	68.7
VEHICULAR NOISE	DAY=	81.4	Leq	EVENING=	80.0	Leq	NIGHT=	74.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 82.5 CNEL= 83.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 676 1457 3139 CNEL: 745 1604 3456

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: US 101
 Segment: between Cochrane Road and East

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	9808	311	498	7249	230	368	1816	58	92
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.5	-8.5	-6.5	5.2	-9.8	-7.8	-0.8	-15.8	-13.8
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	79.2	70.4	75.9	77.9	69.1	74.6	71.9	63.0	68.6
VEHICULAR NOISE	DAY=	81.2	Leq	EVENING=	79.9	Leq	NIGHT=	73.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	82.3
		CNEL=	83.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	664 1430 3081
		CNEL:	731 1574 3392

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: US 101
 Segment: between East Dunne Avenue and

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	9788	310	497	7235	229	367	1812	57	92
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.5	-8.5	-6.5	5.2	-9.8	-7.8	-0.9	-15.8	-13.8
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	79.2	70.4	75.9	77.9	69.1	74.6	71.9	63.0	68.6
VEHICULAR NOISE	DAY=	81.2	Leq	EVENING=	79.9	Leq	NIGHT=	73.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 82.3 CNEL= 82.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 663 1428 3077 CNEL: 730 1572 3387

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: US 101
 Segment: between Tennant Avenue and San

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	130
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	92.4%	DAY	75.5%
% MT	2.9%	EVENING	14.0%
% HT	4.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	9438	299	479	6976	221	354	1747	55	89
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.3	-8.7	-6.6	5.0	-10.0	-7.9	-1.0	-16.0	-14.0
Distance	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	79.0	70.2	75.7	77.7	68.9	74.4	71.7	62.9	68.4
VEHICULAR NOISE	DAY=	81.1	Leq	EVENING=	79.8	Leq	NIGHT=	73.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 82.2 CNEL= 82.8
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	647	1394	3003
	CNEL:	712	1534	3306

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM!	#NUM! #NUM!
	CNEL:	#NUM!	#NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM!	#NUM! #NUM!
	CNEL:	#NUM!	#NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA		
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM! #NUM! #NUM!	
	CNEL:	#NUM! #NUM! #NUM!	

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM! #NUM! #NUM!	
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Scenario: 2035 part 3
 Roadway: 0
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Project: Morgan Hill GP
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 Date: 09-Oct-15

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SPEED (mph)	0
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DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
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DAILY		HOURLY	
% A	97.4%	DAY	75.5%
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% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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Scenario: 2035 part 3
 Roadway: 0
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Project: Morgan Hill GP
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 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
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DAILY		HOURLY	
% A	97.4%	DAY	75.5%
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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Project: Morgan Hill GP
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% A	97.4%	DAY	75.5%
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
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Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

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ADT	-
SPEED (mph)	0
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% A	97.4%	DAY	75.5%
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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FHWA RD-77-108 NOISE PREDICTION MODEL

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 Roadway: 0
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ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
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% A	97.4%	DAY	75.5%
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
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SPEED (mph)	0
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

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CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
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	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:	70 dBA 65 dBA 60 dBA		
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM! #NUM! #NUM!	
	CNEL:	#NUM! #NUM! #NUM!	

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: 0
 Segment: 0

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: 2035 part 3
 Roadway: County Line Road
 Segment: Westbound ramps to 5th Street

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	-
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

Scenario: 2035
Roadway: Dunne Avenue
Segment: between Peak Avenue and Dewitt Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,552
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	95	2	1	70	1	1	18	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-10.3	-27.5	-31.5	-11.6	-28.8	-32.8	-17.6	-34.9	-38.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.2	45.5	47.2	50.9	44.2	45.9	44.8	38.2	39.9
VEHICULAR NOISE	DAY=	54.0	Leq	EVENING=	52.7	Leq	NIGHT=	46.7	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 55.1 CNEL= 55.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5	11 24
		CNEL:	6	12 26

Scenario: 2035

Roadway: Dewitt Avenue

Segment: between Spring Avenue and Edmundson Avenue

Project: Morgan Hill GP

Analyst: NJF

Date: 09-Oct-15

ROADWAY INPUTS	
ADT	310
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	19	0	0	14	0	0	4	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-18.0	-35.2	-39.2	-19.3	-36.5	-40.5	-25.3	-42.5	-46.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.1	39.6	40.8	45.8	38.3	39.5	39.8	32.3	33.5
VEHICULAR NOISE	DAY=	48.6	Leq	EVENING=	47.3	Leq	NIGHT=	41.3	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 49.7 CNEL= 50.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	2	5 10
		CNEL:	2	5 11

Scenario: 2035
 Roadway: Peak Avenue
 Segment: between Dunne Avenue and Main Avenue

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,718
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	228	4	2	169	3	1	42	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.1	-35.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	49.3	51.0	54.6	48.0	49.7	48.6	42.0	43.7
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	56.5	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.9 CNEL= 59.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9	20
		CNEL:	10	22

Scenario: 2035
 Roadway: Main Avenue
 Segment: between Peak Avenue and Hale Avenue

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	3,300
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	202	4	2	150	3	1	37	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-7.0	-24.3	-28.2	-8.3	-25.6	-29.5	-14.3	-31.6	-35.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	48.8	50.5	54.1	47.5	49.2	48.1	41.5	43.2
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	56.0	Leq	NIGHT=	50.0	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 58.4 CNEL= 59.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8	18 39
		CNEL:	9	20 43

Scenario: 2035
 Roadway: Main Avenue
 Segment: between Hale Avenue and Monterey Road

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	7,277
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	446	8	3	330	6	3	83	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.6	-20.8	-24.8	-4.9	-22.1	-26.1	-10.9	-28.1	-32.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	52.2	53.9	57.6	50.9	52.6	51.5	44.9	46.6
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	59.4	Leq	NIGHT=	53.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 61.8 CNEL= 62.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14	31 66
		CNEL:	16	34 73

Scenario: 2035
 Roadway: Main Avenue
 Segment: between Monterey Road and Butterfield Boulevard

Project: Morgan Hill GP
 Analyst: NJF
 Date: 09-Oct-15

ROADWAY INPUTS	
ADT	16,802
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1031	19	8	762	14	6	191	4	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.1	-17.2	-21.1	-1.3	-18.5	-22.5	-7.3	-24.5	-28.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	56.0	57.7	61.3	54.7	56.4	55.3	48.7	50.4
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 65.6 CNEL= 66.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	26	55 118
		CNEL:	28	61 130

Scenario: 2035
Roadway: Main Avenue
Segment: between Hill Road and Cochrane Road

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	1,106
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	68	1	1	50	1	0	13	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.0	-30.3	-34.2	-14.3	-31.6	-35.5	-20.3	-37.6	-41.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.3	46.0	46.9	53.0	44.7	45.6	47.0	38.7	39.6
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	54.2	Leq	NIGHT=	48.2	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		Ldn= 56.6 CNEL= 57.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	6	14
		CNEL:	7	15

Scenario: 2035
Roadway: Monterey Road
Segment: between Main Avenue and Dunne Avenue

Project: Morgan Hill GP
Analyst: NJF
Date: 09-Oct-15

ROADWAY INPUTS	
ADT	13,107
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	804	15	6	594	11	5	149	3	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.2	-17.5	-21.4	-1.5	-18.8	-22.7	-7.6	-24.8	-28.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	53.7	55.9	58.0	52.4	54.6	52.0	46.4	48.6
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	60.4	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):	Ldn=	62.8
			CNEL=	63.4
NOISE CONTOUR:			70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			60 dBA	
		Ldn:	17	36
		CNEL:	18	39
			84	

A P P E N D I X D

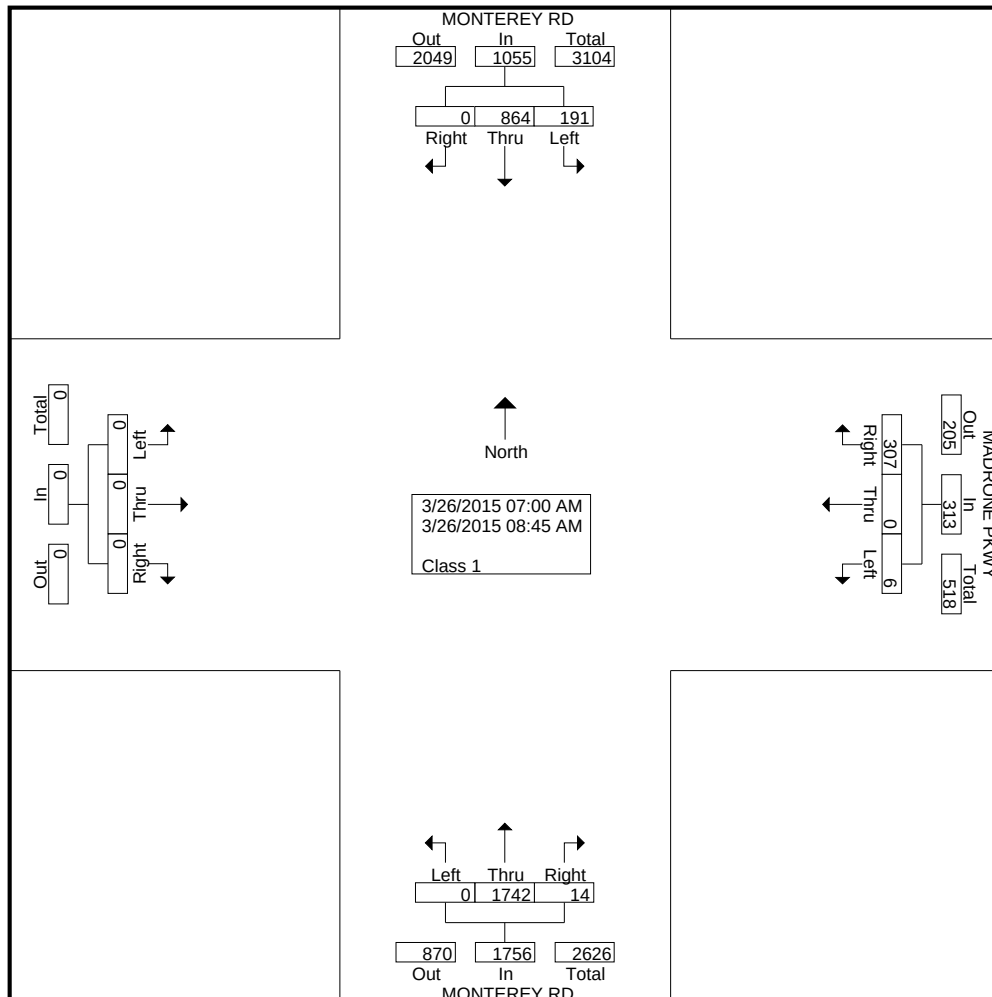
T R A N S P O R T A T I O N A N D T R A F F I C D A T A

Traffic Counts

File Name : #1 MONTEREY&MADRONEAM
Site Code :
Start Date : 3/26/2015
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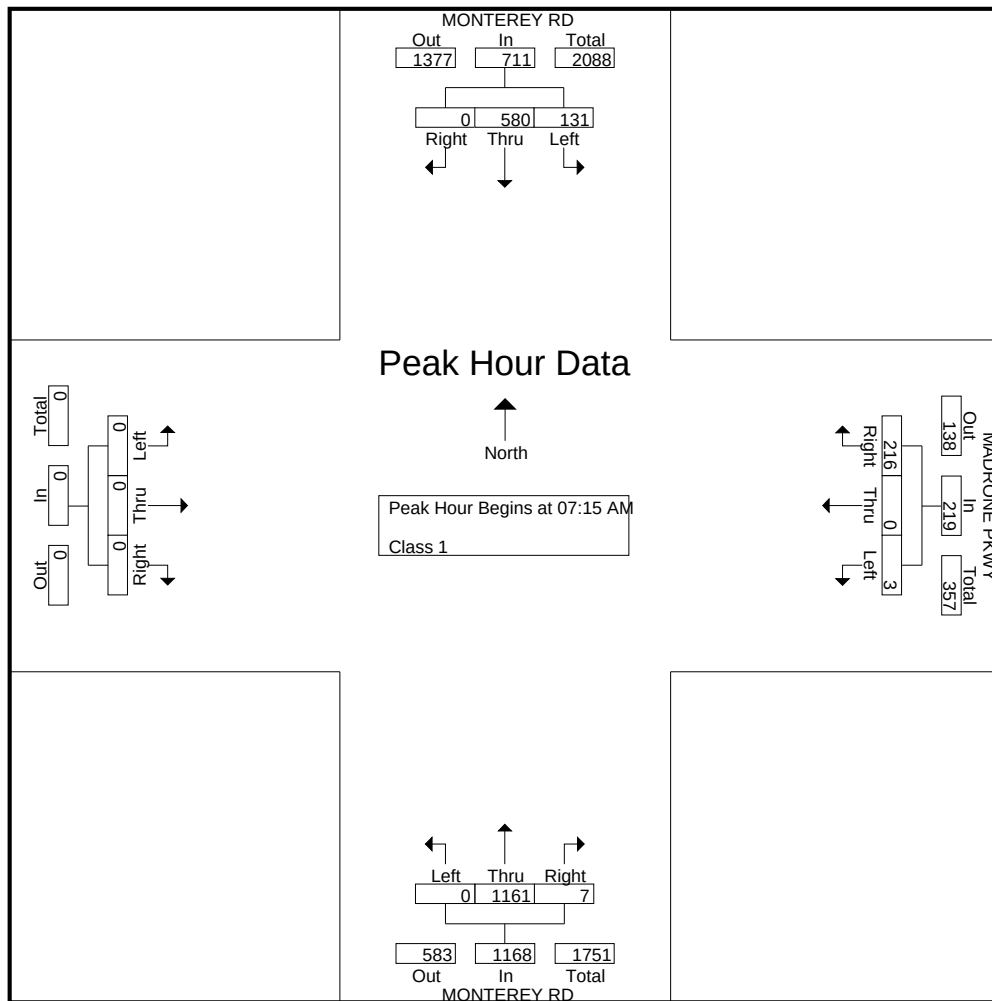
Groups Printed- Class 1

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Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	62	19	24	0	1	4	243	0	0	0	0	353
07:15 AM	0	69	21	22	0	0	0	270	0	0	0	0	382
07:30 AM	0	129	29	68	0	1	0	333	0	0	0	0	560
07:45 AM	0	204	53	100	0	1	3	371	0	0	0	0	732
Total	0	464	122	214	0	3	7	1217	0	0	0	0	2027
08:00 AM	0	178	28	26	0	1	4	187	0	0	0	0	424
08:15 AM	0	76	19	21	0	0	0	133	0	0	0	0	249
08:30 AM	0	77	9	23	0	1	3	112	0	0	0	0	225
08:45 AM	0	69	13	23	0	1	0	93	0	0	0	0	199
Total	0	400	69	93	0	3	7	525	0	0	0	0	1097
Grand Total	0	864	191	307	0	6	14	1742	0	0	0	0	3124
Apprch %	0	81.9	18.1	98.1	0	1.9	0.8	99.2	0	0	0	0	
Total %	0	27.7	6.1	9.8	0	0.2	0.4	55.8	0	0	0	0	



File Name : #1 MONTEREY&MADRONEAM
 Site Code :
 Start Date : 3/26/2015
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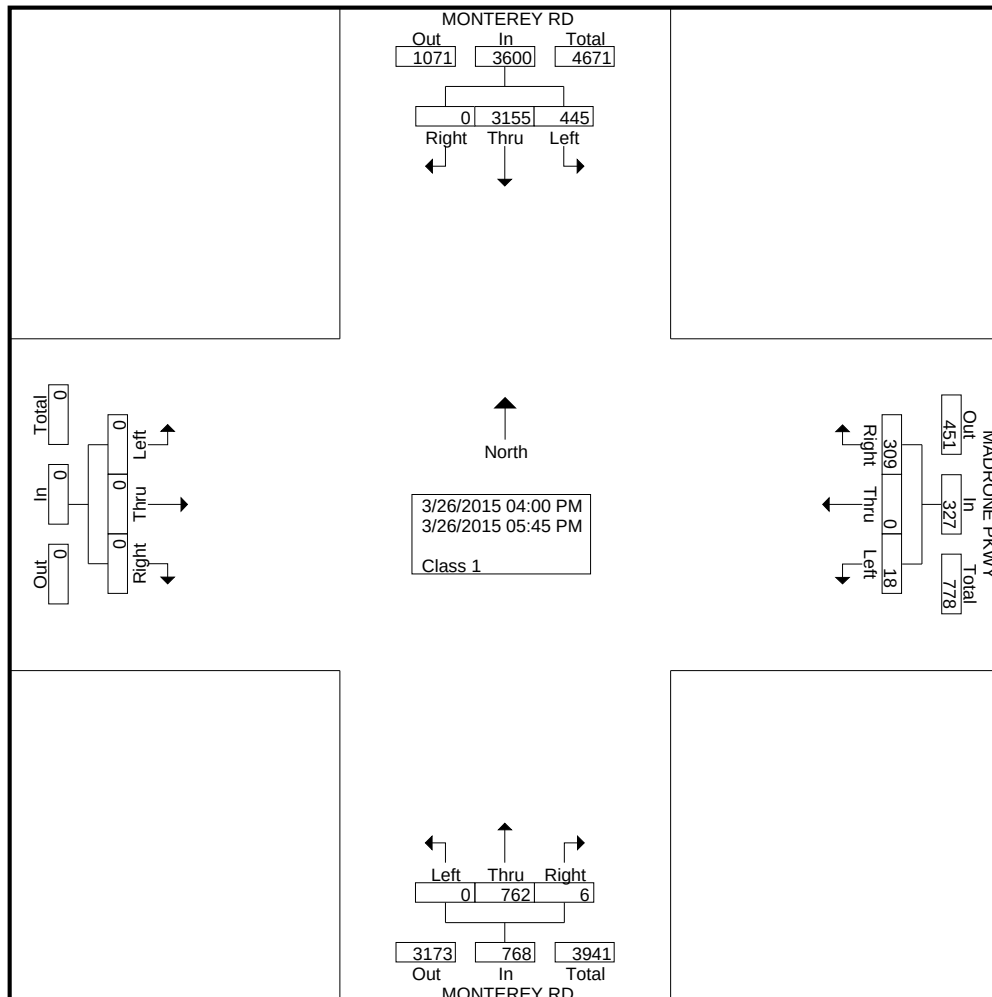
	MONTEREY RD Southbound				MADRONE PKWY Westbound				MONTEREY RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	69	21	90	22	0	0	22	0	270	0	270	0	0	0	0	382
07:30 AM	0	129	29	158	68	0	1	69	0	333	0	333	0	0	0	0	560
07:45 AM	0	204	53	257	100	0	1	101	3	371	0	374	0	0	0	0	732
08:00 AM	0	178	28	206	26	0	1	27	4	187	0	191	0	0	0	0	424
Total Volume	0	580	131	711	216	0	3	219	7	1161	0	1168	0	0	0	0	2098
% App. Total	0	81.6	18.4		98.6	0	1.4		0.6	99.4	0		0	0	0		
PHF	.000	.711	.618	.692	.540	.000	.750	.542	.438	.782	.000	.781	.000	.000	.000	.000	.717



File Name : #1 MONTEREY&MADRONEPM
Site Code :
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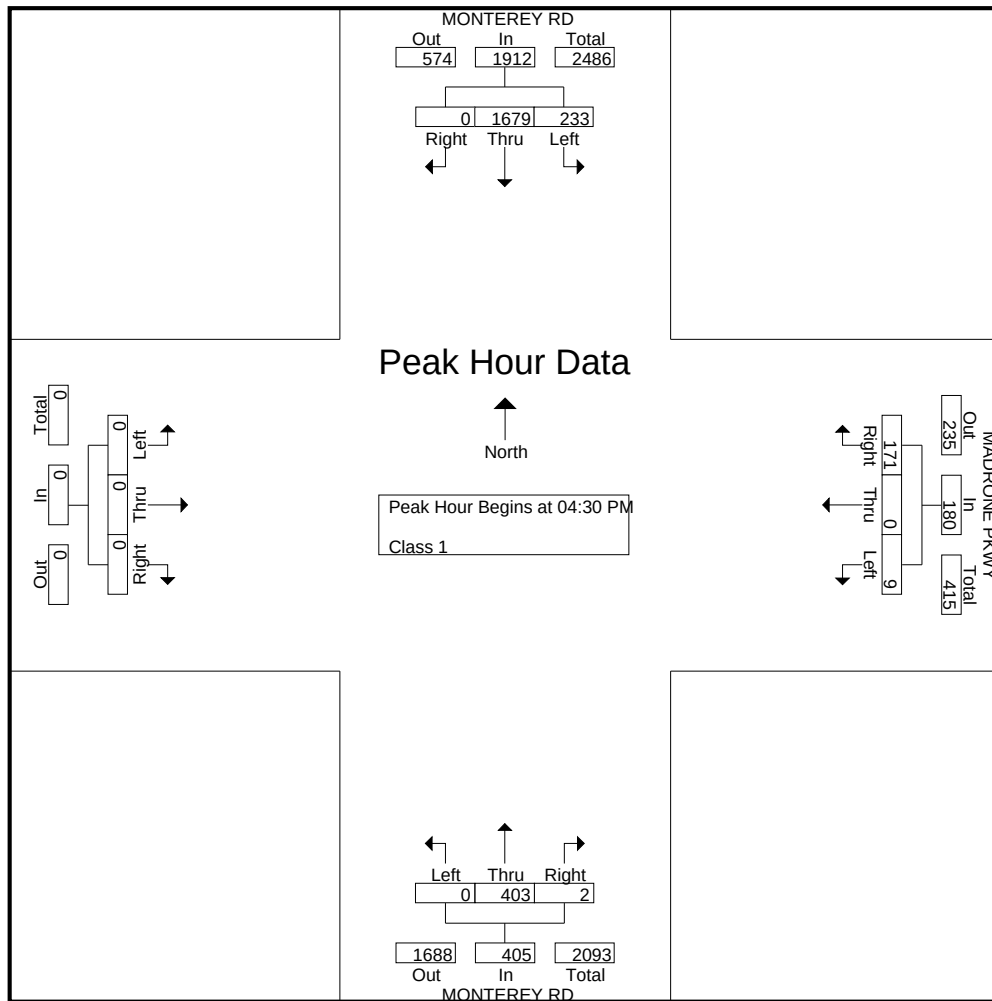
Groups Printed- Class 1

	MONTEREY RD Southbound			MADRONE PKWY Westbound			MONTEREY RD Northbound			Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	0	272	33	34	0	1	0	78	0	0	0	0	418
04:15 PM	0	358	64	33	0	3	2	90	0	0	0	0	550
04:30 PM	0	460	67	41	0	2	2	105	0	0	0	0	677
04:45 PM	0	403	66	39	0	3	0	90	0	0	0	0	601
Total	0	1493	230	147	0	9	4	363	0	0	0	0	2246
05:00 PM	0	450	51	48	0	3	0	109	0	0	0	0	661
05:15 PM	0	366	49	43	0	1	0	99	0	0	0	0	558
05:30 PM	0	429	42	39	0	2	1	114	0	0	0	0	627
05:45 PM	0	417	73	32	0	3	1	77	0	0	0	0	603
Total	0	1662	215	162	0	9	2	399	0	0	0	0	2449
Grand Total	0	3155	445	309	0	18	6	762	0	0	0	0	4695
Apprch %	0	87.6	12.4	94.5	0	5.5	0.8	99.2	0	0	0	0	
Total %	0	67.2	9.5	6.6	0	0.4	0.1	16.2	0	0	0	0	



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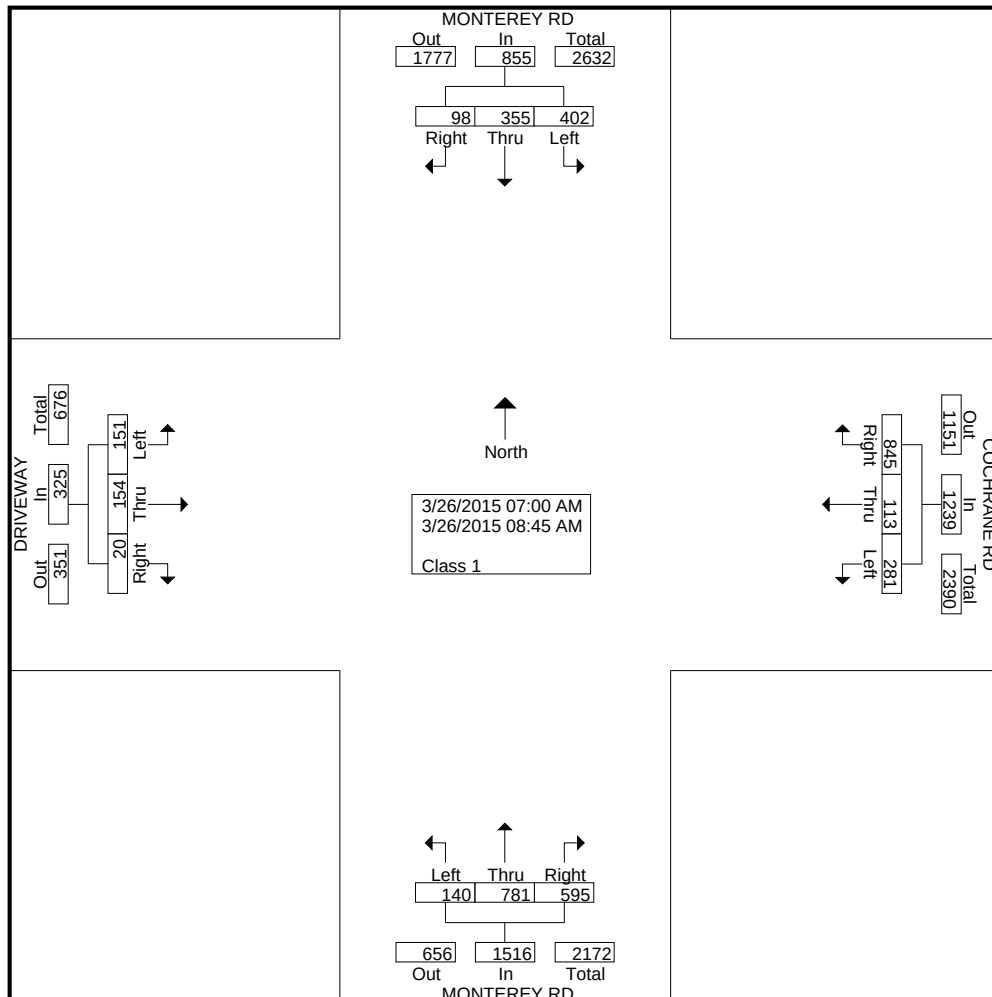
	MONTEREY RD Southbound				MADRONE PKWY Westbound				MONTEREY RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	460	67	527	41	0	2	43	2	105	0	107	0	0	0	0	677
04:45 PM	0	403	66	469	39	0	3	42	0	90	0	90	0	0	0	0	601
05:00 PM	0	450	51	501	48	0	3	51	0	109	0	109	0	0	0	0	661
05:15 PM	0	366	49	415	43	0	1	44	0	99	0	99	0	0	0	0	558
Total Volume	0	1679	233	1912	171	0	9	180	2	403	0	405	0	0	0	0	2497
% App. Total	0	87.8	12.2		95	0	5		0.5	99.5	0		0	0	0		
PHF	.000	.913	.869	.907	.891	.000	.750	.882	.250	.924	.000	.929	.000	.000	.000	.000	.922



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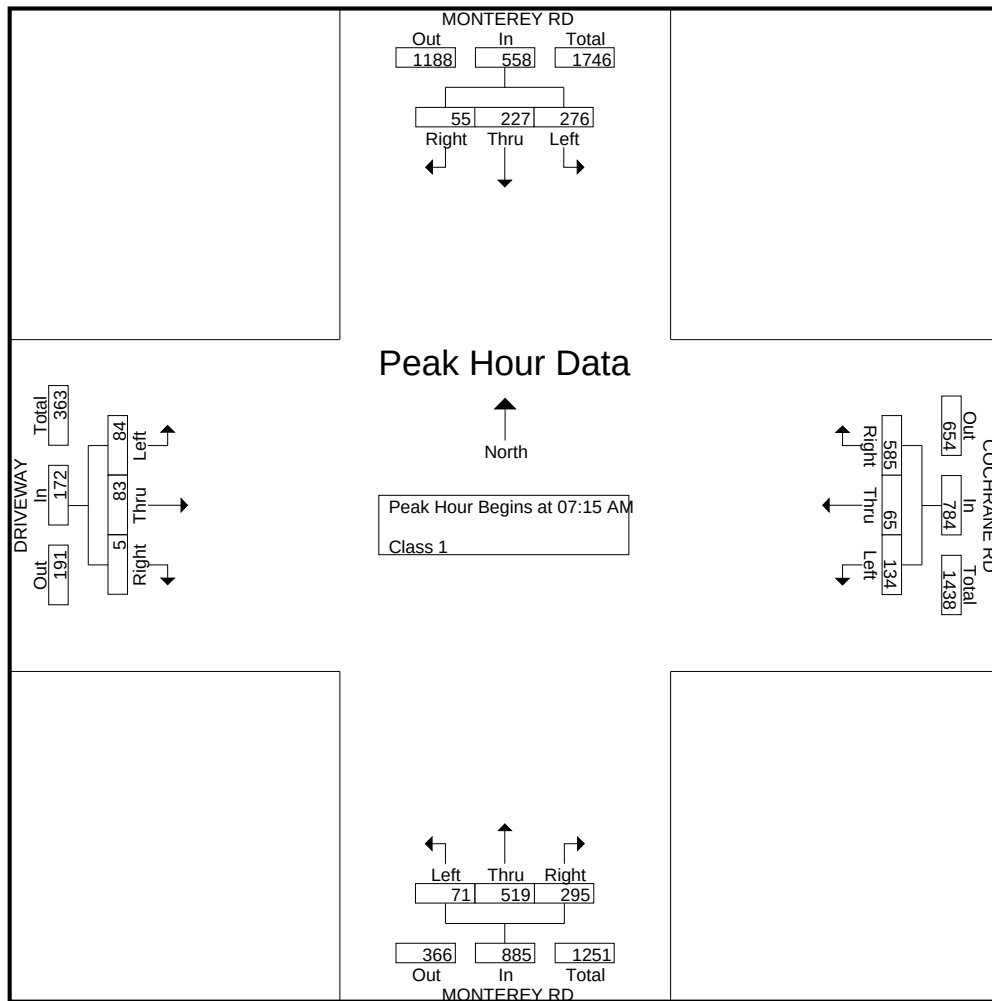
Groups Printed- Class 1

	MONTEREY RD Southbound			COCHRANE RD Westbound			MONTEREY RD Northbound			DRIVEWAY Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	7	23	40	114	10	25	75	101	25	2	10	29	461
07:15 AM	5	19	39	116	12	14	79	136	14	2	18	23	477
07:30 AM	17	35	64	187	14	26	69	150	16	1	22	16	617
07:45 AM	8	88	104	196	22	53	73	149	22	1	20	22	758
Total	37	165	247	613	58	118	296	536	77	6	70	90	2313
08:00 AM	25	85	69	86	17	41	74	84	19	1	23	23	547
08:15 AM	8	43	32	58	13	39	88	59	12	5	17	15	389
08:30 AM	16	36	21	51	16	42	69	54	13	4	21	16	359
08:45 AM	12	26	33	37	9	41	68	48	19	4	23	7	327
Total	61	190	155	232	55	163	299	245	63	14	84	61	1622
Grand Total	98	355	402	845	113	281	595	781	140	20	154	151	3935
Apprch %	11.5	41.5	47	68.2	9.1	22.7	39.2	51.5	9.2	6.2	47.4	46.5	
Total %	2.5	9	10.2	21.5	2.9	7.1	15.1	19.8	3.6	0.5	3.9	3.8	



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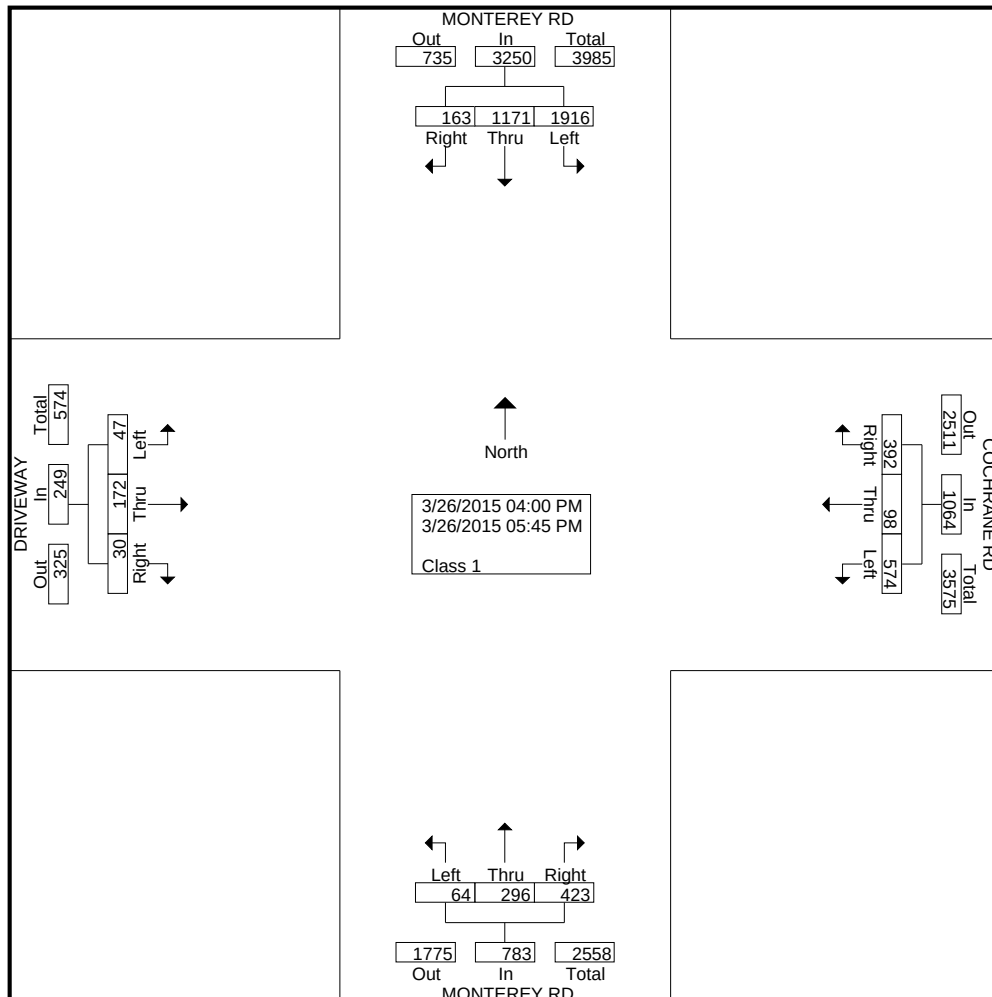
	MONTEREY RD Southbound				COCHRANE RD Westbound				MONTEREY RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	19	39	63	116	12	14	142	79	136	14	229	2	18	23	43	477
07:30 AM	17	35	64	116	187	14	26	227	69	150	16	235	1	22	16	39	617
07:45 AM	8	88	104	200	196	22	53	271	73	149	22	244	1	20	22	43	758
08:00 AM	25	85	69	179	86	17	41	144	74	84	19	177	1	23	23	47	547
Total Volume	55	227	276	558	585	65	134	784	295	519	71	885	5	83	84	172	2399
% App. Total	9.9	40.7	49.5		74.6	8.3	17.1		33.3	58.6	8		2.9	48.3	48.8		
PHF	.550	.645	.663	.698	.746	.739	.632	.723	.934	.865	.807	.907	.625	.902	.913	.915	.791



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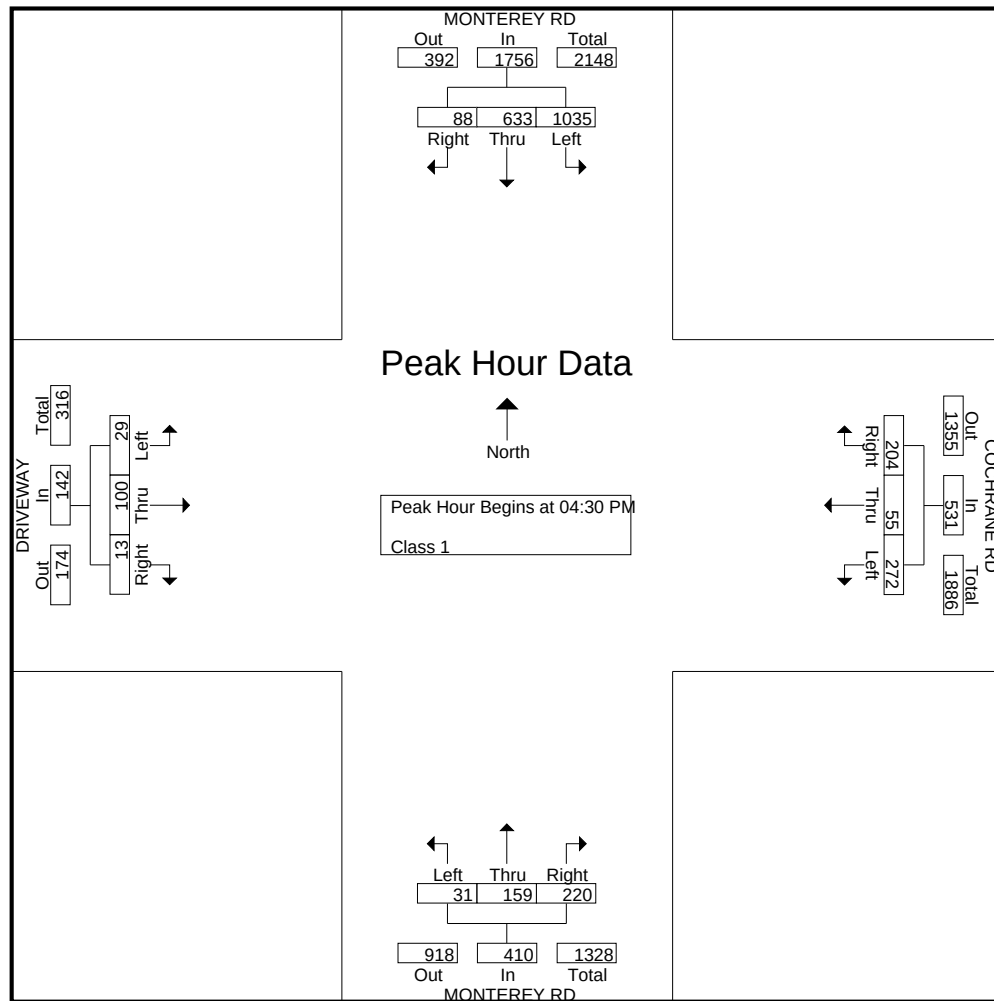
Groups Printed- Class 1

	MONTEREY RD Southbound			COCHRANE RD Westbound			MONTEREY RD Northbound			DRIVEWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	14	119	162	45	9	69	58	30	9	4	15	2	536
04:15 PM	21	116	208	54	13	81	39	31	6	1	20	5	595
04:30 PM	23	167	259	48	15	66	52	47	8	5	21	9	720
04:45 PM	18	170	287	49	17	58	56	40	9	3	24	4	735
Total	76	572	916	196	54	274	205	148	32	13	80	20	2586
05:00 PM	28	146	254	62	10	61	57	33	6	1	33	8	699
05:15 PM	19	150	235	45	13	87	55	39	8	4	22	8	685
05:30 PM	16	153	257	54	14	74	51	45	8	6	20	6	704
05:45 PM	24	150	254	35	7	78	55	31	10	6	17	5	672
Total	87	599	1000	196	44	300	218	148	32	17	92	27	2760
Grand Total	163	1171	1916	392	98	574	423	296	64	30	172	47	5346
Apprch %	5	36	59	36.8	9.2	53.9	54	37.8	8.2	12	69.1	18.9	
Total %	3	21.9	35.8	7.3	1.8	10.7	7.9	5.5	1.2	0.6	3.2	0.9	



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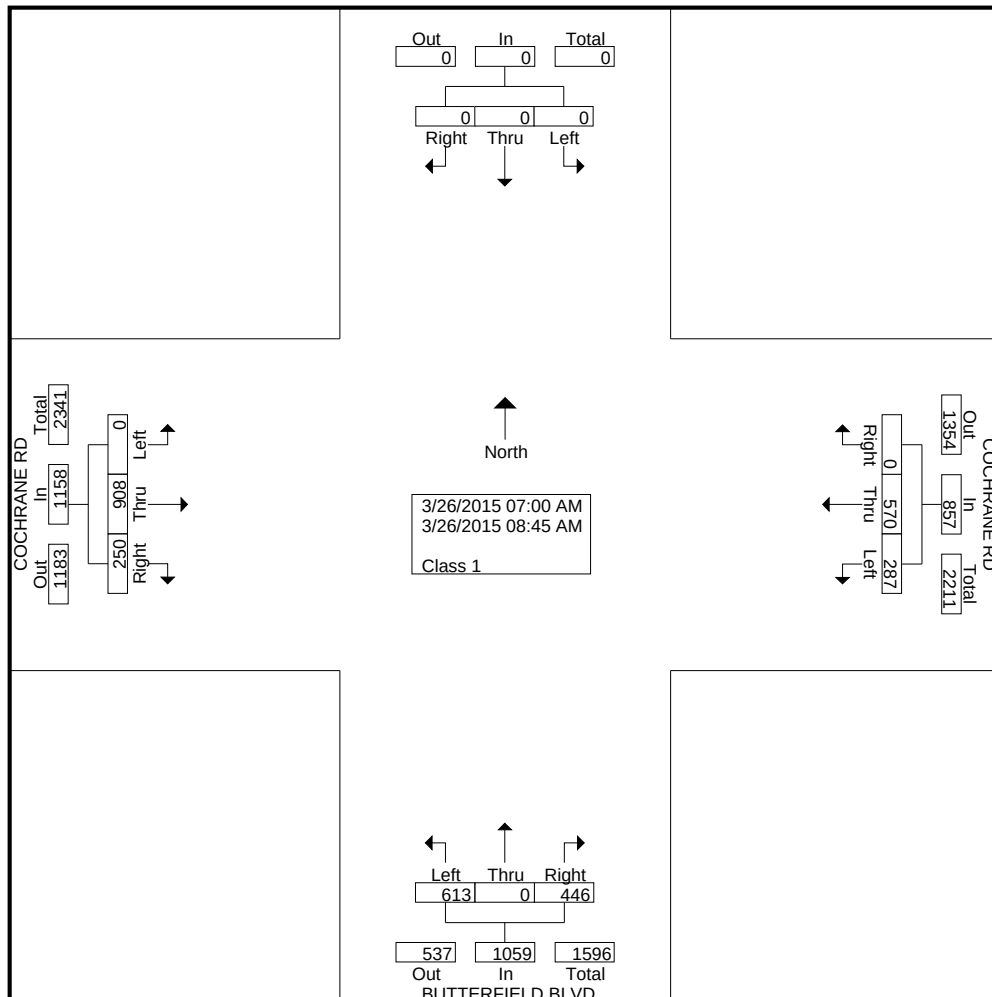
	MONTEREY RD Southbound				COCHRANE RD Westbound				MONTEREY RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	167	259	449	48	15	66	129	52	47	8	107	5	21	9	35	720
04:45 PM	18	170	287	475	49	17	58	124	56	40	9	105	3	24	4	31	735
05:00 PM	28	146	254	428	62	10	61	133	57	33	6	96	1	33	8	42	699
05:15 PM	19	150	235	404	45	13	87	145	55	39	8	102	4	22	8	34	685
Total Volume	88	633	1035	1756	204	55	272	531	220	159	31	410	13	100	29	142	2839
% App. Total	5	36	58.9		38.4	10.4	51.2		53.7	38.8	7.6		9.2	70.4	20.4		
PHF	.786	.931	.902	.924	.823	.809	.782	.916	.965	.846	.861	.958	.650	.758	.806	.845	.966



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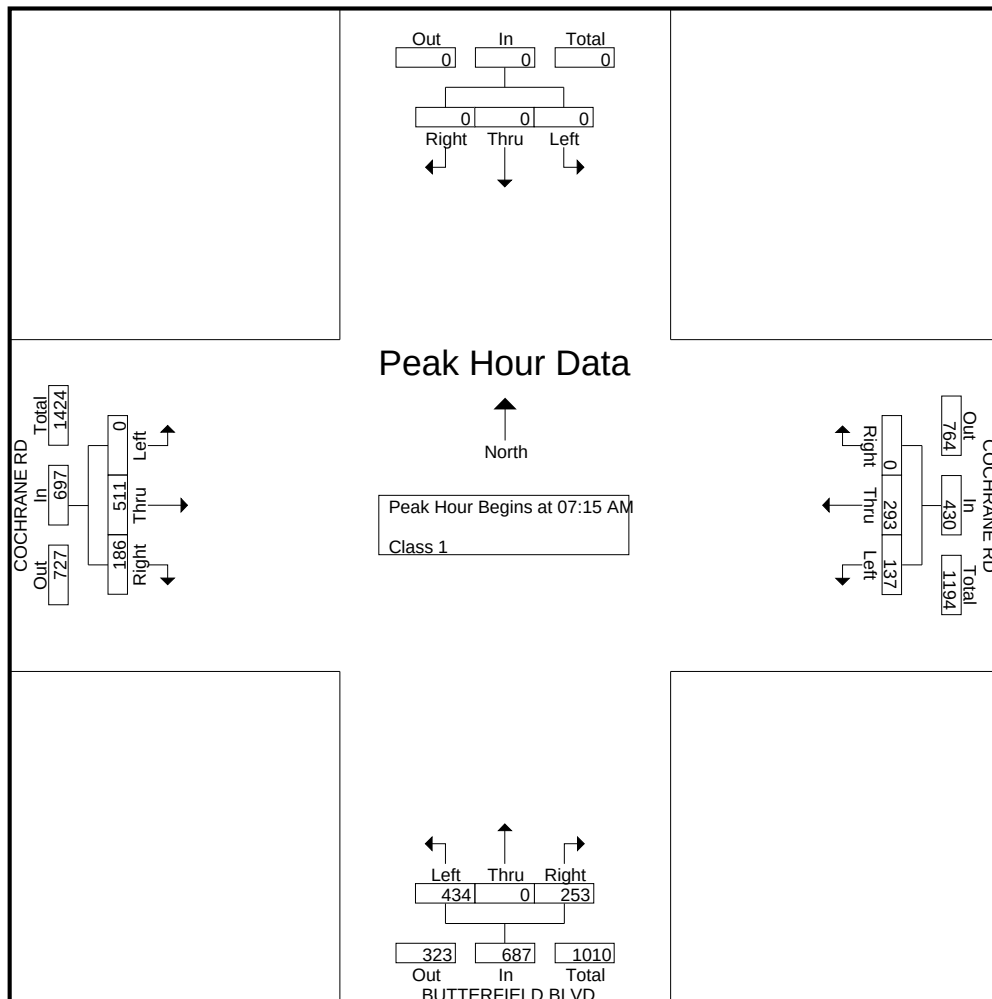
Groups Printed- Class 1

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Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	0	45	24	71	0	63	13	86	0	302
07:15 AM	0	0	0	0	69	16	77	0	86	30	112	0	390
07:30 AM	0	0	0	0	64	38	55	0	168	36	110	0	471
07:45 AM	0	0	0	0	76	45	56	0	127	61	149	0	514
Total	0	0	0	0	254	123	259	0	444	140	457	0	1677
08:00 AM	0	0	0	0	84	38	65	0	53	59	140	0	439
08:15 AM	0	0	0	0	63	34	47	0	55	20	104	0	323
08:30 AM	0	0	0	0	91	53	45	0	49	15	106	0	359
08:45 AM	0	0	0	0	78	39	30	0	12	16	101	0	276
Total	0	0	0	0	316	164	187	0	169	110	451	0	1397
Grand Total	0	0	0	0	570	287	446	0	613	250	908	0	3074
Apprch %	0	0	0	0	66.5	33.5	42.1	0	57.9	21.6	78.4	0	
Total %	0	0	0	0	18.5	9.3	14.5	0	19.9	8.1	29.5	0	



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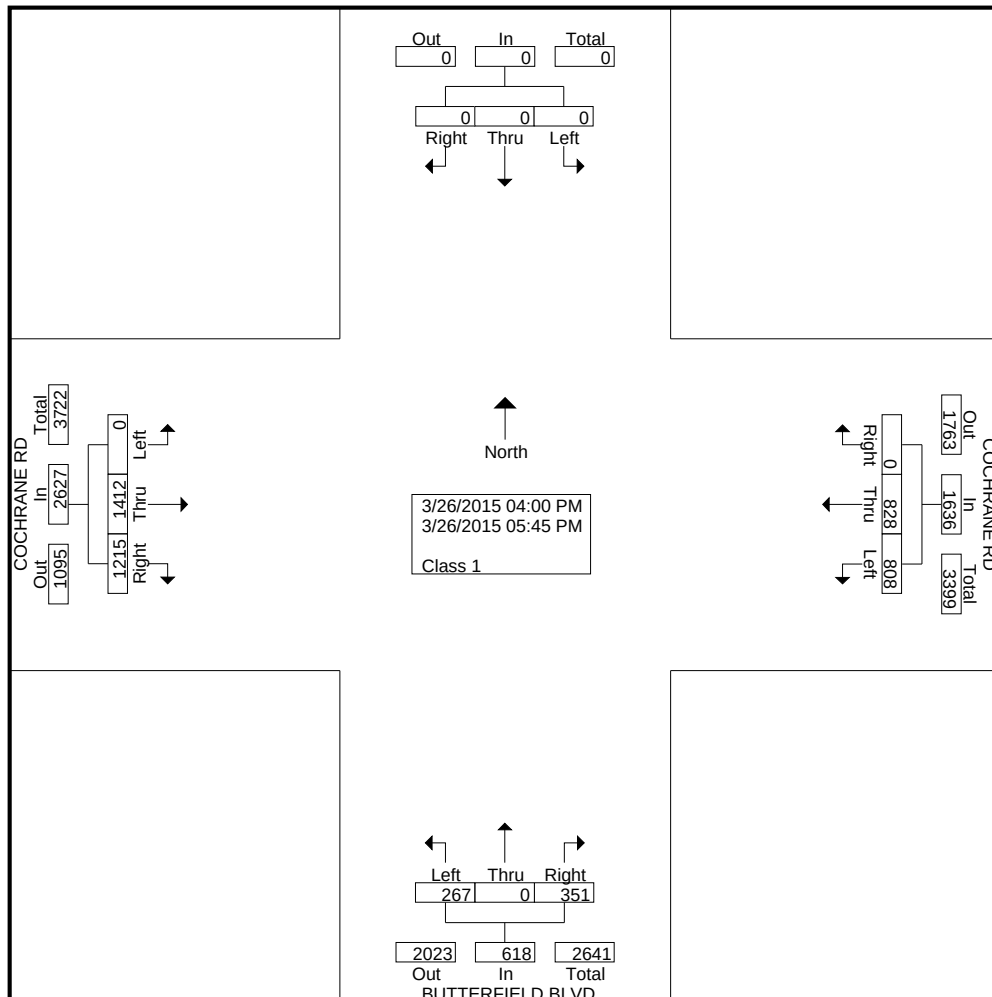
	Southbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	69	16	85	77	0	86	163	30	112	0	142	390
07:30 AM	0	0	0	0	0	64	38	102	55	0	168	223	36	110	0	146	471
07:45 AM	0	0	0	0	0	76	45	121	56	0	127	183	61	149	0	210	514
08:00 AM	0	0	0	0	0	84	38	122	65	0	53	118	59	140	0	199	439
Total Volume	0	0	0	0	0	293	137	430	253	0	434	687	186	511	0	697	1814
% App. Total	0	0	0	0	0	68.1	31.9		36.8	0	63.2		26.7	73.3	0		
PHF	.000	.000	.000	.000	.000	.872	.761	.881	.821	.000	.646	.770	.762	.857	.000	.830	.882



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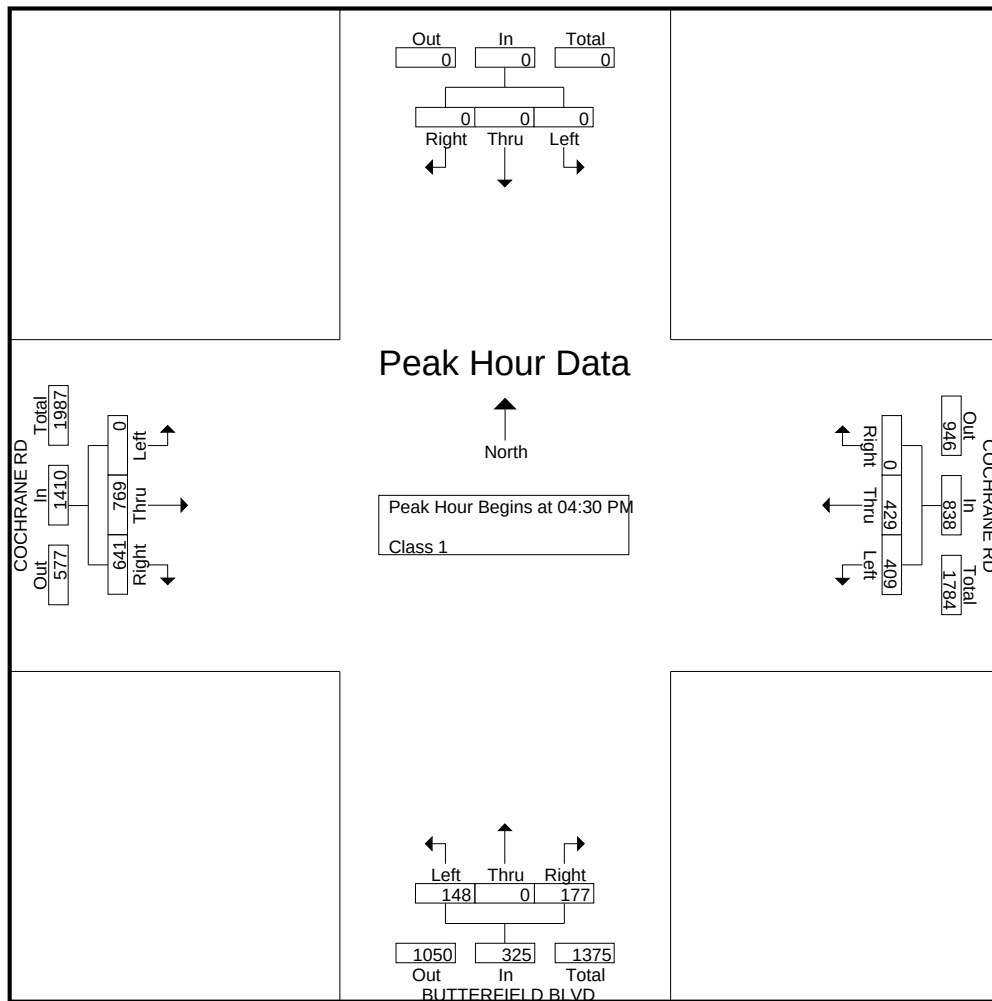
Groups Printed- Class 1

	Southbound			COCHRANE RD Westbound			BUTTERFIELD BLVD Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	0	0	0	0	121	98	40	0	36	128	145	0	568
04:15 PM	0	0	0	0	103	101	50	0	40	153	152	0	599
04:30 PM	0	0	0	0	111	108	44	0	28	153	202	0	646
04:45 PM	0	0	0	0	100	100	40	0	28	171	194	0	633
Total	0	0	0	0	435	407	174	0	132	605	693	0	2446
05:00 PM	0	0	0	0	114	112	50	0	40	146	194	0	656
05:15 PM	0	0	0	0	104	89	43	0	52	171	179	0	638
05:30 PM	0	0	0	0	100	106	44	0	21	168	178	0	617
05:45 PM	0	0	0	0	75	94	40	0	22	125	168	0	524
Total	0	0	0	0	393	401	177	0	135	610	719	0	2435
Grand Total	0	0	0	0	828	808	351	0	267	1215	1412	0	4881
Apprch %	0	0	0	0	50.6	49.4	56.8	0	43.2	46.3	53.7	0	
Total %	0	0	0	0	17	16.6	7.2	0	5.5	24.9	28.9	0	



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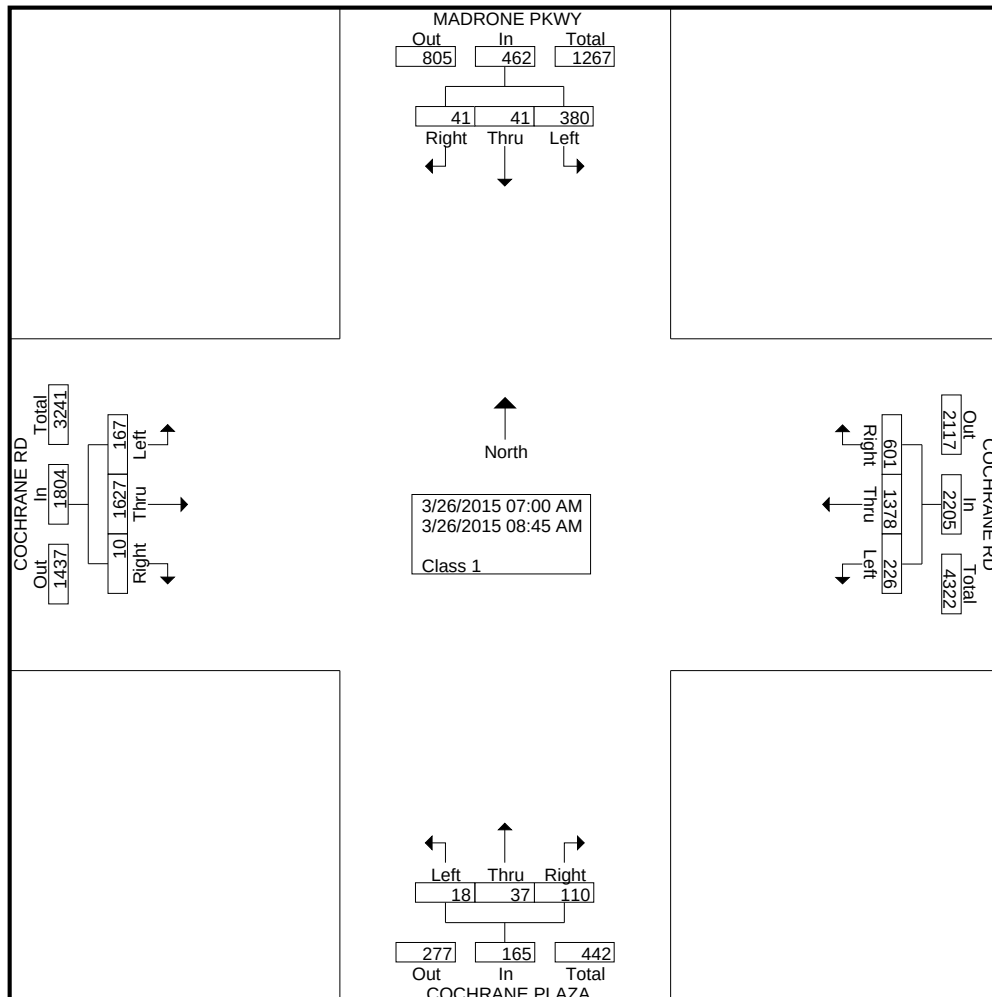
	Southbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	111	108	219	44	0	28	72	153	202	0	355	646
04:45 PM	0	0	0	0	0	100	100	200	40	0	28	68	171	194	0	365	633
05:00 PM	0	0	0	0	0	114	112	226	50	0	40	90	146	194	0	340	656
05:15 PM	0	0	0	0	0	104	89	193	43	0	52	95	171	179	0	350	638
Total Volume	0	0	0	0	0	429	409	838	177	0	148	325	641	769	0	1410	2573
% App. Total	0	0	0	0	0	51.2	48.8		54.5	0	45.5		45.5	54.5	0		
PHF	.000	.000	.000	.000	.000	.941	.913	.927	.885	.000	.712	.855	.937	.952	.000	.966	.981



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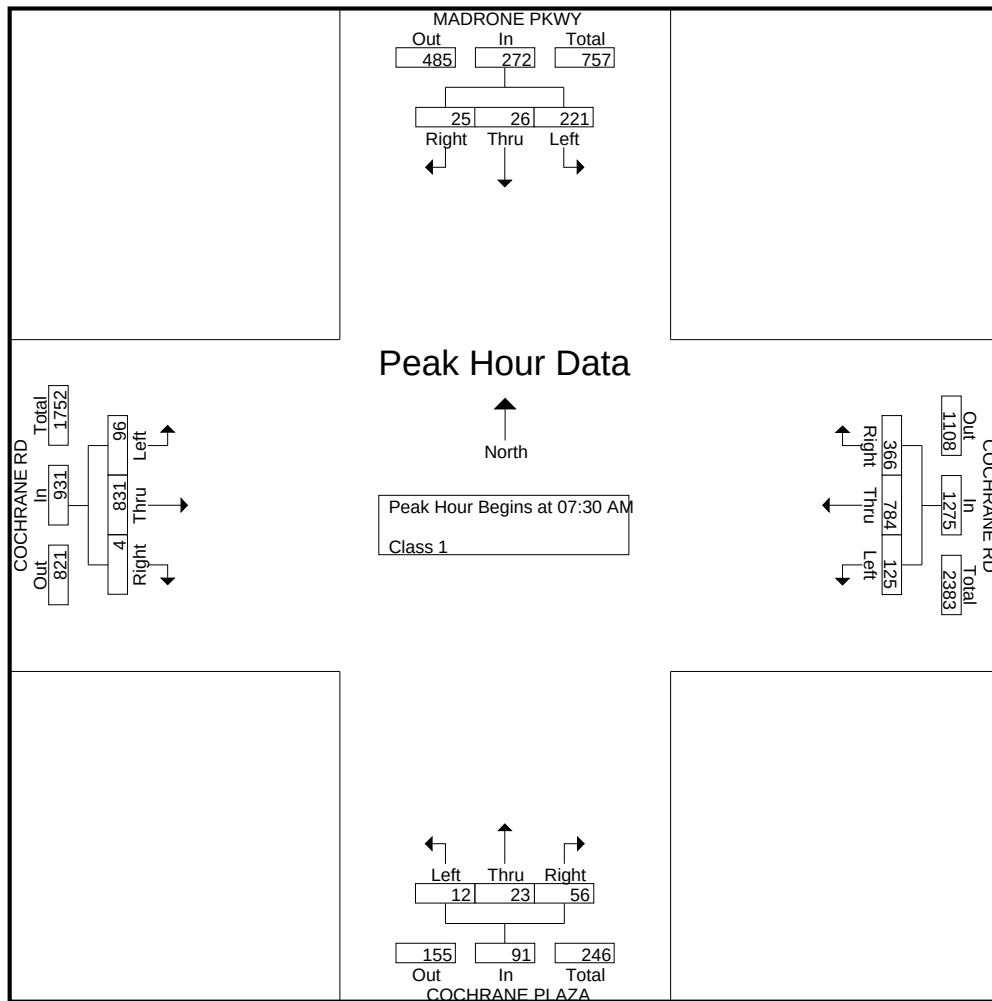
Groups Printed- Class 1

	MADRONE PKWY Southbound			COCHRANE RD Westbound			COCHRANE PLAZA Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	3	5	44	50	97	21	16	3	0	1	304	15	559
07:15 AM	2	5	39	65	123	30	17	1	2	3	241	20	548
07:30 AM	4	7	57	110	153	31	20	7	4	1	216	15	625
07:45 AM	6	7	70	122	223	39	13	3	5	0	231	27	746
Total	15	24	210	347	596	121	66	14	11	5	992	77	2478
08:00 AM	8	4	58	72	213	32	12	3	2	1	192	26	623
08:15 AM	7	8	36	62	195	23	11	10	1	2	192	28	575
08:30 AM	2	3	37	65	170	24	6	4	4	2	121	19	457
08:45 AM	9	2	39	55	204	26	15	6	0	0	130	17	503
Total	26	17	170	254	782	105	44	23	7	5	635	90	2158
Grand Total	41	41	380	601	1378	226	110	37	18	10	1627	167	4636
Apprch %	8.9	8.9	82.3	27.3	62.5	10.2	66.7	22.4	10.9	0.6	90.2	9.3	
Total %	0.9	0.9	8.2	13	29.7	4.9	2.4	0.8	0.4	0.2	35.1	3.6	



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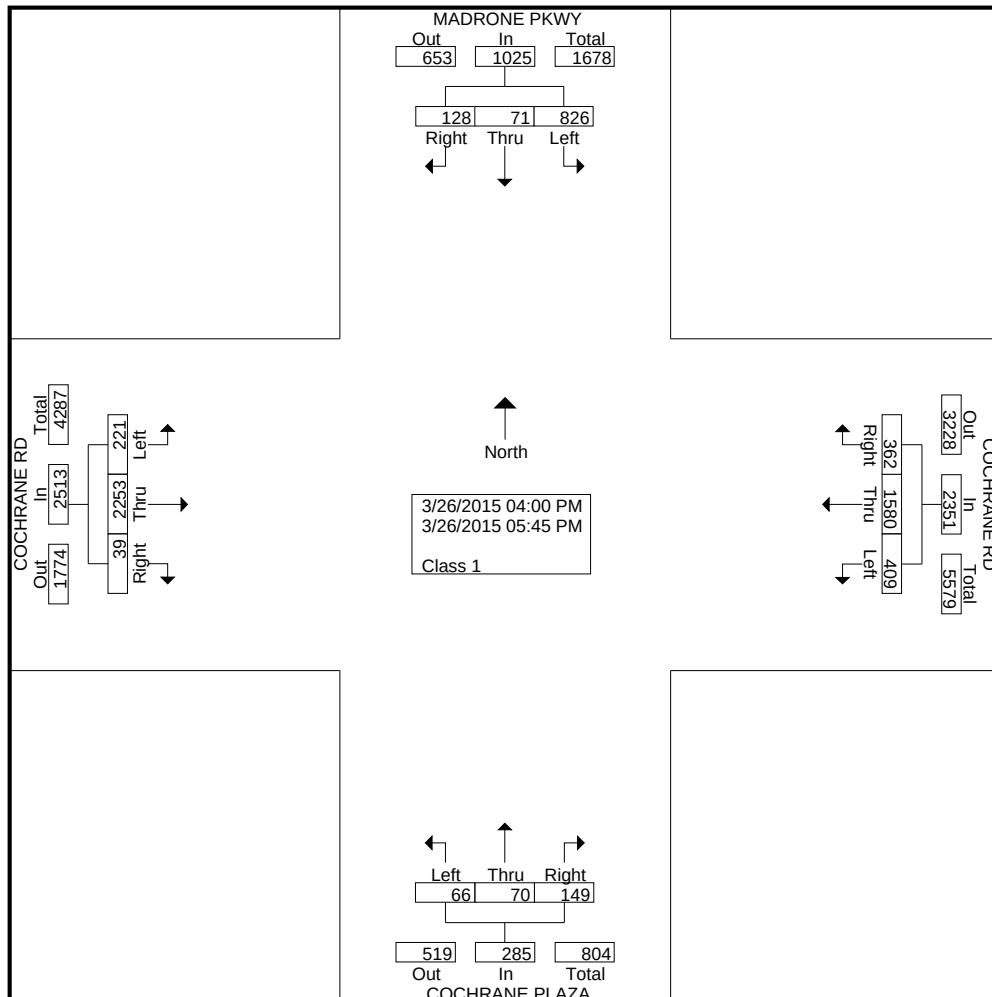
	MADRONE PKWY Southbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	7	57	68	110	153	31	294	20	7	4	31	1	216	15	232	625
07:45 AM	6	7	70	83	122	223	39	384	13	3	5	21	0	231	27	258	746
08:00 AM	8	4	58	70	72	213	32	317	12	3	2	17	1	192	26	219	623
08:15 AM	7	8	36	51	62	195	23	280	11	10	1	22	2	192	28	222	575
Total Volume	25	26	221	272	366	784	125	1275	56	23	12	91	4	831	96	931	2569
% App. Total	9.2	9.6	81.2		28.7	61.5	9.8		61.5	25.3	13.2		0.4	89.3	10.3		
PHF	.781	.813	.789	.819	.750	.879	.801	.830	.700	.575	.600	.734	.500	.899	.857	.902	.861



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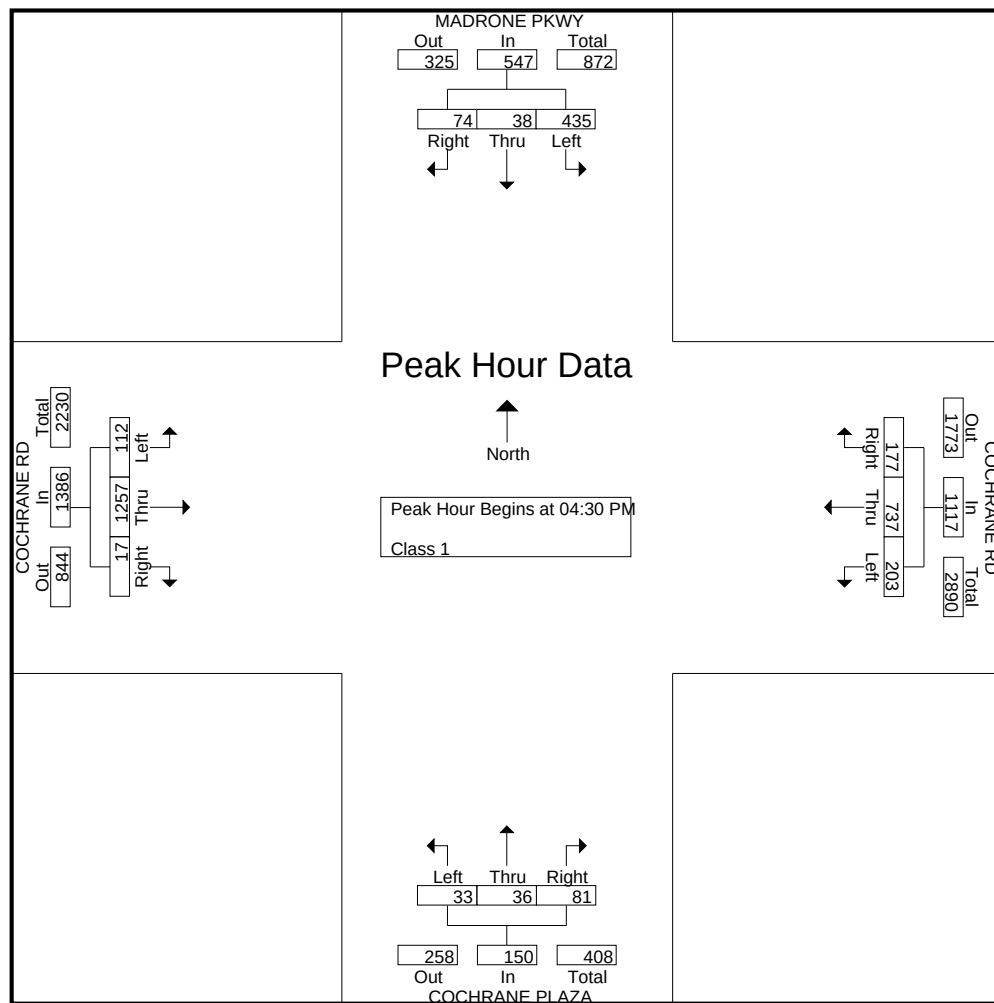
Groups Printed- Class 1

	MADRONE PKWY Southbound			COCHRANE RD Westbound			COCHRANE PLAZA Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	13	6	69	43	209	55	29	11	8	9	261	27	740
04:15 PM	12	6	100	54	195	43	21	7	7	5	241	14	705
04:30 PM	15	12	118	44	169	63	15	10	10	2	319	23	800
04:45 PM	16	9	109	33	184	39	23	9	8	5	294	32	761
Total	56	33	396	174	757	200	88	37	33	21	1115	96	3006
05:00 PM	24	9	115	50	149	50	20	6	5	2	340	35	805
05:15 PM	19	8	93	50	235	51	23	11	10	8	304	22	834
05:30 PM	15	12	102	36	222	46	14	10	10	2	266	27	762
05:45 PM	14	9	120	52	217	62	4	6	8	6	228	41	767
Total	72	38	430	188	823	209	61	33	33	18	1138	125	3168
Grand Total	128	71	826	362	1580	409	149	70	66	39	2253	221	6174
Apprch %	12.5	6.9	80.6	15.4	67.2	17.4	52.3	24.6	23.2	1.6	89.7	8.8	
Total %	2.1	1.1	13.4	5.9	25.6	6.6	2.4	1.1	1.1	0.6	36.5	3.6	



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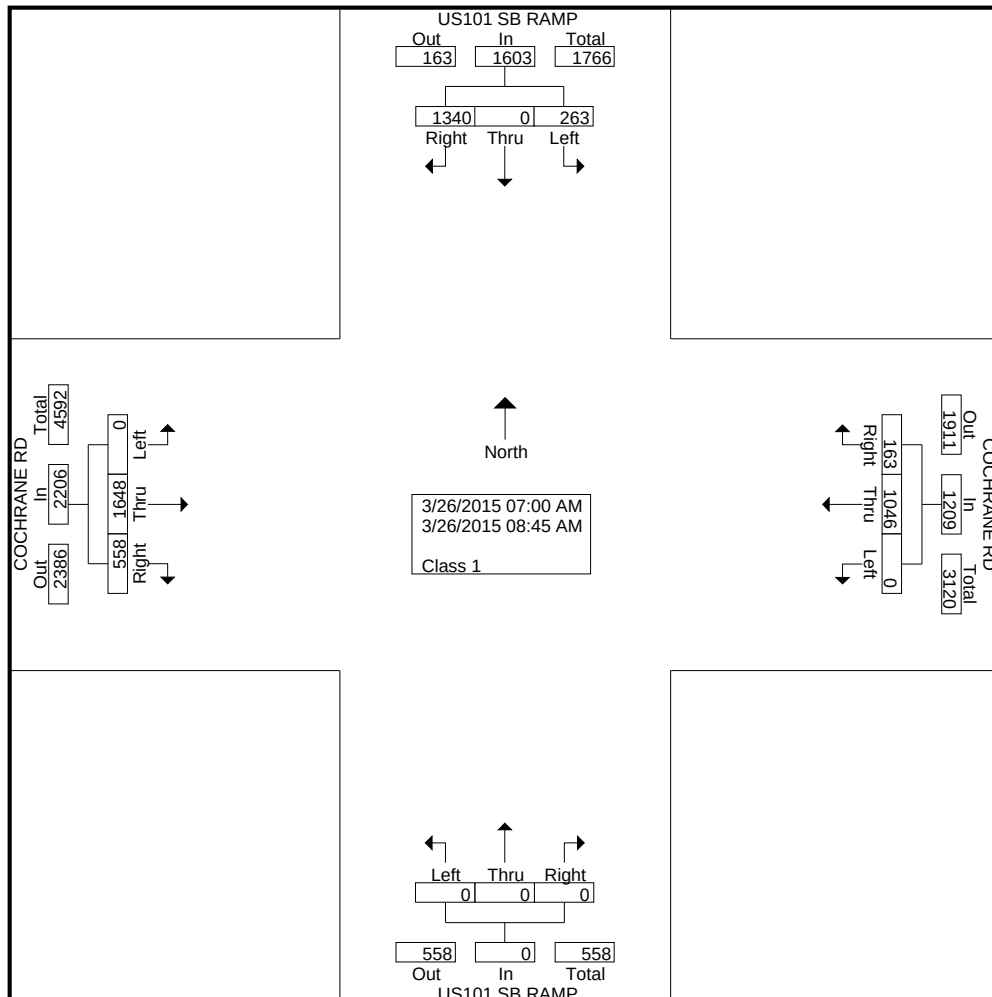
	MADRONE PKWY Southbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	12	118	145	44	169	63	276	15	10	10	35	2	319	23	344	800
04:45 PM	16	9	109	134	33	184	39	256	23	9	8	40	5	294	32	331	761
05:00 PM	24	9	115	148	50	149	50	249	20	6	5	31	2	340	35	377	805
05:15 PM	19	8	93	120	50	235	51	336	23	11	10	44	8	304	22	334	834
Total Volume	74	38	435	547	177	737	203	1117	81	36	33	150	17	1257	112	1386	3200
% App. Total	13.5	6.9	79.5		15.8	66	18.2		54	24	22		1.2	90.7	8.1		
PHF	.771	.792	.922	.924	.885	.784	.806	.831	.880	.818	.825	.852	.531	.924	.800	.919	.959



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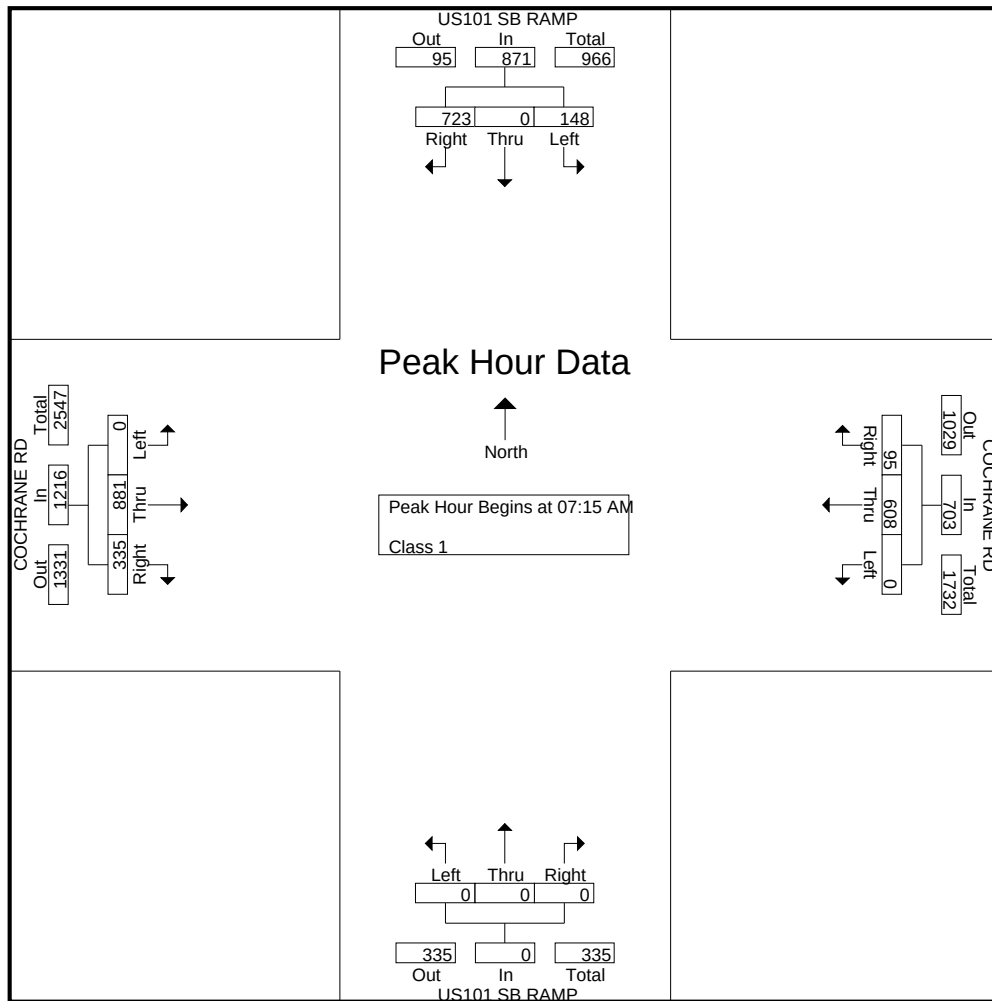
Groups Printed- Class 1

	US101 SB RAMP Southbound			COCHRANE RD Westbound			US101 SB RAMP Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	111	0	31	12	64	0	0	0	0	62	313	0	593
07:15 AM	152	0	34	21	103	0	0	0	0	77	232	0	619
07:30 AM	171	0	43	30	179	0	0	0	0	104	221	0	748
07:45 AM	225	0	43	22	196	0	0	0	0	93	220	0	799
Total	659	0	151	85	542	0	0	0	0	336	986	0	2759
08:00 AM	175	0	28	22	130	0	0	0	0	61	208	0	624
08:15 AM	172	0	18	17	131	0	0	0	0	67	179	0	584
08:30 AM	155	0	31	19	114	0	0	0	0	38	134	0	491
08:45 AM	179	0	35	20	129	0	0	0	0	56	141	0	560
Total	681	0	112	78	504	0	0	0	0	222	662	0	2259
Grand Total	1340	0	263	163	1046	0	0	0	0	558	1648	0	5018
Apprch %	83.6	0	16.4	13.5	86.5	0	0	0	0	25.3	74.7	0	
Total %	26.7	0	5.2	3.2	20.8	0	0	0	0	11.1	32.8	0	



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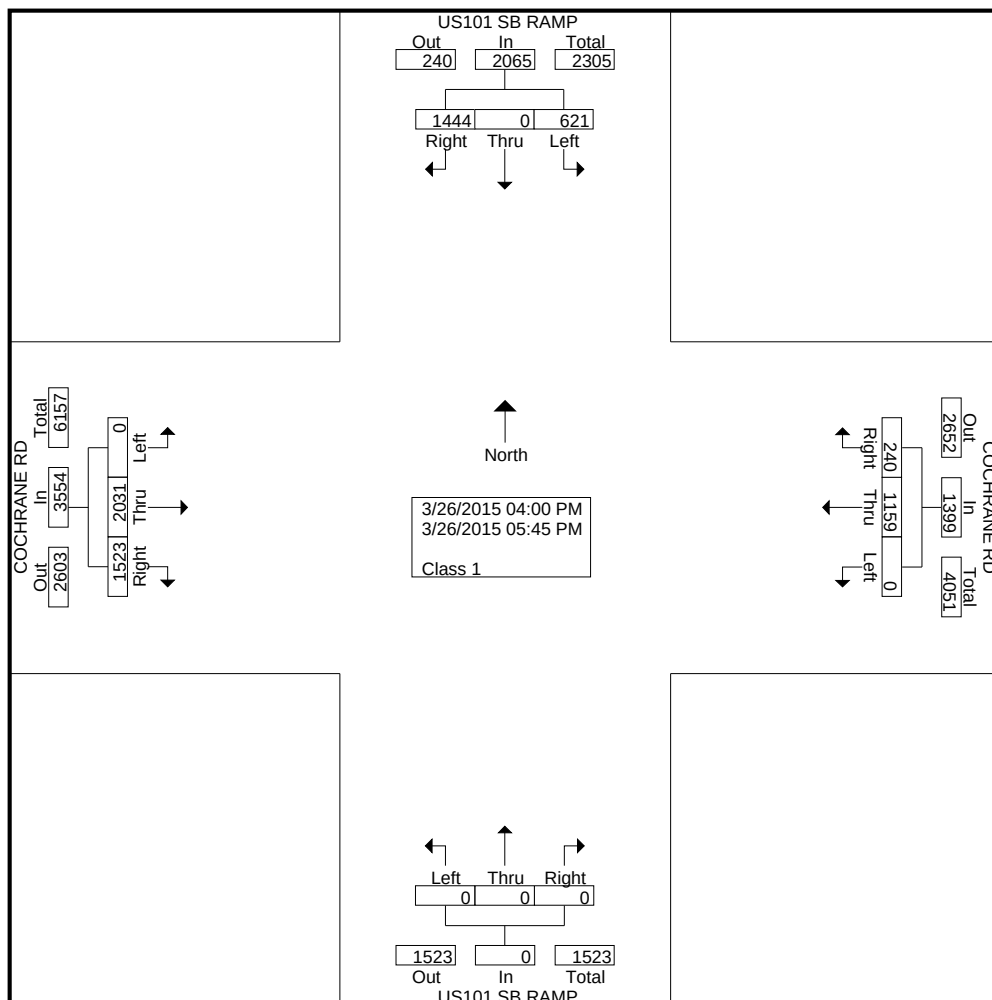
	US101 SB RAMP Southbound				COCHRANE RD Westbound				US101 SB RAMP Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	152	0	34	186	21	103	0	124	0	0	0	0	77	232	0	309	619
07:30 AM	171	0	43	214	30	179	0	209	0	0	0	0	104	221	0	325	748
07:45 AM	225	0	43	268	22	196	0	218	0	0	0	0	93	220	0	313	799
08:00 AM	175	0	28	203	22	130	0	152	0	0	0	0	61	208	0	269	624
Total Volume	723	0	148	871	95	608	0	703	0	0	0	0	335	881	0	1216	2790
% App. Total	83	0	17		13.5	86.5	0		0	0	0		27.5	72.5	0		
PHF	.803	.000	.860	.813	.792	.776	.000	.806	.000	.000	.000	.000	.805	.949	.000	.935	.873



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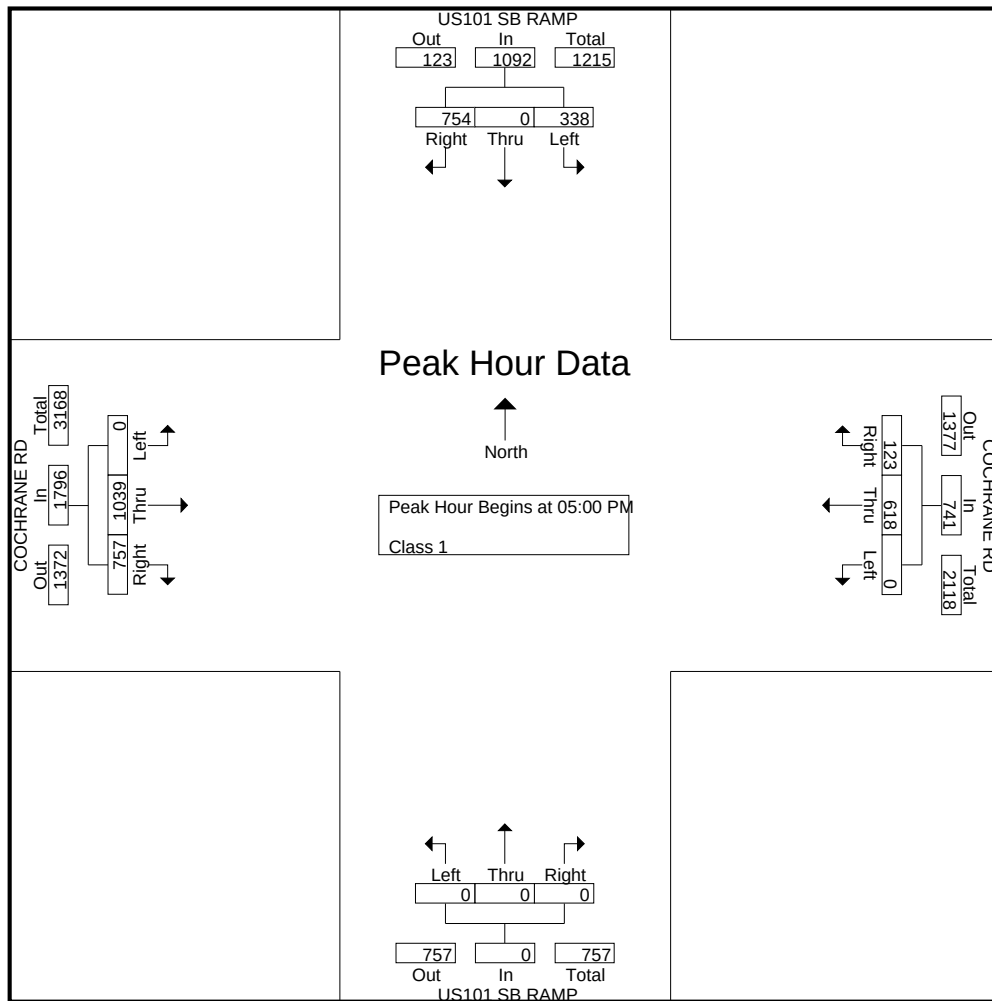
Groups Printed- Class 1

	US101 SB RAMP Southbound			COCHRANE RD Westbound			US101 SB RAMP Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	181	0	65	23	128	0	0	0	0	169	235	0	801
04:15 PM	181	0	81	21	156	0	0	0	0	192	211	0	842
04:30 PM	176	0	80	37	125	0	0	0	0	195	300	0	913
04:45 PM	152	0	57	36	132	0	0	0	0	210	246	0	833
Total	690	0	283	117	541	0	0	0	0	766	992	0	3389
05:00 PM	130	0	62	40	170	0	0	0	0	238	287	0	927
05:15 PM	190	0	86	30	165	0	0	0	0	132	292	0	895
05:30 PM	198	0	96	22	142	0	0	0	0	197	260	0	915
05:45 PM	236	0	94	31	141	0	0	0	0	190	200	0	892
Total	754	0	338	123	618	0	0	0	0	757	1039	0	3629
Grand Total	1444	0	621	240	1159	0	0	0	0	1523	2031	0	7018
Apprch %	69.9	0	30.1	17.2	82.8	0	0	0	0	42.9	57.1	0	
Total %	20.6	0	8.8	3.4	16.5	0	0	0	0	21.7	28.9	0	



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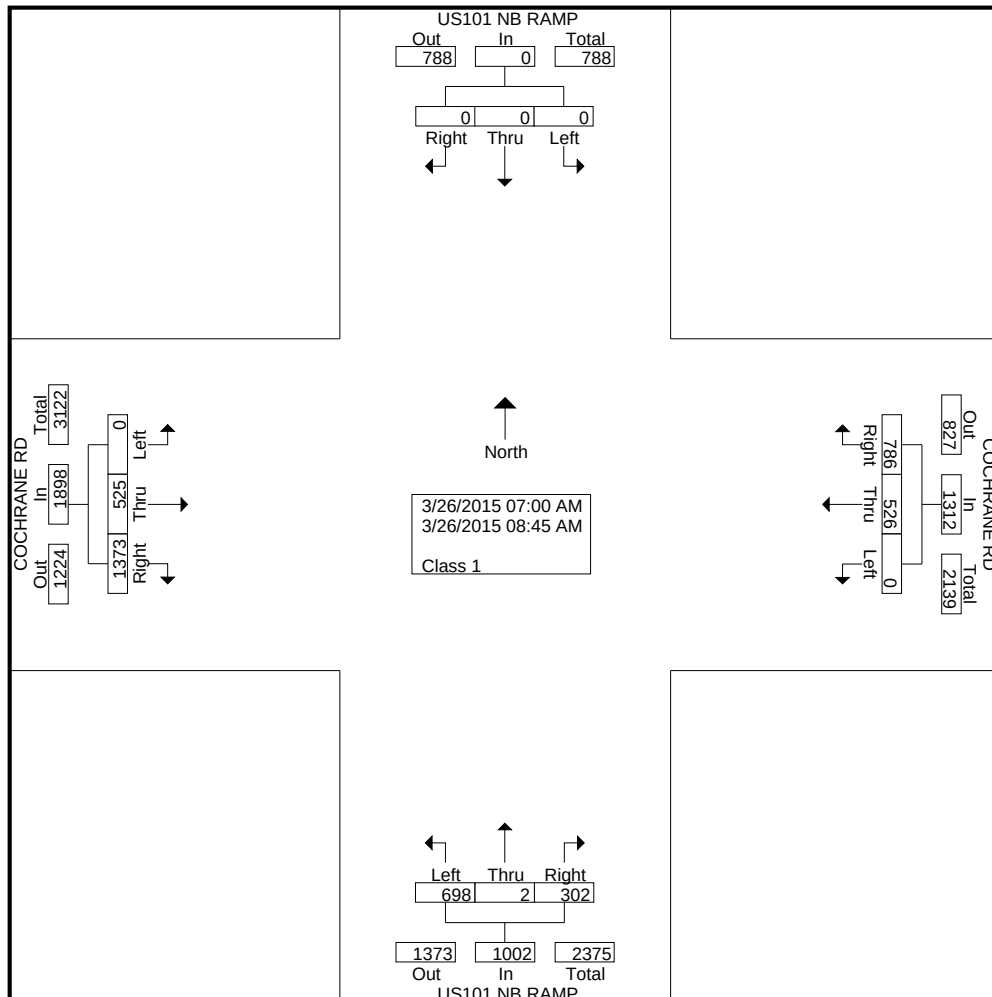
	US101 SB RAMP Southbound				COCHRANE RD Westbound				US101 SB RAMP Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	130	0	62	192	40	170	0	210	0	0	0	0	238	287	0	525	927
05:15 PM	190	0	86	276	30	165	0	195	0	0	0	0	132	292	0	424	895
05:30 PM	198	0	96	294	22	142	0	164	0	0	0	0	197	260	0	457	915
05:45 PM	236	0	94	330	31	141	0	172	0	0	0	0	190	200	0	390	892
Total Volume	754	0	338	1092	123	618	0	741	0	0	0	0	757	1039	0	1796	3629
% App. Total	69	0	31		16.6	83.4	0		0	0	0		42.1	57.9	0		
PHF	.799	.000	.880	.827	.769	.909	.000	.882	.000	.000	.000	.000	.795	.890	.000	.855	.979



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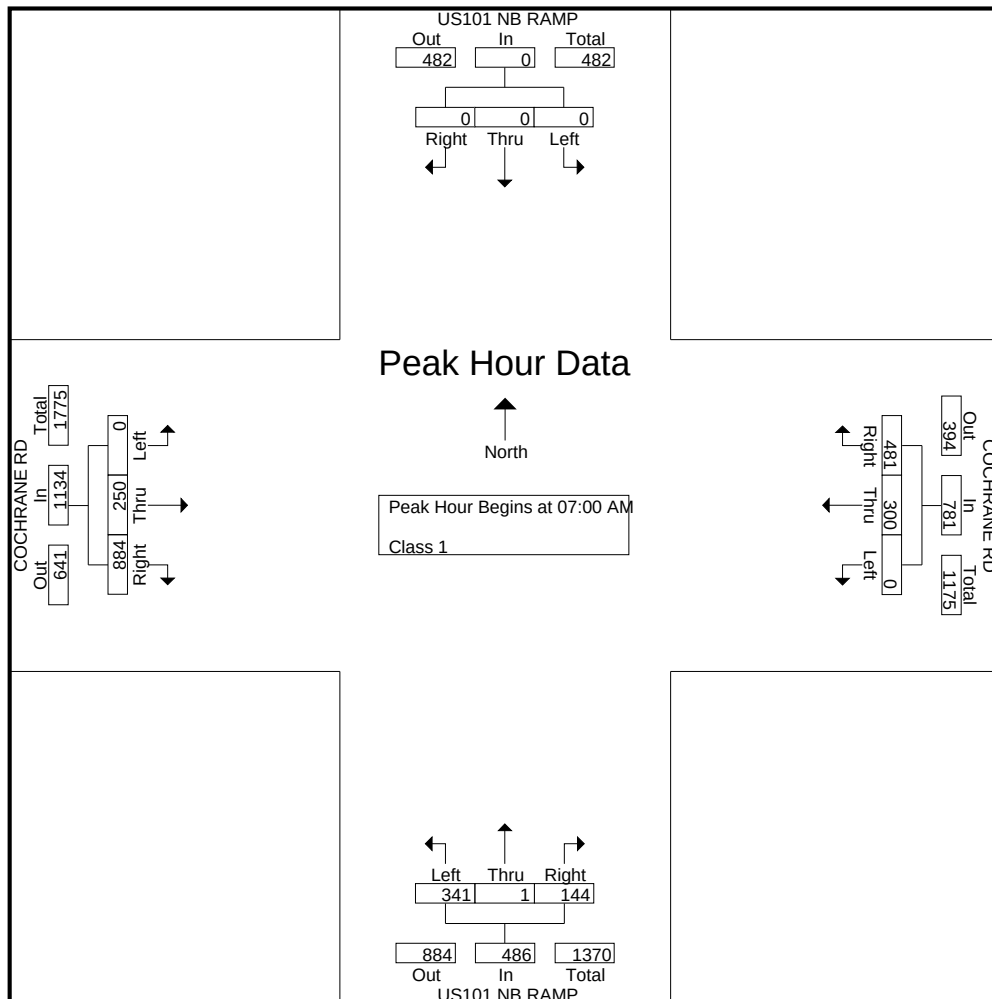
Groups Printed- Class 1

	US101 NB RAMP Southbound			COCHRANE RD Westbound			US101 NB RAMP Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	129	35	0	40	0	48	306	36	0	594
07:15 AM	0	0	0	114	58	0	35	1	70	217	37	0	532
07:30 AM	0	0	0	135	109	0	36	0	101	191	78	0	650
07:45 AM	0	0	0	103	98	0	33	0	122	170	99	0	625
Total	0	0	0	481	300	0	144	1	341	884	250	0	2401
08:00 AM	0	0	0	86	57	0	59	0	93	161	73	0	529
08:15 AM	0	0	0	81	56	0	43	1	93	144	52	0	470
08:30 AM	0	0	0	74	51	0	30	0	83	91	66	0	395
08:45 AM	0	0	0	64	62	0	26	0	88	93	84	0	417
Total	0	0	0	305	226	0	158	1	357	489	275	0	1811
Grand Total	0	0	0	786	526	0	302	2	698	1373	525	0	4212
Apprch %	0	0	0	59.9	40.1	0	30.1	0.2	69.7	72.3	27.7	0	
Total %	0	0	0	18.7	12.5	0	7.2	0	16.6	32.6	12.5	0	



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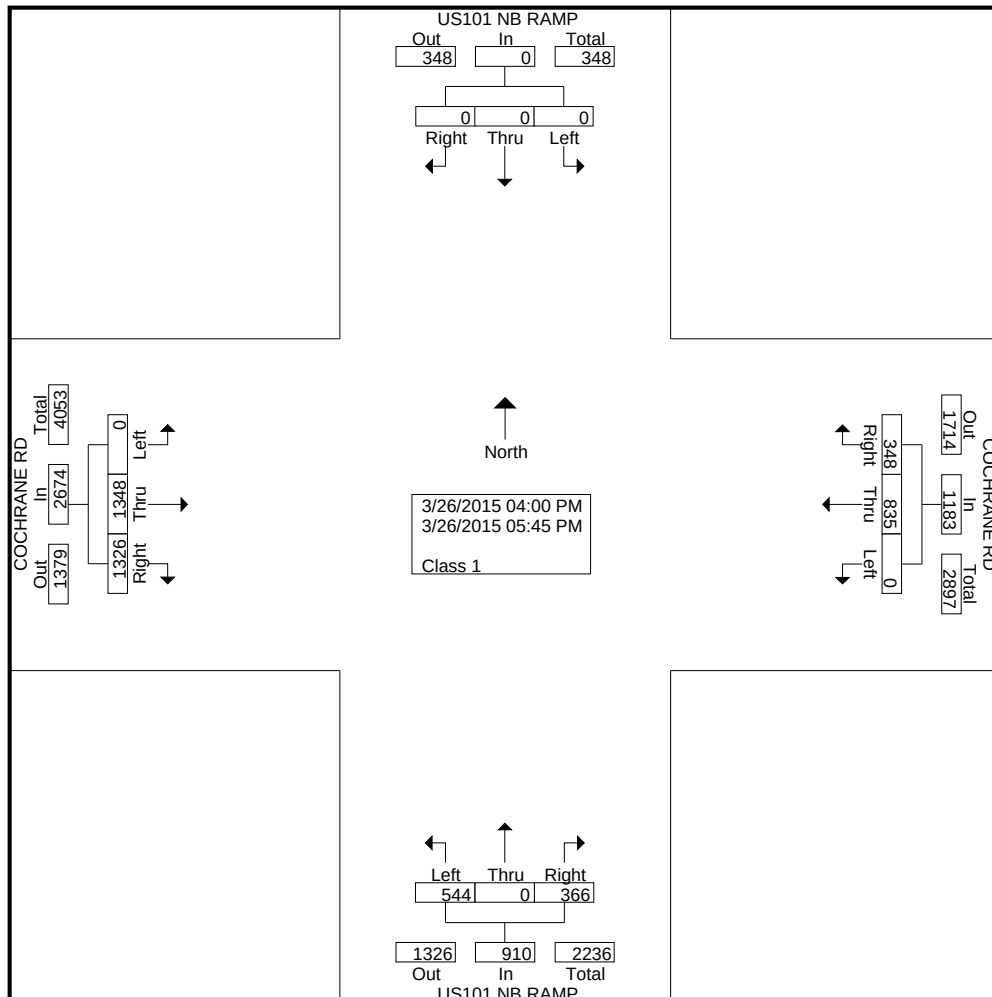
	US101 NB RAMP Southbound				COCHRANE RD Westbound				US101 NB RAMP Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	129	35	0	164	40	0	48	88	306	36	0	342	594
07:15 AM	0	0	0	0	114	58	0	172	35	1	70	106	217	37	0	254	532
07:30 AM	0	0	0	0	135	109	0	244	36	0	101	137	191	78	0	269	650
07:45 AM	0	0	0	0	103	98	0	201	33	0	122	155	170	99	0	269	625
Total Volume	0	0	0	0	481	300	0	781	144	1	341	486	884	250	0	1134	2401
% App. Total	0	0	0	0	61.6	38.4	0		29.6	0.2	70.2		78	22	0		
PHF	.000	.000	.000	.000	.891	.688	.000	.800	.900	.250	.699	.784	.722	.631	.000	.829	.923



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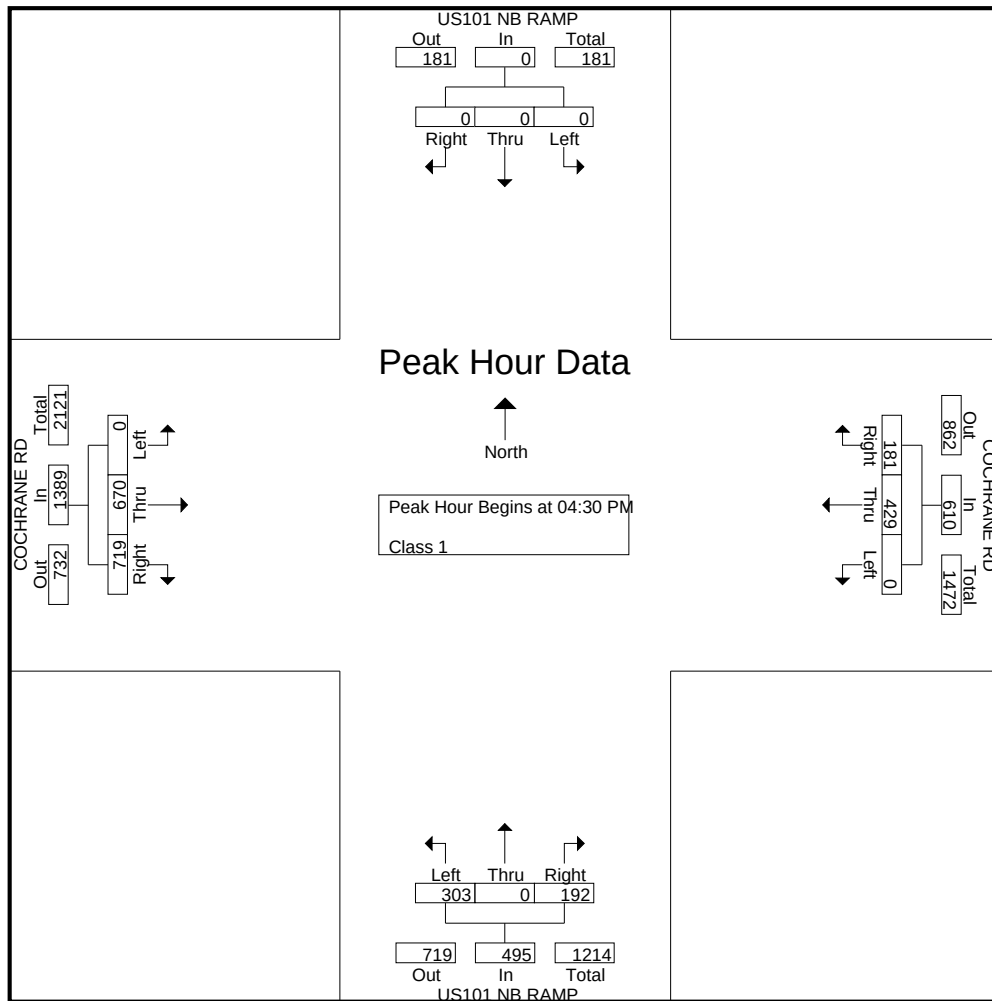
Groups Printed- Class 1

	US101 NB RAMP Southbound			COCHRANE RD Westbound			US101 NB RAMP Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	0	0	0	35	102	0	44	0	51	186	125	0	543
04:15 PM	0	0	0	50	113	0	44	0	51	128	174	0	560
04:30 PM	0	0	0	47	103	0	56	0	60	201	149	0	616
04:45 PM	0	0	0	38	105	0	36	0	65	177	176	0	597
Total	0	0	0	170	423	0	180	0	227	692	624	0	2316
05:00 PM	0	0	0	50	111	0	48	0	97	202	160	0	668
05:15 PM	0	0	0	46	110	0	52	0	81	139	185	0	613
05:30 PM	0	0	0	40	96	0	38	0	64	174	161	0	573
05:45 PM	0	0	0	42	95	0	48	0	75	119	218	0	597
Total	0	0	0	178	412	0	186	0	317	634	724	0	2451
Grand Total	0	0	0	348	835	0	366	0	544	1326	1348	0	4767
Apprch %	0	0	0	29.4	70.6	0	40.2	0	59.8	49.6	50.4	0	
Total %	0	0	0	7.3	17.5	0	7.7	0	11.4	27.8	28.3	0	



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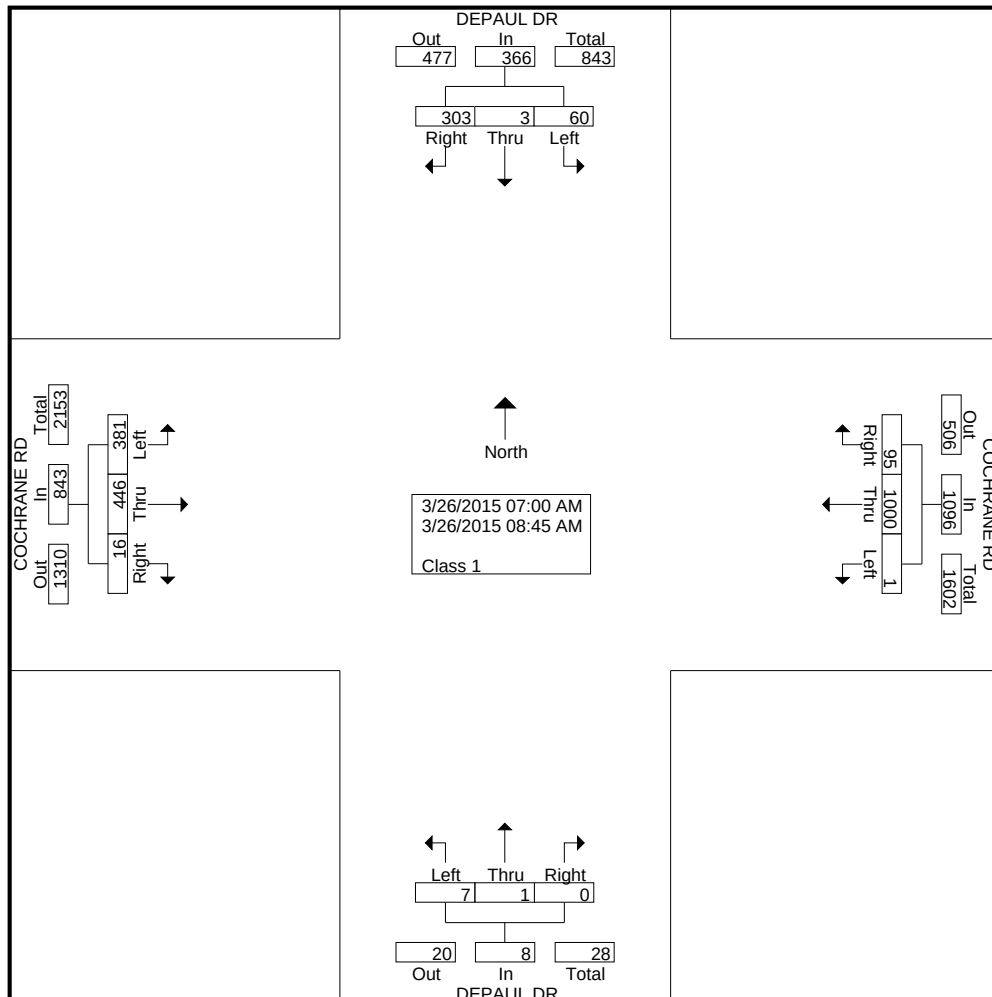
	US101 NB RAMP Southbound				COCHRANE RD Westbound				US101 NB RAMP Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	47	103	0	150	56	0	60	116	201	149	0	350	616
04:45 PM	0	0	0	0	38	105	0	143	36	0	65	101	177	176	0	353	597
05:00 PM	0	0	0	0	50	111	0	161	48	0	97	145	202	160	0	362	668
05:15 PM	0	0	0	0	46	110	0	156	52	0	81	133	139	185	0	324	613
Total Volume	0	0	0	0	181	429	0	610	192	0	303	495	719	670	0	1389	2494
% App. Total	0	0	0	0	29.7	70.3	0		38.8	0	61.2		51.8	48.2	0		
PHF	.000	.000	.000	.000	.905	.966	.000	.947	.857	.000	.781	.853	.890	.905	.000	.959	.933



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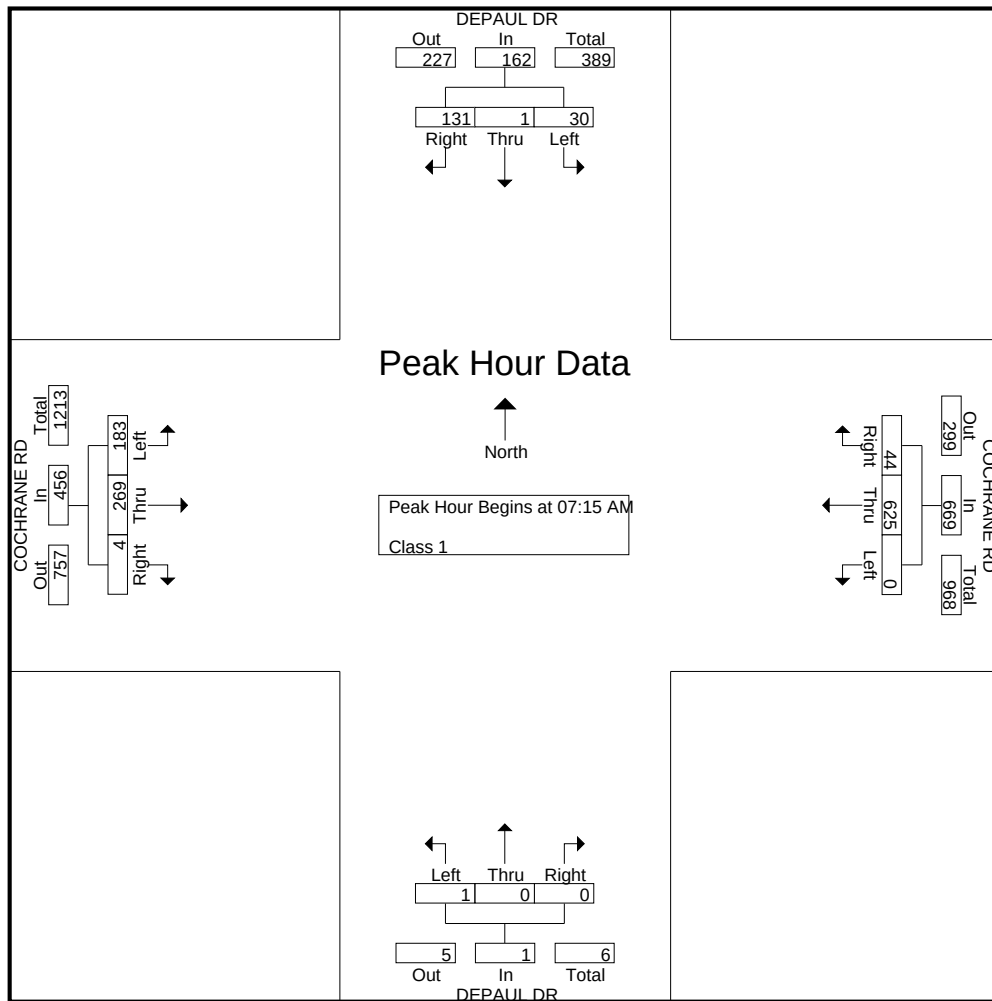
Groups Printed- Class 1

	DEPAUL DR Southbound			COCHRANE RD Westbound			DEPAUL DR Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	34	1	6	18	131	1	0	1	2	2	41	35	272
07:15 AM	31	1	9	8	141	0	0	0	0	0	44	27	261
07:30 AM	30	0	5	10	215	0	0	0	1	0	68	50	379
07:45 AM	35	0	8	14	162	0	0	0	0	0	88	41	348
Total	130	2	28	50	649	1	0	1	3	2	241	153	1260
08:00 AM	35	0	8	12	107	0	0	0	0	4	69	65	300
08:15 AM	50	1	9	10	88	0	0	0	0	2	49	47	256
08:30 AM	44	0	7	14	80	0	0	0	1	2	37	55	240
08:45 AM	44	0	8	9	76	0	0	0	3	6	50	61	257
Total	173	1	32	45	351	0	0	0	4	14	205	228	1053
Grand Total	303	3	60	95	1000	1	0	1	7	16	446	381	2313
Apprch %	82.8	0.8	16.4	8.7	91.2	0.1	0	12.5	87.5	1.9	52.9	45.2	
Total %	13.1	0.1	2.6	4.1	43.2	0	0	0	0.3	0.7	19.3	16.5	



File Name : #7 DEPAUL&COCHRANEAM
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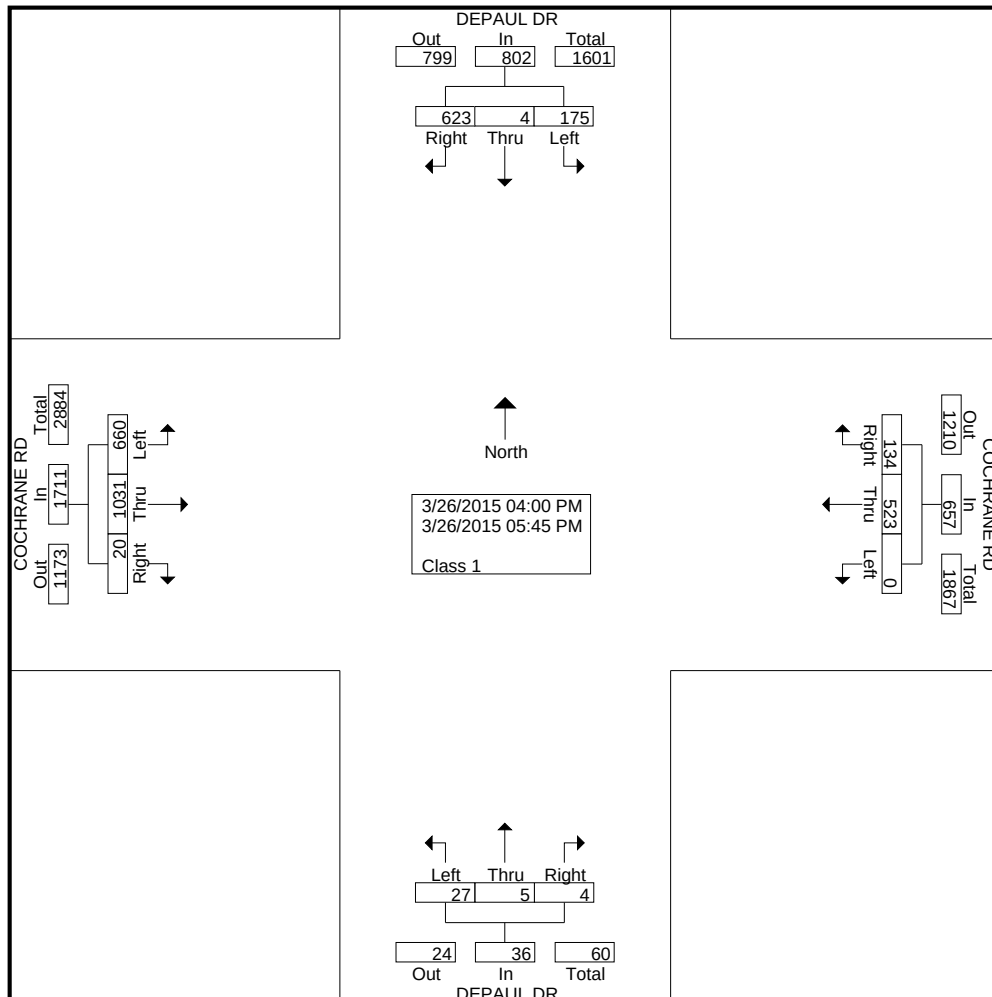
	DEPAUL DR Southbound				COCHRANE RD Westbound				DEPAUL DR Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	31	1	9	41	8	141	0	149	0	0	0	0	0	44	27	71	261
07:30 AM	30	0	5	35	10	215	0	225	0	0	1	1	0	68	50	118	379
07:45 AM	35	0	8	43	14	162	0	176	0	0	0	0	0	88	41	129	348
08:00 AM	35	0	8	43	12	107	0	119	0	0	0	0	4	69	65	138	300
Total Volume	131	1	30	162	44	625	0	669	0	0	1	1	4	269	183	456	1288
% App. Total	80.9	0.6	18.5		6.6	93.4	0		0	0	100		0.9	59	40.1		
PHF	.936	.250	.833	.942	.786	.727	.000	.743	.000	.000	.250	.250	.250	.764	.704	.826	.850



File Name : #7 DEPAUL&COCHRANEPM
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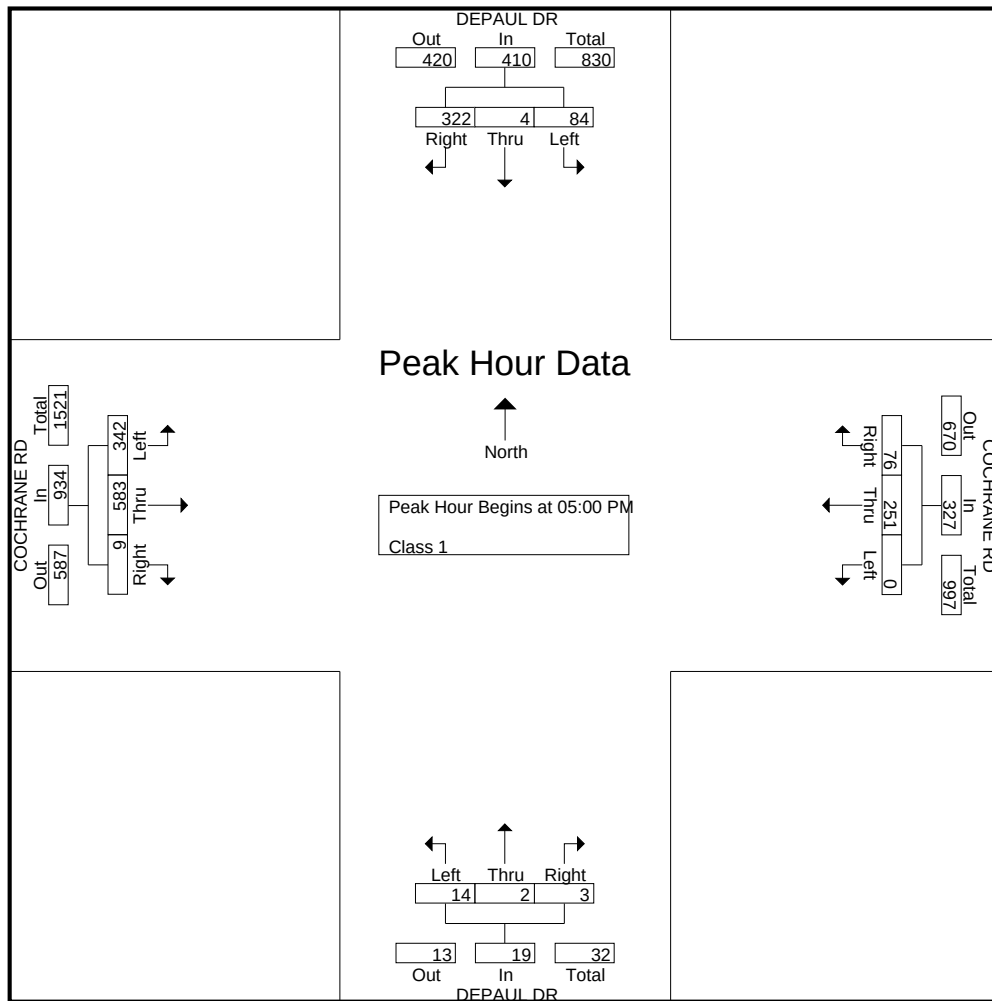
Groups Printed- Class 1

	DEPAUL DR Southbound			COCHRANE RD Westbound			DEPAUL DR Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	73	0	26	20	61	0	0	1	2	3	102	65	353
04:15 PM	75	0	18	11	81	0	0	1	3	4	138	79	410
04:30 PM	78	0	29	9	64	0	0	0	4	1	116	94	395
04:45 PM	75	0	18	18	66	0	1	1	4	3	92	80	358
Total	301	0	91	58	272	0	1	3	13	11	448	318	1516
05:00 PM	87	1	15	21	71	0	0	1	5	2	143	75	421
05:15 PM	91	1	21	14	63	0	1	0	4	2	144	93	434
05:30 PM	73	1	20	19	56	0	1	0	2	3	146	98	419
05:45 PM	71	1	28	22	61	0	1	1	3	2	150	76	416
Total	322	4	84	76	251	0	3	2	14	9	583	342	1690
Grand Total	623	4	175	134	523	0	4	5	27	20	1031	660	3206
Apprch %	77.7	0.5	21.8	20.4	79.6	0	11.1	13.9	75	1.2	60.3	38.6	
Total %	19.4	0.1	5.5	4.2	16.3	0	0.1	0.2	0.8	0.6	32.2	20.6	



File Name : #7 DEPAUL&COCHRANEPM
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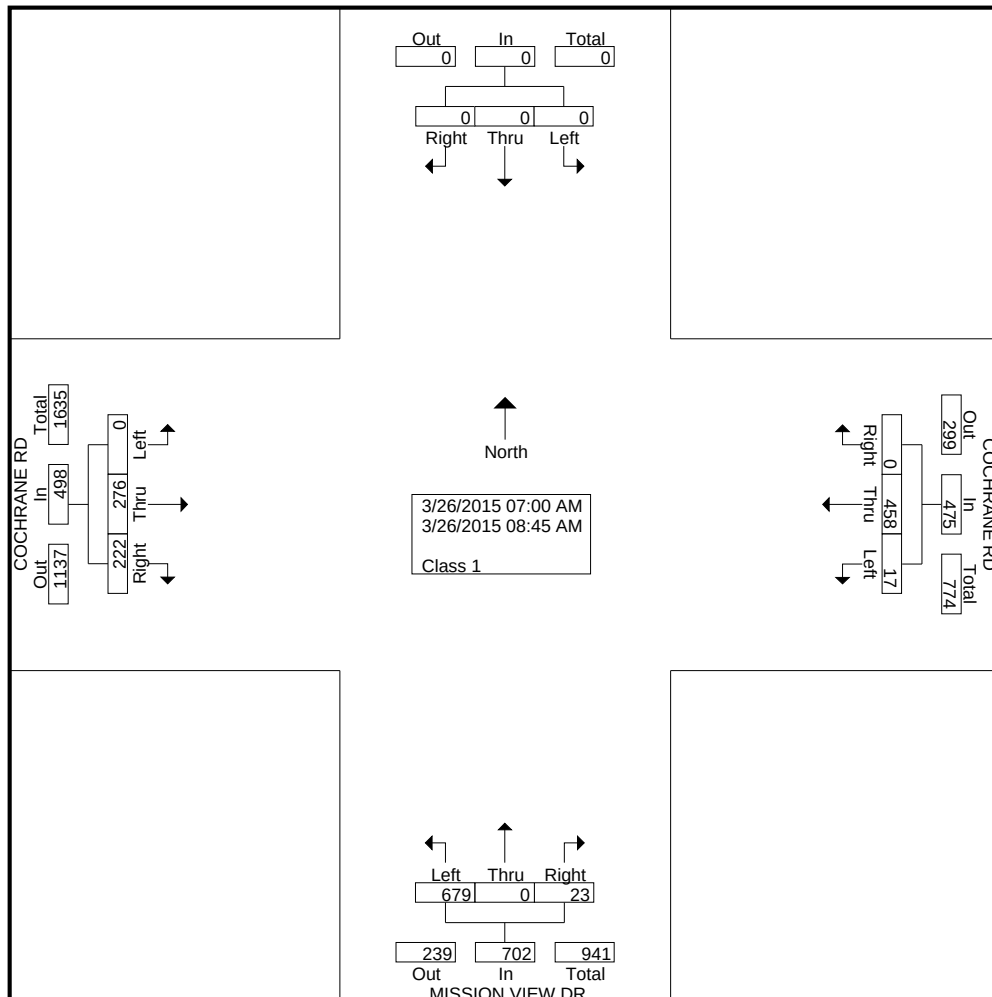
	DEPAUL DR Southbound				COCHRANE RD Westbound				DEPAUL DR Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	87	1	15	103	21	71	0	92	0	1	5	6	2	143	75	220	421
05:15 PM	91	1	21	113	14	63	0	77	1	0	4	5	2	144	93	239	434
05:30 PM	73	1	20	94	19	56	0	75	1	0	2	3	3	146	98	247	419
05:45 PM	71	1	28	100	22	61	0	83	1	1	3	5	2	150	76	228	416
Total Volume	322	4	84	410	76	251	0	327	3	2	14	19	9	583	342	934	1690
% App. Total	78.5	1	20.5		23.2	76.8	0		15.8	10.5	73.7		1	62.4	36.6		
PHF	.885	1.00	.750	.907	.864	.884	.000	.889	.750	.500	.700	.792	.750	.972	.872	.945	.974



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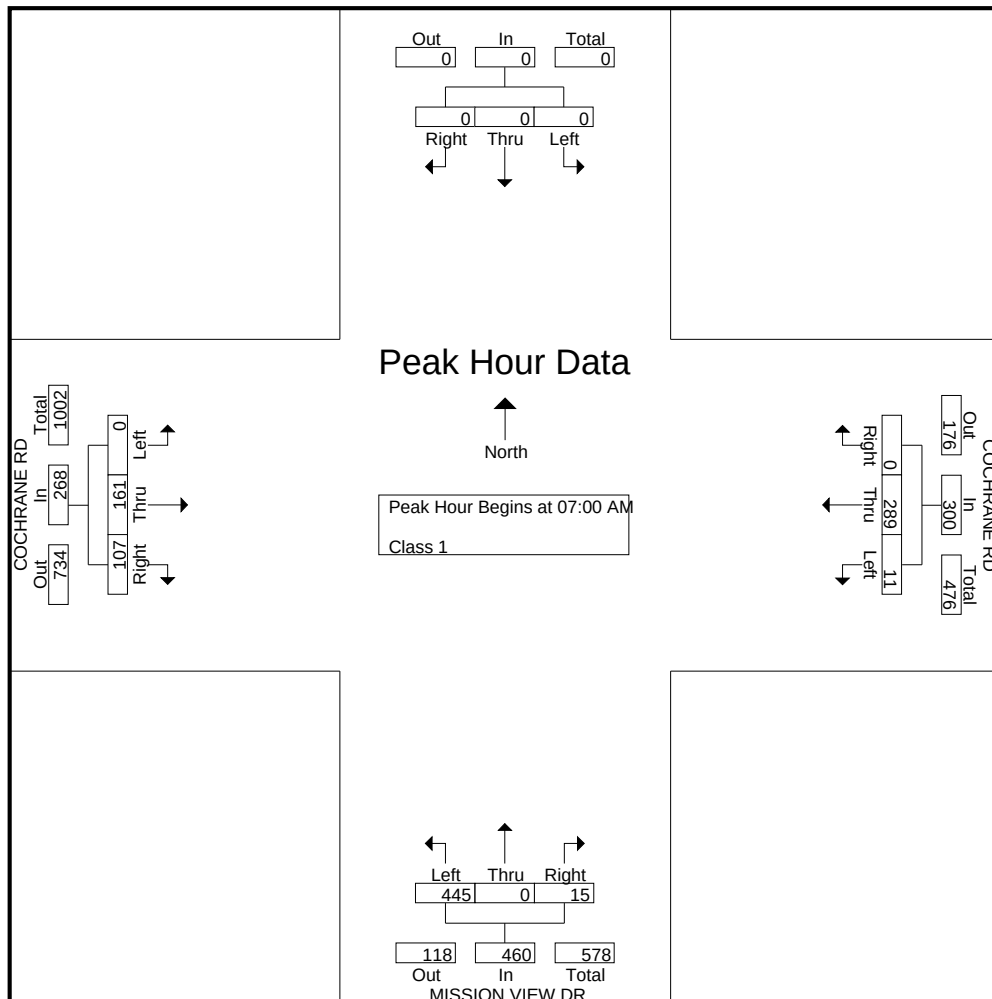
Groups Printed- Class 1

	Southbound			COCHRANE RD Westbound			MISSION VIEW DR Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	0	43	4	3	0	107	18	28	0	203
07:15 AM	0	0	0	0	53	1	2	0	113	17	36	0	222
07:30 AM	0	0	0	0	112	4	4	0	129	23	43	0	315
07:45 AM	0	0	0	0	81	2	6	0	96	49	54	0	288
Total	0	0	0	0	289	11	15	0	445	107	161	0	1028
08:00 AM	0	0	0	0	47	0	2	0	77	39	37	0	202
08:15 AM	0	0	0	0	40	1	4	0	61	33	27	0	166
08:30 AM	0	0	0	0	43	2	1	0	53	19	23	0	141
08:45 AM	0	0	0	0	39	3	1	0	43	24	28	0	138
Total	0	0	0	0	169	6	8	0	234	115	115	0	647
Grand Total	0	0	0	0	458	17	23	0	679	222	276	0	1675
Apprch %	0	0	0	0	96.4	3.6	3.3	0	96.7	44.6	55.4	0	
Total %	0	0	0	0	27.3	1	1.4	0	40.5	13.3	16.5	0	



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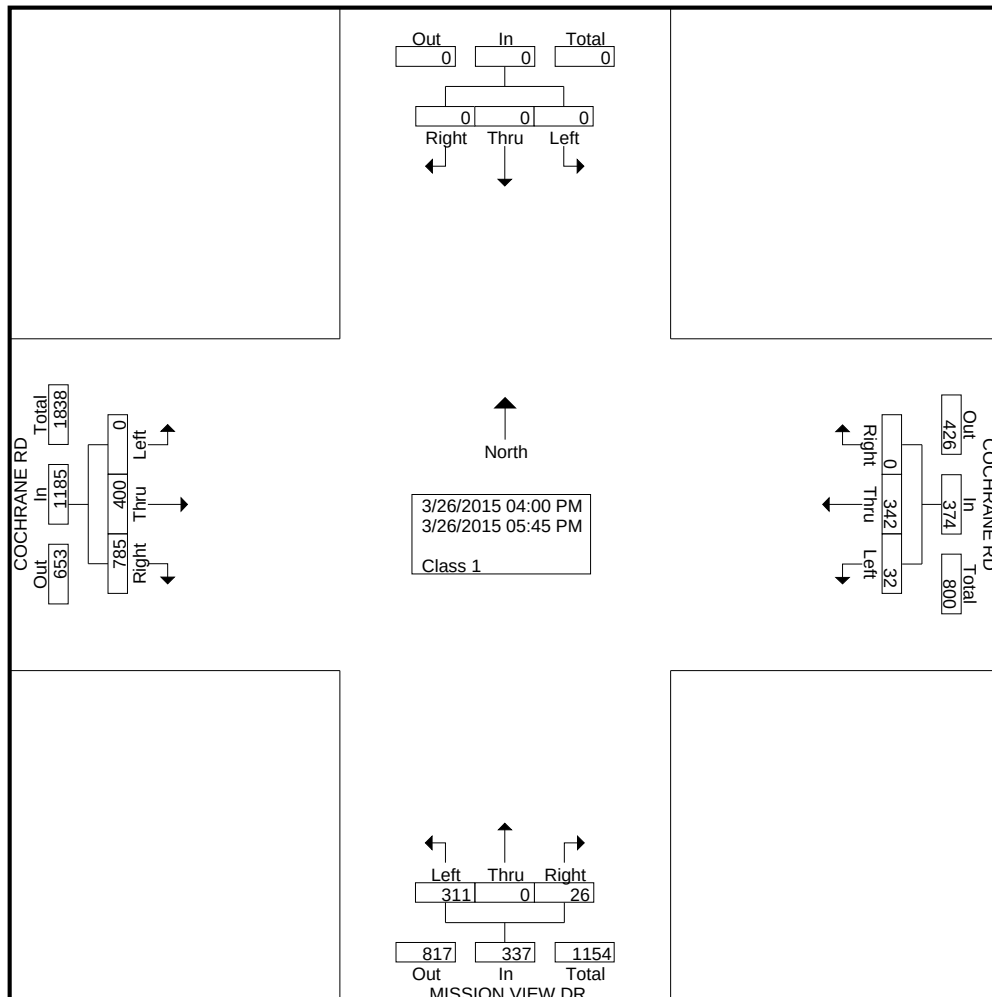
	Southbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	43	4	47	3	0	107	110	18	28	0	46	203
07:15 AM	0	0	0	0	0	53	1	54	2	0	113	115	17	36	0	53	222
07:30 AM	0	0	0	0	0	112	4	116	4	0	129	133	23	43	0	66	315
07:45 AM	0	0	0	0	0	81	2	83	6	0	96	102	49	54	0	103	288
Total Volume	0	0	0	0	0	289	11	300	15	0	445	460	107	161	0	268	1028
% App. Total	0	0	0	0	0	96.3	3.7		3.3	0	96.7		39.9	60.1	0		
PHF	.000	.000	.000	.000	.000	.645	.688	.647	.625	.000	.862	.865	.546	.745	.000	.650	.816



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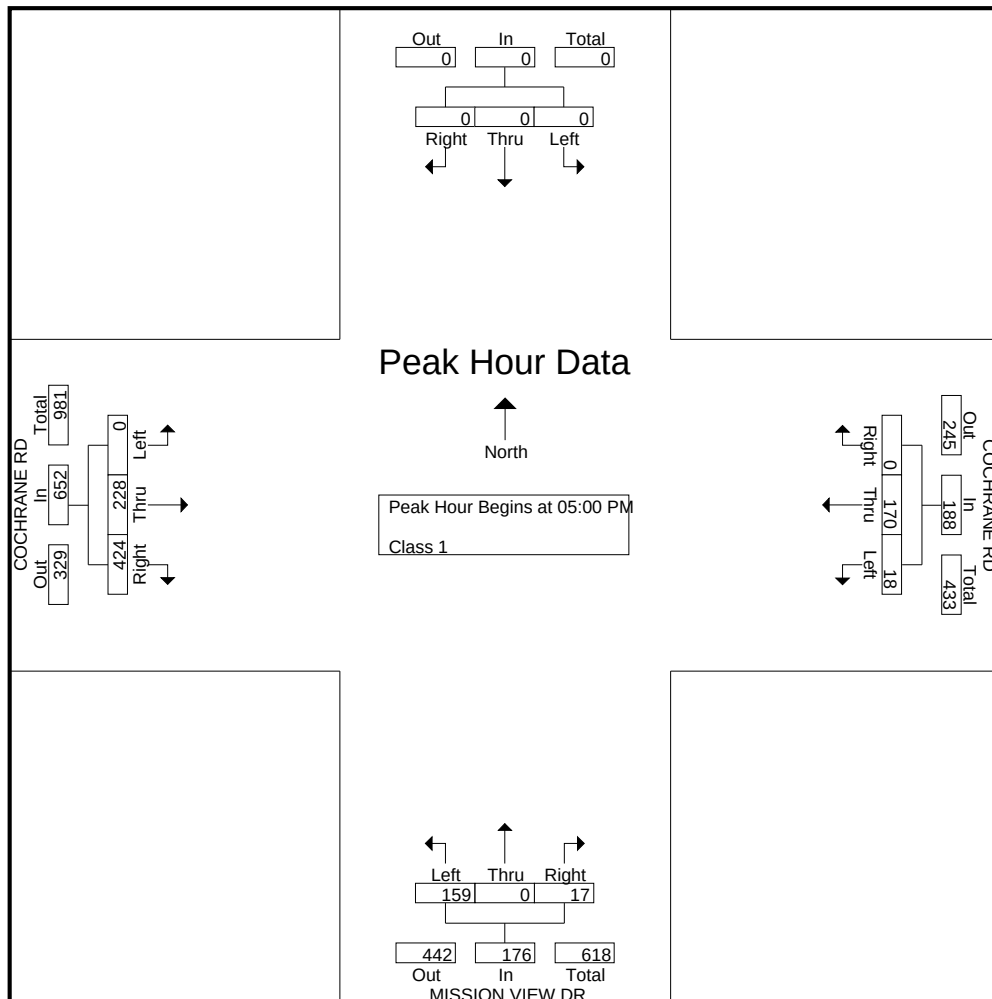
Groups Printed- Class 1

	Southbound			COCHRANE RD Westbound			MISSION VIEW DR Northbound			COCHRANE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	0	0	0	0	42	2	1	0	34	82	48	0	209
04:15 PM	0	0	0	0	49	6	3	0	41	95	52	0	246
04:30 PM	0	0	0	0	43	5	2	0	34	100	41	0	225
04:45 PM	0	0	0	0	38	1	3	0	43	84	31	0	200
Total	0	0	0	0	172	14	9	0	152	361	172	0	880
05:00 PM	0	0	0	0	48	4	4	0	42	94	55	0	247
05:15 PM	0	0	0	0	37	3	4	0	42	103	49	0	238
05:30 PM	0	0	0	0	38	7	4	0	33	122	53	0	257
05:45 PM	0	0	0	0	47	4	5	0	42	105	71	0	274
Total	0	0	0	0	170	18	17	0	159	424	228	0	1016
Grand Total	0	0	0	0	342	32	26	0	311	785	400	0	1896
Apprch %	0	0	0	0	91.4	8.6	7.7	0	92.3	66.2	33.8	0	
Total %	0	0	0	0	18	1.7	1.4	0	16.4	41.4	21.1	0	



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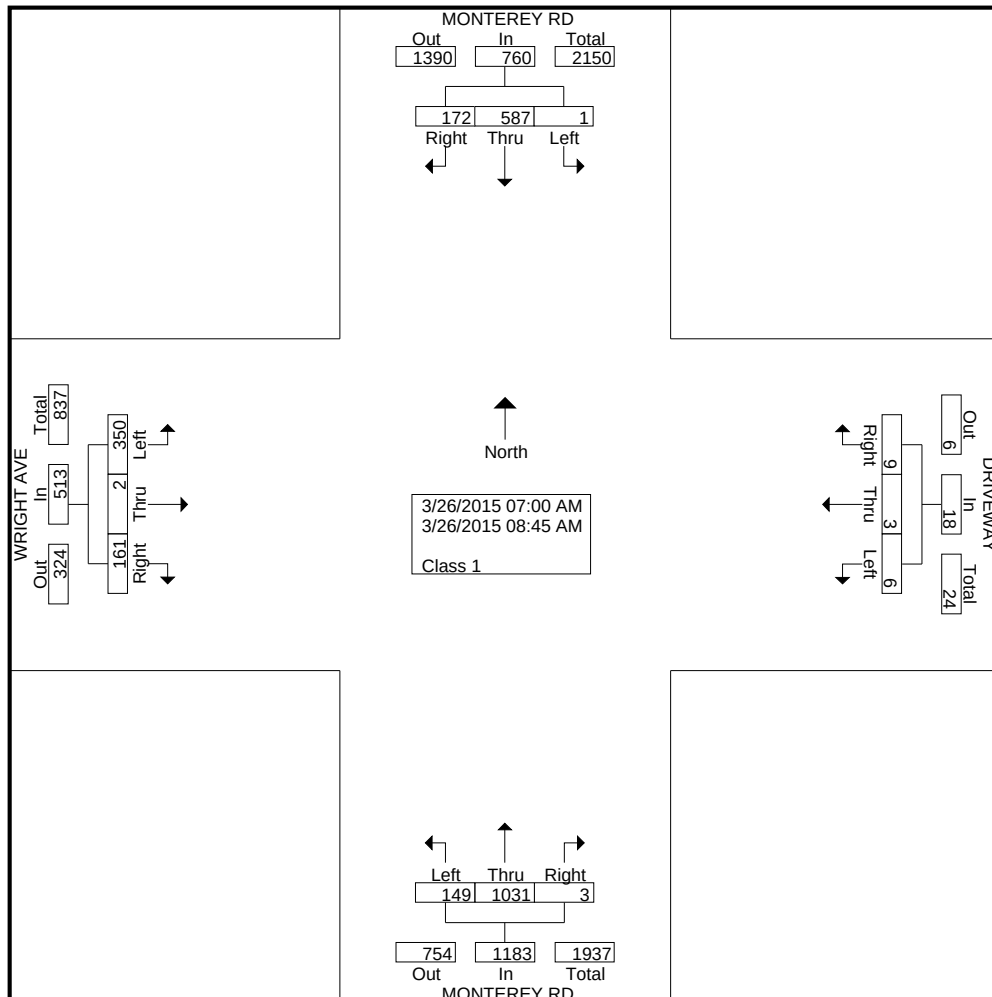
	Southbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				COCHRANE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	48	4	52	4	0	42	46	94	55	0	149	247
05:15 PM	0	0	0	0	0	37	3	40	4	0	42	46	103	49	0	152	238
05:30 PM	0	0	0	0	0	38	7	45	4	0	33	37	122	53	0	175	257
05:45 PM	0	0	0	0	0	47	4	51	5	0	42	47	105	71	0	176	274
Total Volume	0	0	0	0	0	170	18	188	17	0	159	176	424	228	0	652	1016
% App. Total	0	0	0	0	0	90.4	9.6		9.7	0	90.3		65	35	0		
PHF	.000	.000	.000	.000	.000	.885	.643	.904	.850	.000	.946	.936	.869	.803	.000	.926	.927



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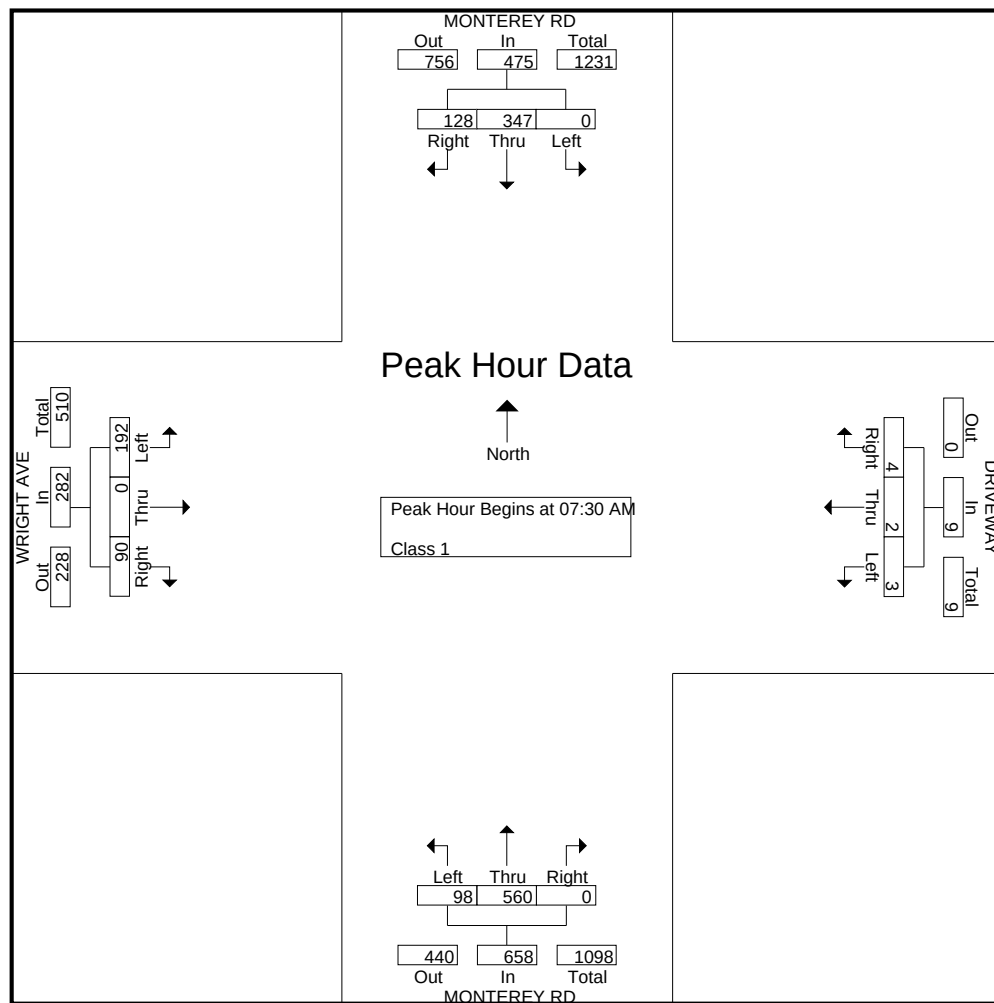
Groups Printed- Class 1

	MONTEREY RD Southbound			DRIVEWAY Westbound			MONTEREY RD Northbound			WRIGHT AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	10	38	0	3	0	1	1	153	12	9	0	40	267
07:15 AM	5	50	0	2	0	1	0	142	10	14	0	37	261
07:30 AM	18	65	0	1	1	1	0	168	21	23	0	43	341
07:45 AM	32	96	0	2	0	2	0	165	22	29	0	59	407
Total	65	249	0	8	1	5	1	628	65	75	0	179	1276
08:00 AM	47	109	0	1	0	0	0	135	25	20	0	44	381
08:15 AM	31	77	0	0	1	0	0	92	30	18	0	46	295
08:30 AM	16	76	1	0	0	0	1	82	19	35	1	42	273
08:45 AM	13	76	0	0	1	1	1	94	10	13	1	39	249
Total	107	338	1	1	2	1	2	403	84	86	2	171	1198
Grand Total	172	587	1	9	3	6	3	1031	149	161	2	350	2474
Apprch %	22.6	77.2	0.1	50	16.7	33.3	0.3	87.2	12.6	31.4	0.4	68.2	
Total %	7	23.7	0	0.4	0.1	0.2	0.1	41.7	6	6.5	0.1	14.1	



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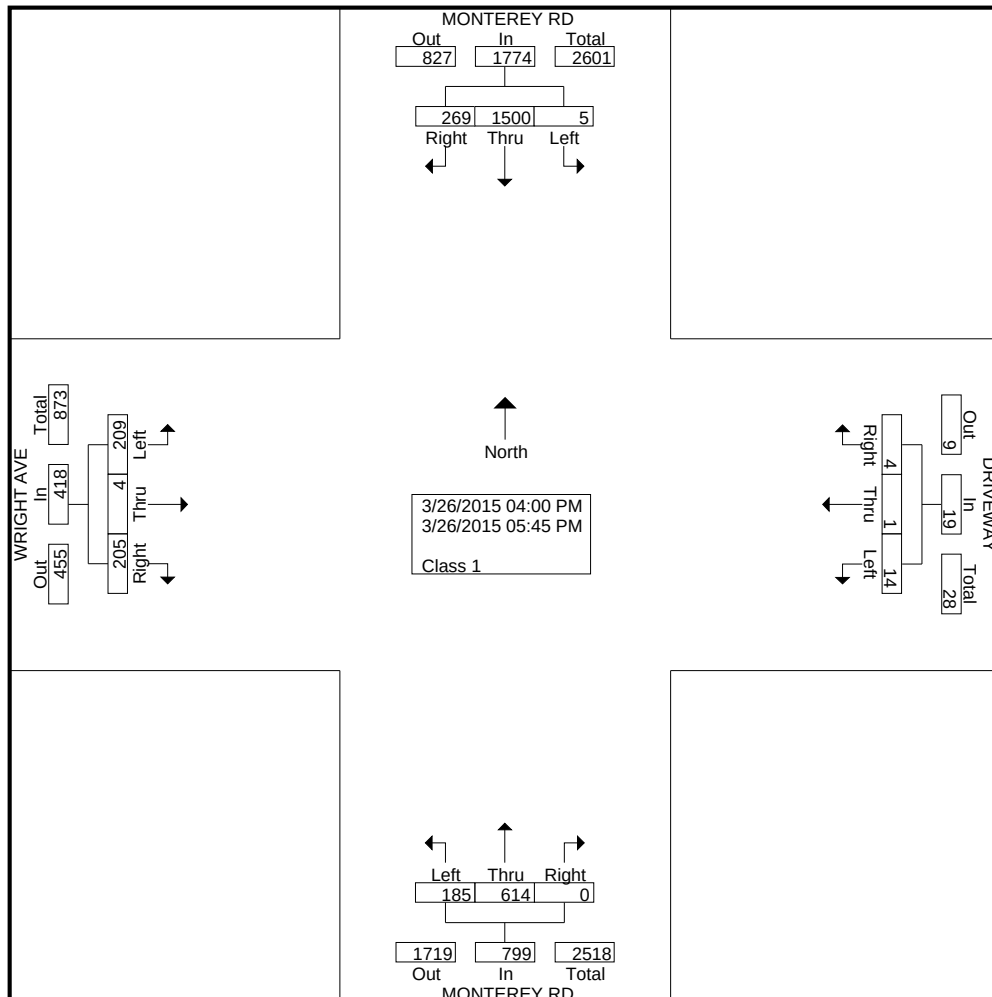
	MONTEREY RD Southbound				DRIVEWAY Westbound				MONTEREY RD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	65	0	83	1	1	1	3	0	168	21	189	23	0	43	66	341
07:45 AM	32	96	0	128	2	0	2	4	0	165	22	187	29	0	59	88	407
08:00 AM	47	109	0	156	1	0	0	1	0	135	25	160	20	0	44	64	381
08:15 AM	31	77	0	108	0	1	0	1	0	92	30	122	18	0	46	64	295
Total Volume	128	347	0	475	4	2	3	9	0	560	98	658	90	0	192	282	1424
% App. Total	26.9	73.1	0		44.4	22.2	33.3		0	85.1	14.9		31.9	0	68.1		
PHF	.681	.796	.000	.761	.500	.500	.375	.563	.000	.833	.817	.870	.776	.000	.814	.801	.875



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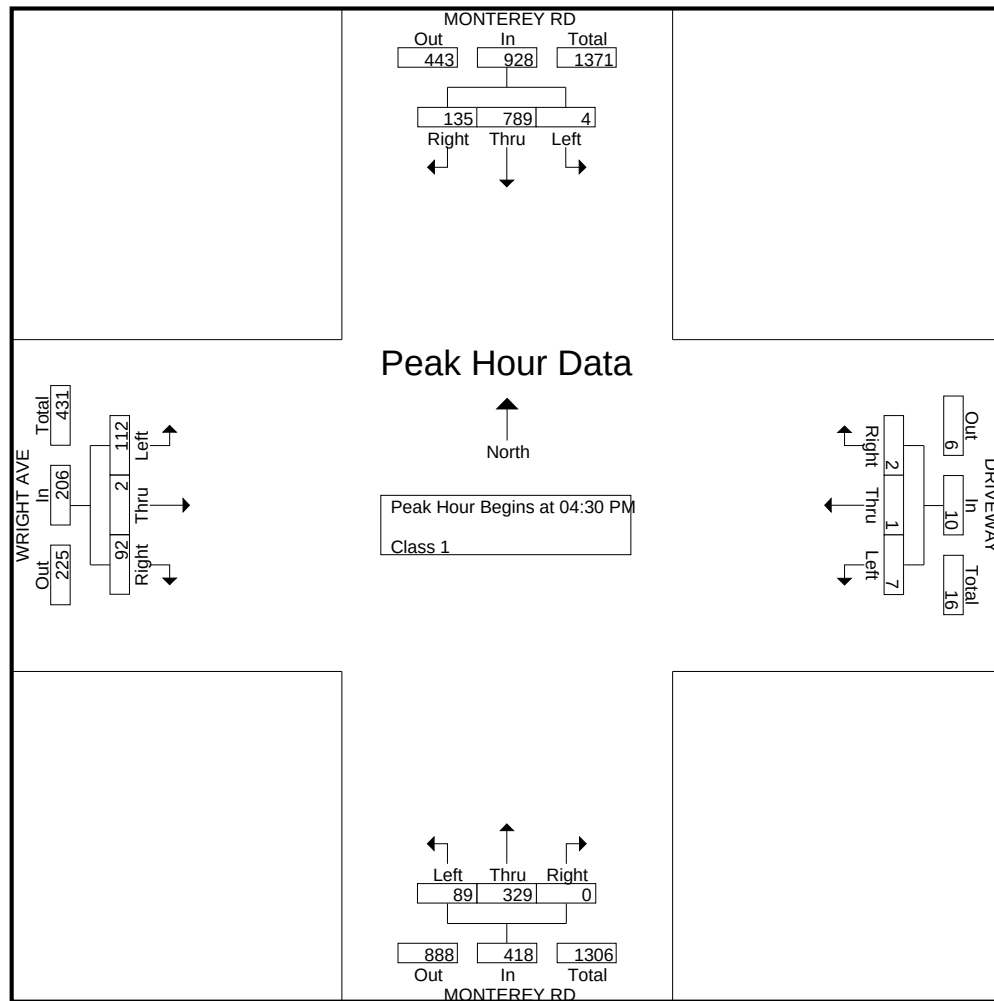
Groups Printed- Class 1

	MONTEREY RD Southbound			DRIVEWAY Westbound			MONTEREY RD Northbound			WRIGHT AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	26	151	1	0	0	0	0	68	36	23	0	17	322
04:15 PM	28	165	0	1	0	3	0	87	20	28	1	20	353
04:30 PM	28	213	1	0	0	2	0	85	22	20	0	28	399
04:45 PM	34	208	2	0	0	1	0	71	20	31	0	36	403
Total	116	737	4	1	0	6	0	311	98	102	1	101	1477
05:00 PM	34	188	1	1	0	2	0	81	24	22	2	17	372
05:15 PM	39	180	0	1	1	2	0	92	23	19	0	31	388
05:30 PM	42	183	0	0	0	1	0	64	20	26	0	30	366
05:45 PM	38	212	0	1	0	3	0	66	20	36	1	30	407
Total	153	763	1	3	1	8	0	303	87	103	3	108	1533
Grand Total	269	1500	5	4	1	14	0	614	185	205	4	209	3010
Apprch %	15.2	84.6	0.3	21.1	5.3	73.7	0	76.8	23.2	49	1	50	
Total %	8.9	49.8	0.2	0.1	0	0.5	0	20.4	6.1	6.8	0.1	6.9	



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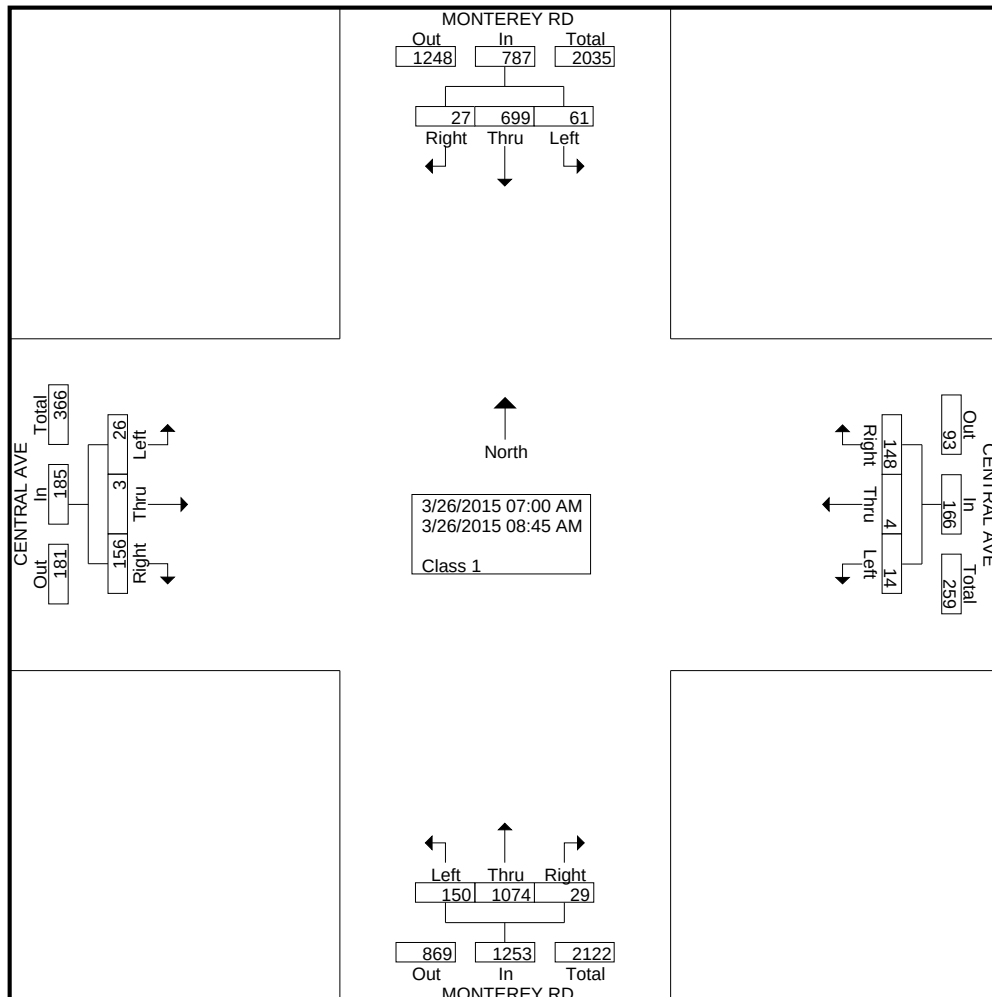
	MONTEREY RD Southbound				DRIVEWAY Westbound				MONTEREY RD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	28	213	1	242	0	0	2	2	0	85	22	107	20	0	28	48	399
04:45 PM	34	208	2	244	0	0	1	1	0	71	20	91	31	0	36	67	403
05:00 PM	34	188	1	223	1	0	2	3	0	81	24	105	22	2	17	41	372
05:15 PM	39	180	0	219	1	1	2	4	0	92	23	115	19	0	31	50	388
Total Volume	135	789	4	928	2	1	7	10	0	329	89	418	92	2	112	206	1562
% App. Total	14.5	85	0.4		20	10	70		0	78.7	21.3		44.7	1	54.4		
PHF	.865	.926	.500	.951	.500	.250	.875	.625	.000	.894	.927	.909	.742	.250	.778	.769	.969



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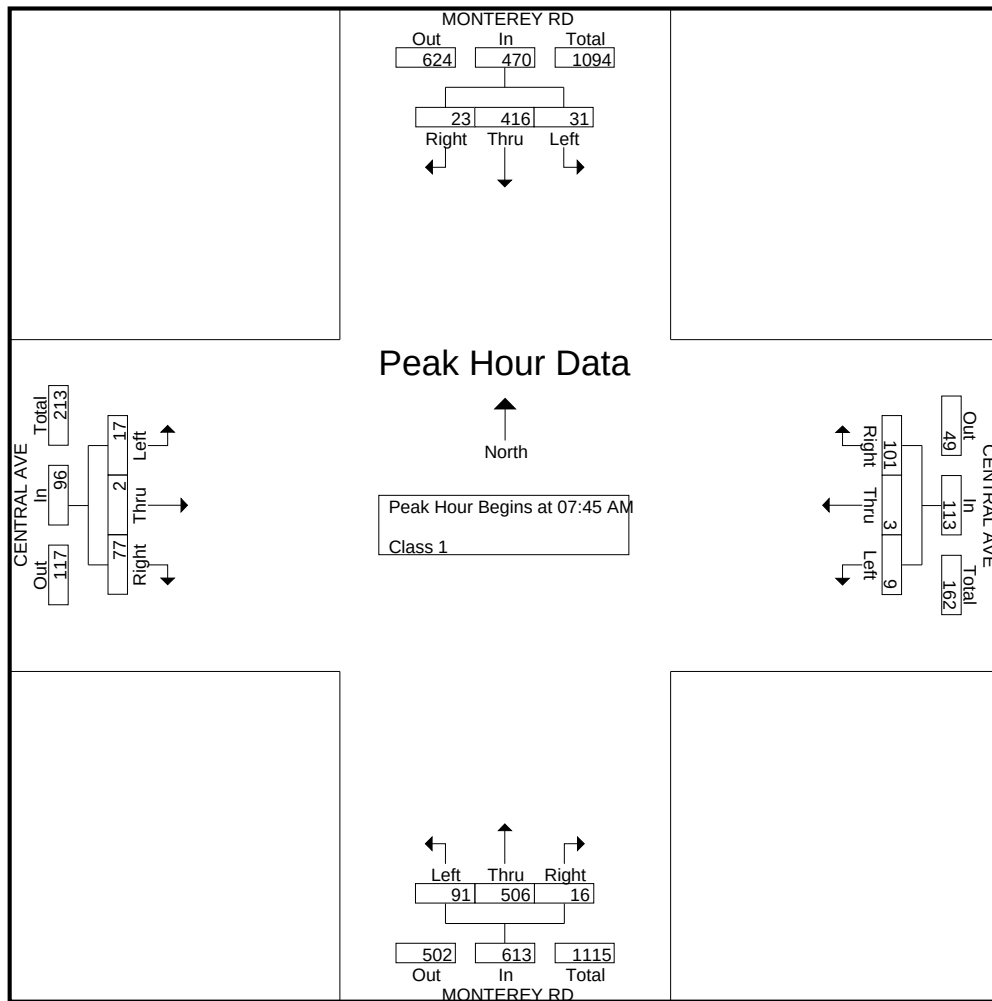
Groups Printed- Class 1

	MONTEREY RD Southbound			CENTRAL AVE Westbound			MONTEREY RD Northbound			CENTRAL AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	44	9	7	0	1	2	155	4	3	0	2	227
07:15 AM	1	64	6	12	1	1	6	148	5	8	0	2	254
07:30 AM	1	80	11	15	0	2	1	175	5	9	0	2	301
07:45 AM	5	126	9	30	0	1	6	166	21	29	0	1	394
Total	7	314	35	64	1	5	15	644	35	49	0	7	1176
08:00 AM	6	106	8	41	1	6	7	131	13	7	1	2	329
08:15 AM	4	83	5	15	1	1	2	107	24	11	0	10	263
08:30 AM	8	101	9	15	1	1	1	102	33	30	1	4	306
08:45 AM	2	95	4	13	0	1	4	90	45	59	1	3	317
Total	20	385	26	84	3	9	14	430	115	107	3	19	1215
Grand Total	27	699	61	148	4	14	29	1074	150	156	3	26	2391
Apprch %	3.4	88.8	7.8	89.2	2.4	8.4	2.3	85.7	12	84.3	1.6	14.1	
Total %	1.1	29.2	2.6	6.2	0.2	0.6	1.2	44.9	6.3	6.5	0.1	1.1	



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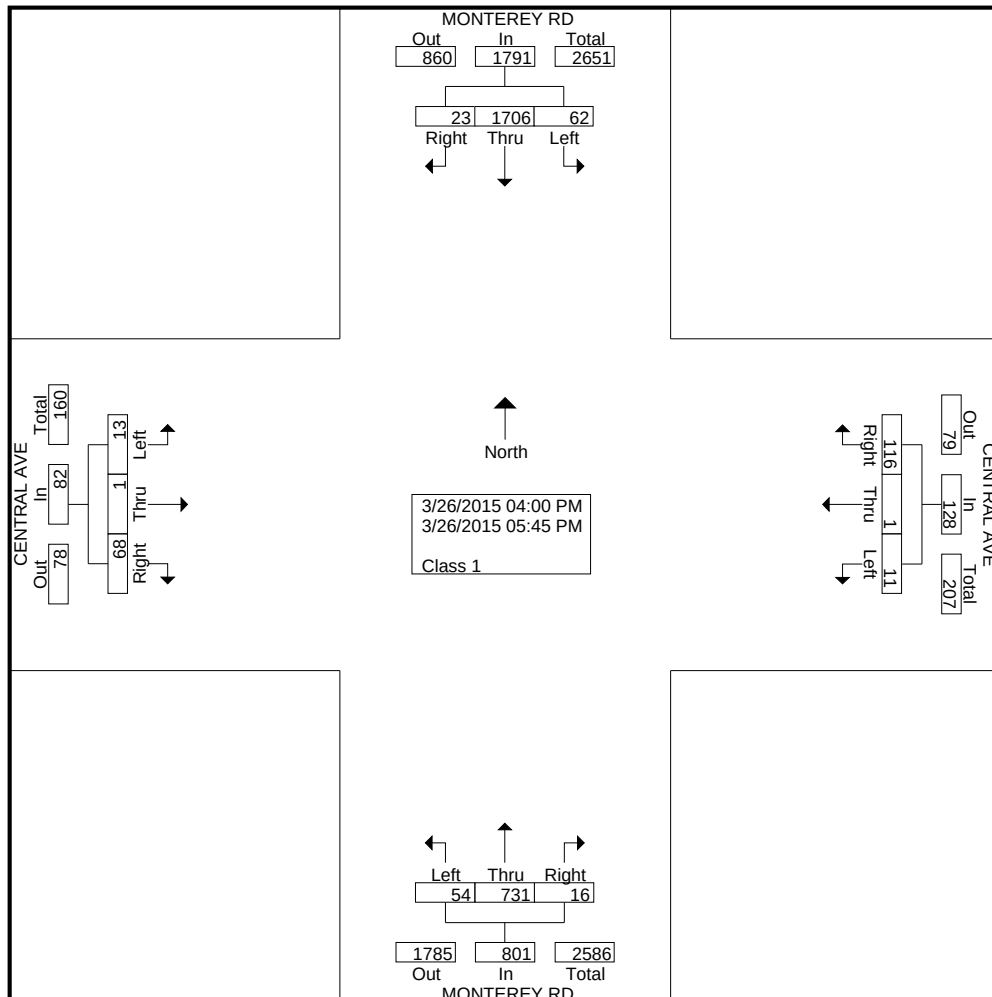
	MONTEREY RD Southbound				CENTRAL AVE Westbound				MONTEREY RD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	126	9	140	30	0	1	31	6	166	21	193	29	0	1	30	394
08:00 AM	6	106	8	120	41	1	6	48	7	131	13	151	7	1	2	10	329
08:15 AM	4	83	5	92	15	1	1	17	2	107	24	133	11	0	10	21	263
08:30 AM	8	101	9	118	15	1	1	17	1	102	33	136	30	1	4	35	306
Total Volume	23	416	31	470	101	3	9	113	16	506	91	613	77	2	17	96	1292
% App. Total	4.9	88.5	6.6		89.4	2.7	8		2.6	82.5	14.8		80.2	2.1	17.7		
PHF	.719	.825	.861	.839	.616	.750	.375	.589	.571	.762	.689	.794	.642	.500	.425	.686	.820



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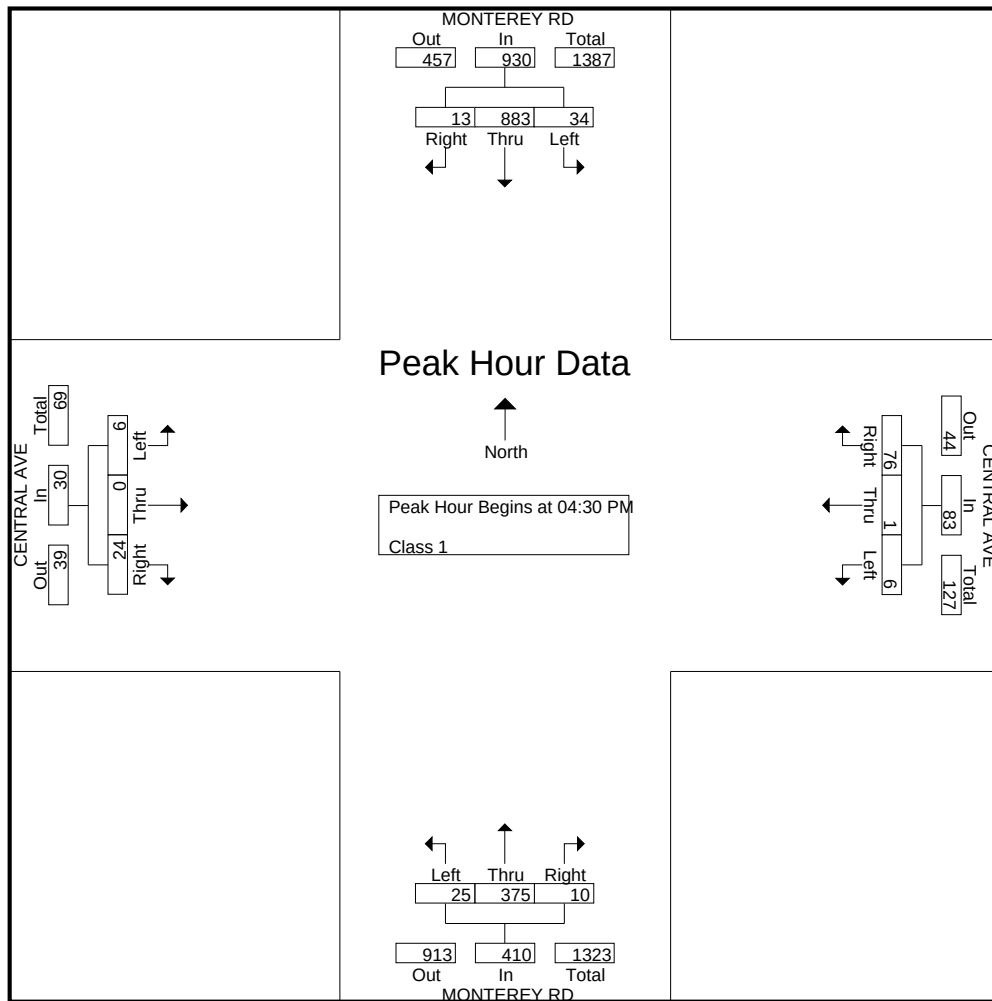
Groups Printed- Class 1

	MONTEREY RD Southbound			CENTRAL AVE Westbound			MONTEREY RD Northbound			CENTRAL AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	5	177	2	7	0	0	1	96	13	18	0	4	323
04:15 PM	1	208	5	12	0	3	2	99	6	10	0	2	348
04:30 PM	3	226	13	12	1	0	4	105	6	4	0	0	374
04:45 PM	6	230	8	13	0	2	1	88	7	7	0	3	365
Total	15	841	28	44	1	5	8	388	32	39	0	9	1410
05:00 PM	0	217	8	30	0	3	2	81	5	5	0	2	353
05:15 PM	4	210	5	21	0	1	3	101	7	8	0	1	361
05:30 PM	3	211	9	9	0	2	3	80	3	5	0	1	326
05:45 PM	1	227	12	12	0	0	0	81	7	11	1	0	352
Total	8	865	34	72	0	6	8	343	22	29	1	4	1392
Grand Total	23	1706	62	116	1	11	16	731	54	68	1	13	2802
Apprch %	1.3	95.3	3.5	90.6	0.8	8.6	2	91.3	6.7	82.9	1.2	15.9	
Total %	0.8	60.9	2.2	4.1	0	0.4	0.6	26.1	1.9	2.4	0	0.5	



File Name : #10 CENTRAL&MONTEREYPM
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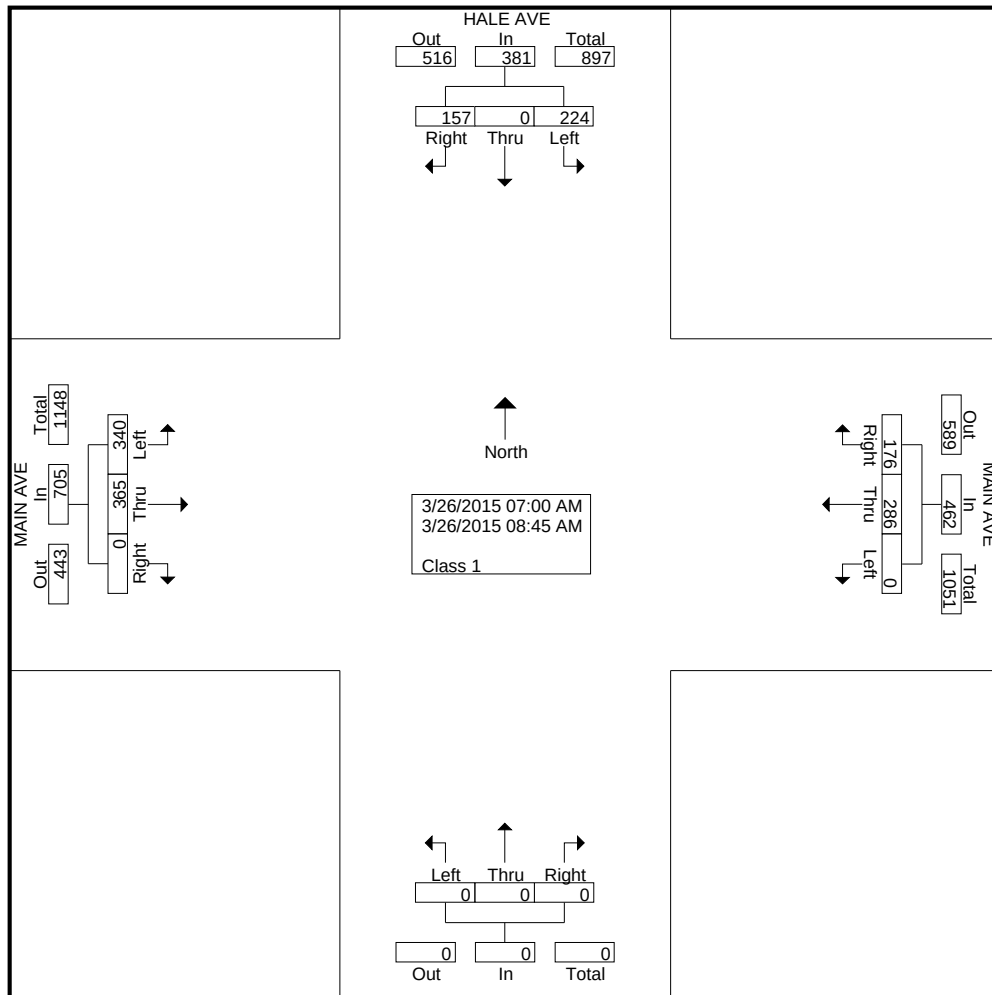
	MONTEREY RD Southbound				CENTRAL AVE Westbound				MONTEREY RD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	226	13	242	12	1	0	13	4	105	6	115	4	0	0	4	374
04:45 PM	6	230	8	244	13	0	2	15	1	88	7	96	7	0	3	10	365
05:00 PM	0	217	8	225	30	0	3	33	2	81	5	88	5	0	2	7	353
05:15 PM	4	210	5	219	21	0	1	22	3	101	7	111	8	0	1	9	361
Total Volume	13	883	34	930	76	1	6	83	10	375	25	410	24	0	6	30	1453
% App. Total	1.4	94.9	3.7		91.6	1.2	7.2		2.4	91.5	6.1		80	0	20		
PHF	.542	.960	.654	.953	.633	.250	.500	.629	.625	.893	.893	.891	.750	.000	.500	.750	.971



File Name : #11 HALE&MAINAM
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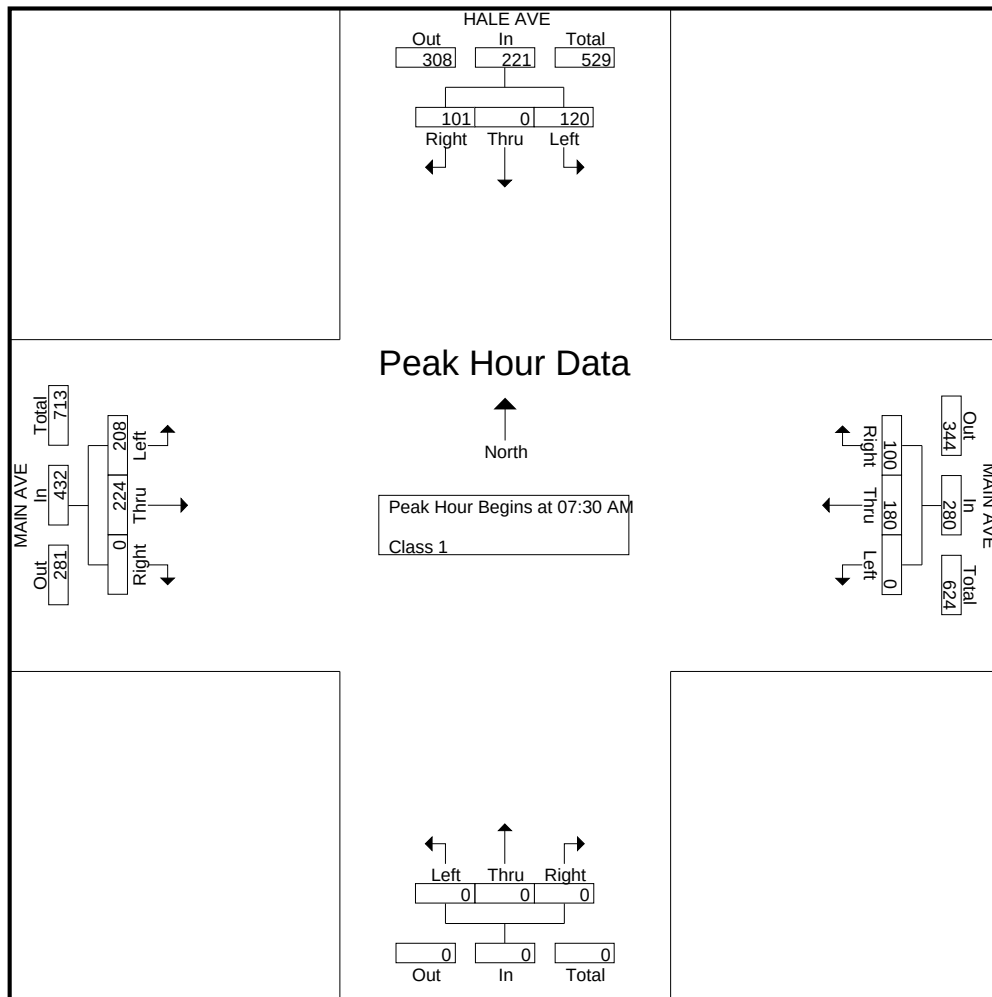
Groups Printed- Class 1

	HALE AVE Southbound			MAIN AVE Westbound			Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	12	0	15	19	17	0	0	0	0	0	21	36	120
07:15 AM	12	0	30	15	16	0	0	0	0	0	28	44	145
07:30 AM	14	0	36	18	30	0	0	0	0	0	37	74	209
07:45 AM	30	0	26	35	52	0	0	0	0	0	77	51	271
Total	68	0	107	87	115	0	0	0	0	0	163	205	745
08:00 AM	40	0	21	24	69	0	0	0	0	0	63	50	267
08:15 AM	17	0	37	23	29	0	0	0	0	0	47	33	186
08:30 AM	14	0	29	17	30	0	0	0	0	0	32	28	150
08:45 AM	18	0	30	25	43	0	0	0	0	0	60	24	200
Total	89	0	117	89	171	0	0	0	0	0	202	135	803
Grand Total	157	0	224	176	286	0	0	0	0	0	365	340	1548
Apprch %	41.2	0	58.8	38.1	61.9	0	0	0	0	0	51.8	48.2	
Total %	10.1	0	14.5	11.4	18.5	0	0	0	0	0	23.6	22	



File Name : #11 HALE&MAINAM
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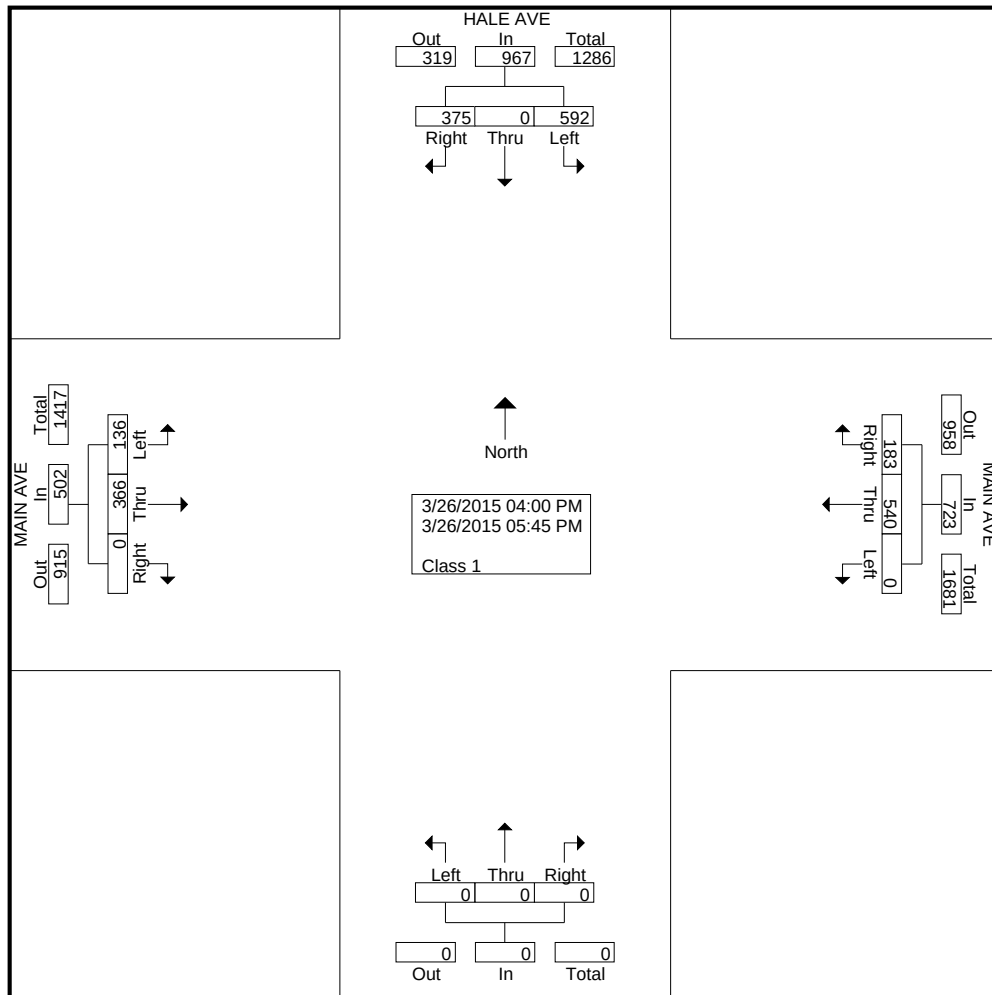
	HALE AVE Southbound				MAIN AVE Westbound				Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	0	36	50	18	30	0	48	0	0	0	0	0	37	74	111	209
07:45 AM	30	0	26	56	35	52	0	87	0	0	0	0	0	77	51	128	271
08:00 AM	40	0	21	61	24	69	0	93	0	0	0	0	0	63	50	113	267
08:15 AM	17	0	37	54	23	29	0	52	0	0	0	0	0	47	33	80	186
Total Volume	101	0	120	221	100	180	0	280	0	0	0	0	0	224	208	432	933
% App. Total	45.7	0	54.3		35.7	64.3	0		0	0	0		0	51.9	48.1		
PHF	.631	.000	.811	.906	.714	.652	.000	.753	.000	.000	.000	.000	.000	.727	.703	.844	.861



File Name : #11 HALE&MAINPM
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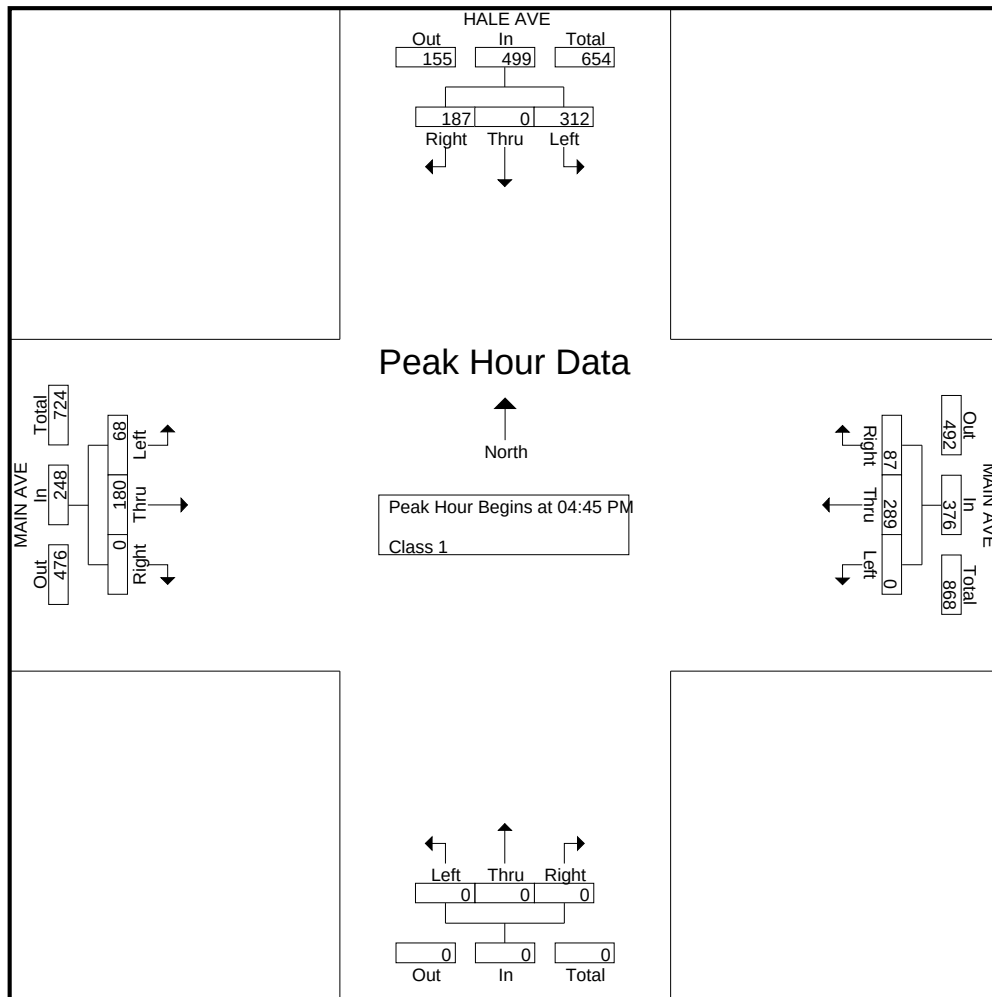
Groups Printed- Class 1

	HALE AVE Southbound			MAIN AVE Westbound			Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	44	0	73	21	55	0	0	0	0	0	43	13	249
04:15 PM	51	0	64	23	58	0	0	0	0	0	47	12	255
04:30 PM	48	0	70	17	62	0	0	0	0	0	54	20	271
04:45 PM	42	0	81	30	74	0	0	0	0	0	48	19	294
Total	185	0	288	91	249	0	0	0	0	0	192	64	1069
05:00 PM	46	0	79	19	86	0	0	0	0	0	41	13	284
05:15 PM	43	0	68	20	79	0	0	0	0	0	43	17	270
05:30 PM	56	0	84	18	50	0	0	0	0	0	48	19	275
05:45 PM	45	0	73	35	76	0	0	0	0	0	42	23	294
Total	190	0	304	92	291	0	0	0	0	0	174	72	1123
Grand Total	375	0	592	183	540	0	0	0	0	0	366	136	2192
Apprch %	38.8	0	61.2	25.3	74.7	0	0	0	0	0	72.9	27.1	
Total %	17.1	0	27	8.3	24.6	0	0	0	0	0	16.7	6.2	



File Name : #11 HALE&MAINPM
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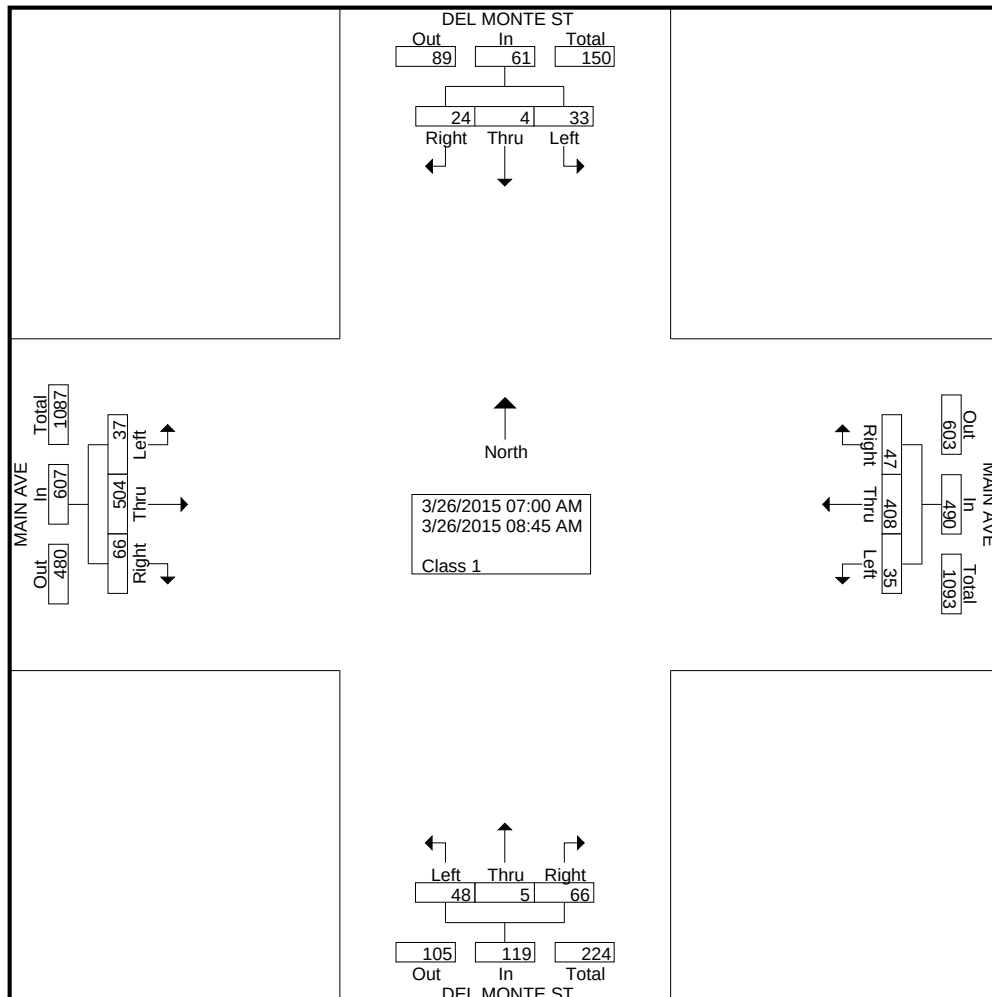
	HALE AVE Southbound				MAIN AVE Westbound				Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	42	0	81	123	30	74	0	104	0	0	0	0	0	48	19	67	294
05:00 PM	46	0	79	125	19	86	0	105	0	0	0	0	0	41	13	54	284
05:15 PM	43	0	68	111	20	79	0	99	0	0	0	0	0	43	17	60	270
05:30 PM	56	0	84	140	18	50	0	68	0	0	0	0	0	48	19	67	275
Total Volume	187	0	312	499	87	289	0	376	0	0	0	0	0	180	68	248	1123
% App. Total	37.5	0	62.5		23.1	76.9	0		0	0	0		0	72.6	27.4		
PHF	.835	.000	.929	.891	.725	.840	.000	.895	.000	.000	.000	.000	.000	.938	.895	.925	.955



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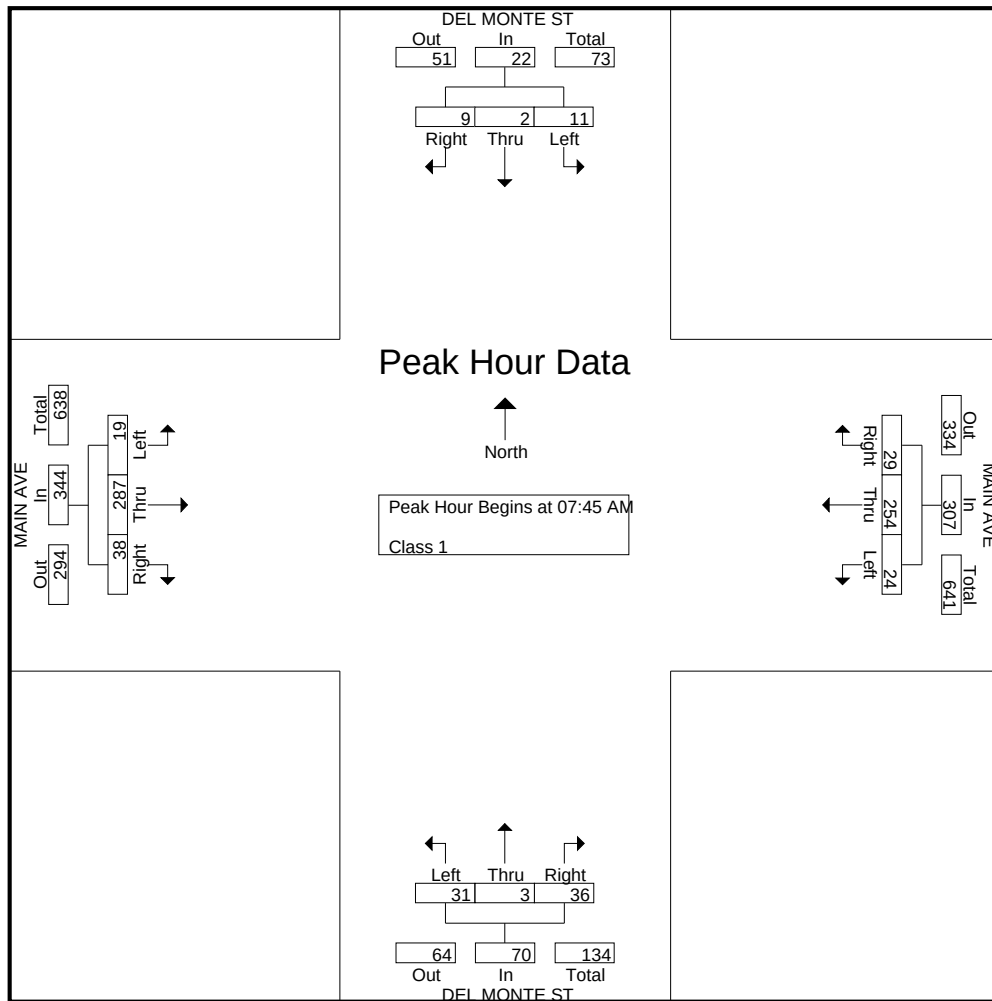
Groups Printed- Class 1

	DELMONTE ST Southbound			MAIN AVE Westbound			DELMONTE ST Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	1	0	32	2	12	0	3	6	33	1	90
07:15 AM	0	0	0	1	32	3	4	0	2	5	54	0	101
07:30 AM	0	0	0	0	38	1	8	0	8	10	63	0	128
07:45 AM	3	0	0	0	89	6	16	1	12	15	93	0	235
Total	3	0	1	1	191	12	40	1	25	36	243	1	554
08:00 AM	3	0	1	2	70	8	7	1	13	8	73	3	189
08:15 AM	0	0	1	5	50	5	9	0	4	11	72	2	159
08:30 AM	3	2	9	22	45	5	4	1	2	4	49	14	160
08:45 AM	15	2	21	17	52	5	6	2	4	7	67	17	215
Total	21	4	32	46	217	23	26	4	23	30	261	36	723
Grand Total	24	4	33	47	408	35	66	5	48	66	504	37	1277
Apprch %	39.3	6.6	54.1	9.6	83.3	7.1	55.5	4.2	40.3	10.9	83	6.1	
Total %	1.9	0.3	2.6	3.7	31.9	2.7	5.2	0.4	3.8	5.2	39.5	2.9	



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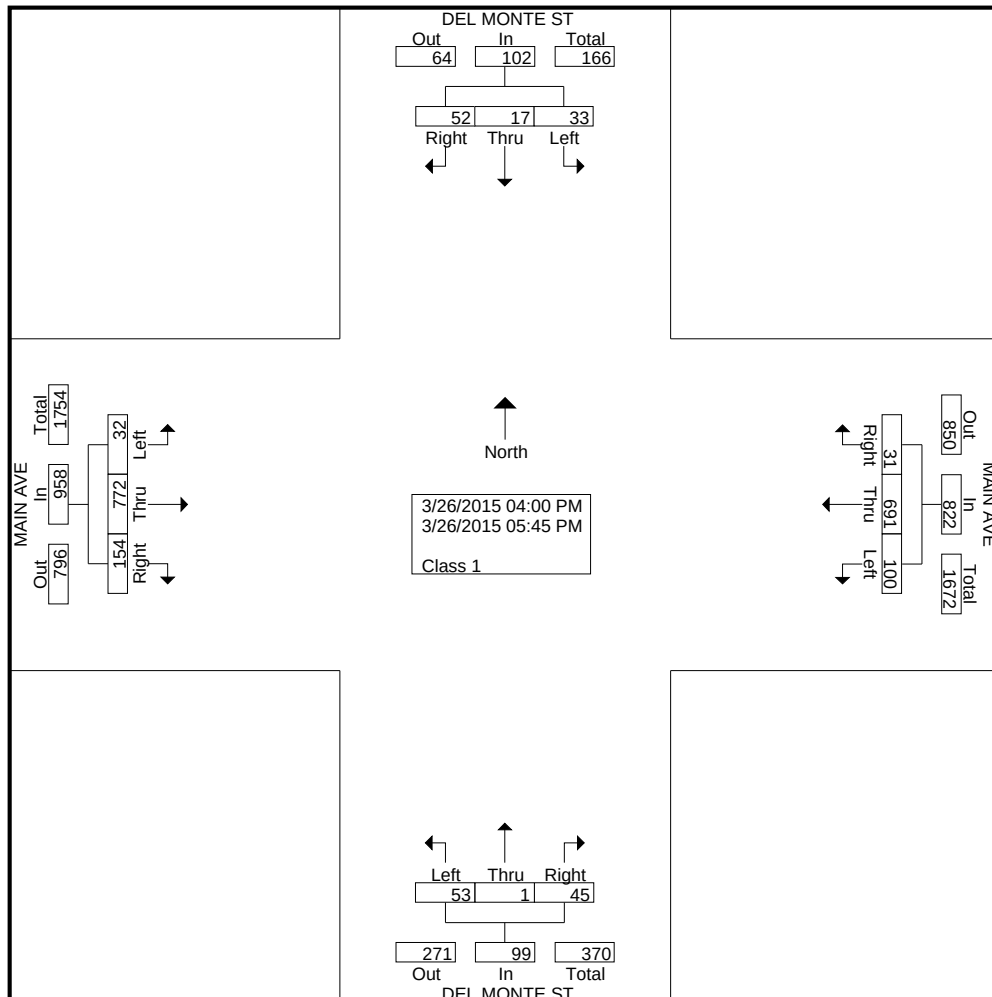
	DELMONTE ST Southbound				MAIN AVE Westbound				DELMONTE ST Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	0	3	0	89	6	95	16	1	12	29	15	93	0	108	235
08:00 AM	3	0	1	4	2	70	8	80	7	1	13	21	8	73	3	84	189
08:15 AM	0	0	1	1	5	50	5	60	9	0	4	13	11	72	2	85	159
08:30 AM	3	2	9	14	22	45	5	72	4	1	2	7	4	49	14	67	160
Total Volume	9	2	11	22	29	254	24	307	36	3	31	70	38	287	19	344	743
% App. Total	40.9	9.1	50		9.4	82.7	7.8		51.4	4.3	44.3		11	83.4	5.5		
PHF	.750	.250	.306	.393	.330	.713	.750	.808	.563	.750	.596	.603	.633	.772	.339	.796	.790



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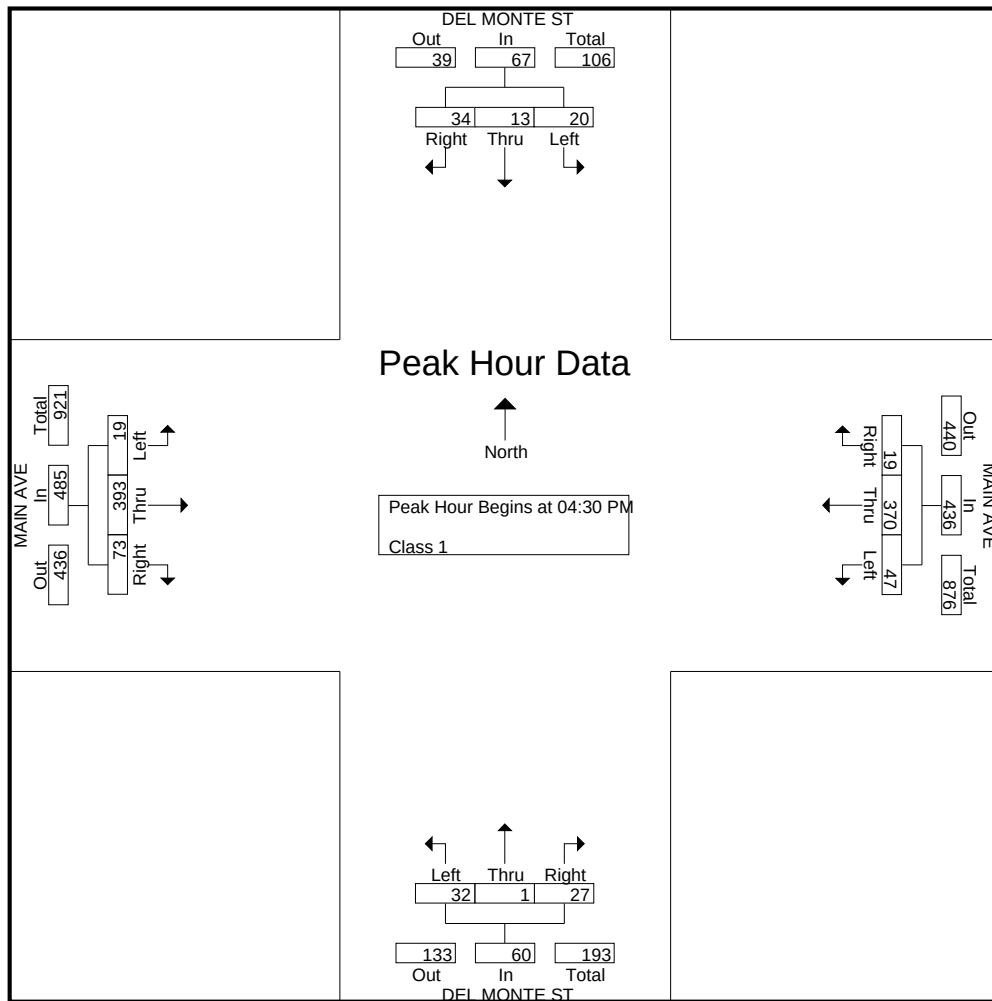
Groups Printed- Class 1

	DEL MONTE ST Southbound			MAIN AVE Westbound			DEL MONTE ST Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	7	2	3	3	71	13	5	0	5	17	99	5	230
04:15 PM	2	0	3	2	91	7	4	0	6	9	87	3	214
04:30 PM	8	6	5	5	78	15	8	0	7	15	98	4	249
04:45 PM	16	6	7	6	97	13	5	1	9	35	91	8	294
Total	33	14	18	16	337	48	22	1	27	76	375	20	987
05:00 PM	7	1	5	5	93	10	6	0	10	11	101	6	255
05:15 PM	3	0	3	3	102	9	8	0	6	12	103	1	250
05:30 PM	1	0	3	4	72	16	2	0	6	31	105	2	242
05:45 PM	8	2	4	3	87	17	7	0	4	24	88	3	247
Total	19	3	15	15	354	52	23	0	26	78	397	12	994
Grand Total	52	17	33	31	691	100	45	1	53	154	772	32	1981
Apprch %	51	16.7	32.4	3.8	84.1	12.2	45.5	1	53.5	16.1	80.6	3.3	
Total %	2.6	0.9	1.7	1.6	34.9	5	2.3	0.1	2.7	7.8	39	1.6	



File Name : #12 DELMONTE&MAINPM
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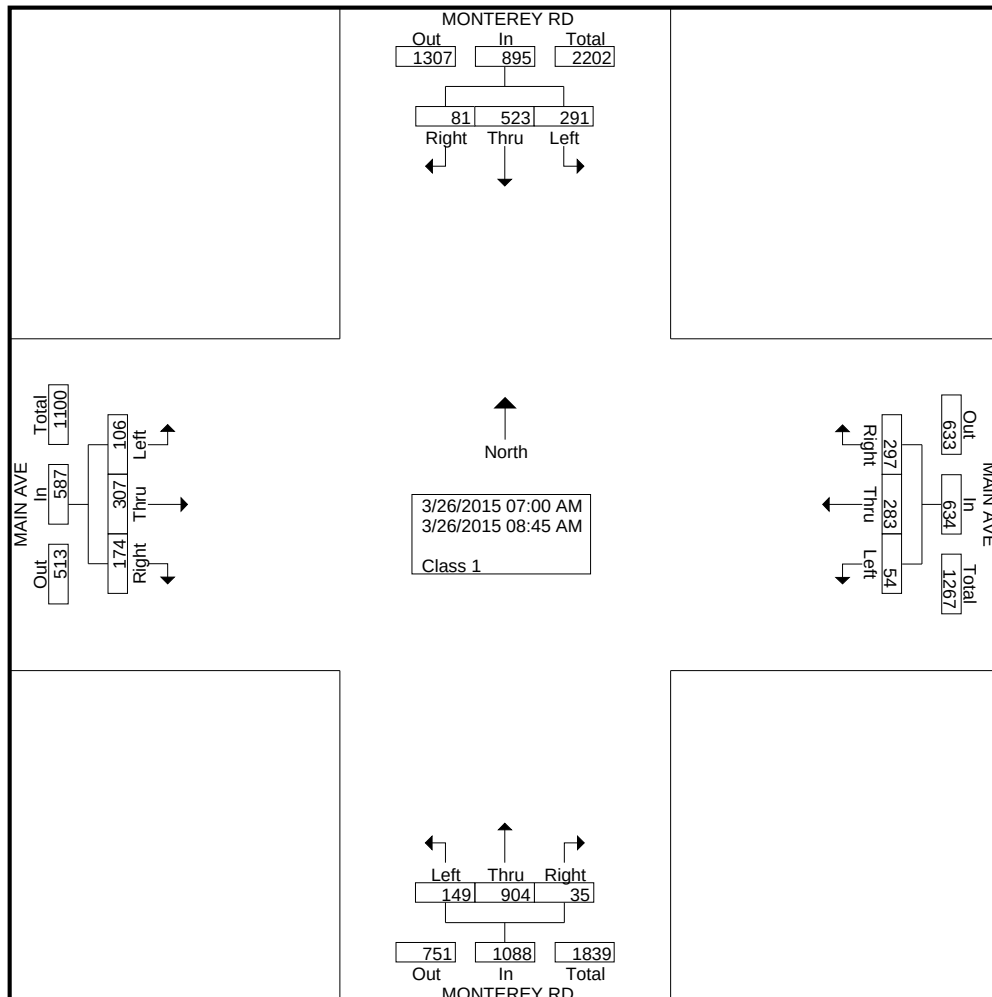
	DELMONTE ST Southbound				MAIN AVE Westbound				DELMONTE ST Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	6	5	19	5	78	15	98	8	0	7	15	15	98	4	117	249
04:45 PM	16	6	7	29	6	97	13	116	5	1	9	15	35	91	8	134	294
05:00 PM	7	1	5	13	5	93	10	108	6	0	10	16	11	101	6	118	255
05:15 PM	3	0	3	6	3	102	9	114	8	0	6	14	12	103	1	116	250
Total Volume	34	13	20	67	19	370	47	436	27	1	32	60	73	393	19	485	1048
% App. Total	50.7	19.4	29.9		4.4	84.9	10.8		45	1.7	53.3		15.1	81	3.9		
PHF	.531	.542	.714	.578	.792	.907	.783	.940	.844	.250	.800	.938	.521	.954	.594	.905	.891



File Name : #13 MONTEREY&MAINAM
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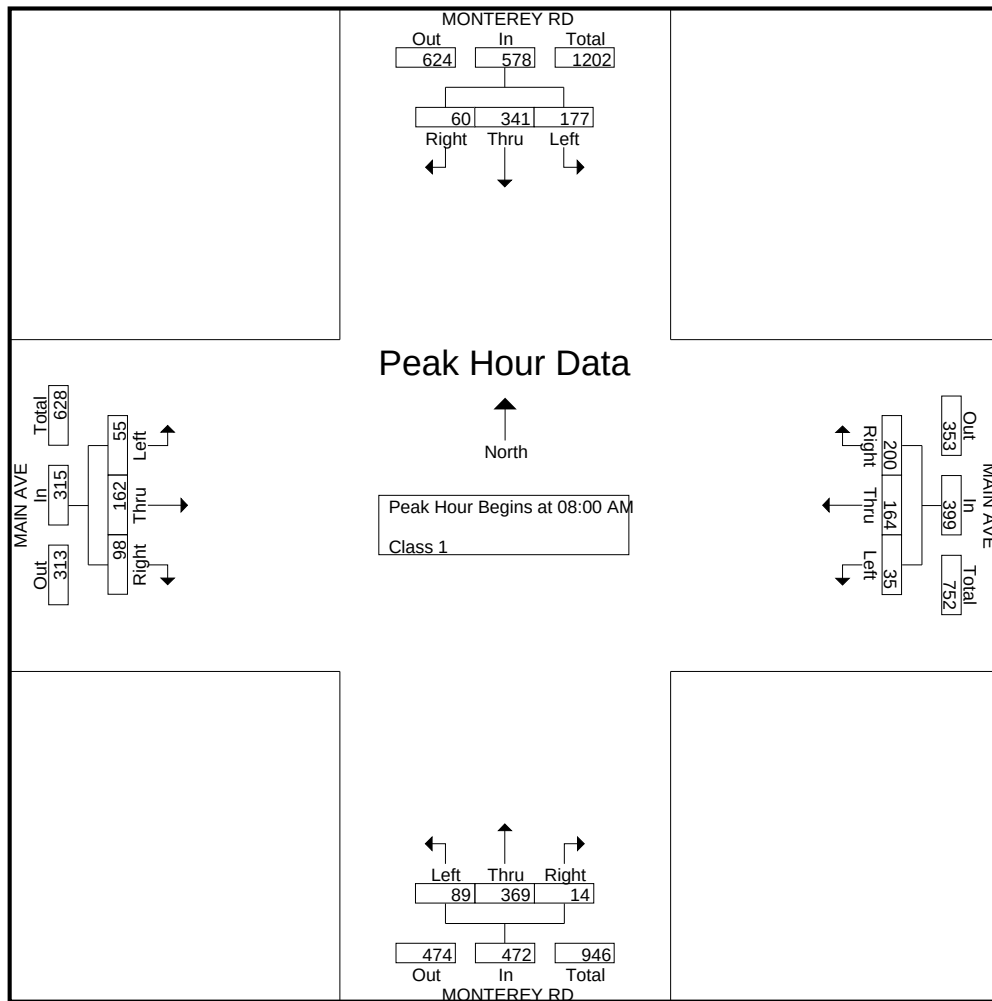
Groups Printed- Class 1

	MONTEREY RD Southbound			MAIN AVE Westbound			MONTEREY RD Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	33	8	20	18	2	8	132	16	7	21	15	280
07:15 AM	4	33	27	17	22	3	3	125	8	22	29	10	303
07:30 AM	5	38	45	22	29	2	7	134	12	23	35	11	363
07:45 AM	12	78	34	38	50	12	3	144	24	24	60	15	494
Total	21	182	114	97	119	19	21	535	60	76	145	51	1440
08:00 AM	20	83	42	42	49	12	1	98	17	21	50	20	455
08:15 AM	2	58	30	40	41	10	6	82	24	29	36	13	371
08:30 AM	11	88	46	54	43	7	1	78	26	21	34	10	419
08:45 AM	27	112	59	64	31	6	6	111	22	27	42	12	519
Total	60	341	177	200	164	35	14	369	89	98	162	55	1764
Grand Total	81	523	291	297	283	54	35	904	149	174	307	106	3204
Apprch %	9.1	58.4	32.5	46.8	44.6	8.5	3.2	83.1	13.7	29.6	52.3	18.1	
Total %	2.5	16.3	9.1	9.3	8.8	1.7	1.1	28.2	4.7	5.4	9.6	3.3	



File Name : #13 MONTEREY&MAINAM
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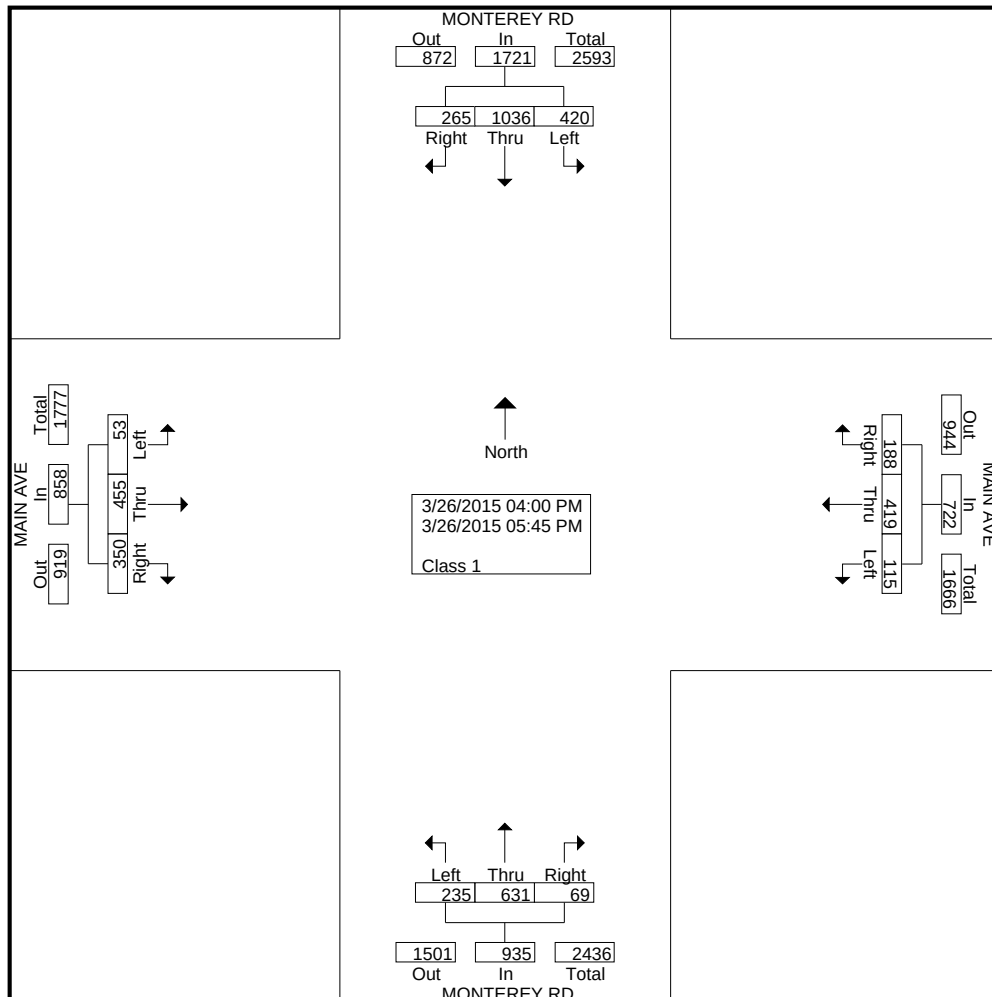
	MONTEREY RD Southbound				MAIN AVE Westbound				MONTEREY RD Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	20	83	42	145	42	49	12	103	1	98	17	116	21	50	20	91	455
08:15 AM	2	58	30	90	40	41	10	91	6	82	24	112	29	36	13	78	371
08:30 AM	11	88	46	145	54	43	7	104	1	78	26	105	21	34	10	65	419
08:45 AM	27	112	59	198	64	31	6	101	6	111	22	139	27	42	12	81	519
Total Volume	60	341	177	578	200	164	35	399	14	369	89	472	98	162	55	315	1764
% App. Total	10.4	59	30.6		50.1	41.1	8.8		3	78.2	18.9		31.1	51.4	17.5		
PHF	.556	.761	.750	.730	.781	.837	.729	.959	.583	.831	.856	.849	.845	.810	.688	.865	.850



File Name : #13 MONTEREY&MAINPM
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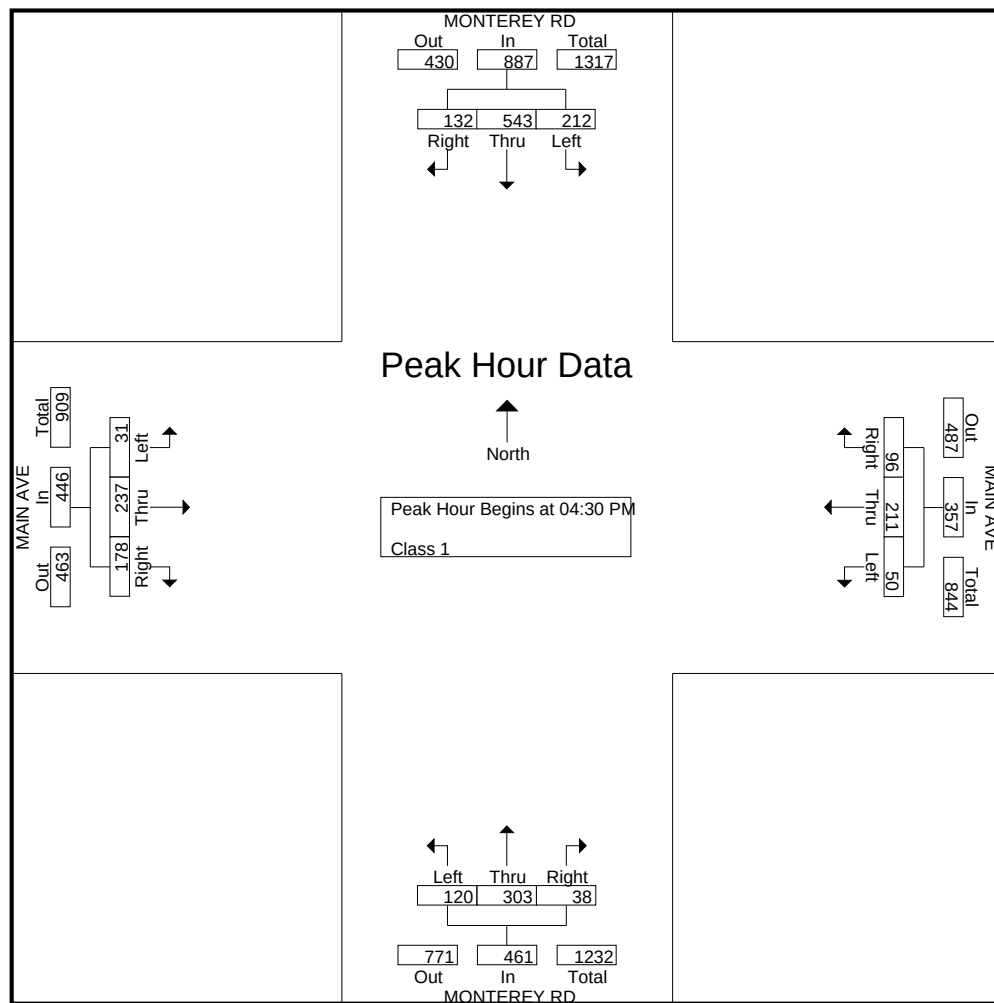
Groups Printed- Class 1

	MONTEREY RD Southbound			MAIN AVE Westbound			MONTEREY RD Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	28	120	46	33	44	19	6	102	28	50	47	6	529
04:15 PM	27	130	48	17	63	14	12	91	32	39	48	3	524
04:30 PM	34	131	50	30	46	14	9	92	22	46	52	3	529
04:45 PM	46	138	67	20	45	10	8	67	36	37	63	8	545
Total	135	519	211	100	198	57	35	352	118	172	210	20	2127
05:00 PM	27	142	49	22	58	8	12	67	36	51	64	9	545
05:15 PM	25	132	46	24	62	18	9	77	26	44	58	11	532
05:30 PM	33	117	39	21	51	19	8	62	22	41	73	6	492
05:45 PM	45	126	75	21	50	13	5	73	33	42	50	7	540
Total	130	517	209	88	221	58	34	279	117	178	245	33	2109
Grand Total	265	1036	420	188	419	115	69	631	235	350	455	53	4236
Apprch %	15.4	60.2	24.4	26	58	15.9	7.4	67.5	25.1	40.8	53	6.2	
Total %	6.3	24.5	9.9	4.4	9.9	2.7	1.6	14.9	5.5	8.3	10.7	1.3	



File Name : #13 MONTEREY&MAINPM
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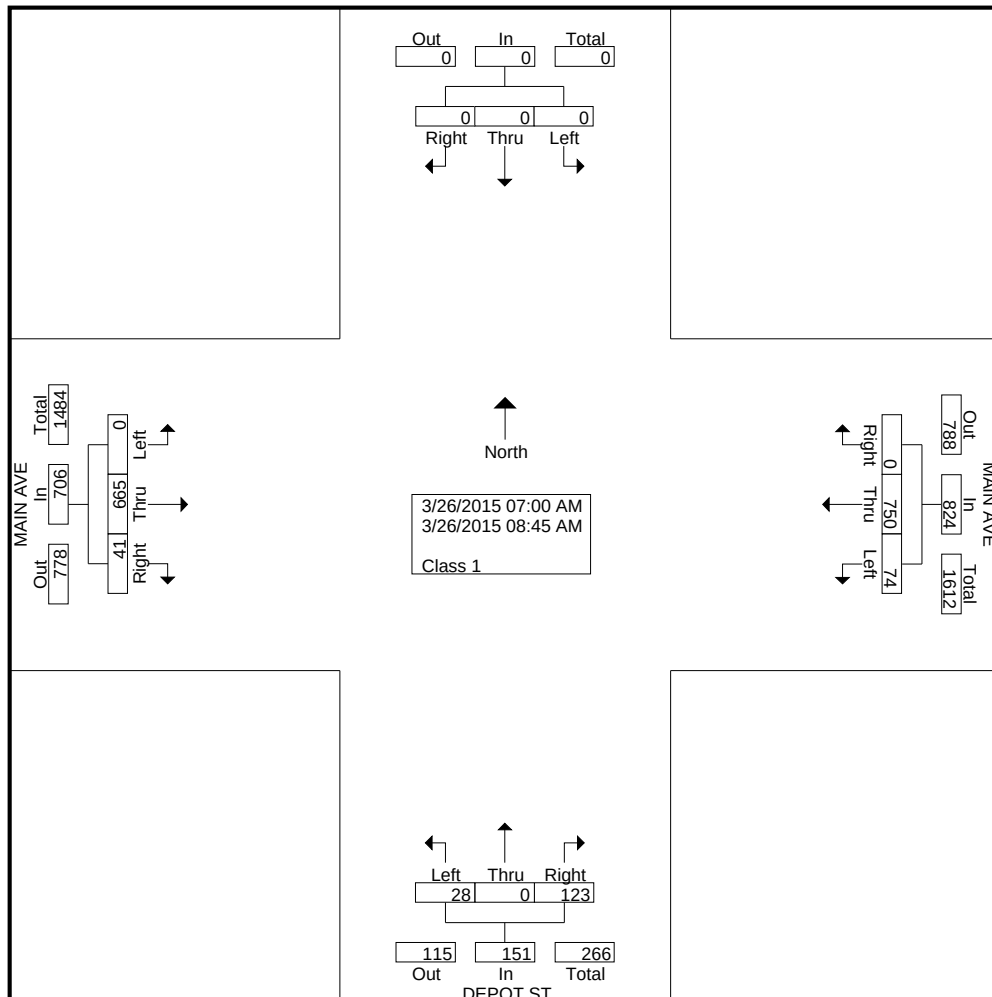
	MONTEREY RD Southbound				MAIN AVE Westbound				MONTEREY RD Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	131	50	215	30	46	14	90	9	92	22	123	46	52	3	101	529
04:45 PM	46	138	67	251	20	45	10	75	8	67	36	111	37	63	8	108	545
05:00 PM	27	142	49	218	22	58	8	88	12	67	36	115	51	64	9	124	545
05:15 PM	25	132	46	203	24	62	18	104	9	77	26	112	44	58	11	113	532
Total Volume	132	543	212	887	96	211	50	357	38	303	120	461	178	237	31	446	2151
% App. Total	14.9	61.2	23.9		26.9	59.1	14		8.2	65.7	26		39.9	53.1	7		
PHF	.717	.956	.791	.883	.800	.851	.694	.858	.792	.823	.833	.937	.873	.926	.705	.899	.987



File Name : #14 DEPOT&MAINAM
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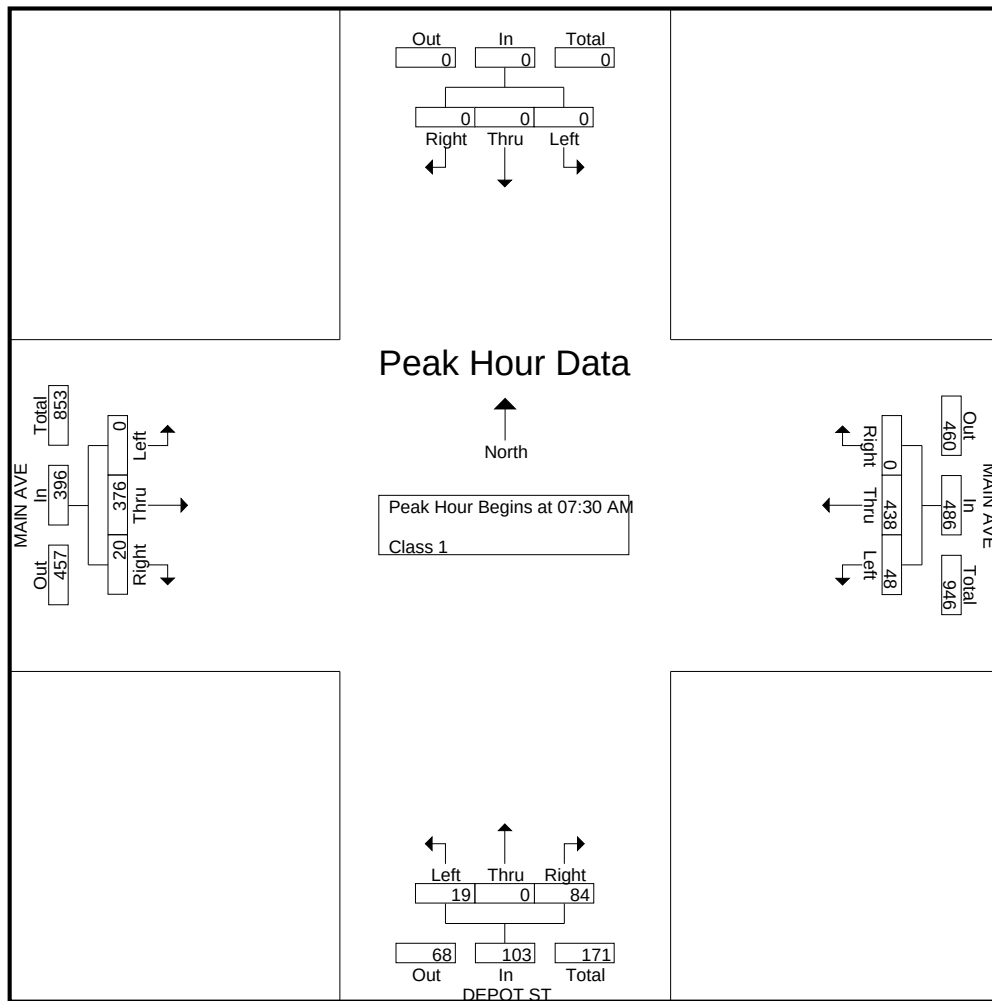
Groups Printed- Class 1

	Southbound			MAIN AVE Westbound			DEPOT ST Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	0	40	3	5	0	2	4	42	0	96
07:15 AM	0	0	0	0	48	5	9	0	3	5	61	0	131
07:30 AM	0	0	0	0	80	18	38	0	5	5	96	0	242
07:45 AM	0	0	0	0	126	10	19	0	7	2	120	0	284
Total	0	0	0	0	294	36	71	0	17	16	319	0	753
08:00 AM	0	0	0	0	139	15	19	0	5	6	90	0	274
08:15 AM	0	0	0	0	93	5	8	0	2	7	70	0	185
08:30 AM	0	0	0	0	123	6	11	0	2	5	82	0	229
08:45 AM	0	0	0	0	101	12	14	0	2	7	104	0	240
Total	0	0	0	0	456	38	52	0	11	25	346	0	928
Grand Total	0	0	0	0	750	74	123	0	28	41	665	0	1681
Apprch %	0	0	0	0	91	9	81.5	0	18.5	5.8	94.2	0	
Total %	0	0	0	0	44.6	4.4	7.3	0	1.7	2.4	39.6	0	



File Name : #14 DEPOT&MAINAM
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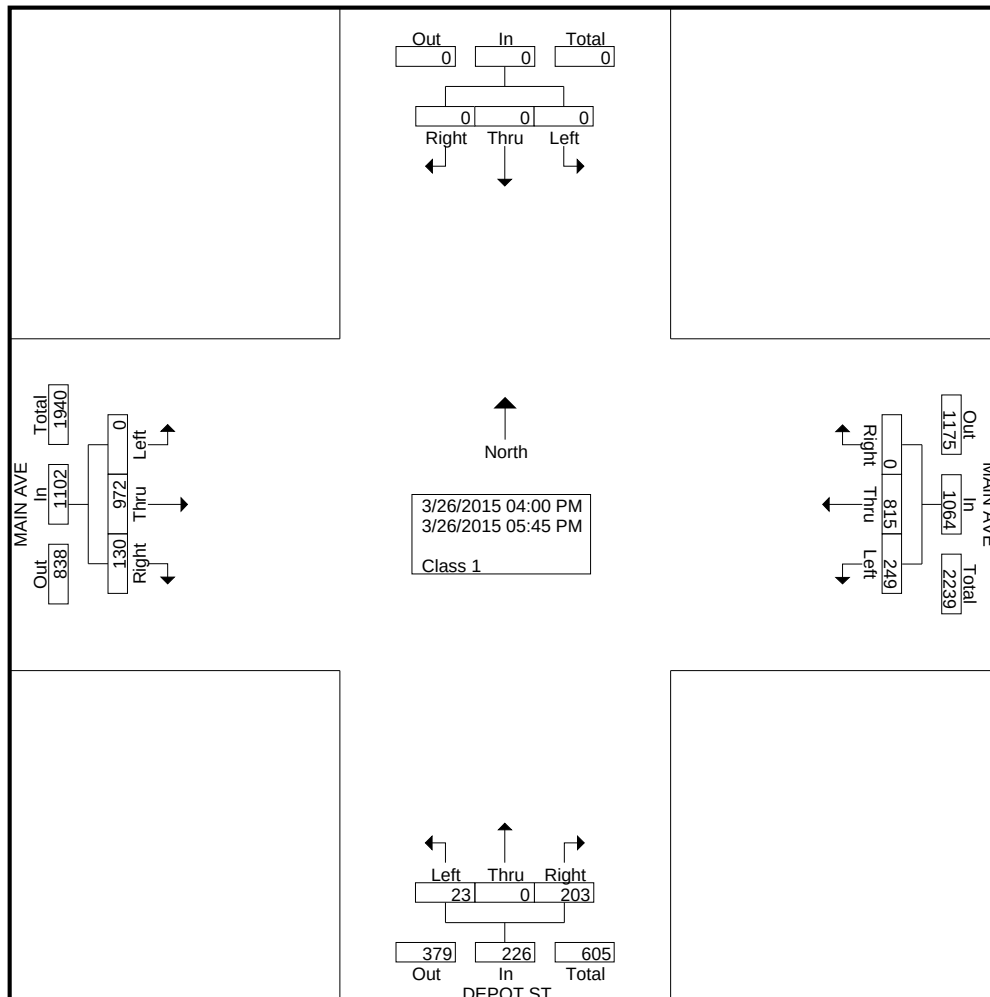
	Southbound				MAIN AVE Westbound				DEPOT ST Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	80	18	98	38	0	5	43	5	96	0	101	242
07:45 AM	0	0	0	0	0	126	10	136	19	0	7	26	2	120	0	122	284
08:00 AM	0	0	0	0	0	139	15	154	19	0	5	24	6	90	0	96	274
08:15 AM	0	0	0	0	0	93	5	98	8	0	2	10	7	70	0	77	185
Total Volume	0	0	0	0	0	438	48	486	84	0	19	103	20	376	0	396	985
% App. Total	0	0	0	0	0	90.1	9.9		81.6	0	18.4		5.1	94.9	0		
PHF	.000	.000	.000	.000	.000	.788	.667	.789	.553	.000	.679	.599	.714	.783	.000	.811	.867



File Name : #14 DEPOT&MAINPM
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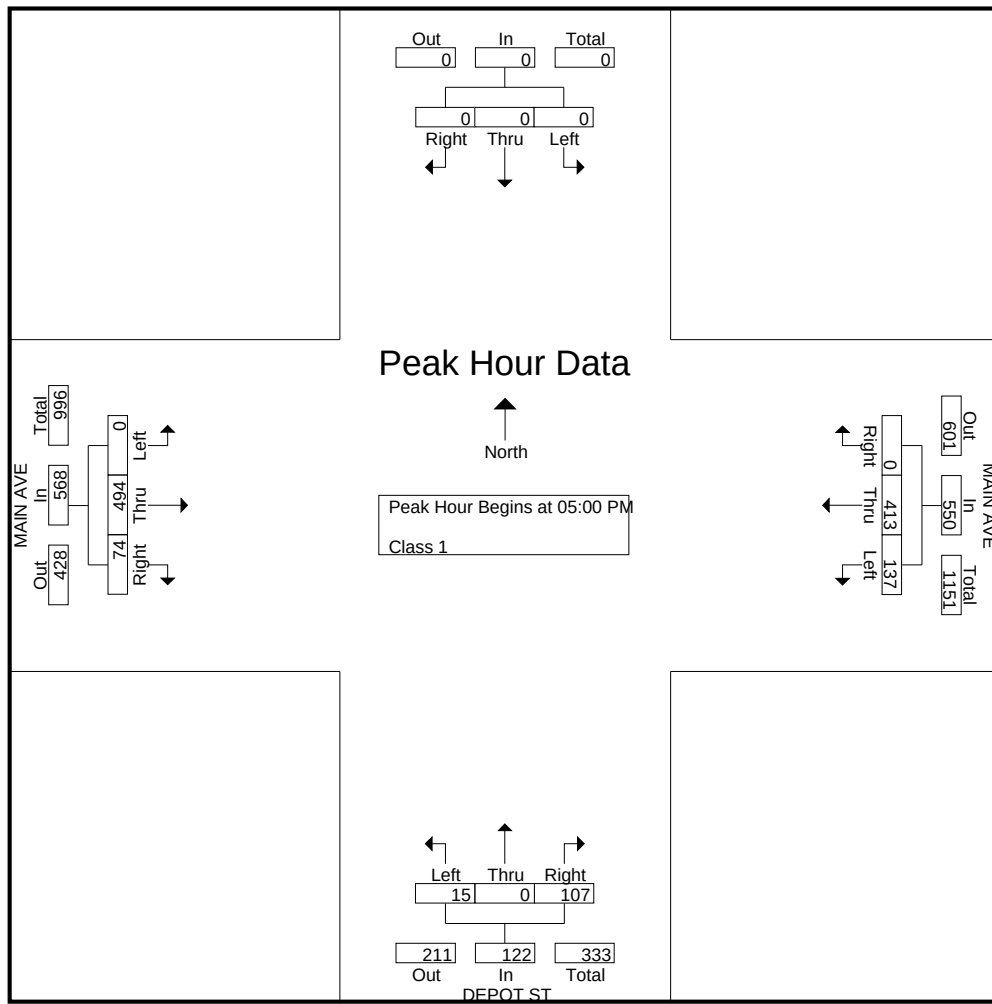
Groups Printed- Class 1

	Southbound			MAIN AVE Westbound			DEPOT ST Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	0	0	0	0	92	29	26	0	3	19	101	0	270
04:15 PM	0	0	0	0	107	27	22	0	3	7	116	0	282
04:30 PM	0	0	0	0	97	27	27	0	1	9	133	0	294
04:45 PM	0	0	0	0	106	29	21	0	1	21	128	0	306
Total	0	0	0	0	402	112	96	0	8	56	478	0	1152
05:00 PM	0	0	0	0	117	41	19	0	2	25	124	0	328
05:15 PM	0	0	0	0	113	31	28	0	7	18	102	0	299
05:30 PM	0	0	0	0	95	22	27	0	2	11	136	0	293
05:45 PM	0	0	0	0	88	43	33	0	4	20	132	0	320
Total	0	0	0	0	413	137	107	0	15	74	494	0	1240
Grand Total	0	0	0	0	815	249	203	0	23	130	972	0	2392
Apprch %	0	0	0	0	76.6	23.4	89.8	0	10.2	11.8	88.2	0	
Total %	0	0	0	0	34.1	10.4	8.5	0	1	5.4	40.6	0	



File Name : #14 DEPOT&MAINPM
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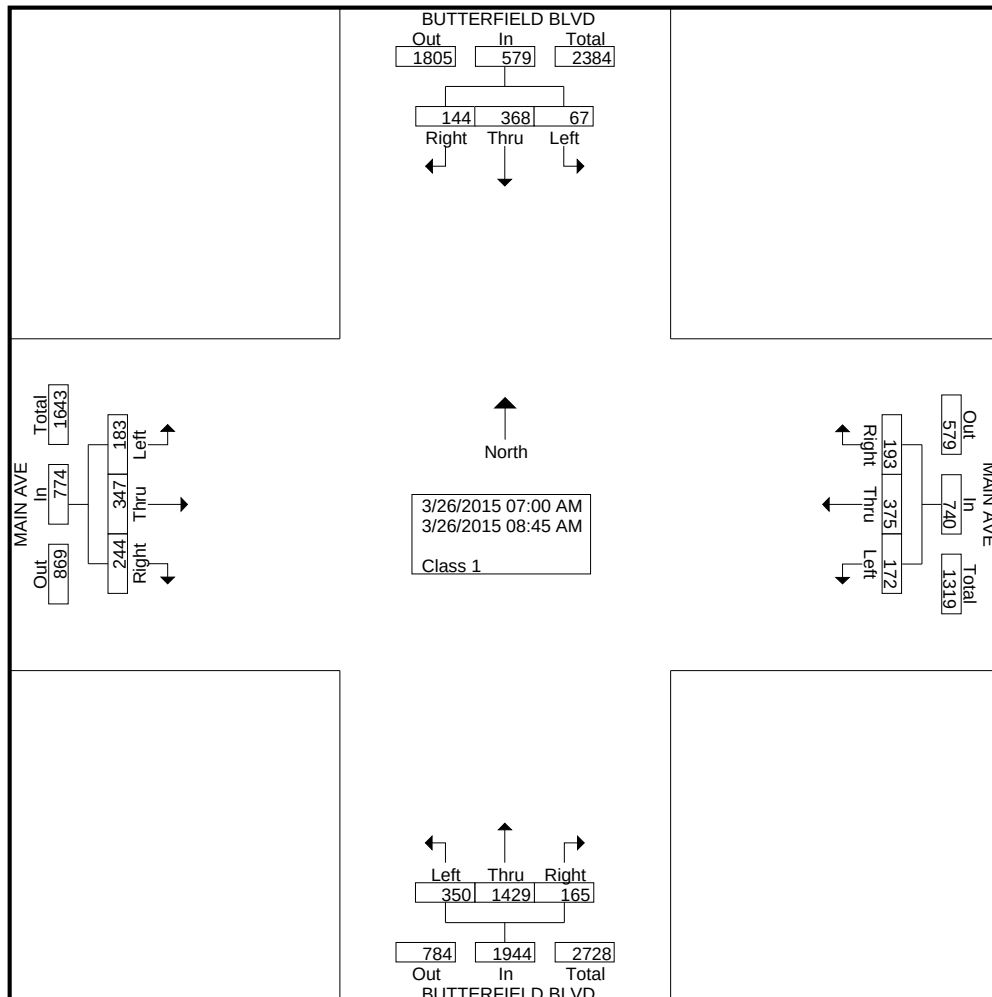
	Southbound				MAIN AVE Westbound				DEPOT ST Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	117	41	158	19	0	2	21	25	124	0	149	328
05:15 PM	0	0	0	0	0	113	31	144	28	0	7	35	18	102	0	120	299
05:30 PM	0	0	0	0	0	95	22	117	27	0	2	29	11	136	0	147	293
05:45 PM	0	0	0	0	0	88	43	131	33	0	4	37	20	132	0	152	320
Total Volume	0	0	0	0	0	413	137	550	107	0	15	122	74	494	0	568	1240
% App. Total	0	0	0	0	0	75.1	24.9		87.7	0	12.3		13	87	0		
PHF	.000	.000	.000	.000	.000	.882	.797	.870	.811	.000	.536	.824	.740	.908	.000	.934	.945



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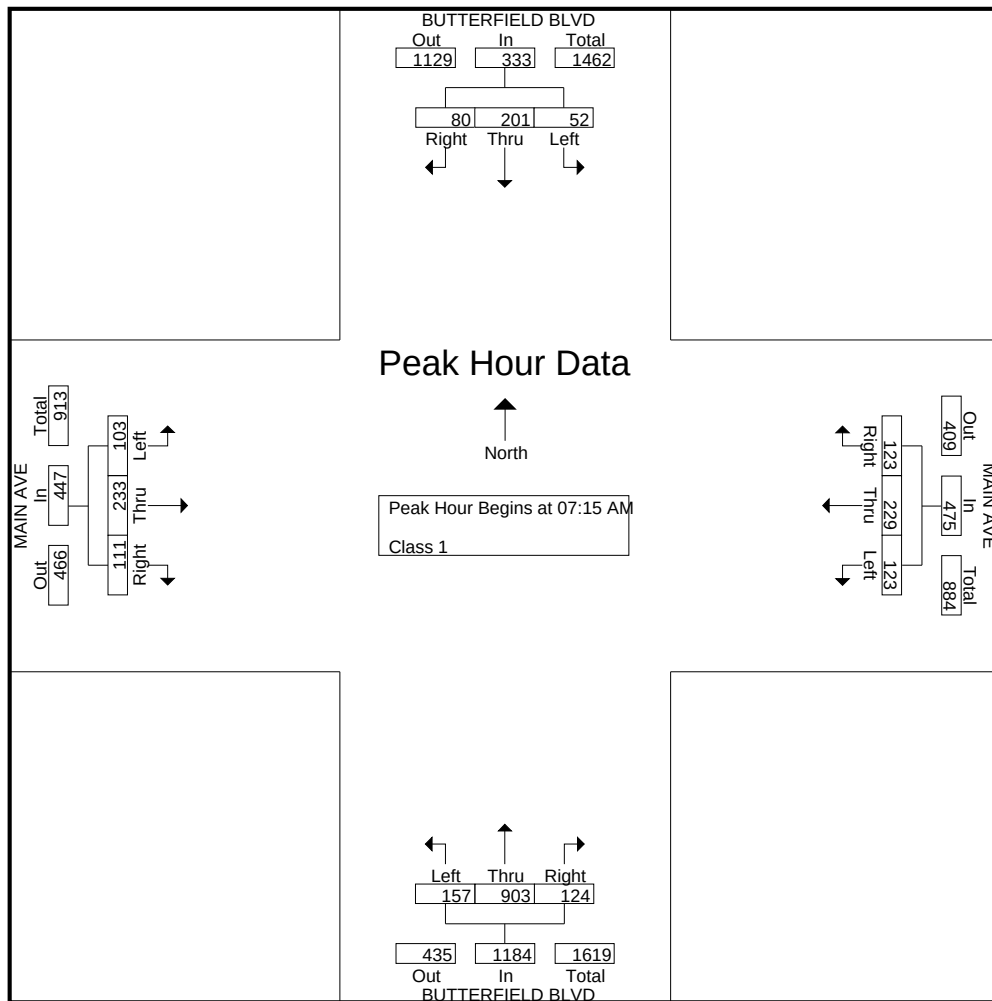
Groups Printed- Class 1

	BUTTERFIELD BLVD Southbound			MAIN AVE Westbound			BUTTERFIELD BLVD Northbound			MAIN AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	8	35	3	24	14	16	11	256	22	13	8	17	427
07:15 AM	10	33	8	22	23	11	26	234	26	20	30	19	462
07:30 AM	18	55	14	52	57	31	36	266	26	32	74	29	690
07:45 AM	25	60	16	28	71	40	39	252	50	28	75	20	704
Total	61	183	41	126	165	98	112	1008	124	93	187	85	2283
08:00 AM	27	53	14	21	78	41	23	151	55	31	54	35	583
08:15 AM	19	46	4	16	34	7	12	107	48	30	31	23	377
08:30 AM	14	40	3	10	51	12	8	88	74	41	37	17	395
08:45 AM	23	46	5	20	47	14	10	75	49	49	38	23	399
Total	83	185	26	67	210	74	53	421	226	151	160	98	1754
Grand Total	144	368	67	193	375	172	165	1429	350	244	347	183	4037
Apprch %	24.9	63.6	11.6	26.1	50.7	23.2	8.5	73.5	18	31.5	44.8	23.6	
Total %	3.6	9.1	1.7	4.8	9.3	4.3	4.1	35.4	8.7	6	8.6	4.5	



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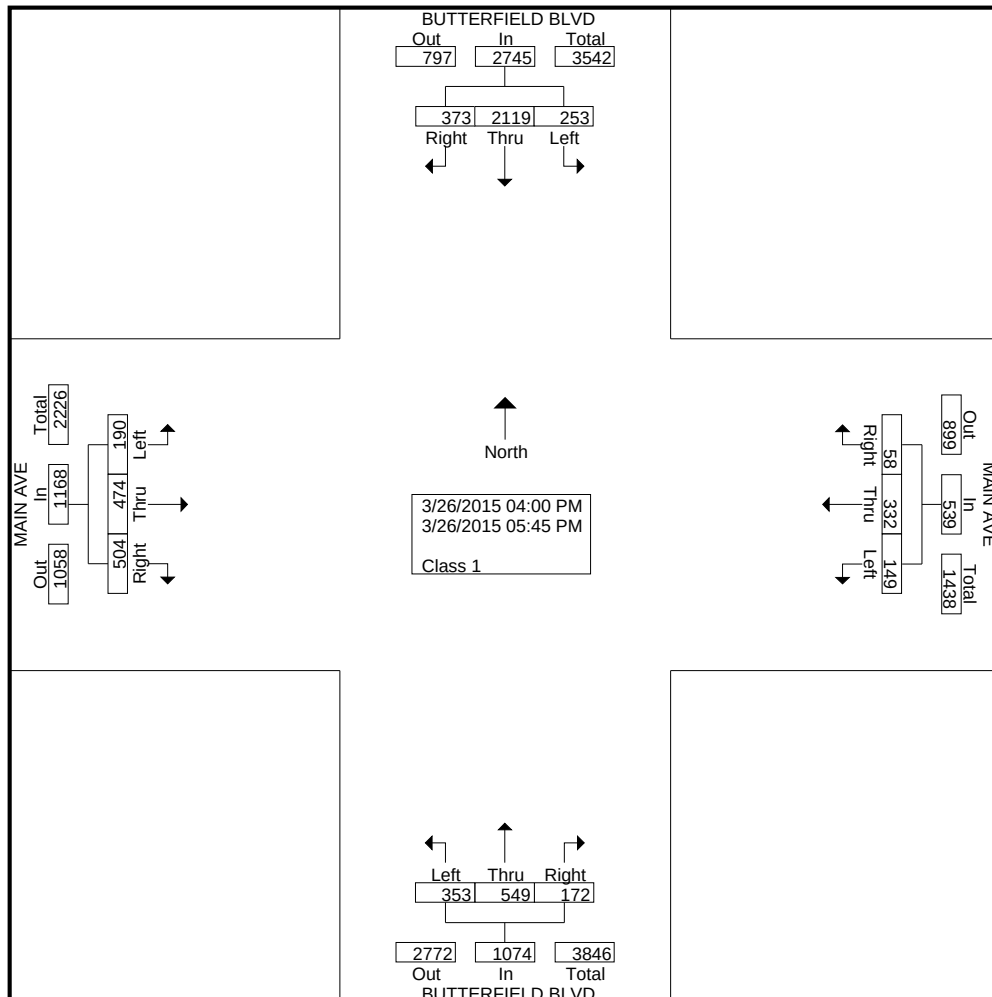
	BUTTERFIELD BLVD Southbound				MAIN AVE Westbound				BUTTERFIELD BLVD Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	33	8	51	22	23	11	56	26	234	26	286	20	30	19	69	462
07:30 AM	18	55	14	87	52	57	31	140	36	266	26	328	32	74	29	135	690
07:45 AM	25	60	16	101	28	71	40	139	39	252	50	341	28	75	20	123	704
08:00 AM	27	53	14	94	21	78	41	140	23	151	55	229	31	54	35	120	583
Total Volume	80	201	52	333	123	229	123	475	124	903	157	1184	111	233	103	447	2439
% App. Total	24	60.4	15.6		25.9	48.2	25.9		10.5	76.3	13.3		24.8	52.1	23		
PHF	.741	.838	.813	.824	.591	.734	.750	.848	.795	.849	.714	.868	.867	.777	.736	.828	.866



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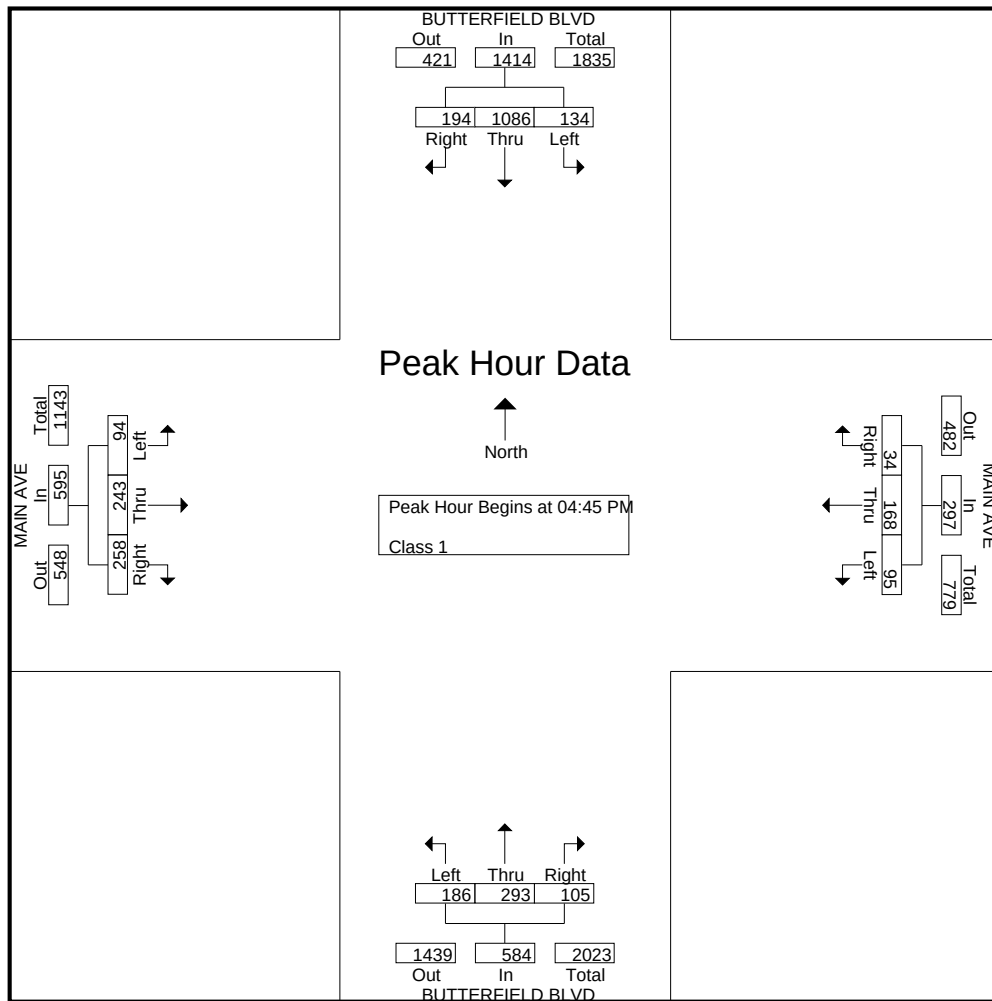
Groups Printed- Class 1

	BUTTERFIELD BLVD Southbound			MAIN AVE Westbound			BUTTERFIELD BLVD Northbound			MAIN AVE Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	46	246	21	7	39	9	17	56	36	61	41	27	606
04:15 PM	44	246	22	3	43	15	20	71	49	60	56	22	651
04:30 PM	44	291	39	9	38	21	15	63	41	62	57	28	708
04:45 PM	44	232	39	6	44	28	28	77	50	63	67	24	702
Total	178	1015	121	25	164	73	80	267	176	246	221	101	2667
05:00 PM	61	298	29	13	41	26	28	79	55	67	59	20	776
05:15 PM	48	259	34	6	43	21	29	81	45	51	57	27	701
05:30 PM	41	297	32	9	40	20	20	56	36	77	60	23	711
05:45 PM	45	250	37	5	44	9	15	66	41	63	77	19	671
Total	195	1104	132	33	168	76	92	282	177	258	253	89	2859
Grand Total	373	2119	253	58	332	149	172	549	353	504	474	190	5526
Apprch %	13.6	77.2	9.2	10.8	61.6	27.6	16	51.1	32.9	43.2	40.6	16.3	
Total %	6.7	38.3	4.6	1	6	2.7	3.1	9.9	6.4	9.1	8.6	3.4	



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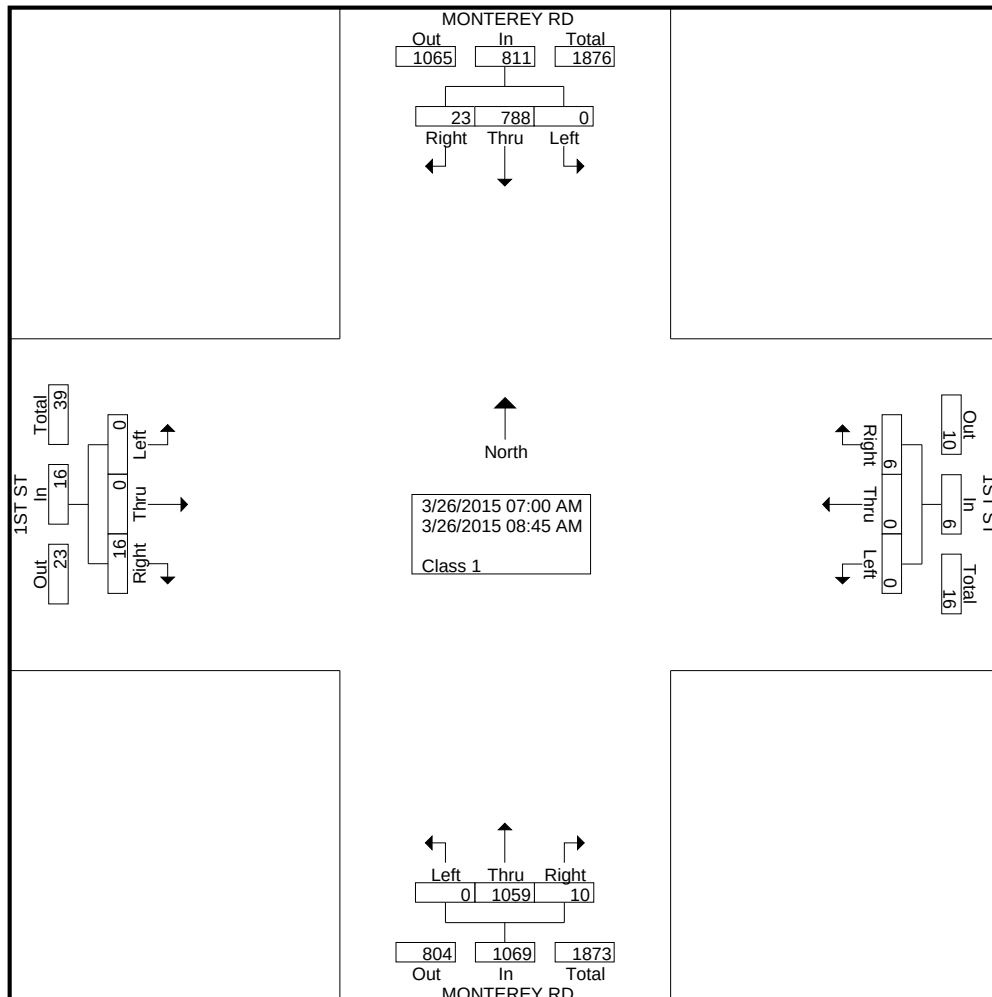
	BUTTERFIELD BLVD Southbound				MAIN AVE Westbound				BUTTERFIELD BLVD Northbound				MAIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	44	232	39	315	6	44	28	78	28	77	50	155	63	67	24	154	702
05:00 PM	61	298	29	388	13	41	26	80	28	79	55	162	67	59	20	146	776
05:15 PM	48	259	34	341	6	43	21	70	29	81	45	155	51	57	27	135	701
05:30 PM	41	297	32	370	9	40	20	69	20	56	36	112	77	60	23	160	711
Total Volume	194	1086	134	1414	34	168	95	297	105	293	186	584	258	243	94	595	2890
% App. Total	13.7	76.8	9.5		11.4	56.6	32		18	50.2	31.8		43.4	40.8	15.8		
PHF	.795	.911	.859	.911	.654	.955	.848	.928	.905	.904	.845	.901	.838	.907	.870	.930	.931



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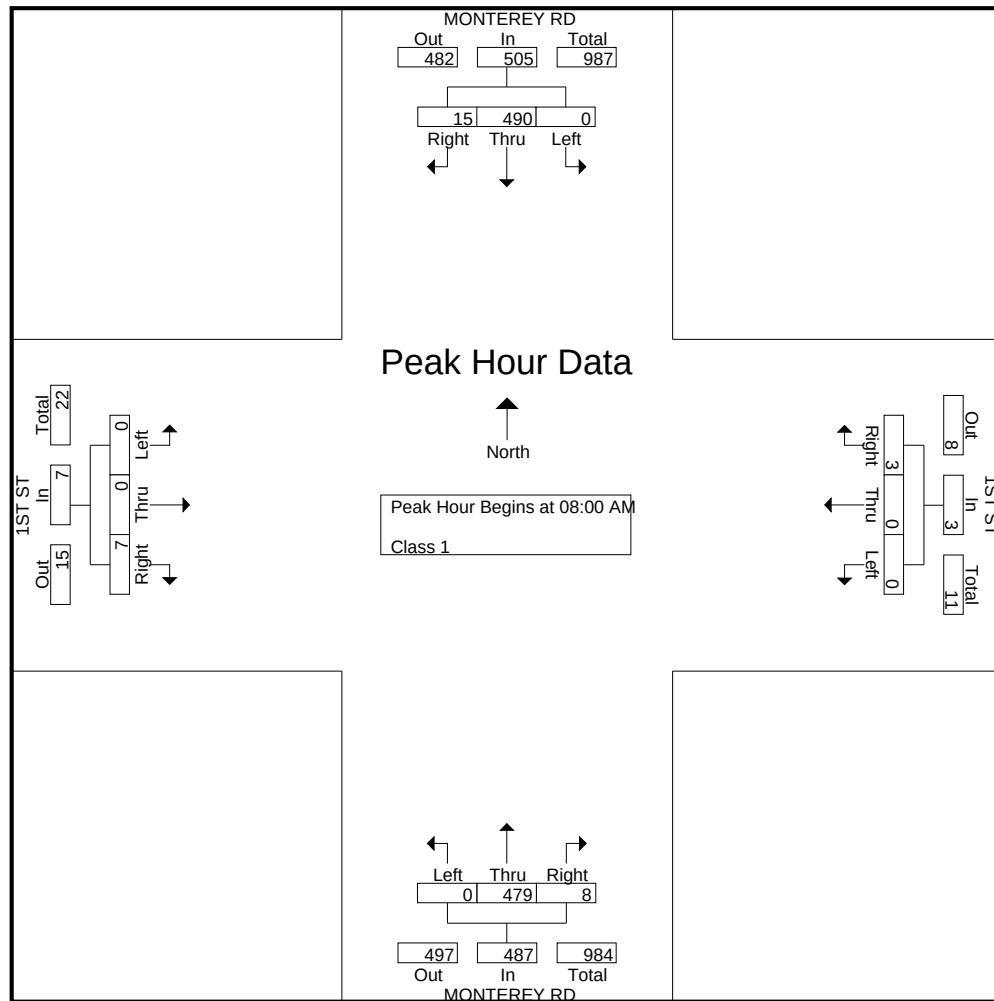
Groups Printed- Class 1

	MONTEREY RD Southbound			1ST ST Westbound			MONTEREY RD Northbound			1ST ST Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	47	0	1	0	0	0	133	0	0	0	0	181
07:15 AM	0	62	0	0	0	0	1	143	0	2	0	0	208
07:30 AM	1	73	0	1	0	0	0	163	0	3	0	0	241
07:45 AM	7	116	0	1	0	0	1	141	0	4	0	0	270
Total	8	298	0	3	0	0	2	580	0	9	0	0	900
08:00 AM	7	110	0	0	0	0	4	121	0	0	0	0	242
08:15 AM	4	96	0	0	0	0	3	118	0	1	0	0	222
08:30 AM	1	136	0	0	0	0	0	122	0	1	0	0	260
08:45 AM	3	148	0	3	0	0	1	118	0	5	0	0	278
Total	15	490	0	3	0	0	8	479	0	7	0	0	1002
Grand Total	23	788	0	6	0	0	10	1059	0	16	0	0	1902
Apprch %	2.8	97.2	0	100	0	0	0.9	99.1	0	100	0	0	
Total %	1.2	41.4	0	0.3	0	0	0.5	55.7	0	0.8	0	0	



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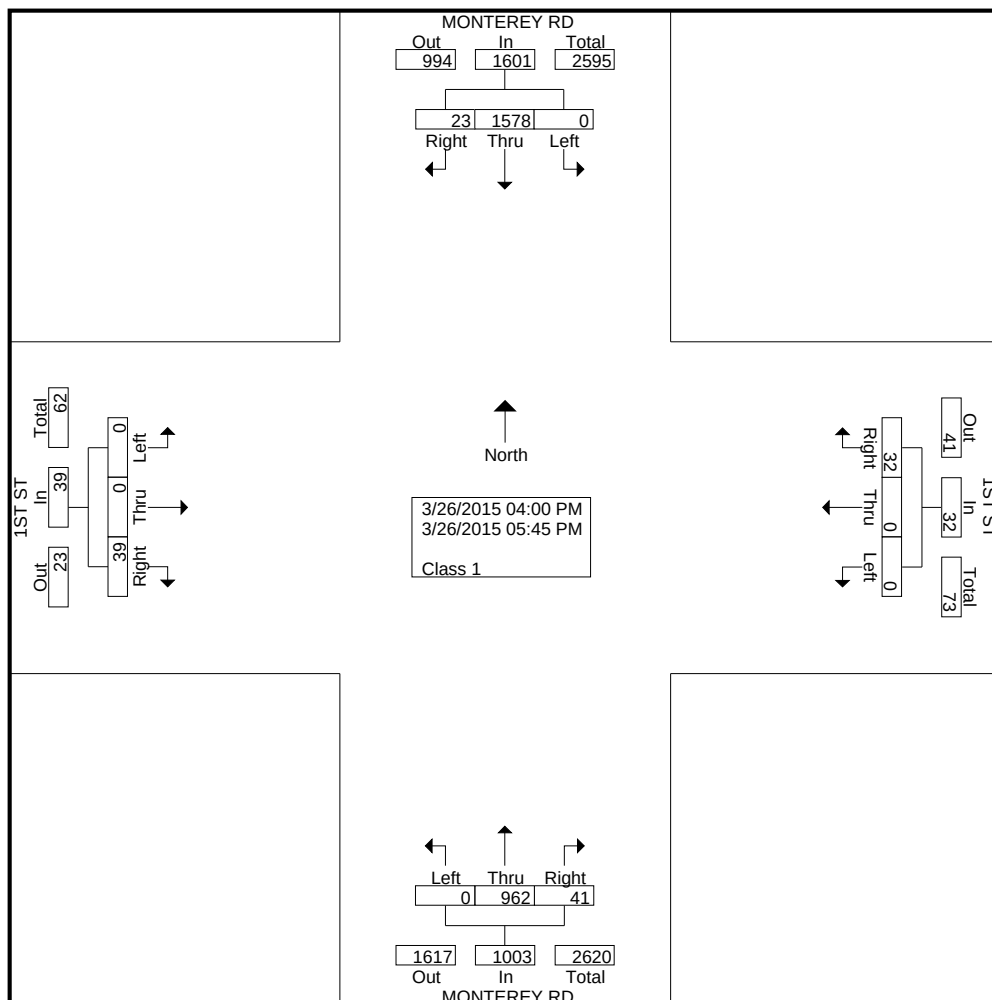
	MONTEREY RD Southbound				1ST ST Westbound				MONTEREY RD Northbound				1ST ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	110	0	117	0	0	0	0	4	121	0	125	0	0	0	0	242
08:15 AM	4	96	0	100	0	0	0	0	3	118	0	121	1	0	0	1	222
08:30 AM	1	136	0	137	0	0	0	0	0	122	0	122	1	0	0	1	260
08:45 AM	3	148	0	151	3	0	0	3	1	118	0	119	5	0	0	5	278
Total Volume	15	490	0	505	3	0	0	3	8	479	0	487	7	0	0	7	1002
% App. Total	3	97	0		100	0	0		1.6	98.4	0		100	0	0		
PHF	.536	.828	.000	.836	.250	.000	.000	.250	.500	.982	.000	.974	.350	.000	.000	.350	.901



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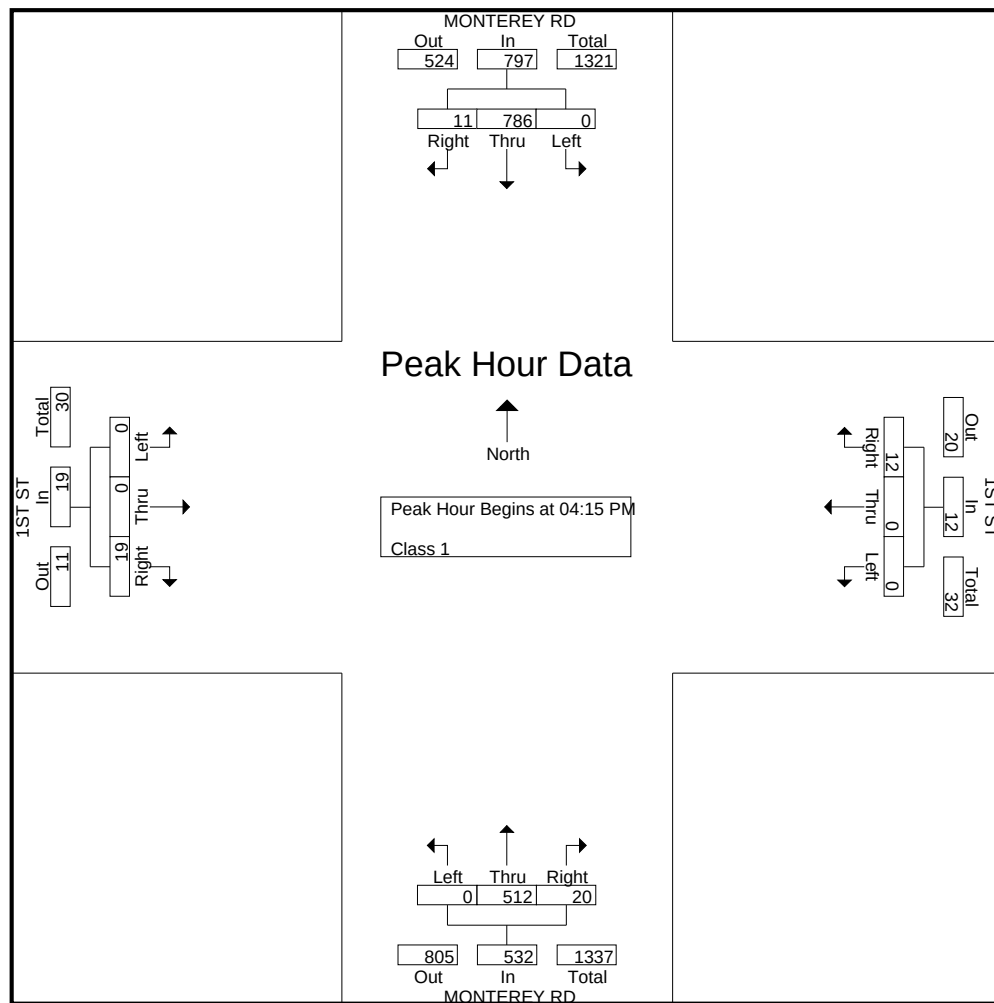
Groups Printed- Class 1

	MONTEREY RD Southbound			1ST ST Westbound			MONTEREY RD Northbound			1ST ST Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	3	196	0	4	0	0	6	118	0	1	0	0	328
04:15 PM	5	204	0	1	0	0	2	146	0	4	0	0	362
04:30 PM	3	193	0	3	0	0	7	119	0	6	0	0	331
04:45 PM	3	194	0	2	0	0	6	122	0	4	0	0	331
Total	14	787	0	10	0	0	21	505	0	15	0	0	1352
05:00 PM	0	195	0	6	0	0	5	125	0	5	0	0	336
05:15 PM	2	205	0	7	0	0	6	110	0	7	0	0	337
05:30 PM	1	198	0	4	0	0	2	120	0	8	0	0	333
05:45 PM	6	193	0	5	0	0	7	102	0	4	0	0	317
Total	9	791	0	22	0	0	20	457	0	24	0	0	1323
Grand Total	23	1578	0	32	0	0	41	962	0	39	0	0	2675
Apprch %	1.4	98.6	0	100	0	0	4.1	95.9	0	100	0	0	
Total %	0.9	59	0	1.2	0	0	1.5	36	0	1.5	0	0	



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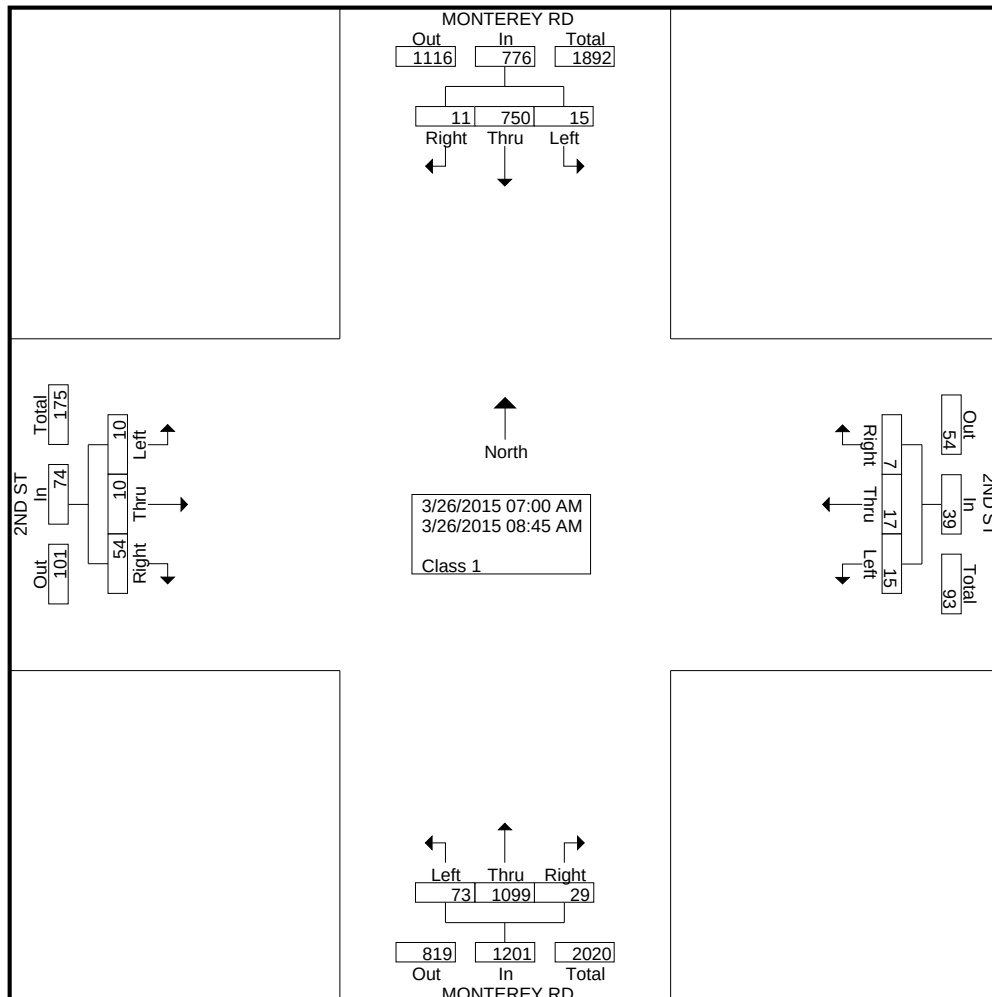
	MONTEREY RD Southbound				1ST ST Westbound				MONTEREY RD Northbound				1ST ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	204	0	209	1	0	0	1	2	146	0	148	4	0	0	4	362
04:30 PM	3	193	0	196	3	0	0	3	7	119	0	126	6	0	0	6	331
04:45 PM	3	194	0	197	2	0	0	2	6	122	0	128	4	0	0	4	331
05:00 PM	0	195	0	195	6	0	0	6	5	125	0	130	5	0	0	5	336
Total Volume	11	786	0	797	12	0	0	12	20	512	0	532	19	0	0	19	1360
% App. Total	1.4	98.6	0		100	0	0		3.8	96.2	0		100	0	0		
PHF	.550	.963	.000	.953	.500	.000	.000	.500	.714	.877	.000	.899	.792	.000	.000	.792	.939



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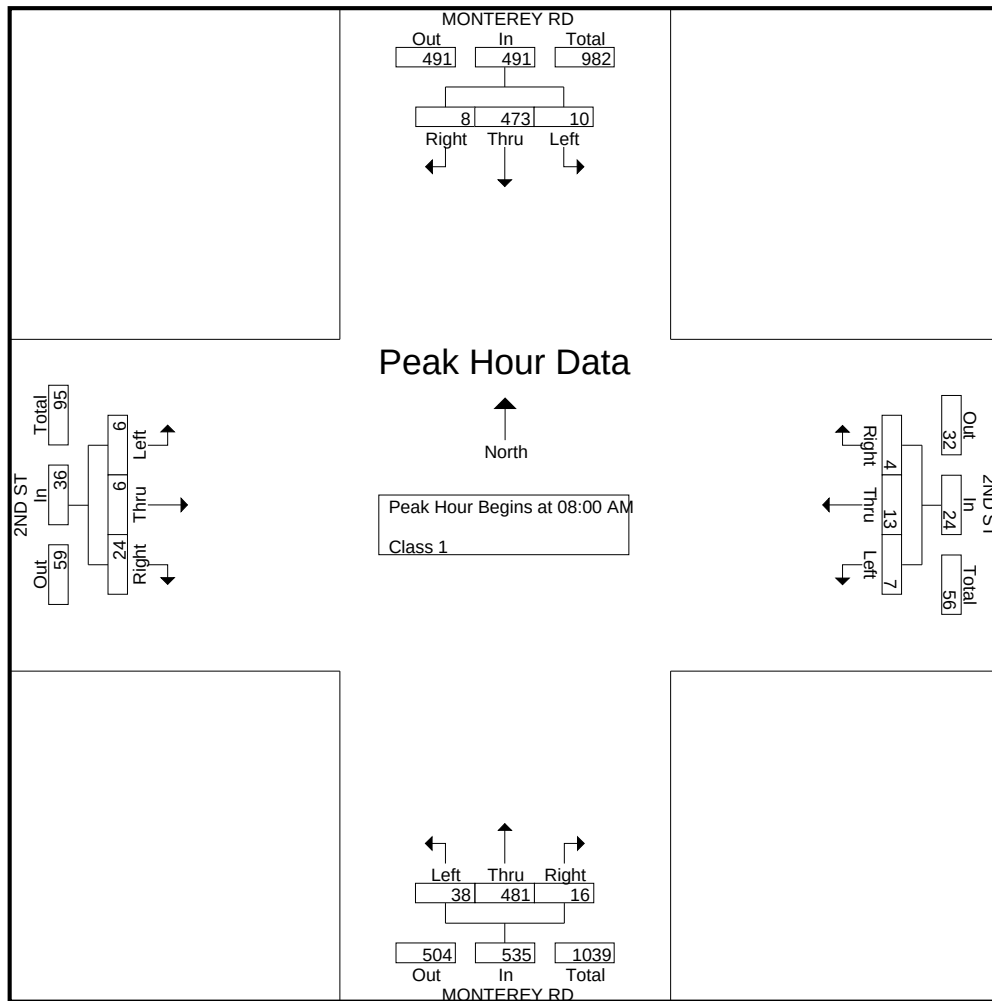
Groups Printed- Class 1

	MONTEREY RD Southbound			2ND ST Westbound			MONTEREY RD Northbound			2ND ST Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	1	39	0	0	0	5	3	156	4	5	0	0	213
07:15 AM	0	59	0	0	2	0	4	144	8	8	1	0	226
07:30 AM	0	72	4	2	2	1	3	166	10	9	0	3	272
07:45 AM	2	107	1	1	0	2	3	152	13	8	3	1	293
Total	3	277	5	3	4	8	13	618	35	30	4	4	1004
08:00 AM	3	107	1	2	2	3	4	121	16	5	1	0	265
08:15 AM	1	101	4	0	3	0	5	121	7	3	1	2	248
08:30 AM	2	119	1	1	3	3	4	112	6	6	1	2	260
08:45 AM	2	146	4	1	5	1	3	127	9	10	3	2	313
Total	8	473	10	4	13	7	16	481	38	24	6	6	1086
Grand Total	11	750	15	7	17	15	29	1099	73	54	10	10	2090
Apprch %	1.4	96.6	1.9	17.9	43.6	38.5	2.4	91.5	6.1	73	13.5	13.5	
Total %	0.5	35.9	0.7	0.3	0.8	0.7	1.4	52.6	3.5	2.6	0.5	0.5	



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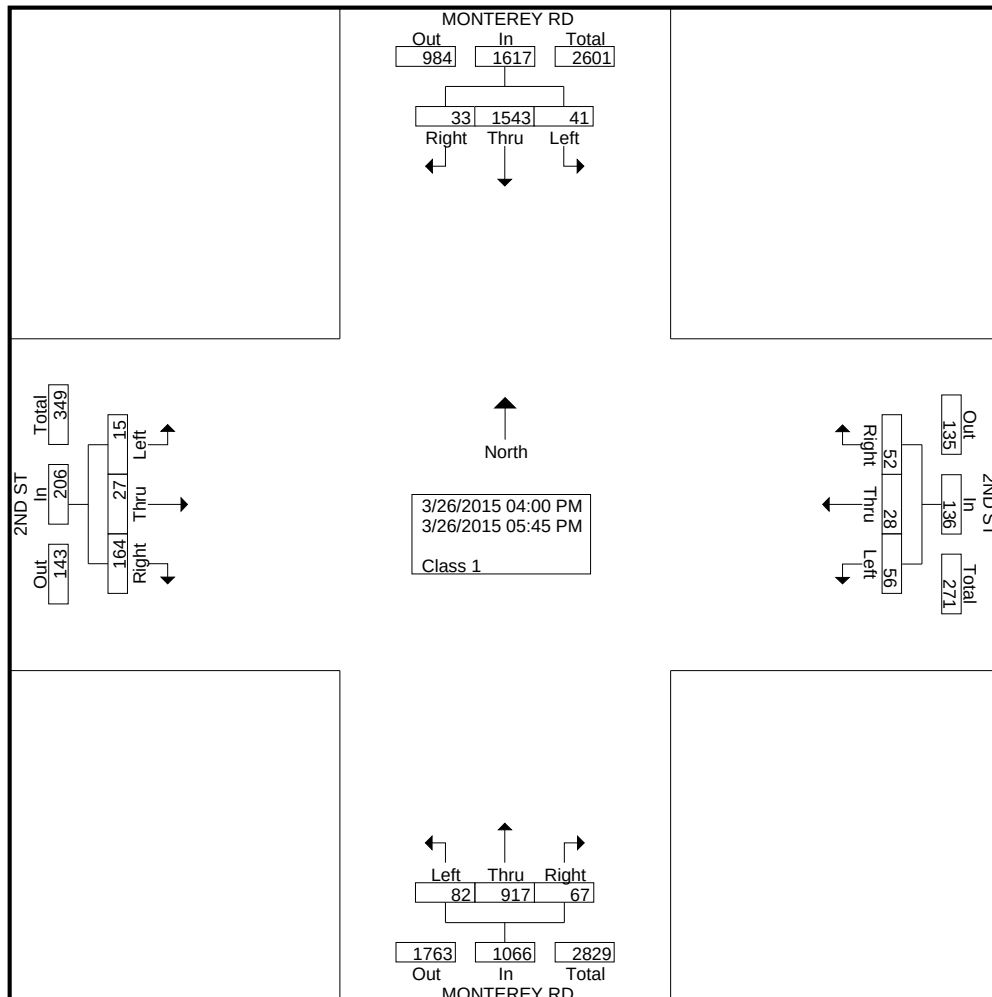
	MONTEREY RD Southbound				2ND ST Westbound				MONTEREY RD Northbound				2ND ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	107	1	111	2	2	3	7	4	121	16	141	5	1	0	6	265
08:15 AM	1	101	4	106	0	3	0	3	5	121	7	133	3	1	2	6	248
08:30 AM	2	119	1	122	1	3	3	7	4	112	6	122	6	1	2	9	260
08:45 AM	2	146	4	152	1	5	1	7	3	127	9	139	10	3	2	15	313
Total Volume	8	473	10	491	4	13	7	24	16	481	38	535	24	6	6	36	1086
% App. Total	1.6	96.3	2		16.7	54.2	29.2		3	89.9	7.1		66.7	16.7	16.7		
PHF	.667	.810	.625	.808	.500	.650	.583	.857	.800	.947	.594	.949	.600	.500	.750	.600	.867



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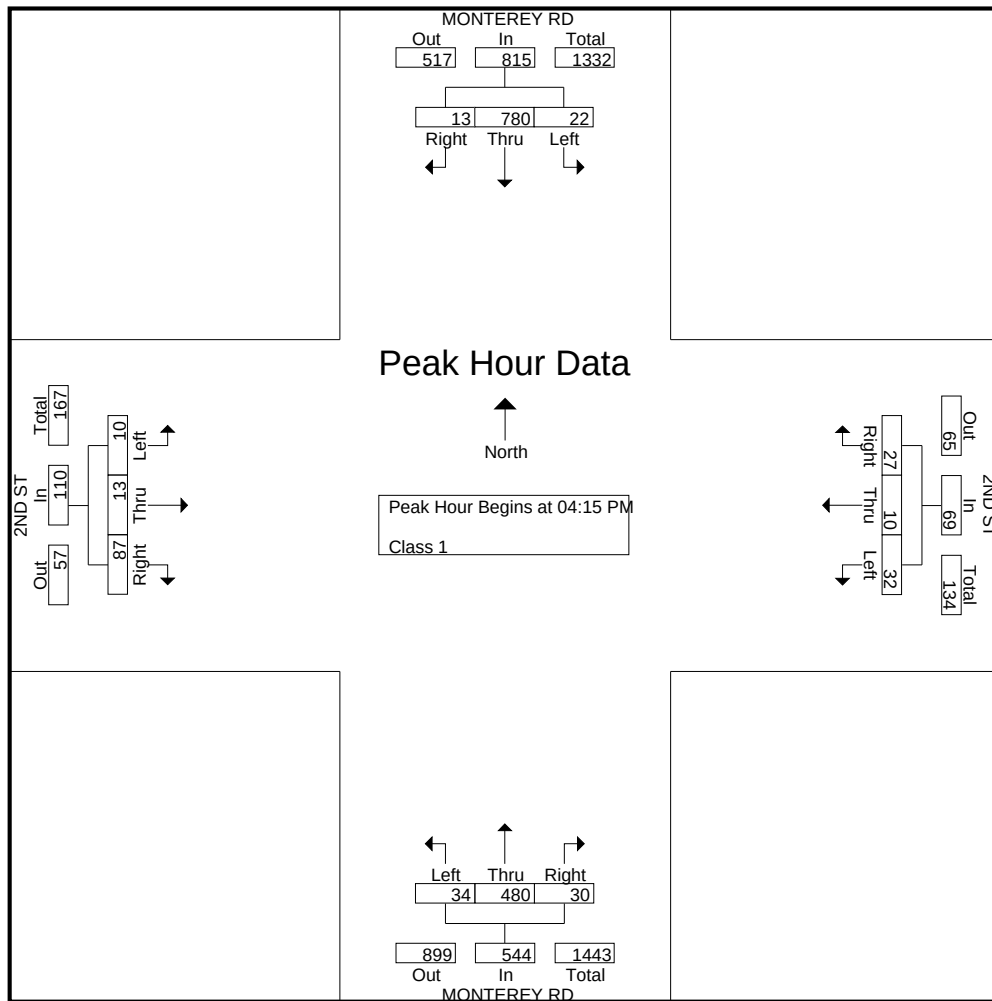
Groups Printed- Class 1

	MONTEREY RD Southbound			2ND ST Westbound			MONTEREY RD Northbound			2ND ST Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	4	188	5	6	0	8	7	108	8	20	5	2	361
04:15 PM	3	199	5	5	1	11	3	138	11	15	1	0	392
04:30 PM	4	192	8	5	3	6	13	115	8	20	5	7	386
04:45 PM	2	184	4	6	2	8	6	116	10	35	6	1	380
Total	13	763	22	22	6	33	29	477	37	90	17	10	1519
05:00 PM	4	205	5	11	4	7	8	111	5	17	1	2	380
05:15 PM	2	198	4	3	9	3	6	113	17	12	0	1	368
05:30 PM	6	187	4	5	4	9	15	117	15	20	8	1	391
05:45 PM	8	190	6	11	5	4	9	99	8	25	1	1	367
Total	20	780	19	30	22	23	38	440	45	74	10	5	1506
Grand Total	33	1543	41	52	28	56	67	917	82	164	27	15	3025
Apprch %	2	95.4	2.5	38.2	20.6	41.2	6.3	86	7.7	79.6	13.1	7.3	
Total %	1.1	51	1.4	1.7	0.9	1.9	2.2	30.3	2.7	5.4	0.9	0.5	



File Name : #17 MONTEREY&2NDPM
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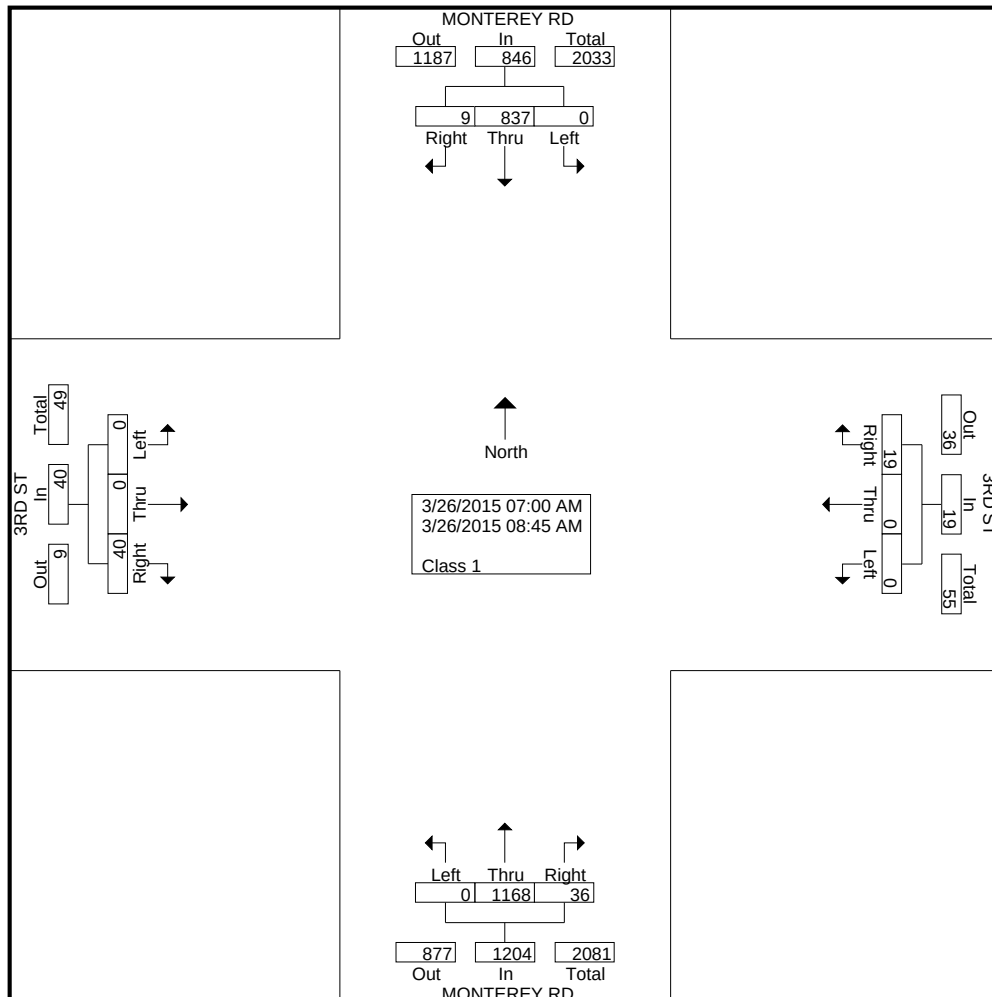
	MONTEREY RD Southbound				2ND ST Westbound				MONTEREY RD Northbound				2ND ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	199	5	207	5	1	11	17	3	138	11	152	15	1	0	16	392
04:30 PM	4	192	8	204	5	3	6	14	13	115	8	136	20	5	7	32	386
04:45 PM	2	184	4	190	6	2	8	16	6	116	10	132	35	6	1	42	380
05:00 PM	4	205	5	214	11	4	7	22	8	111	5	124	17	1	2	20	380
Total Volume	13	780	22	815	27	10	32	69	30	480	34	544	87	13	10	110	1538
% App. Total	1.6	95.7	2.7		39.1	14.5	46.4		5.5	88.2	6.2		79.1	11.8	9.1		
PHF	.813	.951	.688	.952	.614	.625	.727	.784	.577	.870	.773	.895	.621	.542	.357	.655	.981



File Name : #18 MONTEREY&3RDAM
Site Code :
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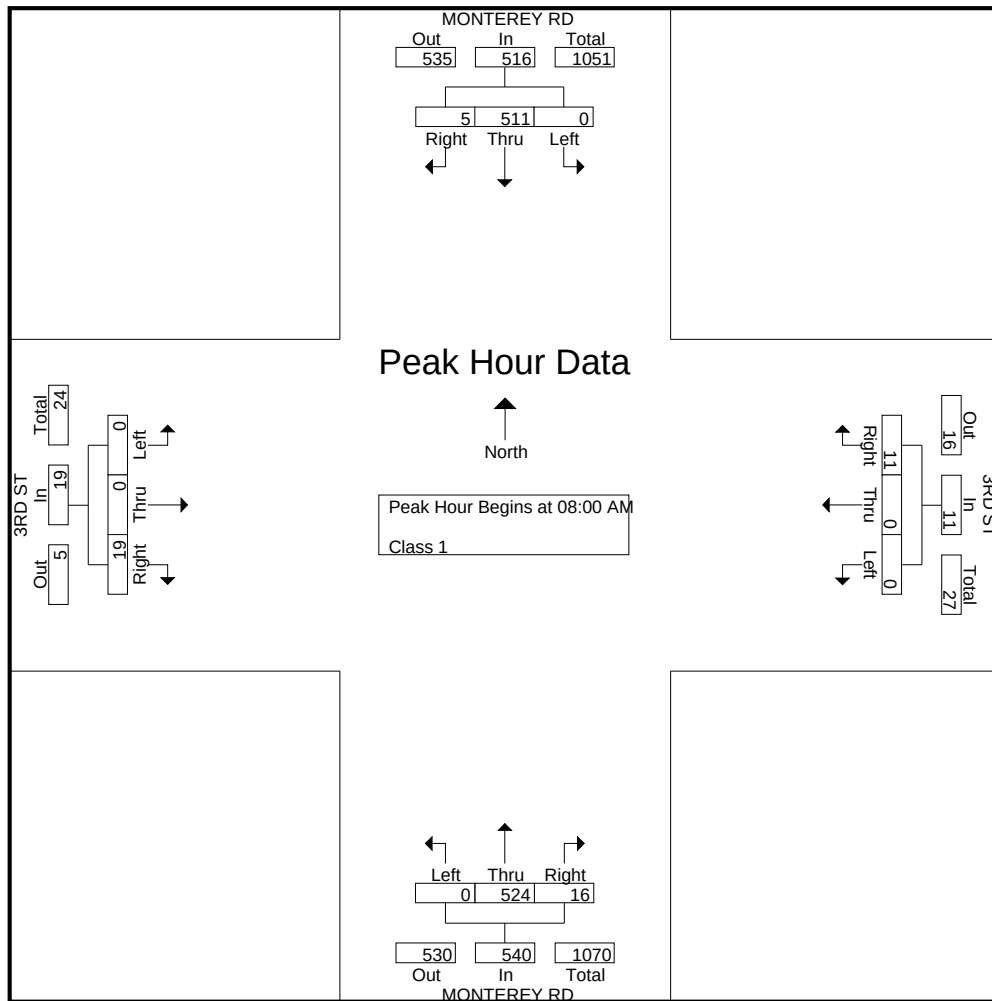
Groups Printed- Class 1

	MONTEREY RD Southbound			3RD ST Westbound			MONTEREY RD Northbound			3RD ST Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	53	0	3	0	0	2	143	0	1	0	0	202
07:15 AM	0	67	0	1	0	0	7	167	0	6	0	0	248
07:30 AM	0	83	0	2	0	0	8	179	0	11	0	0	283
07:45 AM	4	123	0	2	0	0	3	155	0	3	0	0	290
Total	4	326	0	8	0	0	20	644	0	21	0	0	1023
08:00 AM	1	110	0	1	0	0	6	142	0	4	0	0	264
08:15 AM	1	100	0	4	0	0	5	123	0	4	0	0	237
08:30 AM	0	140	0	3	0	0	1	134	0	2	0	0	280
08:45 AM	3	161	0	3	0	0	4	125	0	9	0	0	305
Total	5	511	0	11	0	0	16	524	0	19	0	0	1086
Grand Total	9	837	0	19	0	0	36	1168	0	40	0	0	2109
Apprch %	1.1	98.9	0	100	0	0	3	97	0	100	0	0	
Total %	0.4	39.7	0	0.9	0	0	1.7	55.4	0	1.9	0	0	



File Name : #18 MONTEREY&3RDAM
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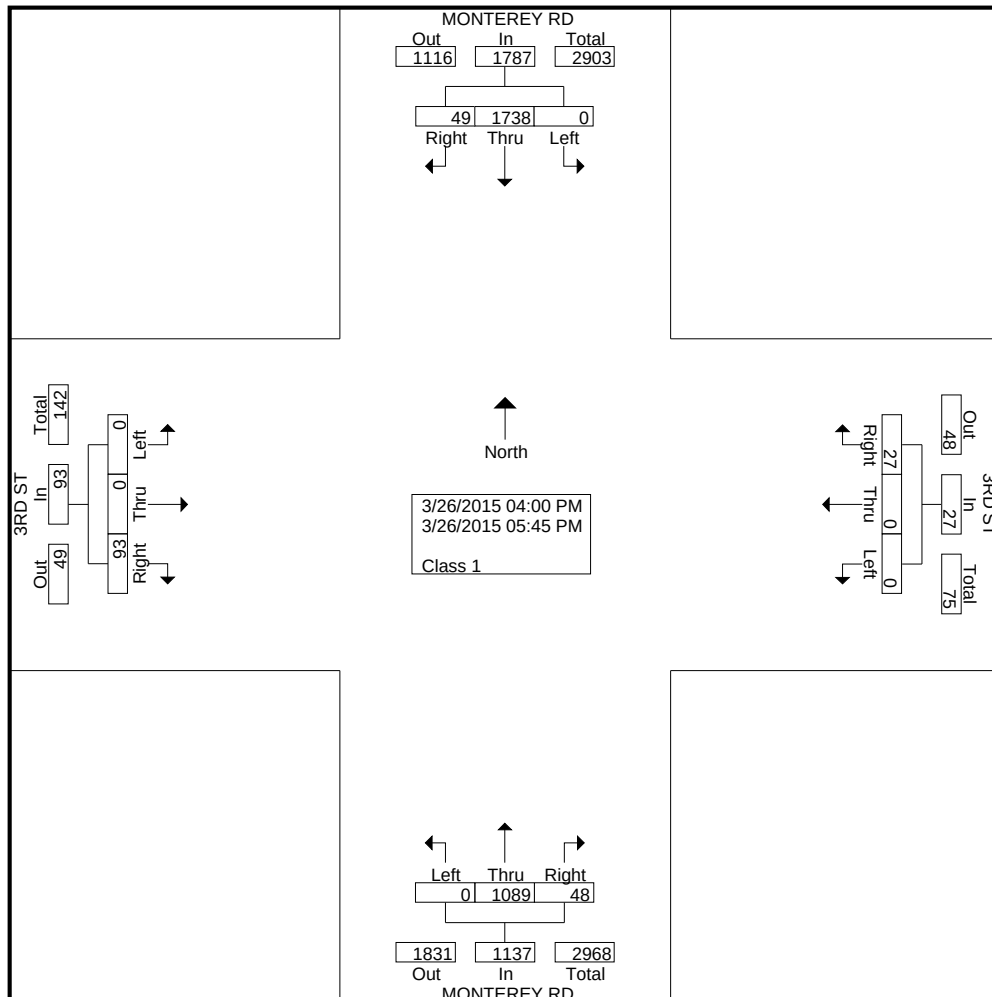
	MONTEREY RD Southbound				3RD ST Westbound				MONTEREY RD Northbound				3RD ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	110	0	111	1	0	0	1	6	142	0	148	4	0	0	4	264
08:15 AM	1	100	0	101	4	0	0	4	5	123	0	128	4	0	0	4	237
08:30 AM	0	140	0	140	3	0	0	3	1	134	0	135	2	0	0	2	280
08:45 AM	3	161	0	164	3	0	0	3	4	125	0	129	9	0	0	9	305
Total Volume	5	511	0	516	11	0	0	11	16	524	0	540	19	0	0	19	1086
% App. Total	1	99	0		100	0	0		3	97	0		100	0	0		
PHF	.417	.793	.000	.787	.688	.000	.000	.688	.667	.923	.000	.912	.528	.000	.000	.528	.890



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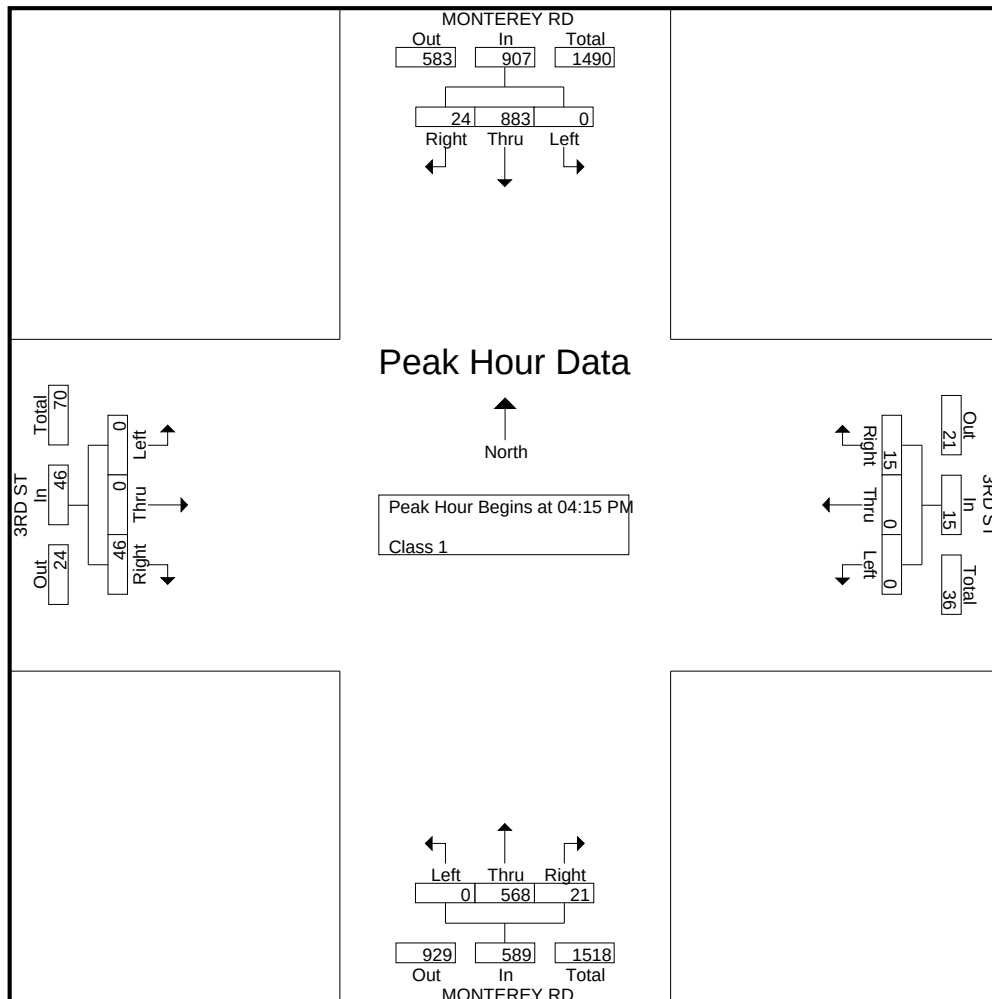
Groups Printed- Class 1

	MONTEREY RD Southbound			3RD ST Westbound			MONTEREY RD Northbound			3RD ST Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	5	212	0	3	0	0	4	132	0	8	0	0	364
04:15 PM	10	213	0	8	0	0	3	146	0	5	0	0	385
04:30 PM	5	218	0	3	0	0	5	141	0	13	0	0	385
04:45 PM	4	232	0	1	0	0	9	135	0	18	0	0	399
Total	24	875	0	15	0	0	21	554	0	44	0	0	1533
05:00 PM	5	220	0	3	0	0	4	146	0	10	0	0	388
05:15 PM	5	207	0	1	0	0	5	132	0	9	0	0	359
05:30 PM	6	216	0	4	0	0	8	136	0	9	0	0	379
05:45 PM	9	220	0	4	0	0	10	121	0	21	0	0	385
Total	25	863	0	12	0	0	27	535	0	49	0	0	1511
Grand Total	49	1738	0	27	0	0	48	1089	0	93	0	0	3044
Apprch %	2.7	97.3	0	100	0	0	4.2	95.8	0	100	0	0	
Total %	1.6	57.1	0	0.9	0	0	1.6	35.8	0	3.1	0	0	



File Name : #18 MONTEREY&3RDPM
 Site Code :
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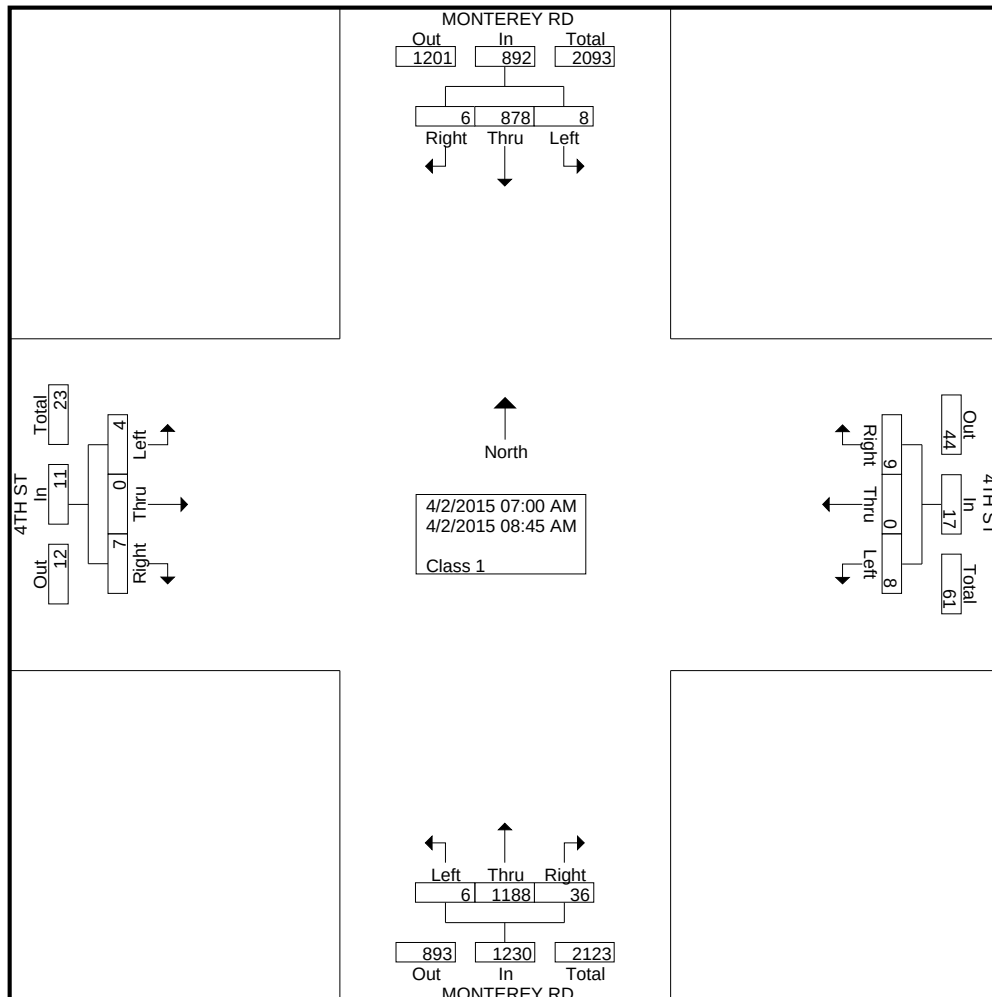
	MONTEREY RD Southbound				3RD ST Westbound				MONTEREY RD Northbound				3RD ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	213	0	223	8	0	0	8	3	146	0	149	5	0	0	5	385
04:30 PM	5	218	0	223	3	0	0	3	5	141	0	146	13	0	0	13	385
04:45 PM	4	232	0	236	1	0	0	1	9	135	0	144	18	0	0	18	399
05:00 PM	5	220	0	225	3	0	0	3	4	146	0	150	10	0	0	10	388
Total Volume	24	883	0	907	15	0	0	15	21	568	0	589	46	0	0	46	1557
% App. Total	2.6	97.4	0		100	0	0		3.6	96.4	0		100	0	0		
PHF	.600	.952	.000	.961	.469	.000	.000	.469	.583	.973	.000	.982	.639	.000	.000	.639	.976



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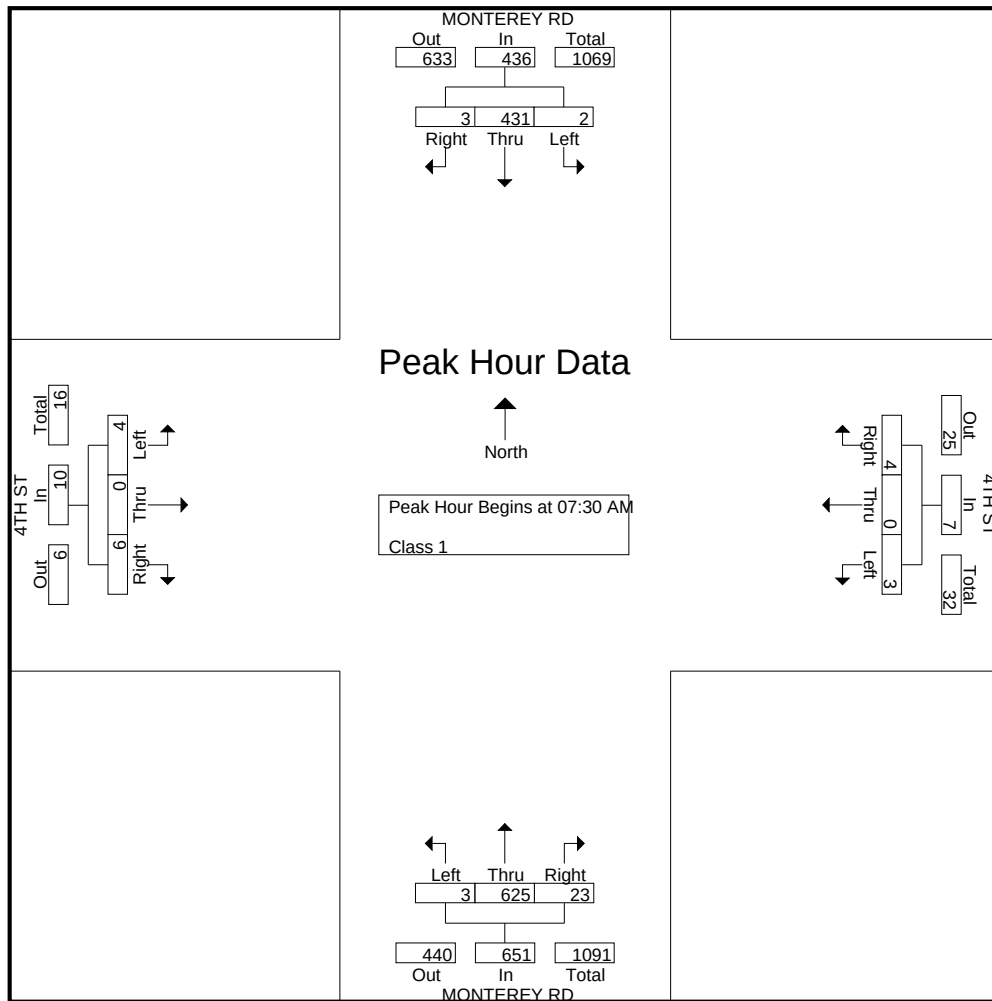
Groups Printed- Class 1

	MONTEREY RD Southbound			4TH ST Westbound			MONTEREY RD Northbound			4TH ST Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	67	3	1	0	0	5	169	1	1	0	0	247
07:15 AM	1	88	1	0	0	1	3	148	1	0	0	0	243
07:30 AM	0	84	0	1	0	1	10	191	1	3	0	2	293
07:45 AM	0	131	1	1	0	1	4	148	2	2	0	0	290
Total	1	370	5	3	0	3	22	656	5	6	0	2	1073
08:00 AM	2	96	1	2	0	0	3	134	0	0	0	1	239
08:15 AM	1	120	0	0	0	1	6	152	0	1	0	1	282
08:30 AM	1	126	2	3	0	0	2	144	1	0	0	0	279
08:45 AM	1	166	0	1	0	4	3	102	0	0	0	0	277
Total	5	508	3	6	0	5	14	532	1	1	0	2	1077
Grand Total	6	878	8	9	0	8	36	1188	6	7	0	4	2150
Apprch %	0.7	98.4	0.9	52.9	0	47.1	2.9	96.6	0.5	63.6	0	36.4	
Total %	0.3	40.8	0.4	0.4	0	0.4	1.7	55.3	0.3	0.3	0	0.2	



File Name : #1 4TH&MONTEREYAM
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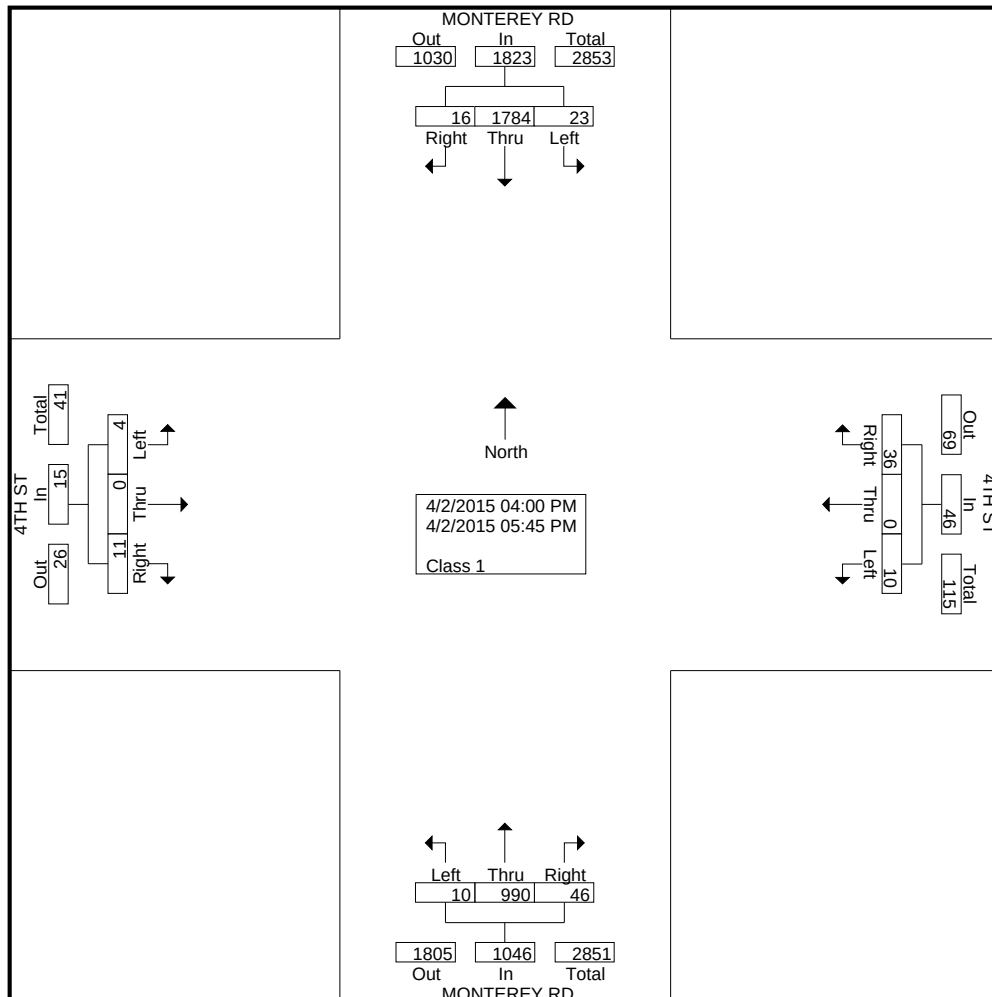
	MONTEREY RD Southbound				4TH ST Westbound				MONTEREY RD Northbound				4TH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	84	0	84	1	0	1	2	10	191	1	202	3	0	2	5	293
07:45 AM	0	131	1	132	1	0	1	2	4	148	2	154	2	0	0	2	290
08:00 AM	2	96	1	99	2	0	0	2	3	134	0	137	0	0	1	1	239
08:15 AM	1	120	0	121	0	0	1	1	6	152	0	158	1	0	1	2	282
Total Volume	3	431	2	436	4	0	3	7	23	625	3	651	6	0	4	10	1104
% App. Total	0.7	98.9	0.5		57.1	0	42.9		3.5	96	0.5		60	0	40		
PHF	.375	.823	.500	.826	.500	.000	.750	.875	.575	.818	.375	.806	.500	.000	.500	.500	.942



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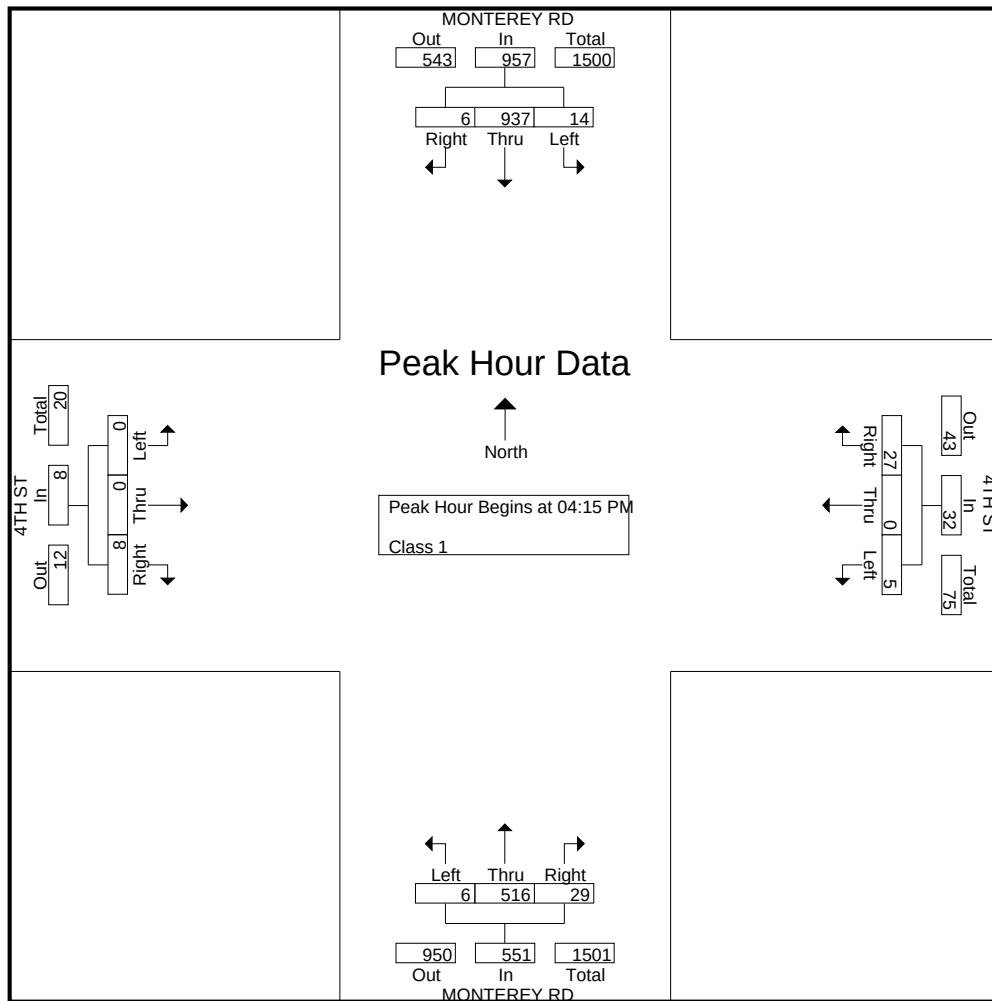
Groups Printed- Class 1

	MONTEREY RD Southbound			4TH ST Westbound			MONTEREY RD Northbound			4TH ST Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	2	202	2	5	0	1	6	106	0	1	0	0	325
04:15 PM	1	230	2	8	0	1	12	117	1	2	0	0	374
04:30 PM	2	214	5	9	0	2	5	133	2	0	0	0	372
04:45 PM	1	255	3	5	0	0	7	124	0	1	0	0	396
Total	6	901	12	27	0	4	30	480	3	4	0	0	1467
05:00 PM	2	238	4	5	0	2	5	142	3	5	0	0	406
05:15 PM	2	194	1	2	0	1	7	118	2	0	0	2	329
05:30 PM	3	211	4	1	0	2	2	125	1	0	0	1	350
05:45 PM	3	240	2	1	0	1	2	125	1	2	0	1	378
Total	10	883	11	9	0	6	16	510	7	7	0	4	1463
Grand Total	16	1784	23	36	0	10	46	990	10	11	0	4	2930
Apprch %	0.9	97.9	1.3	78.3	0	21.7	4.4	94.6	1	73.3	0	26.7	
Total %	0.5	60.9	0.8	1.2	0	0.3	1.6	33.8	0.3	0.4	0	0.1	



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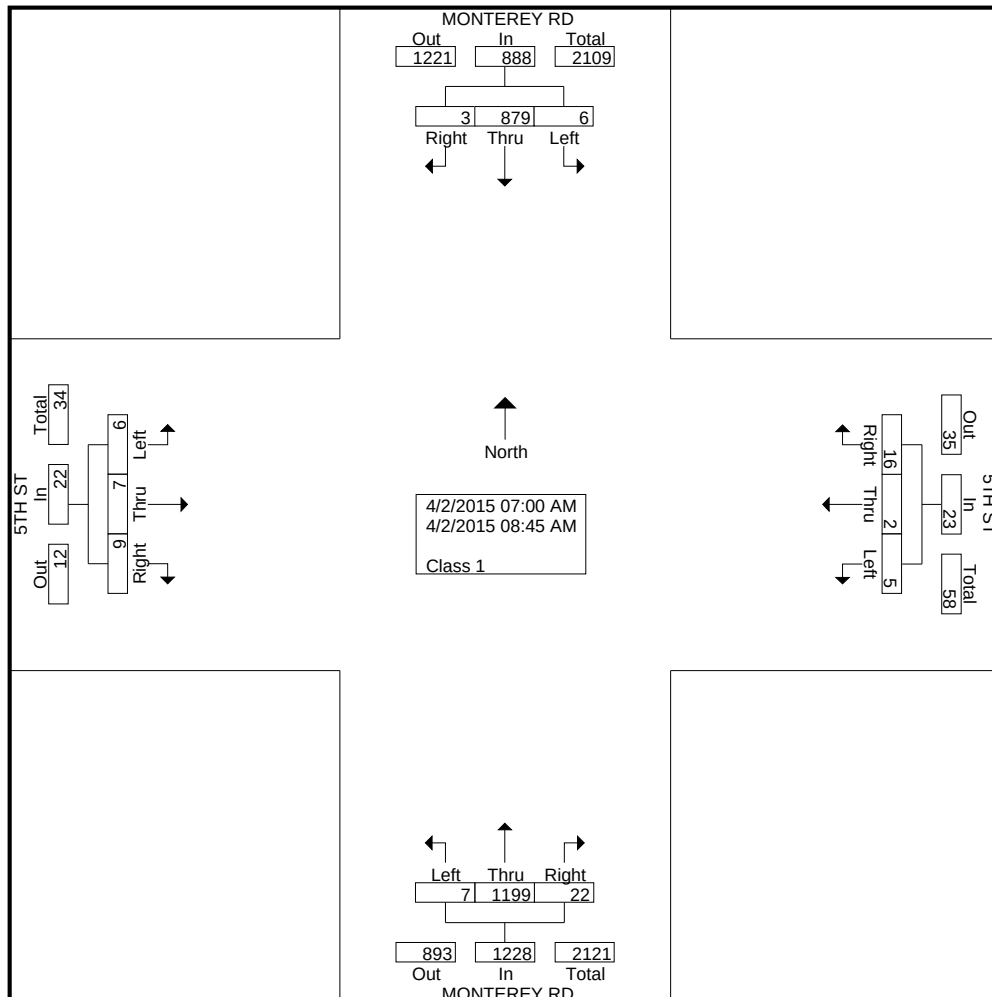
	MONTEREY RD Southbound				4TH ST Westbound				MONTEREY RD Northbound				4TH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	230	2	233	8	0	1	9	12	117	1	130	2	0	0	2	374
04:30 PM	2	214	5	221	9	0	2	11	5	133	2	140	0	0	0	0	372
04:45 PM	1	255	3	259	5	0	0	5	7	124	0	131	1	0	0	1	396
05:00 PM	2	238	4	244	5	0	2	7	5	142	3	150	5	0	0	5	406
Total Volume	6	937	14	957	27	0	5	32	29	516	6	551	8	0	0	8	1548
% App. Total	0.6	97.9	1.5		84.4	0	15.6		5.3	93.6	1.1		100	0	0		
PHF	.750	.919	.700	.924	.750	.000	.625	.727	.604	.908	.500	.918	.400	.000	.000	.400	.953



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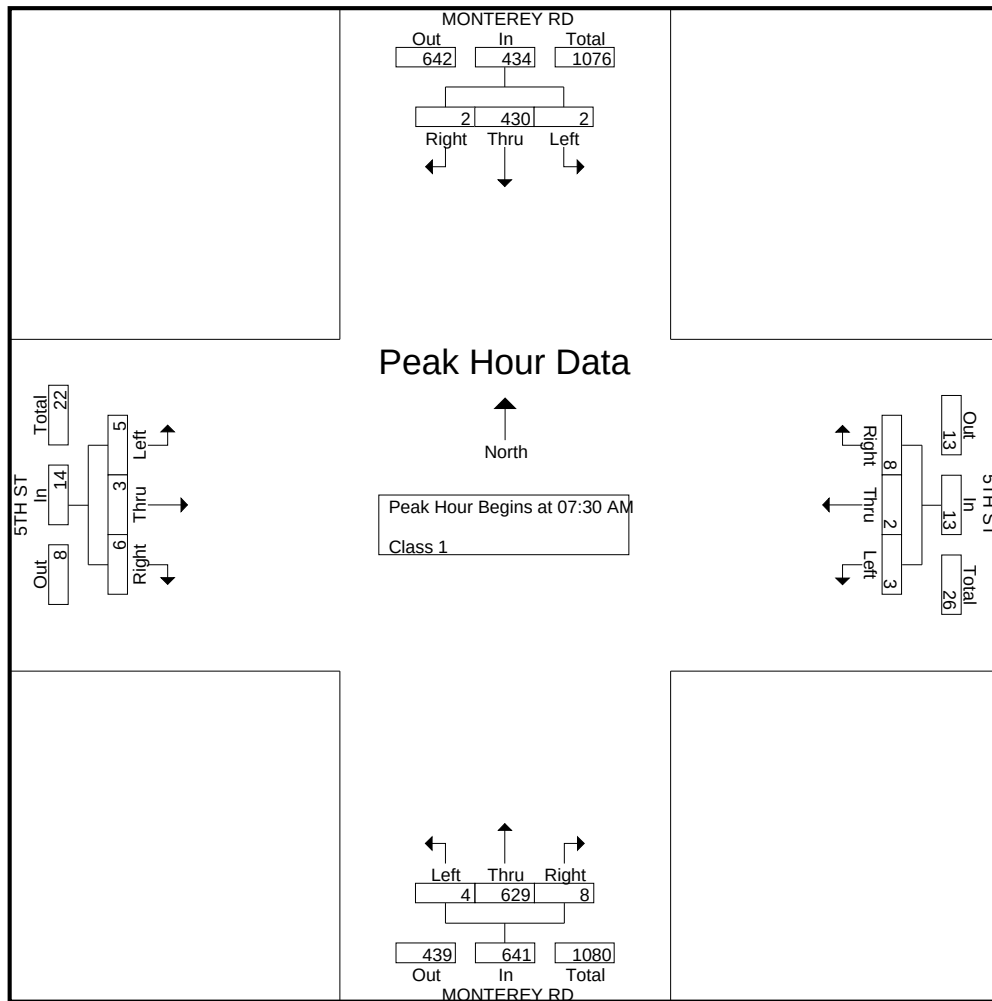
Groups Printed- Class 1

	MONTEREY RD Southbound			5TH ST Westbound			MONTEREY RD Northbound			5TH ST Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	70	2	2	0	0	4	171	0	0	2	1	252
07:15 AM	0	87	1	4	0	0	4	157	1	1	2	0	257
07:30 AM	0	87	1	1	0	0	4	196	1	2	2	1	295
07:45 AM	1	130	0	2	1	2	3	139	1	2	1	0	282
Total	1	374	4	9	1	2	15	663	3	5	7	2	1086
08:00 AM	1	99	0	3	1	0	1	140	1	0	0	2	248
08:15 AM	0	114	1	2	0	1	0	154	1	2	0	2	277
08:30 AM	0	135	0	1	0	0	2	140	0	1	0	0	279
08:45 AM	1	157	1	1	0	2	4	102	2	1	0	0	271
Total	2	505	2	7	1	3	7	536	4	4	0	4	1075
Grand Total	3	879	6	16	2	5	22	1199	7	9	7	6	2161
Apprch %	0.3	99	0.7	69.6	8.7	21.7	1.8	97.6	0.6	40.9	31.8	27.3	
Total %	0.1	40.7	0.3	0.7	0.1	0.2	1	55.5	0.3	0.4	0.3	0.3	



File Name : #2 5TH&MONTEREYAM
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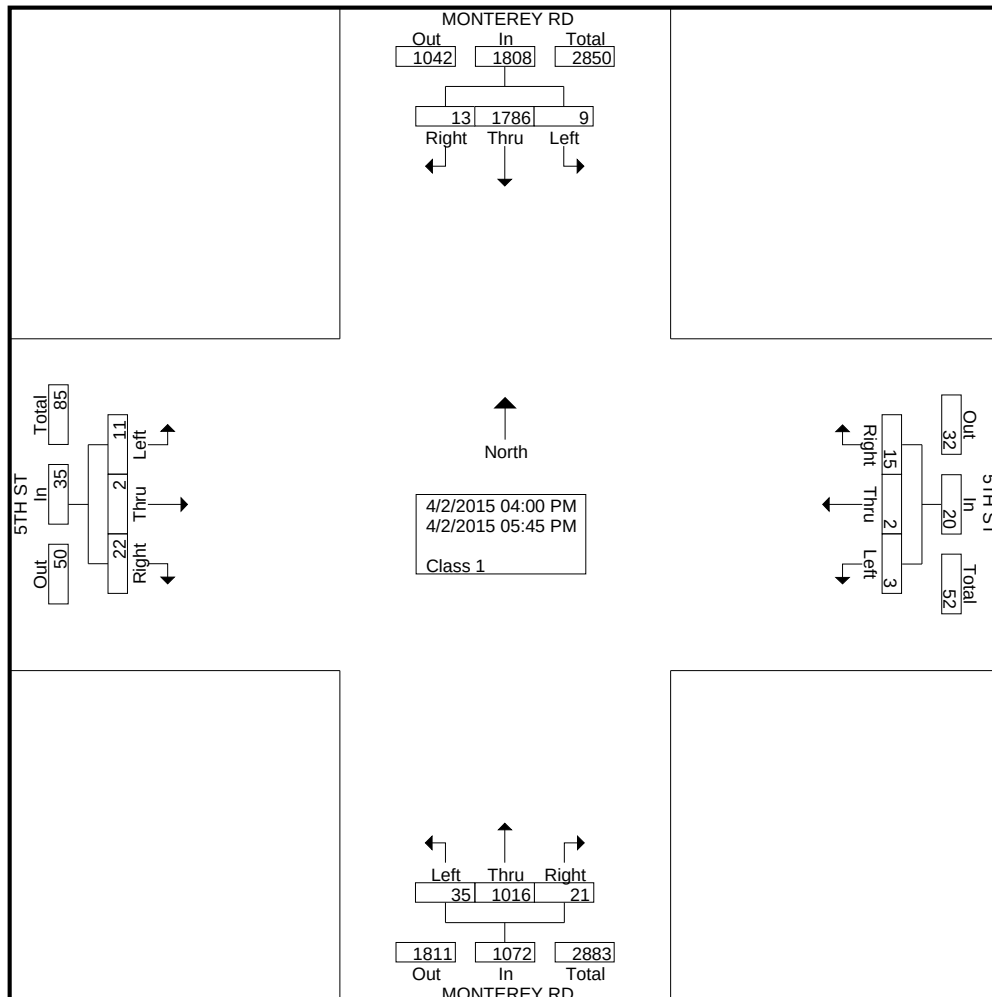
	MONTEREY RD Southbound				5TH ST Westbound				MONTEREY RD Northbound				5TH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	87	1	88	1	0	0	1	4	196	1	201	2	2	1	5	295
07:45 AM	1	130	0	131	2	1	2	5	3	139	1	143	2	1	0	3	282
08:00 AM	1	99	0	100	3	1	0	4	1	140	1	142	0	0	2	2	248
08:15 AM	0	114	1	115	2	0	1	3	0	154	1	155	2	0	2	4	277
Total Volume	2	430	2	434	8	2	3	13	8	629	4	641	6	3	5	14	1102
% App. Total	0.5	99.1	0.5		61.5	15.4	23.1		1.2	98.1	0.6		42.9	21.4	35.7		
PHF	.500	.827	.500	.828	.667	.500	.375	.650	.500	.802	1.00	.797	.750	.375	.625	.700	.934



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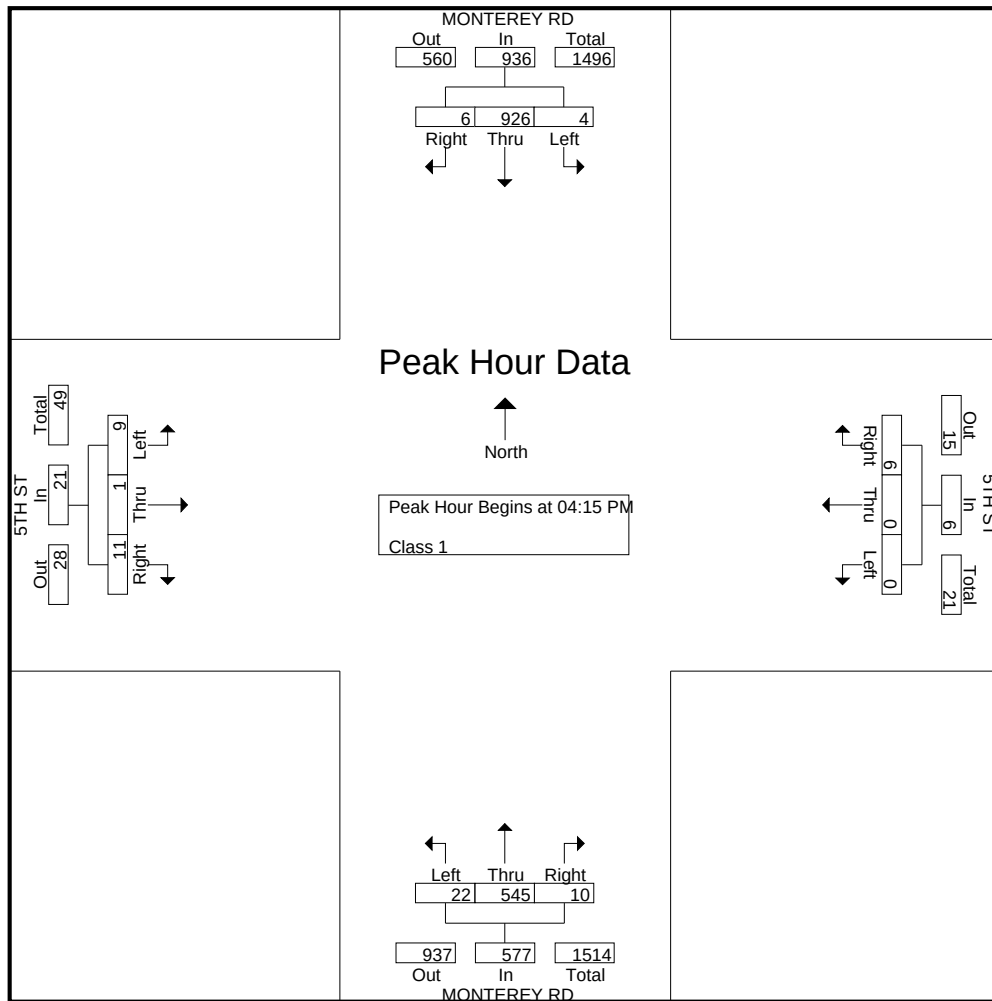
Groups Printed- Class 1

	MONTEREY RD Southbound			5TH ST Westbound			MONTEREY RD Northbound			5TH ST Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	3	204	0	4	0	1	4	97	3	4	0	0	320
04:15 PM	1	235	1	2	0	0	2	136	4	3	0	2	386
04:30 PM	2	212	1	2	0	0	1	141	8	3	1	4	375
04:45 PM	1	229	0	1	0	0	3	122	8	1	0	2	367
Total	7	880	2	9	0	1	10	496	23	11	1	8	1448
05:00 PM	2	250	2	1	0	0	4	146	2	4	0	1	412
05:15 PM	3	182	2	2	1	1	1	122	2	3	1	1	321
05:30 PM	1	231	3	1	0	0	2	126	6	2	0	1	373
05:45 PM	0	243	0	2	1	1	4	126	2	2	0	0	381
Total	6	906	7	6	2	2	11	520	12	11	1	3	1487
Grand Total	13	1786	9	15	2	3	21	1016	35	22	2	11	2935
Apprch %	0.7	98.8	0.5	75	10	15	2	94.8	3.3	62.9	5.7	31.4	
Total %	0.4	60.9	0.3	0.5	0.1	0.1	0.7	34.6	1.2	0.7	0.1	0.4	



File Name : #2 5TH&MONTEREYPM
Site Code :
Start Date : 4/2/2015
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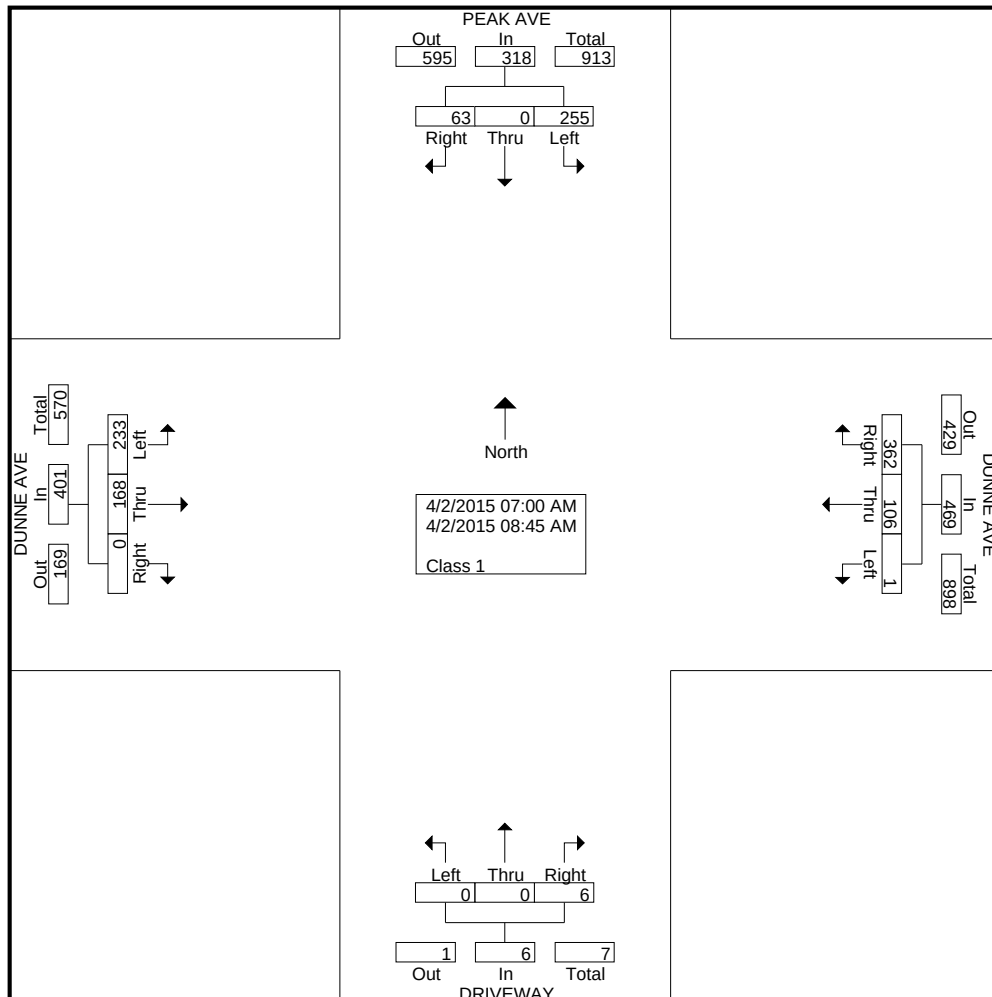
	MONTEREY RD Southbound				5TH ST Westbound				MONTEREY RD Northbound				5TH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	235	1	237	2	0	0	2	2	136	4	142	3	0	2	5	386
04:30 PM	2	212	1	215	2	0	0	2	1	141	8	150	3	1	4	8	375
04:45 PM	1	229	0	230	1	0	0	1	3	122	8	133	1	0	2	3	367
05:00 PM	2	250	2	254	1	0	0	1	4	146	2	152	4	0	1	5	412
Total Volume	6	926	4	936	6	0	0	6	10	545	22	577	11	1	9	21	1540
% App. Total	0.6	98.9	0.4		100	0	0		1.7	94.5	3.8		52.4	4.8	42.9		
PHF	.750	.926	.500	.921	.750	.000	.000	.750	.625	.933	.688	.949	.688	.250	.563	.656	.934



File Name : #3 PEAK&DUNNEAM
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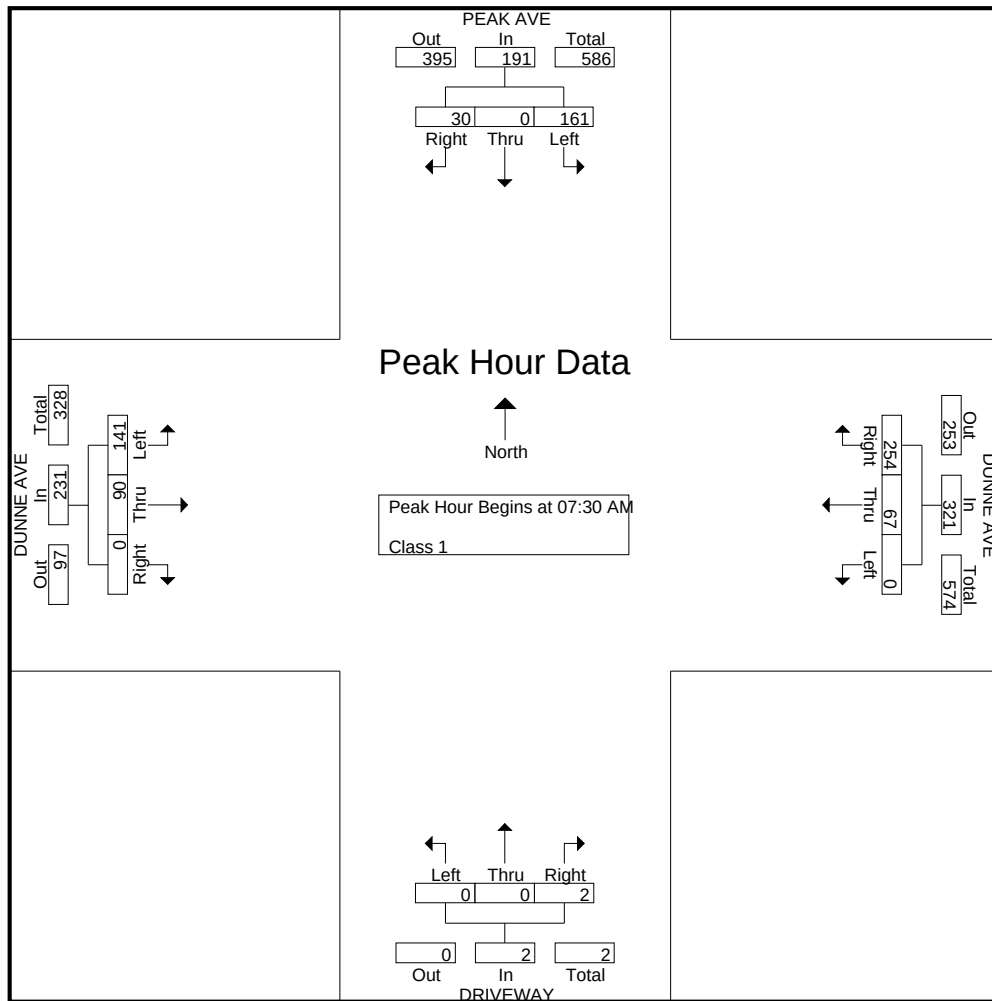
Groups Printed- Class 1

	PEAK AVE Southbound			DUNNE AVE Westbound			DRIVEWAY Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	2	0	11	12	12	1	1	0	0	0	13	23	75
07:15 AM	9	0	12	36	4	0	2	0	0	0	25	34	122
07:30 AM	6	0	19	54	11	0	1	0	0	0	17	55	163
07:45 AM	5	0	40	98	22	0	1	0	0	0	26	48	240
Total	22	0	82	200	49	1	5	0	0	0	81	160	600
08:00 AM	12	0	61	57	12	0	0	0	0	0	23	16	181
08:15 AM	7	0	41	45	22	0	0	0	0	0	24	22	161
08:30 AM	4	0	39	30	10	0	0	0	0	0	22	20	125
08:45 AM	18	0	32	30	13	0	1	0	0	0	18	15	127
Total	41	0	173	162	57	0	1	0	0	0	87	73	594
Grand Total	63	0	255	362	106	1	6	0	0	0	168	233	1194
Apprch %	19.8	0	80.2	77.2	22.6	0.2	100	0	0	0	41.9	58.1	
Total %	5.3	0	21.4	30.3	8.9	0.1	0.5	0	0	0	14.1	19.5	



File Name : #3 PEAK&DUNNEAM
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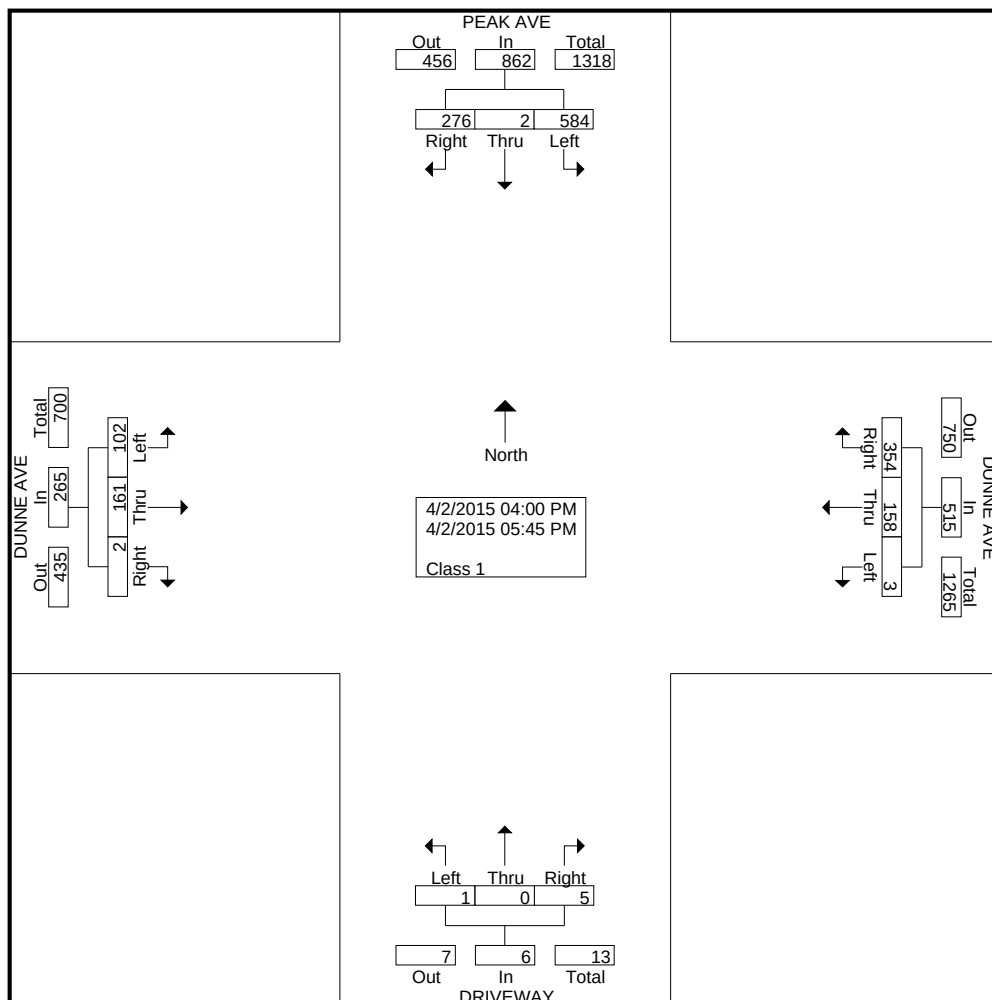
	PEAK AVE Southbound				DUNNE AVE Westbound				DRIVEWAY Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	0	19	25	54	11	0	65	1	0	0	1	0	17	55	72	163
07:45 AM	5	0	40	45	98	22	0	120	1	0	0	1	0	26	48	74	240
08:00 AM	12	0	61	73	57	12	0	69	0	0	0	0	0	23	16	39	181
08:15 AM	7	0	41	48	45	22	0	67	0	0	0	0	0	24	22	46	161
Total Volume	30	0	161	191	254	67	0	321	2	0	0	2	0	90	141	231	745
% App. Total	15.7	0	84.3		79.1	20.9	0		100	0	0		0	39	61		
PHF	.625	.000	.660	.654	.648	.761	.000	.669	.500	.000	.000	.500	.000	.865	.641	.780	.776



File Name : #3 PEAK&DUNNEPM
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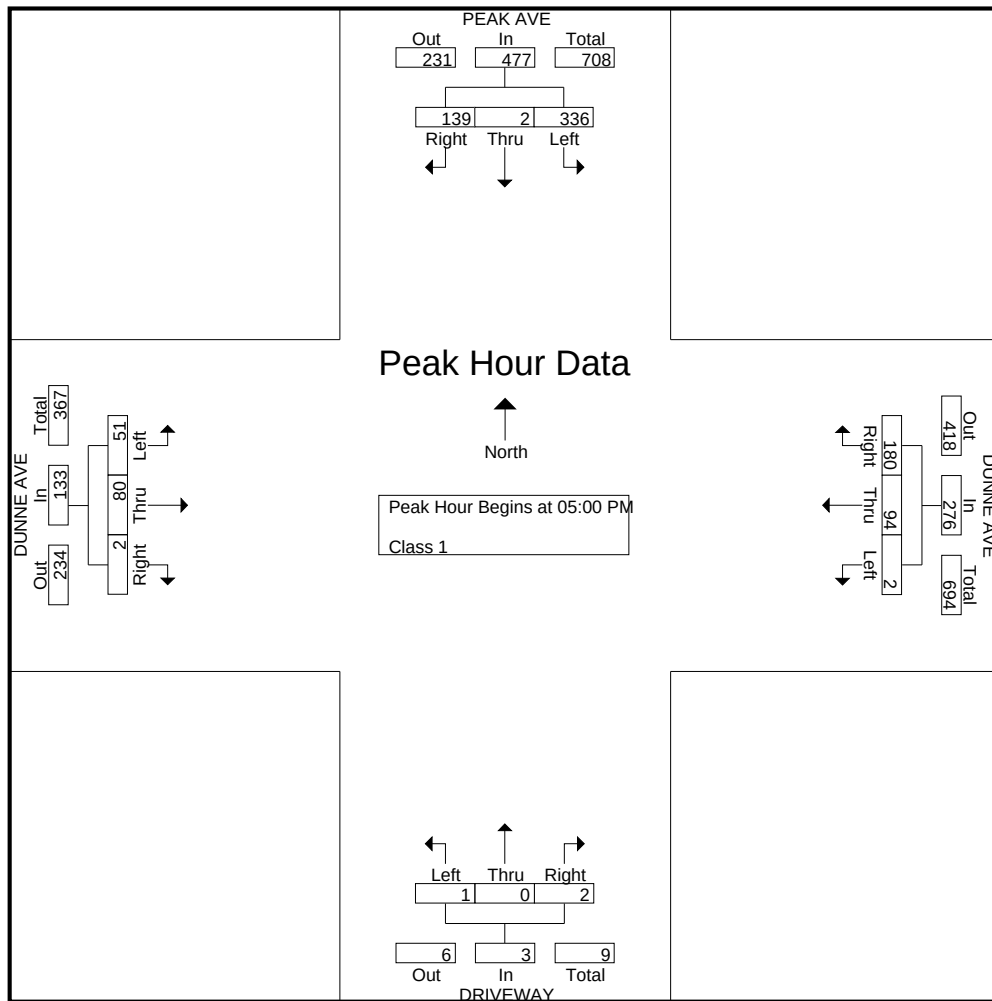
Groups Printed- Class 1

	PEAK AVE Southbound			DUNNE AVE Westbound			DRIVEWAY Northbound			DUNNE AVE Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	23	0	52	38	21	1	1	0	0	0	18	7	161
04:15 PM	36	0	48	43	9	0	1	0	0	0	20	21	178
04:30 PM	38	0	65	50	18	0	0	0	0	0	24	7	202
04:45 PM	40	0	83	43	16	0	1	0	0	0	19	16	218
Total	137	0	248	174	64	1	3	0	0	0	81	51	759
05:00 PM	30	0	75	50	24	0	0	0	1	0	18	16	214
05:15 PM	39	1	84	46	27	0	0	0	0	1	25	17	240
05:30 PM	38	1	90	28	21	0	2	0	0	0	17	10	207
05:45 PM	32	0	87	56	22	2	0	0	0	1	20	8	228
Total	139	2	336	180	94	2	2	0	1	2	80	51	889
Grand Total	276	2	584	354	158	3	5	0	1	2	161	102	1648
Apprch %	32	0.2	67.7	68.7	30.7	0.6	83.3	0	16.7	0.8	60.8	38.5	
Total %	16.7	0.1	35.4	21.5	9.6	0.2	0.3	0	0.1	0.1	9.8	6.2	



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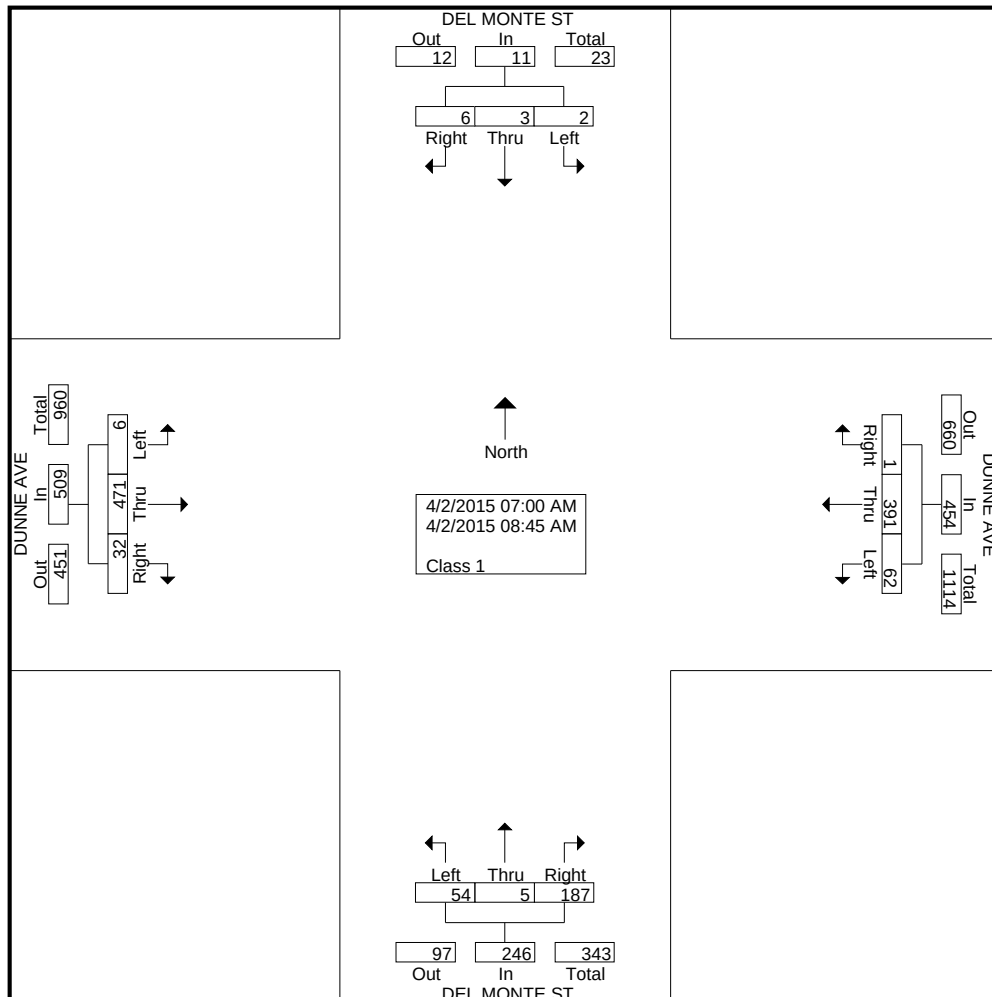
	PEAK AVE Southbound				DUNNE AVE Westbound				DRIVEWAY Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	30	0	75	105	50	24	0	74	0	0	1	1	0	18	16	34	214
05:15 PM	39	1	84	124	46	27	0	73	0	0	0	0	1	25	17	43	240
05:30 PM	38	1	90	129	28	21	0	49	2	0	0	2	0	17	10	27	207
05:45 PM	32	0	87	119	56	22	2	80	0	0	0	0	1	20	8	29	228
Total Volume	139	2	336	477	180	94	2	276	2	0	1	3	2	80	51	133	889
% App. Total	29.1	0.4	70.4		65.2	34.1	0.7		66.7	0	33.3		1.5	60.2	38.3		
PHF	.891	.500	.933	.924	.804	.870	.250	.863	.250	.000	.250	.375	.500	.800	.750	.773	.926



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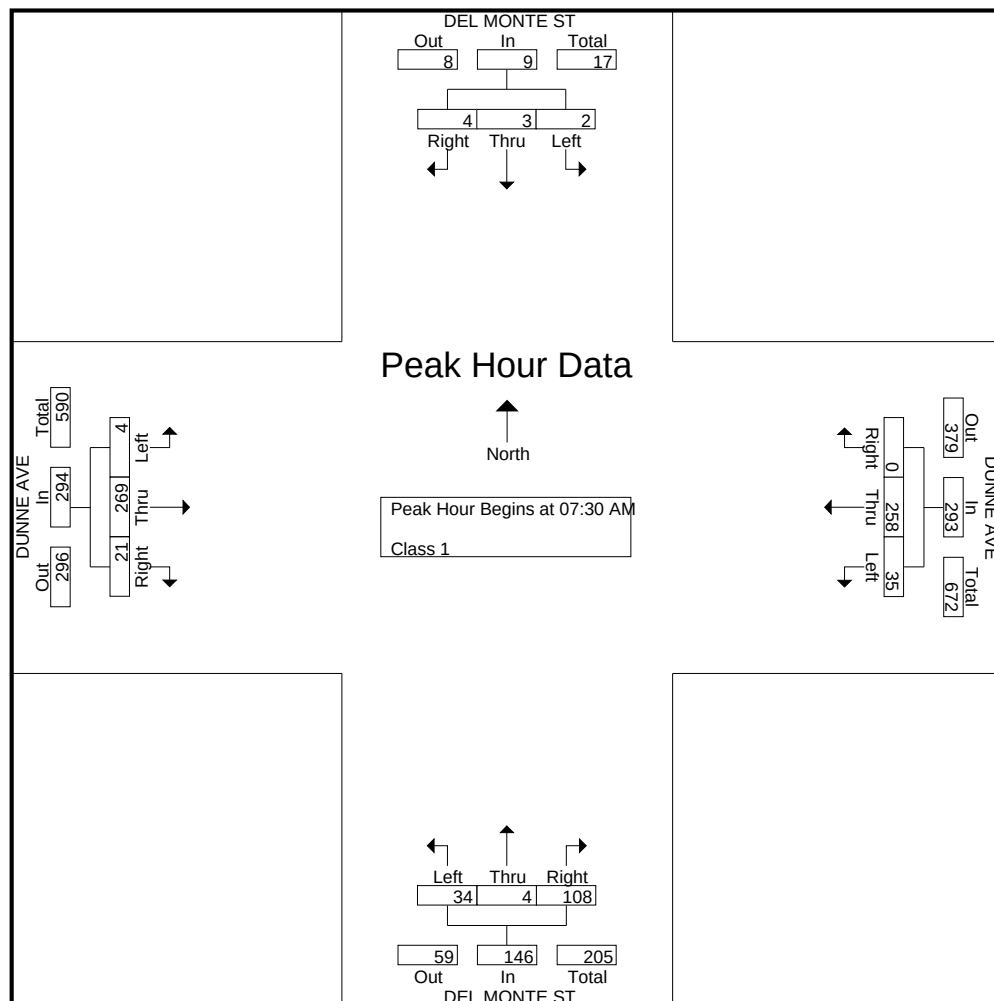
Groups Printed- Class 1

	DEL MONTE ST Southbound			DUNNE AVE Westbound			DEL MONTE ST Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	0	26	4	17	0	4	1	37	1	90
07:15 AM	1	0	0	1	36	8	25	1	4	1	57	1	135
07:30 AM	1	1	0	0	49	6	41	1	14	4	54	1	172
07:45 AM	3	0	1	0	86	10	24	1	12	4	77	1	219
Total	5	1	1	1	197	28	107	3	34	10	225	4	616
08:00 AM	0	2	0	0	59	16	24	1	5	5	75	2	189
08:15 AM	0	0	1	0	64	3	19	1	3	8	63	0	162
08:30 AM	0	0	0	0	29	4	19	0	8	6	61	0	127
08:45 AM	1	0	0	0	42	11	18	0	4	3	47	0	126
Total	1	2	1	0	194	34	80	2	20	22	246	2	604
Grand Total	6	3	2	1	391	62	187	5	54	32	471	6	1220
Apprch %	54.5	27.3	18.2	0.2	86.1	13.7	76	2	22	6.3	92.5	1.2	
Total %	0.5	0.2	0.2	0.1	32	5.1	15.3	0.4	4.4	2.6	38.6	0.5	



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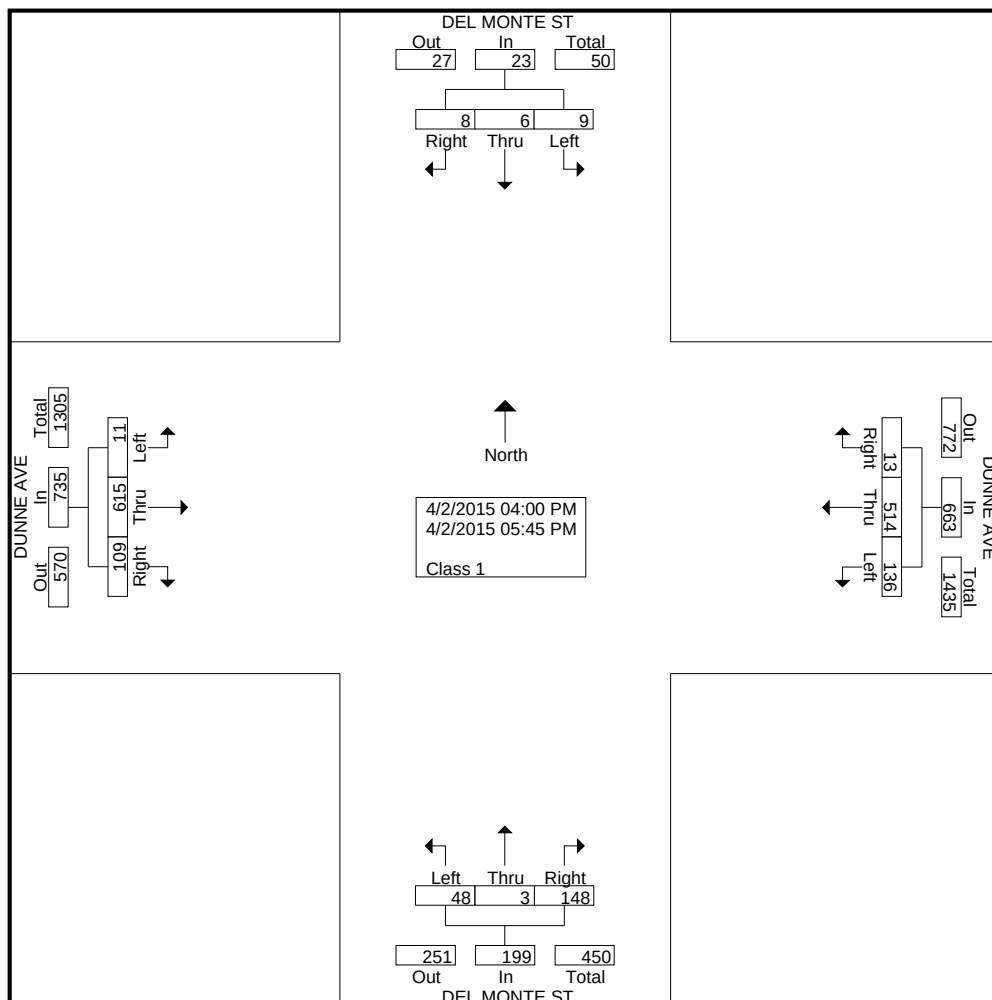
	DELMONTE ST Southbound				DUNNE AVE Westbound				DELMONTE ST Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	0	49	6	55	41	1	14	56	4	54	1	59	172
07:45 AM	3	0	1	4	0	86	10	96	24	1	12	37	4	77	1	82	219
08:00 AM	0	2	0	2	0	59	16	75	24	1	5	30	5	75	2	82	189
08:15 AM	0	0	1	1	0	64	3	67	19	1	3	23	8	63	0	71	162
Total Volume	4	3	2	9	0	258	35	293	108	4	34	146	21	269	4	294	742
% App. Total	44.4	33.3	22.2		0	88.1	11.9		74	2.7	23.3		7.1	91.5	1.4		
PHF	.333	.375	.500	.563	.000	.750	.547	.763	.659	1.00	.607	.652	.656	.873	.500	.896	.847



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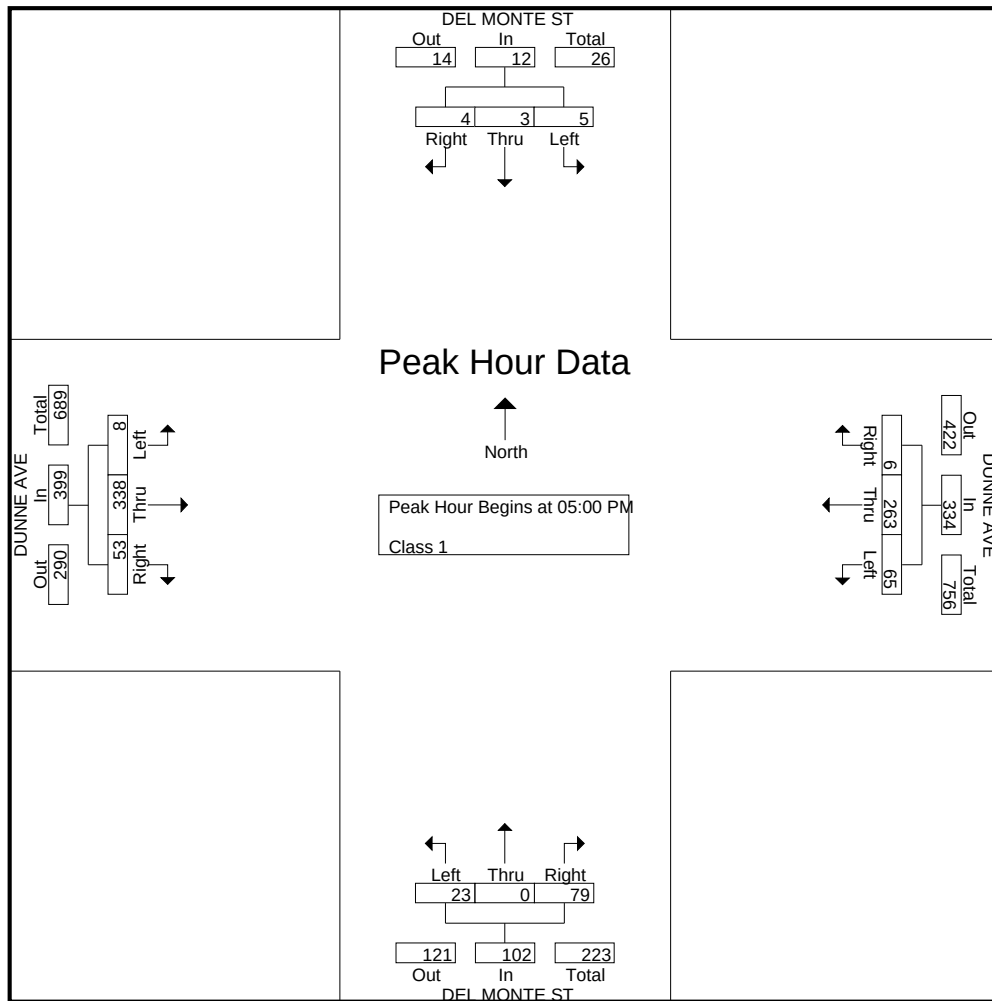
Groups Printed- Class 1

	DEL MONTE ST Southbound			DUNNE AVE Westbound			DEL MONTE ST Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	1	1	0	3	68	23	16	1	1	16	70	0	200
04:15 PM	2	0	2	2	54	16	24	1	7	10	54	0	172
04:30 PM	1	2	1	2	71	16	15	1	10	12	69	2	202
04:45 PM	0	0	1	0	58	16	14	0	7	18	84	1	199
Total	4	3	4	7	251	71	69	3	25	56	277	3	773
05:00 PM	2	1	0	3	72	17	17	0	5	8	88	2	215
05:15 PM	0	1	0	0	72	12	19	0	5	17	78	2	206
05:30 PM	0	1	3	3	59	22	23	0	3	22	82	2	220
05:45 PM	2	0	2	0	60	14	20	0	10	6	90	2	206
Total	4	3	5	6	263	65	79	0	23	53	338	8	847
Grand Total	8	6	9	13	514	136	148	3	48	109	615	11	1620
Apprch %	34.8	26.1	39.1	2	77.5	20.5	74.4	1.5	24.1	14.8	83.7	1.5	
Total %	0.5	0.4	0.6	0.8	31.7	8.4	9.1	0.2	3	6.7	38	0.7	



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	DELMONTE ST Southbound				DUNNE AVE Westbound				DELMONTE ST Northbound				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	2	1	0	3	3	72	17	92	17	0	5	22	8	88	2	98	215
05:15 PM	0	1	0	1	0	72	12	84	19	0	5	24	17	78	2	97	206
05:30 PM	0	1	3	4	3	59	22	84	23	0	3	26	22	82	2	106	220
05:45 PM	2	0	2	4	0	60	14	74	20	0	10	30	6	90	2	98	206
Total Volume	4	3	5	12	6	263	65	334	79	0	23	102	53	338	8	399	847
% App. Total	33.3	25	41.7		1.8	78.7	19.5		77.5	0	22.5		13.3	84.7	2		
PHF	.500	.750	.417	.750	.500	.913	.739	.908	.859	.000	.575	.850	.602	.939	1.00	.941	.963



Traffic Data Service

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File Name : 12AM FINAL
Site Code : 00000012
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Groups Printed- Vehicles

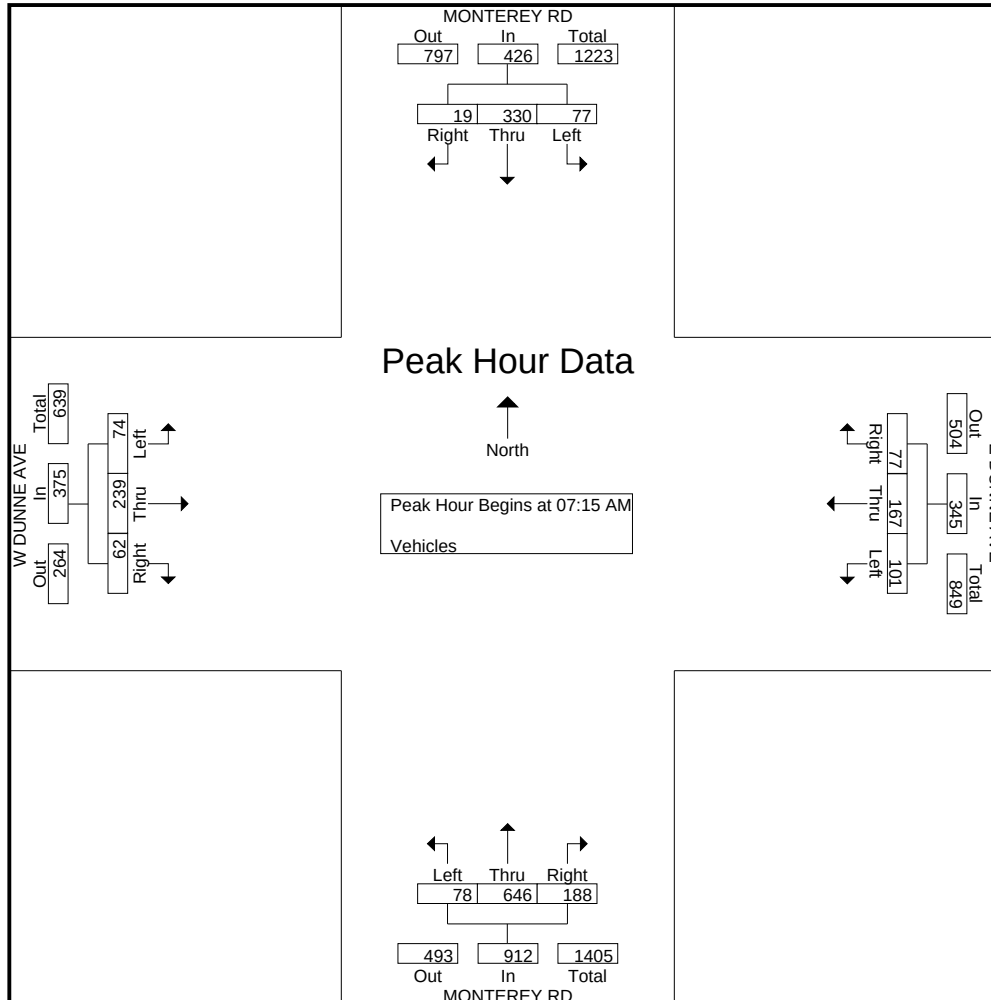
	MONTEREY RD Southbound					E DUNNE AVE Westbound					MONTEREY RD Northbound					W DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	32	9	2	48	11	13	14	2	40	52	160	15	1	228	11	45	14	2	72	388
07:15 AM	2	70	14	1	87	12	14	14	2	42	57	171	10	1	239	9	44	13	2	68	436
07:30 AM	0	60	20	1	81	21	33	21	1	76	54	186	15	1	256	9	75	25	2	111	524
07:45 AM	10	106	20	0	136	20	70	34	1	125	46	166	31	0	243	18	64	19	7	108	612
Total	17	268	63	4	352	64	130	83	6	283	209	683	71	3	966	47	228	71	13	359	1960
08:00 AM	7	94	23	0	124	24	50	32	1	107	31	123	22	1	177	26	56	17	1	100	508
08:15 AM	8	80	20	0	108	11	34	38	2	85	35	105	21	0	161	15	44	8	8	75	429
08:30 AM	11	80	26	0	117	26	23	37	3	89	28	103	17	1	149	8	48	20	7	83	438
08:45 AM	16	102	37	0	155	15	32	40	1	88	23	97	10	2	132	16	46	18	2	82	457
Total	42	356	106	0	504	76	139	147	7	369	117	428	70	4	619	65	194	63	18	340	1832
Grand Total	59	624	169	4	856	140	269	230	13	652	326	1111	141	7	1585	112	422	134	31	699	3792
Apprch %	6.9	72.9	19.7	0.5		21.5	41.3	35.3	2		20.6	70.1	8.9	0.4		16	60.4	19.2	4.4		
Total %	1.6	16.5	4.5	0.1	22.6	3.7	7.1	6.1	0.3	17.2	8.6	29.3	3.7	0.2	41.8	3	11.1	3.5	0.8	18.4	

	MONTEREY RD Southbound				E DUNNE AVE Westbound				MONTEREY RD Northbound				W 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	2	70	14	86	12	14	14	40	57	171	10	238	9	44	13	66	430
07:30 AM	0	60	20	80	21	33	21	75	54	186	15	255	9	75	25	109	519
07:45 AM	10	106	20	136	20	70	34	124	46	166	31	243	18	64	19	101	604
08:00 AM	7	94	23	124	24	50	32	106	31	123	22	176	26	56	17	99	505
Total Volume	19	330	77	426	77	167	101	345	188	646	78	912	62	239	74	375	2058
% App. Total	4.5	77.5	18.1		22.3	48.4	29.3		20.6	70.8	8.6		16.5	63.7	19.7		
PHF	.475	.778	.837	.783	.802	.596	.743	.696	.825	.868	.629	.894	.596	.797	.740	.860	.852

Traffic Data Service

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File Name : 12AM FINAL
Site Code : 00000012
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Traffic Data Service

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File Name : 12PM FINAL
Site Code : 00000012
Start Date : 10/24/2013
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Groups Printed- Vehicles

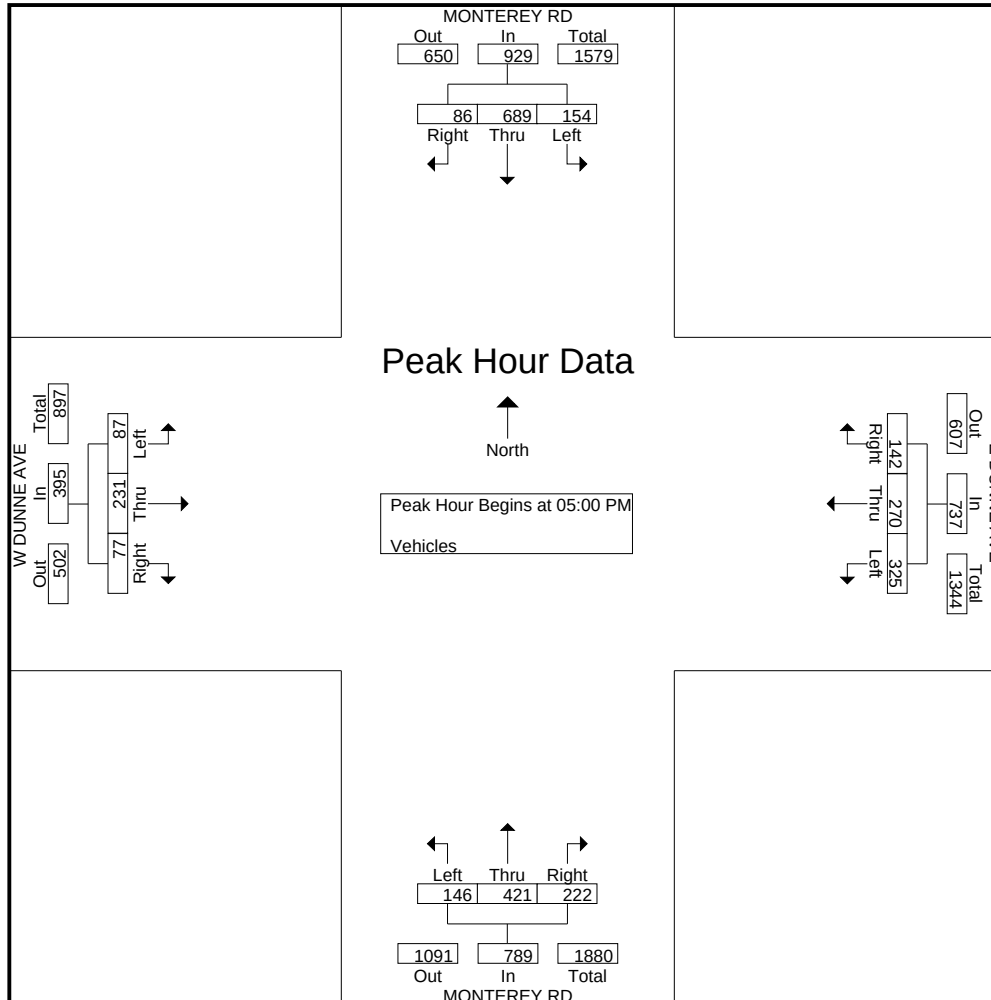
	MONTEREY RD Southbound					E DUNNE AVE Westbound					MONTEREY RD Northbound					W DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	174	38	3	229	36	70	85	0	191	51	97	30	6	184	25	72	21	4	122	726
04:15 PM	23	184	39	3	249	31	61	78	5	175	44	96	31	5	176	17	51	16	6	90	690
04:30 PM	17	143	37	1	198	28	49	76	2	155	59	112	22	6	199	22	52	20	3	97	649
04:45 PM	14	173	31	2	220	29	51	73	0	153	57	114	33	3	207	11	65	14	4	94	674
Total	68	674	145	9	896	124	231	312	7	674	211	419	116	20	766	75	240	71	17	403	2739
05:00 PM	20	181	34	4	239	35	87	96	0	218	54	107	51	2	214	26	47	21	8	102	773
05:15 PM	29	177	39	0	245	38	67	94	1	200	46	92	36	1	175	17	60	18	3	98	718
05:30 PM	20	169	43	1	233	36	48	58	2	144	67	106	28	2	203	23	63	22	2	110	690
05:45 PM	17	162	38	5	222	33	68	77	0	178	55	116	31	4	206	11	61	26	10	108	714
Total	86	689	154	10	939	142	270	325	3	740	222	421	146	9	798	77	231	87	23	418	2895
Grand Total	154	1363	299	19	1835	266	501	637	10	1414	433	840	262	29	1564	152	471	158	40	821	5634
Apprch %	8.4	74.3	16.3	1		18.8	35.4	45	0.7		27.7	53.7	16.8	1.9		18.5	57.4	19.2	4.9		
Total %	2.7	24.2	5.3	0.3	32.6	4.7	8.9	11.3	0.2	25.1	7.7	14.9	4.7	0.5	27.8	2.7	8.4	2.8	0.7	14.6	

	MONTEREY RD Southbound				E DUNNE AVE Westbound				MONTEREY RD Northbound				W 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	20	181	34	235	35	87	96	218	54	107	51	212	26	47	21	94	759
05:15 PM	29	177	39	245	38	67	94	199	46	92	36	174	17	60	18	95	713
05:30 PM	20	169	43	232	36	48	58	142	67	106	28	201	23	63	22	108	683
05:45 PM	17	162	38	217	33	68	77	178	55	116	31	202	11	61	26	98	695
Total Volume	86	689	154	929	142	270	325	737	222	421	146	789	77	231	87	395	2850
% App. Total	9.3	74.2	16.6		19.3	36.6	44.1		28.1	53.4	18.5		19.5	58.5	22		
PHF	.741	.952	.895	.948	.934	.776	.846	.845	.828	.907	.716	.930	.740	.917	.837	.914	.939

Traffic Data Service

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File Name : 12PM FINAL
Site Code : 00000012
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Traffic Data Service

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/22/2013
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Groups Printed- Vehicles

	DRIVEWAY Southbound					E DUNNE AVE Westbound					CHURCH ST 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	0	0	0	1	1	0	34	18	0	52	10	0	2	1	13	1	97	2	0	100	166
07:15 AM	1	0	0	2	3	0	33	13	0	46	12	0	1	4	17	1	97	2	0	100	166
07:30 AM	0	0	0	2	2	0	53	13	0	66	20	1	5	1	27	6	139	0	1	146	241
07:45 AM	0	0	0	1	1	3	163	24	2	192	17	0	6	2	25	4	138	4	1	147	365
Total	1	0	0	6	7	3	283	68	2	356	59	1	14	8	82	12	471	8	2	493	938
08:00 AM	0	0	1	2	3	4	94	19	4	121	15	0	5	1	21	4	119	6	0	129	274
08:15 AM	1	3	2	1	7	1	85	17	0	103	12	0	0	2	14	4	89	1	0	94	218
08:30 AM	0	0	1	2	3	3	83	18	0	104	11	1	4	3	19	3	93	2	0	98	224
08:45 AM	0	0	1	0	1	8	94	17	0	119	9	2	3	2	16	4	104	1	0	109	245
Total	1	3	5	5	14	16	356	71	4	447	47	3	12	8	70	15	405	10	0	430	961
Grand Total	2	3	5	11	21	19	639	139	6	803	106	4	26	16	152	27	876	18	2	923	1899
Apprch %	9.5	14.3	23.8	52.4		2.4	79.6	17.3	0.7		69.7	2.6	17.1	10.5		2.9	94.9	2	0.2		
Total %	0.1	0.2	0.3	0.6	1.1	1	33.6	7.3	0.3	42.3	5.6	0.2	1.4	0.8	8	1.4	46.1	0.9	0.1	48.6	

	DRIVEWAY Southbound				E DUNNE AVE Westbound				CHURCH ST 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	0	0	0	0	0	53	13	66	20	1	5	26	6	139	0	145	237
07:45 AM	0	0	0	0	3	163	24	190	17	0	6	23	4	138	4	146	359
08:00 AM	0	0	1	1	4	94	19	117	15	0	5	20	4	119	6	129	267
08:15 AM	1	3	2	6	1	85	17	103	12	0	0	12	4	89	1	94	215
Total Volume	1	3	3	7	8	395	73	476	64	1	16	81	18	485	11	514	1078
% App. Total	14.3	42.9	42.9		1.7	83	15.3		79	1.2	19.8		3.5	94.4	2.1		
PHF	.250	.250	.375	.292	.500	.606	.760	.626	.800	.250	.667	.779	.750	.872	.458	.880	.751

Traffic Data Service

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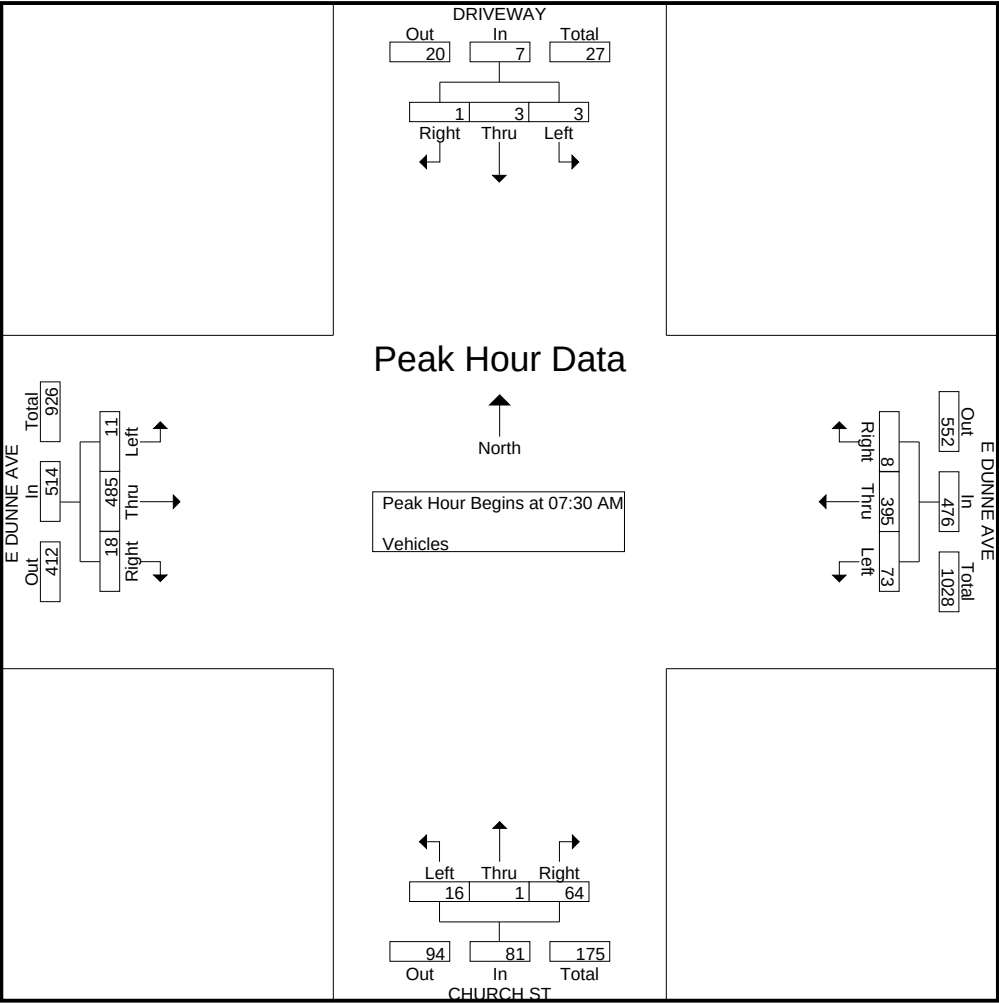
tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 10/22/2013

Page No : 2



Traffic Data Service

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/22/2013
Page No : 1

Groups Printed- Vehicles

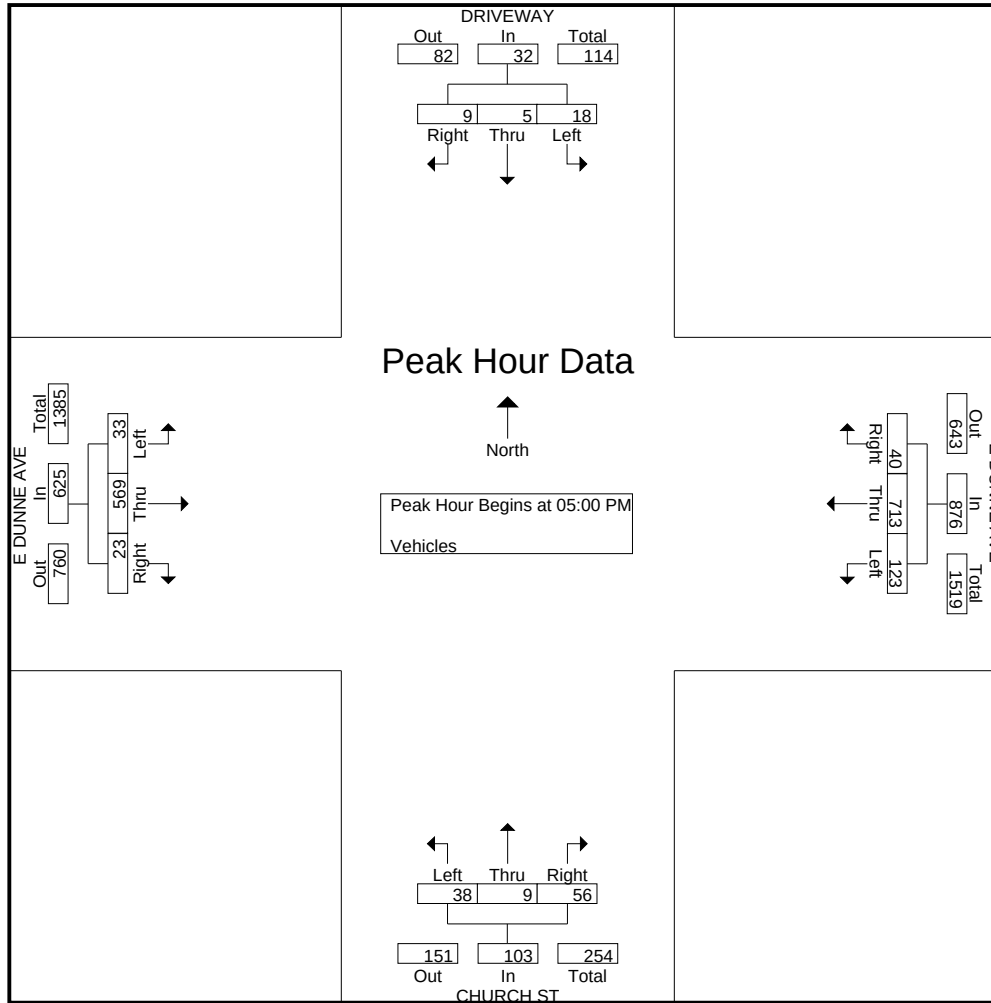
	DRIVEWAY Southbound					E DUNNE AVE Westbound					CHURCH ST Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	0	4	1	9	3	164	36	0	203	13	0	4	0	17	8	112	4	1	125	354
04:15 PM	0	0	6	0	6	8	151	25	1	185	6	0	11	1	18	9	120	6	0	135	344
04:30 PM	3	0	2	0	5	3	163	28	3	197	12	0	12	3	27	7	134	6	0	147	376
04:45 PM	3	2	14	4	23	11	157	30	0	198	15	0	6	1	22	11	122	9	0	142	385
Total	10	2	26	5	43	25	635	119	4	783	46	0	33	5	84	35	488	25	1	549	1459
05:00 PM	1	1	9	2	13	5	189	35	0	229	12	2	11	0	25	7	158	7	0	172	439
05:15 PM	3	1	5	6	15	4	176	26	0	206	15	2	10	1	28	5	137	6	1	149	398
05:30 PM	2	2	1	4	9	12	172	31	2	217	16	3	6	0	25	3	137	9	0	149	400
05:45 PM	3	1	3	0	7	19	176	31	2	228	13	2	11	5	31	8	137	11	0	156	422
Total	9	5	18	12	44	40	713	123	4	880	56	9	38	6	109	23	569	33	1	626	1659
Grand Total	19	7	44	17	87	65	1348	242	8	1663	102	9	71	11	193	58	1057	58	2	1175	3118
Apprch %	21.8	8	50.6	19.5		3.9	81.1	14.6	0.5		52.8	4.7	36.8	5.7		4.9	90	4.9	0.2		
Total %	0.6	0.2	1.4	0.5	2.8	2.1	43.2	7.8	0.3	53.3	3.3	0.3	2.3	0.4	6.2	1.9	33.9	1.9	0.1	37.7	

	DRIVEWAY Southbound				E DUNNE AVE Westbound				CHURCH ST 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	1	1	9	11	5	189	35	229	12	2	11	25	7	158	7	172	437
05:15 PM	3	1	5	9	4	176	26	206	15	2	10	27	5	137	6	148	390
05:30 PM	2	2	1	5	12	172	31	215	16	3	6	25	3	137	9	149	394
05:45 PM	3	1	3	7	19	176	31	226	13	2	11	26	8	137	11	156	415
Total Volume	9	5	18	32	40	713	123	876	56	9	38	103	23	569	33	625	1636
% App. Total	28.1	15.6	56.2		4.6	81.4	14		54.4	8.7	36.9		3.7	91	5.3		
PHF	.750	.625	.500	.727	.526	.943	.879	.956	.875	.750	.864	.954	.719	.900	.750	.908	.936

Traffic Data Service

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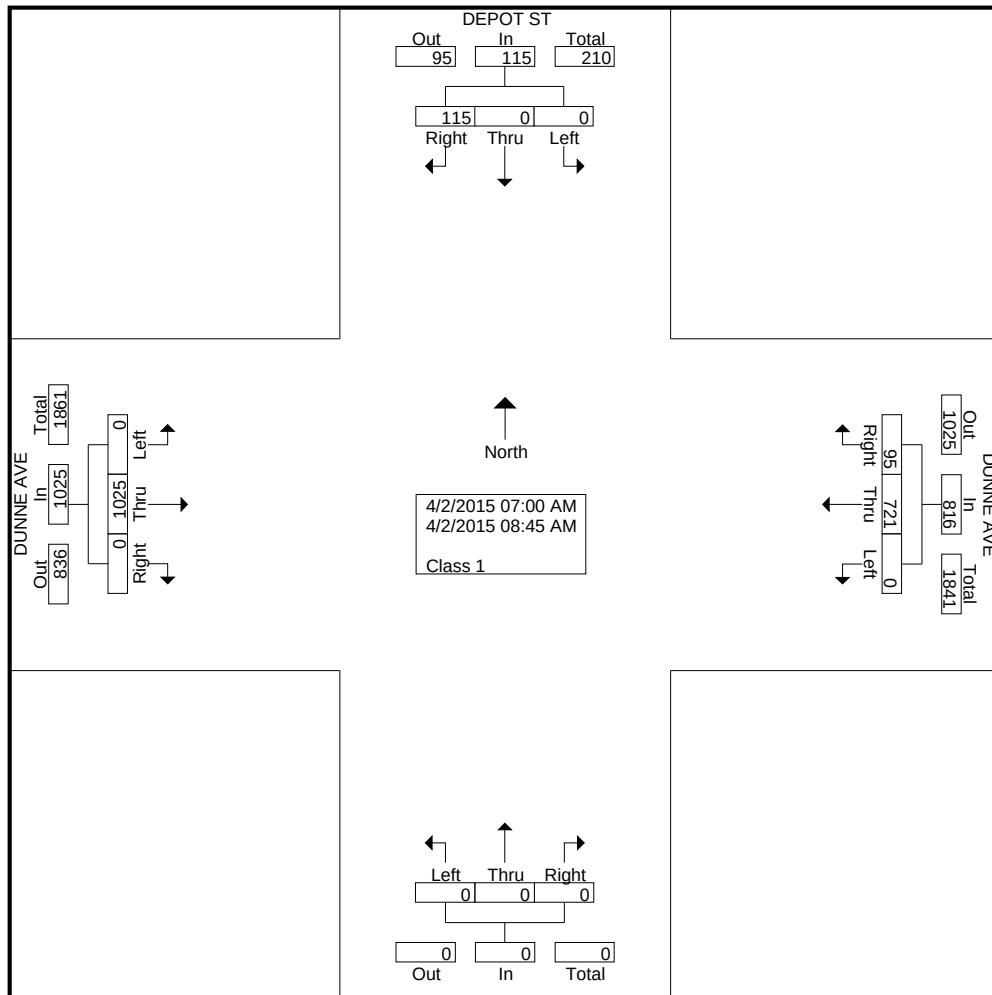
File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/22/2013
Page No : 2



File Name : #5 DEPOT&DUNNEAM
Site Code :
Start Date : 4/2/2015
Page No : 1

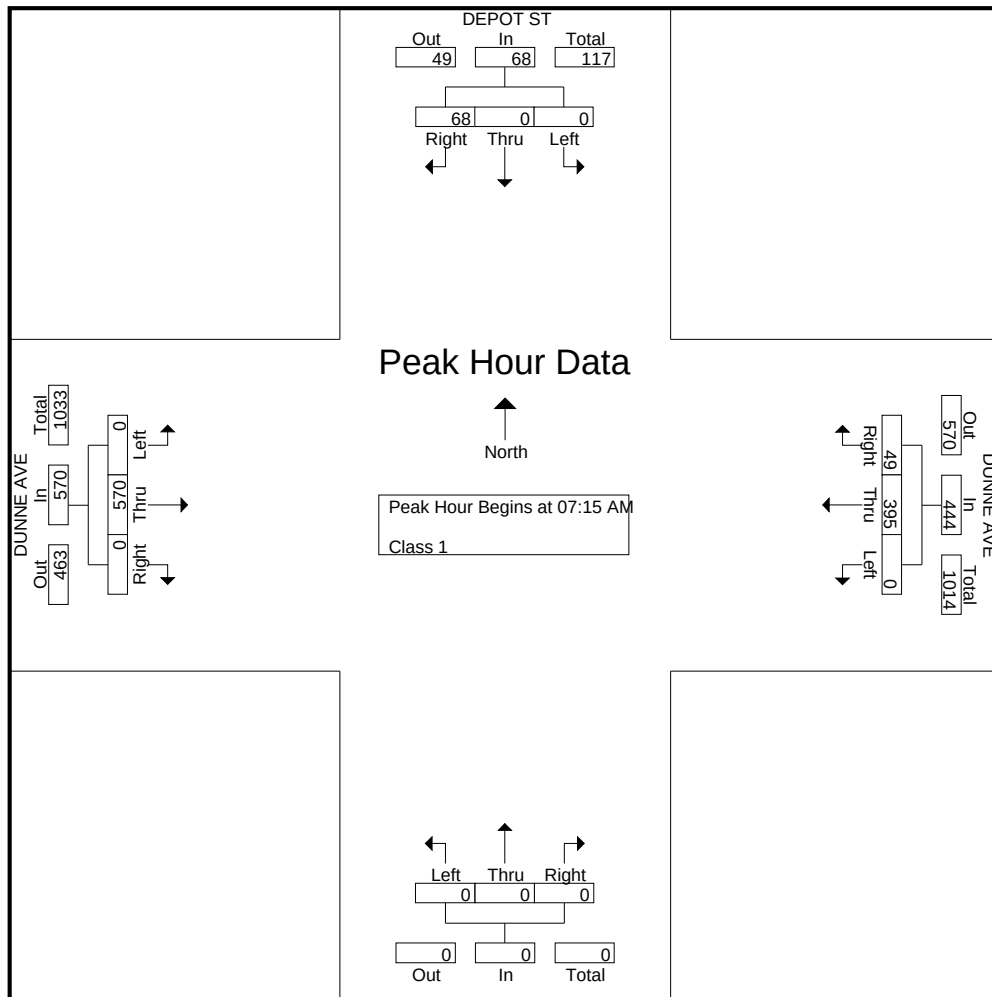
Groups Printed- Class 1

	DEPOT ST Southbound			DUNNE AVE Westbound			Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	10	0	0	5	55	0	0	0	0	0	100	0	170
07:15 AM	8	0	0	22	69	0	0	0	0	0	133	0	232
07:30 AM	23	0	0	9	74	0	0	0	0	0	155	0	261
07:45 AM	22	0	0	13	147	0	0	0	0	0	142	0	324
Total	63	0	0	49	345	0	0	0	0	0	530	0	987
08:00 AM	15	0	0	5	105	0	0	0	0	0	140	0	265
08:15 AM	8	0	0	14	95	0	0	0	0	0	115	0	232
08:30 AM	17	0	0	14	77	0	0	0	0	0	119	0	227
08:45 AM	12	0	0	13	99	0	0	0	0	0	121	0	245
Total	52	0	0	46	376	0	0	0	0	0	495	0	969
Grand Total	115	0	0	95	721	0	0	0	0	0	1025	0	1956
Apprch %	100	0	0	11.6	88.4	0	0	0	0	0	100	0	
Total %	5.9	0	0	4.9	36.9	0	0	0	0	0	52.4	0	



File Name : #5 DEPOT&DUNNEAM
Site Code :
Start Date : 4/2/2015
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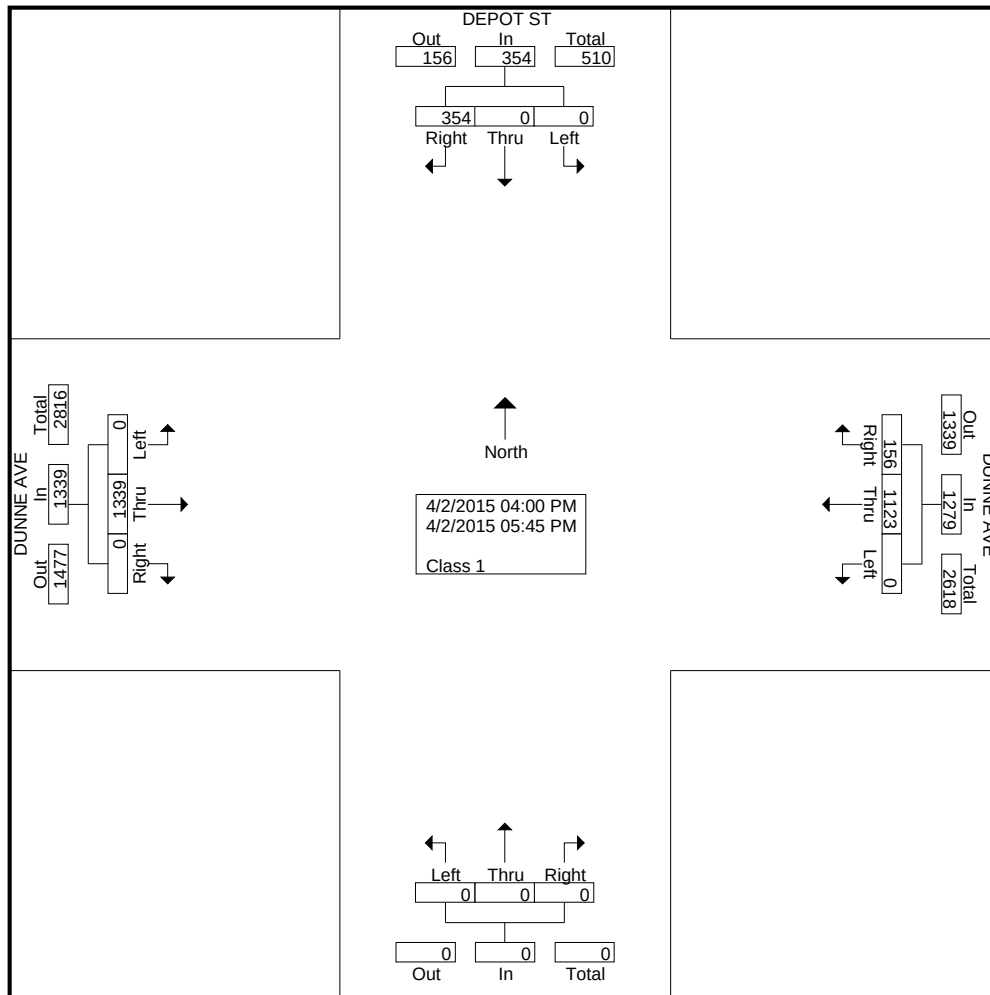
	DEPOT ST Southbound				DUNNE AVE Westbound				Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	0	0	8	22	69	0	91	0	0	0	0	0	133	0	133	232
07:30 AM	23	0	0	23	9	74	0	83	0	0	0	0	0	155	0	155	261
07:45 AM	22	0	0	22	13	147	0	160	0	0	0	0	0	142	0	142	324
08:00 AM	15	0	0	15	5	105	0	110	0	0	0	0	0	140	0	140	265
Total Volume	68	0	0	68	49	395	0	444	0	0	0	0	0	570	0	570	1082
% App. Total	100	0	0		11	89	0		0	0	0		0	100	0		
PHF	.739	.000	.000	.739	.557	.672	.000	.694	.000	.000	.000	.000	.000	.919	.000	.919	.835



File Name : #5 DEPOT&DUNNEPM
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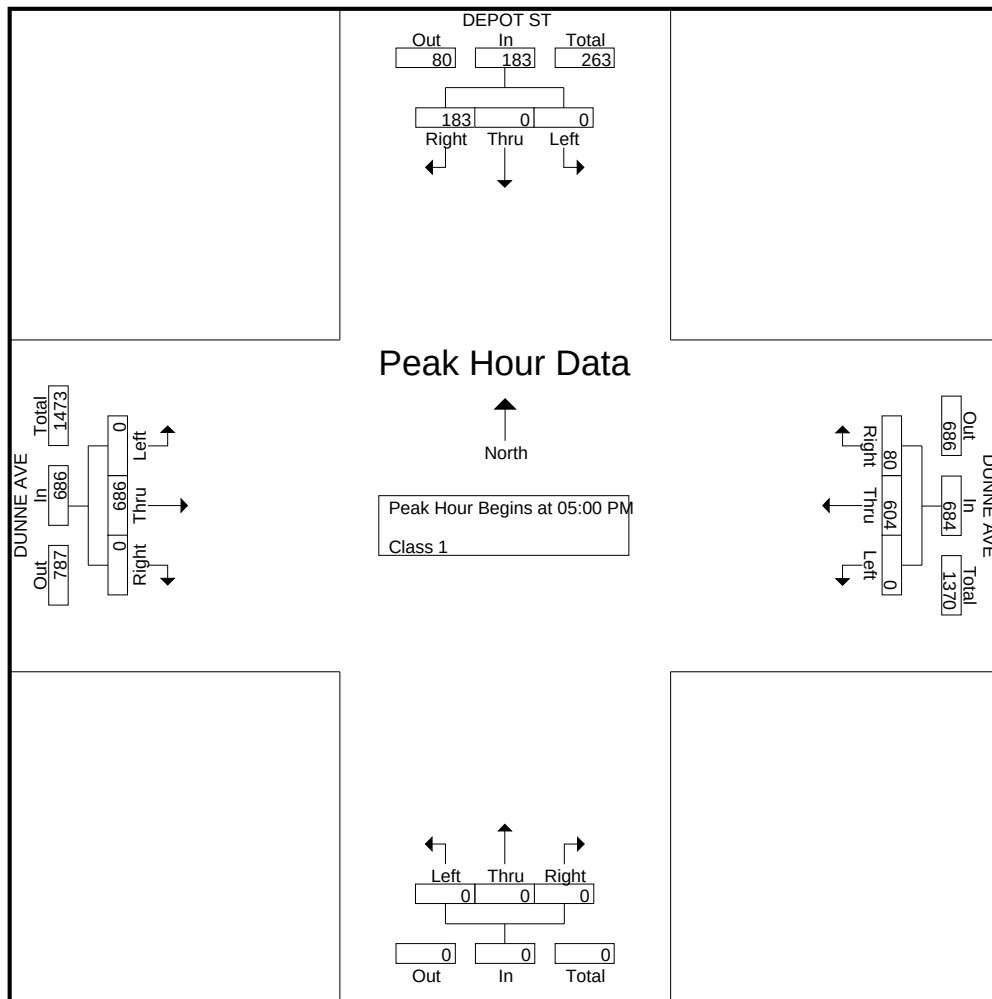
Groups Printed- Class 1

	DEPOT ST Southbound			DUNNE AVE Westbound			Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	44	0	0	15	128	0	0	0	0	0	147	0	334
04:15 PM	40	0	0	21	136	0	0	0	0	0	166	0	363
04:30 PM	39	0	0	15	141	0	0	0	0	0	157	0	352
04:45 PM	48	0	0	25	114	0	0	0	0	0	183	0	370
Total	171	0	0	76	519	0	0	0	0	0	653	0	1419
05:00 PM	45	0	0	16	122	0	0	0	0	0	174	0	357
05:15 PM	43	0	0	15	179	0	0	0	0	0	169	0	406
05:30 PM	44	0	0	24	152	0	0	0	0	0	181	0	401
05:45 PM	51	0	0	25	151	0	0	0	0	0	162	0	389
Total	183	0	0	80	604	0	0	0	0	0	686	0	1553
Grand Total	354	0	0	156	1123	0	0	0	0	0	1339	0	2972
Apprch %	100	0	0	12.2	87.8	0	0	0	0	0	100	0	
Total %	11.9	0	0	5.2	37.8	0	0	0	0	0	45.1	0	



File Name : #5 DEPOT&DUNNEPM
 Site Code :
 Start Date : 4/2/2015
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	DEPOT ST Southbound				DUNNE AVE Westbound				Northbound				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	45	0	0	45	16	122	0	138	0	0	0	0	0	174	0	174	357
05:15 PM	43	0	0	43	15	179	0	194	0	0	0	0	0	169	0	169	406
05:30 PM	44	0	0	44	24	152	0	176	0	0	0	0	0	181	0	181	401
05:45 PM	51	0	0	51	25	151	0	176	0	0	0	0	0	162	0	162	389
Total Volume	183	0	0	183	80	604	0	684	0	0	0	0	0	686	0	686	1553
% App. Total	100	0	0		11.7	88.3	0		0	0	0		0	100	0		
PHF	.897	.000	.000	.897	.800	.844	.000	.881	.000	.000	.000	.000	.000	.948	.000	.948	.956



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File Name : 13AM FINAL
Site Code : 00000013
Start Date : 10/24/2013
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Groups Printed- Vehicles

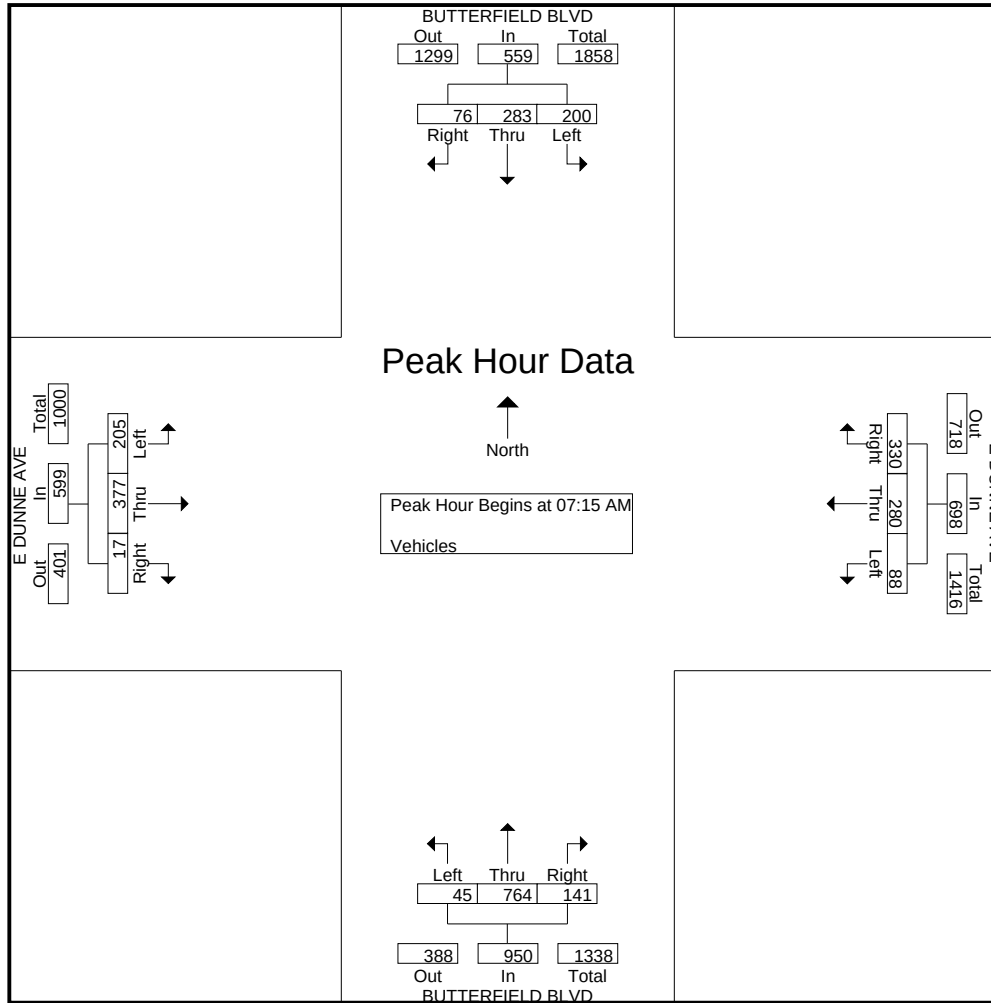
	BUTTERFIELD BLVD Southbound					E DUNNE AVE Westbound					BUTTERFIELD BLVD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	20	43	0	71	52	39	13	5	109	46	227	3	1	277	0	88	25	3	116	573
07:15 AM	13	37	41	0	91	56	35	7	3	101	38	236	12	6	292	1	95	37	0	133	617
07:30 AM	13	89	51	0	153	77	55	29	2	163	31	205	10	7	253	7	108	63	0	178	747
07:45 AM	28	73	59	0	160	114	111	33	1	259	37	220	15	0	272	6	93	66	1	166	857
Total	62	219	194	0	475	299	240	82	11	632	152	888	40	14	1094	14	384	191	4	593	2794
08:00 AM	22	84	49	3	158	83	79	19	6	187	35	103	8	0	146	3	81	39	0	123	614
08:15 AM	23	33	32	1	89	76	70	19	0	165	17	75	5	1	98	3	84	26	0	113	465
08:30 AM	15	29	31	0	75	76	85	19	1	181	22	70	0	0	92	5	78	31	0	114	462
08:45 AM	21	51	50	0	122	68	88	25	0	181	22	69	5	1	97	3	93	21	0	117	517
Total	81	197	162	4	444	303	322	82	7	714	96	317	18	2	433	14	336	117	0	467	2058
Grand Total	143	416	356	4	919	602	562	164	18	1346	248	1205	58	16	1527	28	720	308	4	1060	4852
Apprch %	15.6	45.3	38.7	0.4		44.7	41.8	12.2	1.3		16.2	78.9	3.8	1		2.6	67.9	29.1	0.4		
Total %	2.9	8.6	7.3	0.1	18.9	12.4	11.6	3.4	0.4	27.7	5.1	24.8	1.2	0.3	31.5	0.6	14.8	6.3	0.1	21.8	

	BUTTERFIELD BLVD Southbound				E DUNNE AVE Westbound				BUTTERFIELD BLVD 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	13	37	41	91	56	35	7	98	38	236	12	286	1	95	37	133	608
07:30 AM	13	89	51	153	77	55	29	161	31	205	10	246	7	108	63	178	738
07:45 AM	28	73	59	160	114	111	33	258	37	220	15	272	6	93	66	165	855
08:00 AM	22	84	49	155	83	79	19	181	35	103	8	146	3	81	39	123	605
Total Volume	76	283	200	559	330	280	88	698	141	764	45	950	17	377	205	599	2806
% App. Total	13.6	50.6	35.8		47.3	40.1	12.6		14.8	80.4	4.7		2.8	62.9	34.2		
PHF	.679	.795	.847	.873	.724	.631	.667	.676	.928	.809	.750	.830	.607	.873	.777	.841	.820

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File Name : 13PM FINAL
Site Code : 00000013
Start Date : 10/24/2013
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Groups Printed- Vehicles

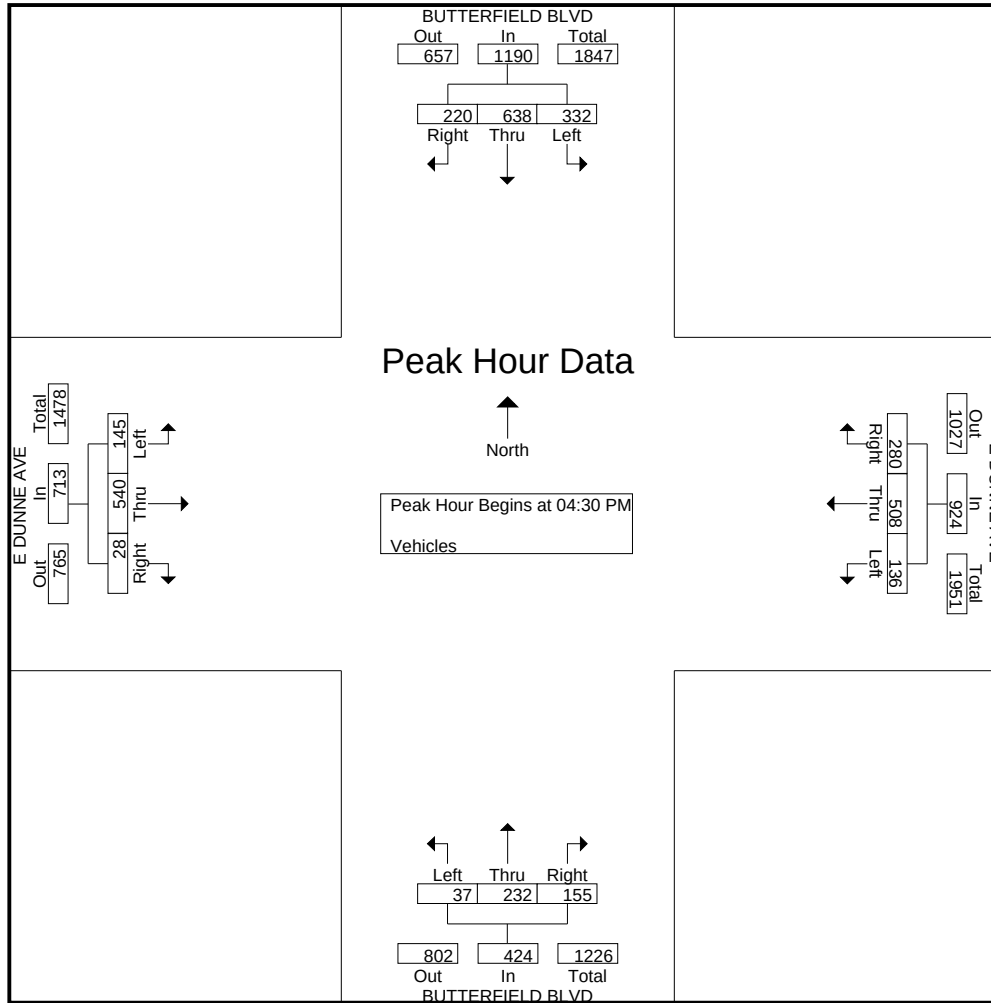
	BUTTERFIELD BLVD Southbound					E DUNNE AVE Westbound					BUTTERFIELD BLVD Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	50	147	77	4	278	61	136	44	2	243	38	38	9	1	86	6	130	30	0	166	773
04:15 PM	44	143	81	2	270	78	109	40	2	229	31	46	5	2	84	6	103	30	1	140	723
04:30 PM	41	140	79	3	263	71	105	36	2	214	38	60	12	4	114	9	127	39	0	175	766
04:45 PM	41	167	73	1	282	70	135	31	0	236	33	61	13	2	109	7	160	41	2	210	837
Total	176	597	310	10	1093	280	485	151	6	922	140	205	39	9	393	28	520	140	3	691	3099
05:00 PM	77	158	99	0	334	68	118	37	0	223	45	66	9	0	120	6	129	25	0	160	837
05:15 PM	61	173	81	0	315	71	150	32	2	255	39	45	3	1	88	6	124	40	0	170	828
05:30 PM	44	134	76	0	254	65	120	26	0	211	25	56	11	1	93	5	147	40	1	193	751
05:45 PM	50	125	65	0	240	65	131	28	1	225	26	57	7	1	91	5	110	28	0	143	699
Total	232	590	321	0	1143	269	519	123	3	914	135	224	30	3	392	22	510	133	1	666	3115
Grand Total	408	1187	631	10	2236	549	1004	274	9	1836	275	429	69	12	785	50	1030	273	4	1357	6214
Apprch %	18.2	53.1	28.2	0.4		29.9	54.7	14.9	0.5		35	54.6	8.8	1.5		3.7	75.9	20.1	0.3		
Total %	6.6	19.1	10.2	0.2	36	8.8	16.2	4.4	0.1	29.5	4.4	6.9	1.1	0.2	12.6	0.8	16.6	4.4	0.1	21.8	

	BUTTERFIELD BLVD Southbound				E DUNNE AVE Westbound				BUTTERFIELD BLVD 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	41	140	79	260	71	105	36	212	38	60	12	110	9	127	39	175	757
04:45 PM	41	167	73	281	70	135	31	236	33	61	13	107	7	160	41	208	832
05:00 PM	77	158	99	334	68	118	37	223	45	66	9	120	6	129	25	160	837
05:15 PM	61	173	81	315	71	150	32	253	39	45	3	87	6	124	40	170	825
Total Volume	220	638	332	1190	280	508	136	924	155	232	37	424	28	540	145	713	3251
% App. Total	18.5	53.6	27.9		30.3	55	14.7		36.6	54.7	8.7		3.9	75.7	20.3		
PHF	.714	.922	.838	.891	.986	.847	.919	.913	.861	.879	.712	.883	.778	.844	.884	.857	.971

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File Name : 12AM FINAL

Site Code : 00000012

Start Date : 5/14/2014

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Groups Printed- Vehicles

	WALNUT GROVE DR Southbound					DUNNE AVE Westbound					WALNUT GROVE DR Northbound					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	1	24	0	26	10	77	39	0	126	20	3	14	0	37	27	122	12	0	161	350
07:15 AM	5	3	28	0	36	9	73	46	0	128	39	2	12	1	54	21	161	9	0	191	409
07:30 AM	10	0	23	0	33	10	149	38	0	197	42	2	16	1	61	20	185	18	0	223	514
07:45 AM	2	0	26	0	28	14	226	54	0	294	20	3	18	0	41	26	157	21	0	204	567
Total	18	4	101	0	123	43	525	177	0	745	121	10	60	2	193	94	625	60	0	779	1840
08:00 AM	12	1	33	0	46	14	175	41	1	231	12	1	26	0	39	21	153	30	0	204	520
08:15 AM	7	3	37	0	47	11	151	52	0	214	14	1	26	0	41	34	151	26	0	211	513
08:30 AM	5	0	30	0	35	10	158	48	0	216	15	0	18	0	33	36	143	12	0	191	475
08:45 AM	8	3	22	0	33	16	130	45	0	191	10	1	35	0	46	32	134	23	0	189	459
Total	32	7	122	0	161	51	614	186	1	852	51	3	105	0	159	123	581	91	0	795	1967
Grand Total	50	11	223	0	284	94	1139	363	1	1597	172	13	165	2	352	217	1206	151	0	1574	3807
Apprch %	17.6	3.9	78.5	0		5.9	71.3	22.7	0.1		48.9	3.7	46.9	0.6		13.8	76.6	9.6	0		
Total %	1.3	0.3	5.9	0	7.5	2.5	29.9	9.5	0	41.9	4.5	0.3	4.3	0.1	9.2	5.7	31.7	4	0	41.3	

	WALNUT GROVE DR Southbound				DUNNE AVE Westbound				WALNUT GROVE DR Northbound				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	23	33	10	149	38	197	42	2	16	60	20	185	18	223	513
07:45 AM	2	0	26	28	14	226	54	294	20	3	18	41	26	157	21	204	567
08:00 AM	12	1	33	46	14	175	41	230	12	1	26	39	21	153	30	204	519
08:15 AM	7	3	37	47	11	151	52	214	14	1	26	41	34	151	26	211	513
Total Volume	31	4	119	154	49	701	185	935	88	7	86	181	101	646	95	842	2112
% App. Total	20.1	2.6	77.3		5.2	75	19.8		48.6	3.9	47.5		12	76.7	11.3		
PHF	.646	.333	.804	.819	.875	.775	.856	.795	.524	.583	.827	.754	.743	.873	.792	.944	.931

Traffic Data Service

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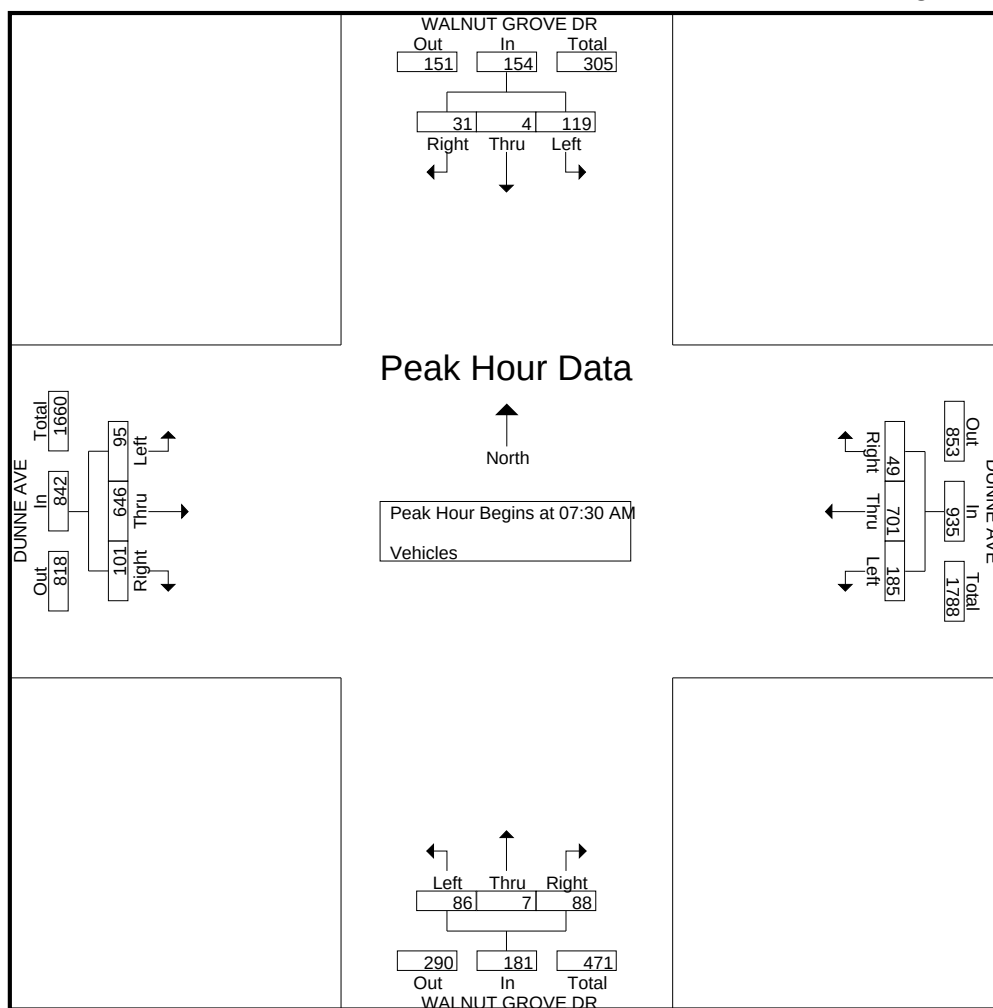
tdsbay@cs.com

File Name : 12AM FINAL

Site Code : 00000012

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Site Code : 00000012

Start Date : 5/14/2014

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Groups Printed- Vehicles

	WALNUT GROVE DR Southbound					DUNNE AVE Westbound					WALNUT GROVE DR Northbound					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	30	3	45	2	80	9	128	53	3	193	28	3	63	0	94	50	175	22	0	247	614
04:15 PM	16	7	41	0	64	8	111	68	1	188	26	4	49	0	79	36	142	37	0	215	546
04:30 PM	28	9	50	0	87	7	128	66	0	201	33	4	38	0	75	48	167	36	0	251	614
04:45 PM	22	7	46	0	75	7	125	87	0	219	35	6	42	1	84	58	152	42	2	254	632
Total	96	26	182	2	306	31	492	274	4	801	122	17	192	1	332	192	636	137	2	967	2406
05:00 PM	22	7	46	0	75	7	159	72	0	238	33	7	62	0	102	47	183	36	0	266	681
05:15 PM	27	6	55	0	88	10	151	69	0	230	38	5	47	0	90	52	146	36	0	234	642
05:30 PM	19	9	52	0	80	9	128	70	0	207	35	1	43	4	83	55	147	35	1	238	608
05:45 PM	27	9	44	0	80	8	148	67	0	223	33	6	35	0	74	46	148	32	0	226	603
Total	95	31	197	0	323	34	586	278	0	898	139	19	187	4	349	200	624	139	1	964	2534
Grand Total	191	57	379	2	629	65	1078	552	4	1699	261	36	379	5	681	392	1260	276	3	1931	4940
Apprch %	30.4	9.1	60.3	0.3		3.8	63.4	32.5	0.2		38.3	5.3	55.7	0.7		20.3	65.3	14.3	0.2		
Total %	3.9	1.2	7.7	0	12.7	1.3	21.8	11.2	0.1	34.4	5.3	0.7	7.7	0.1	13.8	7.9	25.5	5.6	0.1	39.1	

	WALNUT GROVE DR Southbound				DUNNE AVE Westbound				WALNUT GROVE DR Northbound				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	28	9	50	87	7	128	66	201	33	4	38	75	48	167	36	251	614
04:45 PM	22	7	46	75	7	125	87	219	35	6	42	83	58	152	42	252	629
05:00 PM	22	7	46	75	7	159	72	238	33	7	62	102	47	183	36	266	681
05:15 PM	27	6	55	88	10	151	69	230	38	5	47	90	52	146	36	234	642
Total Volume	99	29	197	325	31	563	294	888	139	22	189	350	205	648	150	1003	2566
% App. Total	30.5	8.9	60.6		3.5	63.4	33.1		39.7	6.3	54		20.4	64.6	15		
PHF	.884	.806	.895	.923	.775	.885	.845	.933	.914	.786	.762	.858	.884	.885	.893	.943	.942

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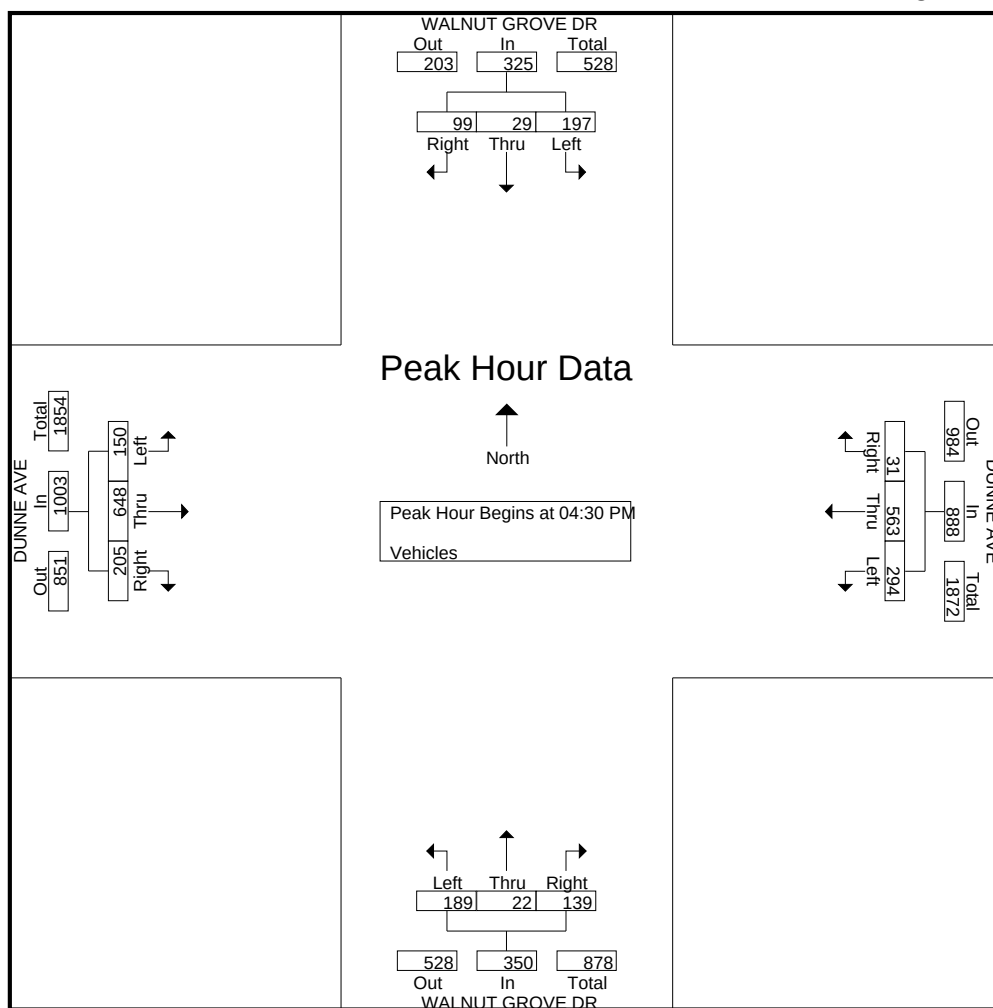
tdsbay@cs.com

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Site Code : 00000012

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 5/20/2014
Page No : 1

Groups Printed- Vehicles

	LAUREL RD Southbound					E DUNNE AVE Westbound					DRIVEWAY 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	4	0	0	1	5	13	125	0	1	139	27	0	0	0	27	4	169	6	0	179	350
07:15 AM	6	0	0	0	6	24	121	0	0	145	18	0	0	0	18	1	202	3	0	206	375
07:30 AM	6	0	0	0	6	21	247	0	0	268	20	0	0	0	20	1	246	4	0	251	545
07:45 AM	4	0	0	1	5	28	274	0	1	303	20	0	0	2	22	8	209	7	0	224	554
Total	20	0	0	2	22	86	767	0	2	855	85	0	0	2	87	14	826	20	0	860	1824
08:00 AM	8	0	0	1	9	18	186	0	0	204	23	0	0	0	23	5	171	1	1	178	414
08:15 AM	5	0	0	0	5	21	210	0	0	231	23	0	0	0	23	6	161	2	0	169	428
08:30 AM	7	0	0	0	7	11	225	0	2	238	18	0	0	0	18	5	156	3	0	164	427
08:45 AM	8	0	0	1	9	26	267	0	0	293	16	0	0	0	16	8	151	4	0	163	481
Total	28	0	0	2	30	76	888	0	2	966	80	0	0	0	80	24	639	10	1	674	1750
Grand Total	48	0	0	4	52	162	1655	0	4	1821	165	0	0	2	167	38	1465	30	1	1534	3574
Apprch %	92.3	0	0	7.7		8.9	90.9	0	0.2		98.8	0	0	1.2		2.5	95.5	2	0.1		
Total %	1.3	0	0	0.1	1.5	4.5	46.3	0	0.1	51	4.6	0	0	0.1	4.7	1.1	41	0.8	0	42.9	

	LAUREL RD Southbound				E DUNNE AVE Westbound				DRIVEWAY 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	6	0	0	6	21	247	0	268	20	0	0	20	1	246	4	251	545
07:45 AM	4	0	0	4	28	274	0	302	20	0	0	20	8	209	7	224	550
08:00 AM	8	0	0	8	18	186	0	204	23	0	0	23	5	171	1	177	412
08:15 AM	5	0	0	5	21	210	0	231	23	0	0	23	6	161	2	169	428
Total Volume	23	0	0	23	88	917	0	1005	86	0	0	86	20	787	14	821	1935
% App. Total	100	0	0		8.8	91.2	0		100	0	0		2.4	95.9	1.7		
PHF	.719	.000	.000	.719	.786	.837	.000	.832	.935	.000	.000	.935	.625	.800	.500	.818	.880

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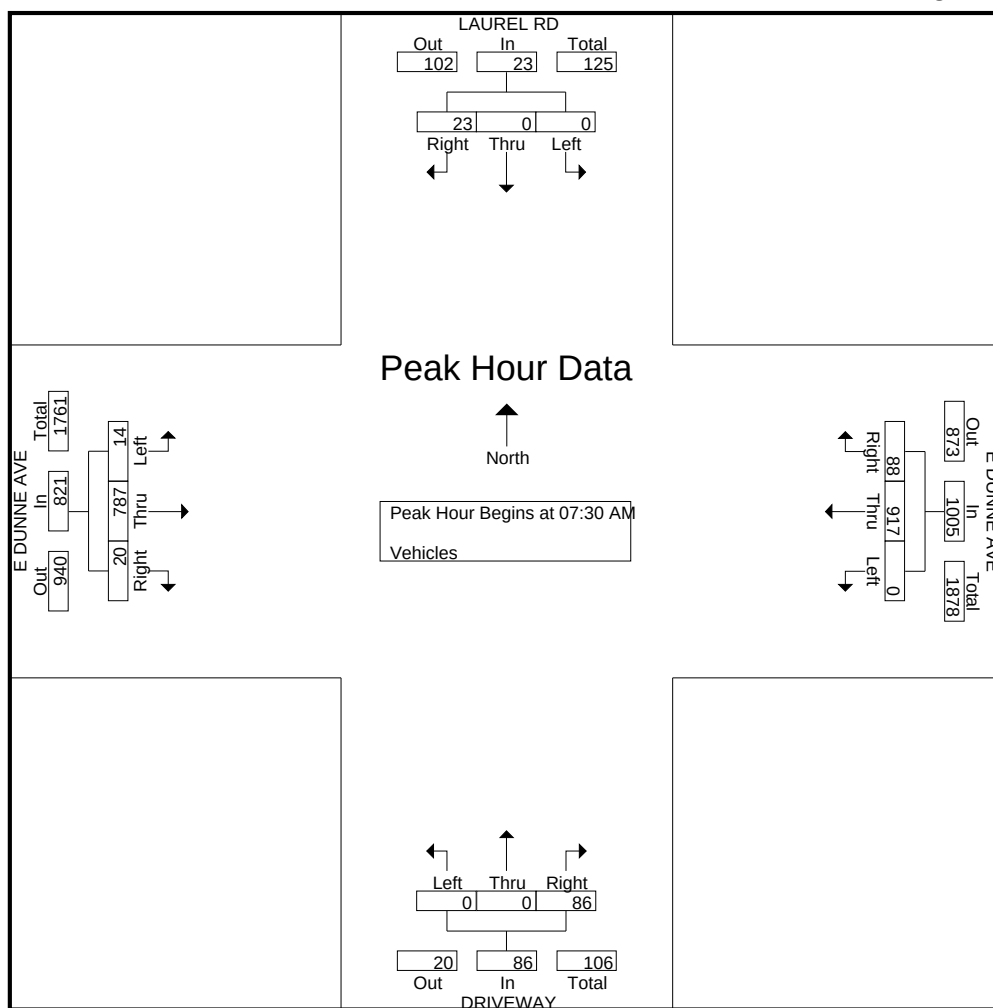
tdsbay@cs.com

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Start Date : 5/20/2014

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File Name : 7PM FINAL

Site Code : 00000007

Start Date : 5/20/2014

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Groups Printed- Vehicles

	LAUREL RD Southbound					E DUNNE AVE Westbound					DRIVEWAY 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	0	0	3	15	39	218	0	1	258	37	0	0	0	37	11	217	2	0	230	540
04:15 PM	10	0	0	1	11	31	188	0	0	219	51	0	0	0	51	6	225	1	0	232	513
04:30 PM	3	0	0	0	3	35	192	0	0	227	52	0	0	0	52	11	269	1	0	281	563
04:45 PM	2	0	0	0	2	34	222	0	0	256	48	0	0	2	50	5	247	3	0	255	563
Total	27	0	0	4	31	139	820	0	1	960	188	0	0	2	190	33	958	7	0	998	2179
05:00 PM	10	0	0	1	11	39	215	0	0	254	50	0	0	0	50	5	231	2	0	238	553
05:15 PM	9	0	0	0	9	40	266	0	0	306	48	0	0	0	48	10	235	5	0	250	613
05:30 PM	11	0	0	0	11	36	235	0	0	271	43	0	0	0	43	4	250	4	0	258	583
05:45 PM	8	0	0	0	8	41	256	0	0	297	44	0	0	0	44	4	215	4	0	223	572
Total	38	0	0	1	39	156	972	0	0	1128	185	0	0	0	185	23	931	15	0	969	2321
Grand Total	65	0	0	5	70	295	1792	0	1	2088	373	0	0	2	375	56	1889	22	0	1967	4500
Apprch %	92.9	0	0	7.1		14.1	85.8	0	0		99.5	0	0	0.5		2.8	96	1.1	0		
Total %	1.4	0	0	0.1	1.6	6.6	39.8	0	0	46.4	8.3	0	0	0	8.3	1.2	42	0.5	0	43.7	

	LAUREL RD Southbound				E DUNNE AVE Westbound				DRIVEWAY 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	10	0	0	10	39	215	0	254	50	0	0	50	5	231	2	238	552
05:15 PM	9	0	0	9	40	266	0	306	48	0	0	48	10	235	5	250	613
05:30 PM	11	0	0	11	36	235	0	271	43	0	0	43	4	250	4	258	583
05:45 PM	8	0	0	8	41	256	0	297	44	0	0	44	4	215	4	223	572
Total Volume	38	0	0	38	156	972	0	1128	185	0	0	185	23	931	15	969	2320
% App. Total	100	0	0		13.8	86.2	0		100	0	0		2.4	96.1	1.5		
PHF	.864	.000	.000	.864	.951	.914	.000	.922	.925	.000	.000	.925	.575	.931	.750	.939	.946

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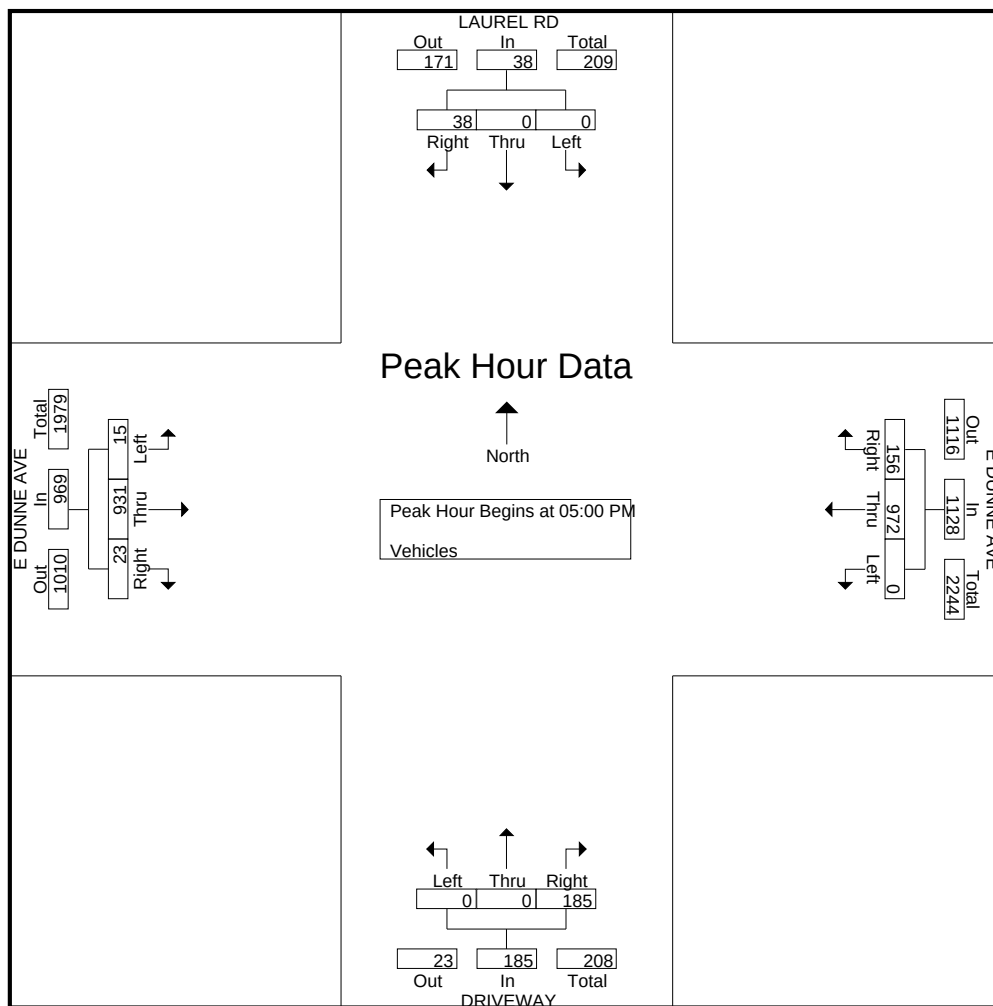
tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 5/20/2014

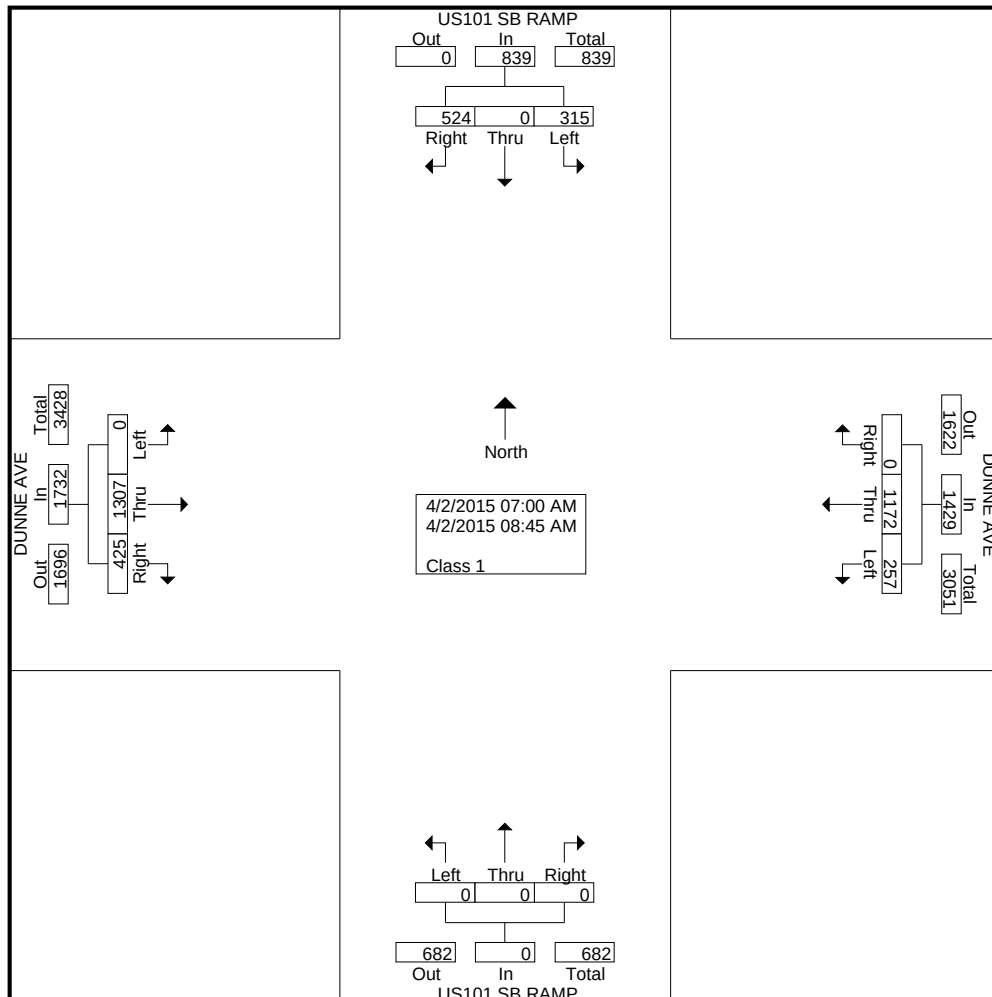
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File Name : #6 US101SB&DUNNEAM
Site Code :
Start Date : 4/2/2015
Page No : 1

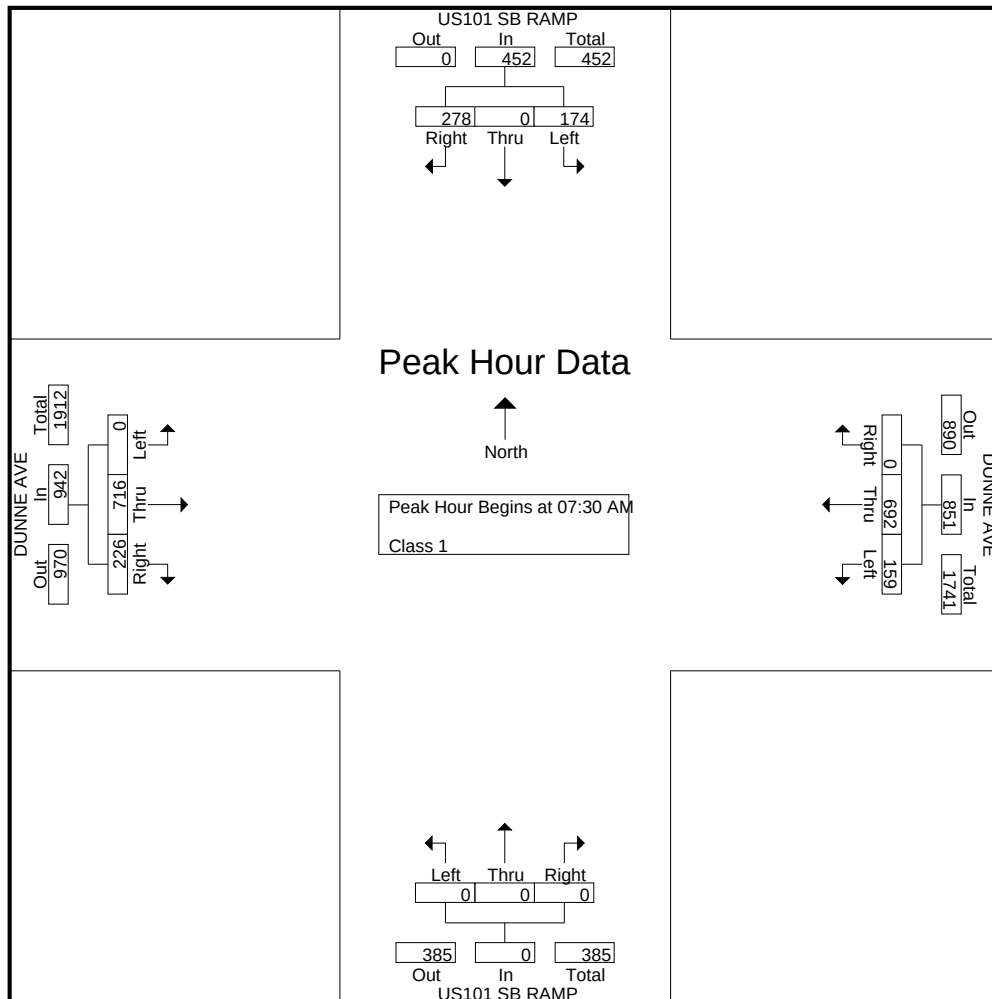
Groups Printed- Class 1

	US101 SB RAMP Southbound			DUNNE AVE Westbound			US101 SB RAMP Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	49	0	27	0	108	20	0	0	0	35	148	0	387
07:15 AM	61	0	34	0	98	22	0	0	0	50	175	0	440
07:30 AM	73	0	58	0	152	39	0	0	0	47	187	0	556
07:45 AM	77	0	54	0	228	49	0	0	0	69	202	0	679
Total	260	0	173	0	586	130	0	0	0	201	712	0	2062
08:00 AM	60	0	35	0	155	45	0	0	0	61	184	0	540
08:15 AM	68	0	27	0	157	26	0	0	0	49	143	0	470
08:30 AM	67	0	41	0	130	35	0	0	0	58	125	0	456
08:45 AM	69	0	39	0	144	21	0	0	0	56	143	0	472
Total	264	0	142	0	586	127	0	0	0	224	595	0	1938
Grand Total	524	0	315	0	1172	257	0	0	0	425	1307	0	4000
Apprch %	62.5	0	37.5	0	82	18	0	0	0	24.5	75.5	0	
Total %	13.1	0	7.9	0	29.3	6.4	0	0	0	10.6	32.7	0	



File Name : #6 US101SB&DUNNEAM
Site Code :
Start Date : 4/2/2015
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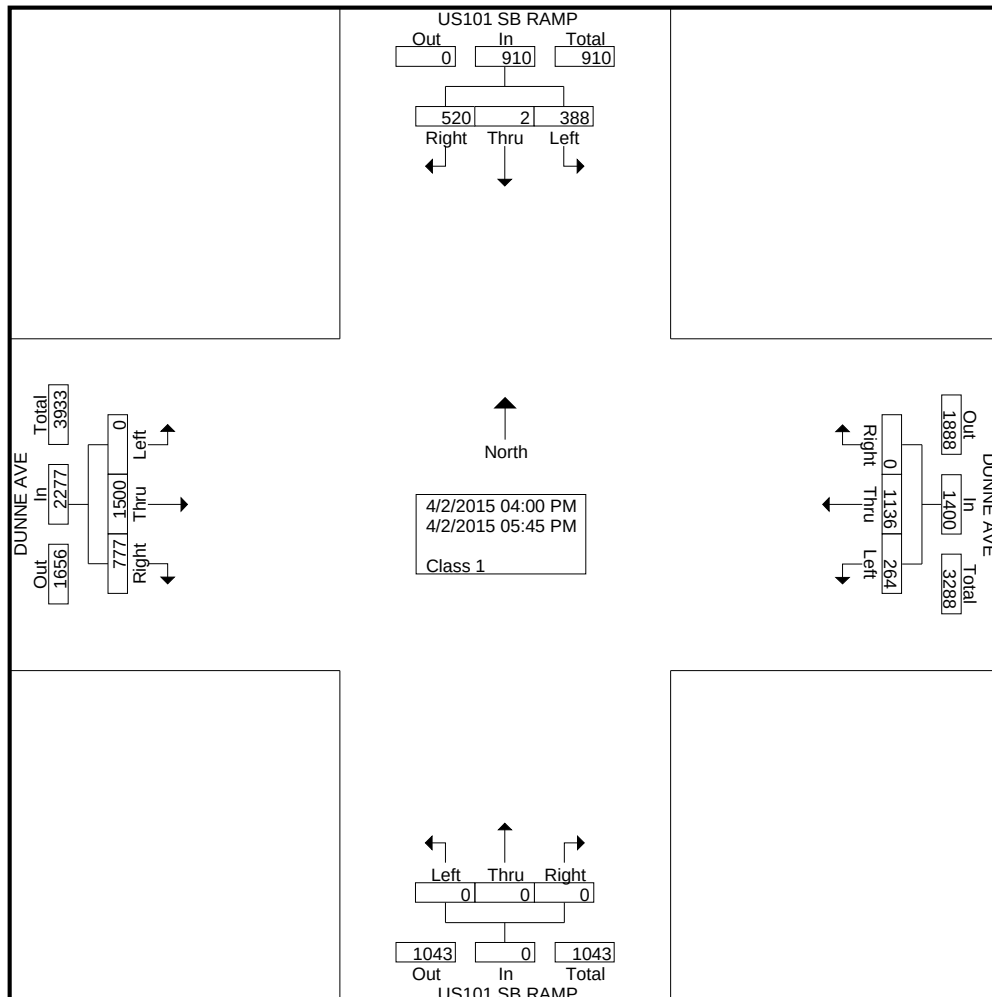
	US101 SB RAMP Southbound				DUNNE AVE Westbound				US101 SB RAMP Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	73	0	58	131	0	152	39	191	0	0	0	0	47	187	0	234	556
07:45 AM	77	0	54	131	0	228	49	277	0	0	0	0	69	202	0	271	679
08:00 AM	60	0	35	95	0	155	45	200	0	0	0	0	61	184	0	245	540
08:15 AM	68	0	27	95	0	157	26	183	0	0	0	0	49	143	0	192	470
Total Volume	278	0	174	452	0	692	159	851	0	0	0	0	226	716	0	942	2245
% App. Total	61.5	0	38.5		0	81.3	18.7		0	0	0		24	76	0		
PHF	.903	.000	.750	.863	.000	.759	.811	.768	.000	.000	.000	.000	.819	.886	.000	.869	.827



File Name : #6 US101SB&DUNNEPM
Site Code :
Start Date : 4/2/2015
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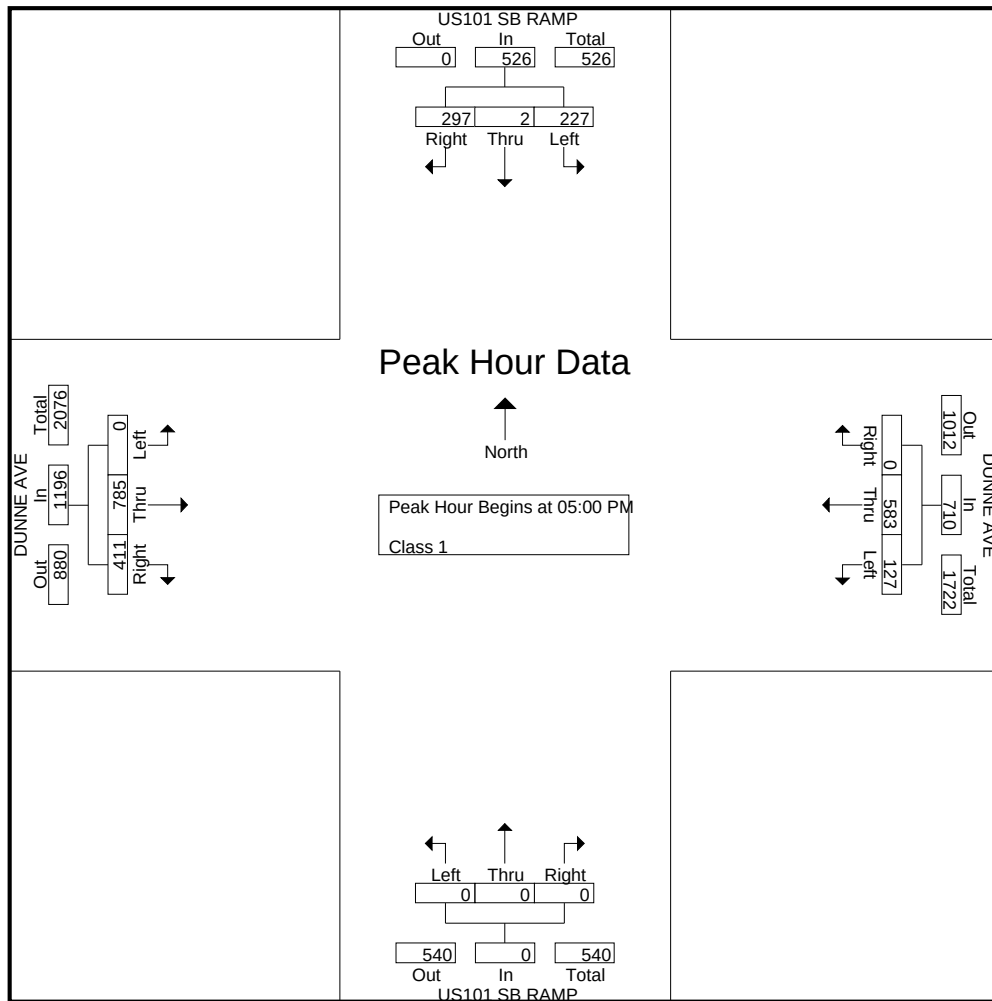
Groups Printed- Class 1

	US101 SB RAMP Southbound			DUNNE AVE Westbound			US101 SB RAMP Northbound			DUNNE AVE Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	63	0	52	0	123	33	0	0	0	84	173	0	528
04:15 PM	73	0	48	0	145	26	0	0	0	80	171	0	543
04:30 PM	42	0	25	0	135	43	0	0	0	107	190	0	542
04:45 PM	45	0	36	0	150	35	0	0	0	95	181	0	542
Total	223	0	161	0	553	137	0	0	0	366	715	0	2155
05:00 PM	61	1	42	0	136	30	0	0	0	120	183	0	573
05:15 PM	79	0	65	0	152	30	0	0	0	93	195	0	614
05:30 PM	72	1	44	0	145	31	0	0	0	100	185	0	578
05:45 PM	85	0	76	0	150	36	0	0	0	98	222	0	667
Total	297	2	227	0	583	127	0	0	0	411	785	0	2432
Grand Total	520	2	388	0	1136	264	0	0	0	777	1500	0	4587
Apprch %	57.1	0.2	42.6	0	81.1	18.9	0	0	0	34.1	65.9	0	
Total %	11.3	0	8.5	0	24.8	5.8	0	0	0	16.9	32.7	0	



File Name : #6 US101SB&DUNNEPM
Site Code :
Start Date : 4/2/2015
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	US101 SB RAMP Southbound				DUNNE AVE Westbound				US101 SB RAMP Northbound				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	61	1	42	104	0	136	30	166	0	0	0	0	120	183	0	303	573
05:15 PM	79	0	65	144	0	152	30	182	0	0	0	0	93	195	0	288	614
05:30 PM	72	1	44	117	0	145	31	176	0	0	0	0	100	185	0	285	578
05:45 PM	85	0	76	161	0	150	36	186	0	0	0	0	98	222	0	320	667
Total Volume	297	2	227	526	0	583	127	710	0	0	0	0	411	785	0	1196	2432
% App. Total	56.5	0.4	43.2		0	82.1	17.9		0	0	0		34.4	65.6	0		
PHF	.874	.500	.747	.817	.000	.959	.882	.954	.000	.000	.000	.000	.856	.884	.000	.934	.912



File Name : #10 US101NB&DUNNEAM

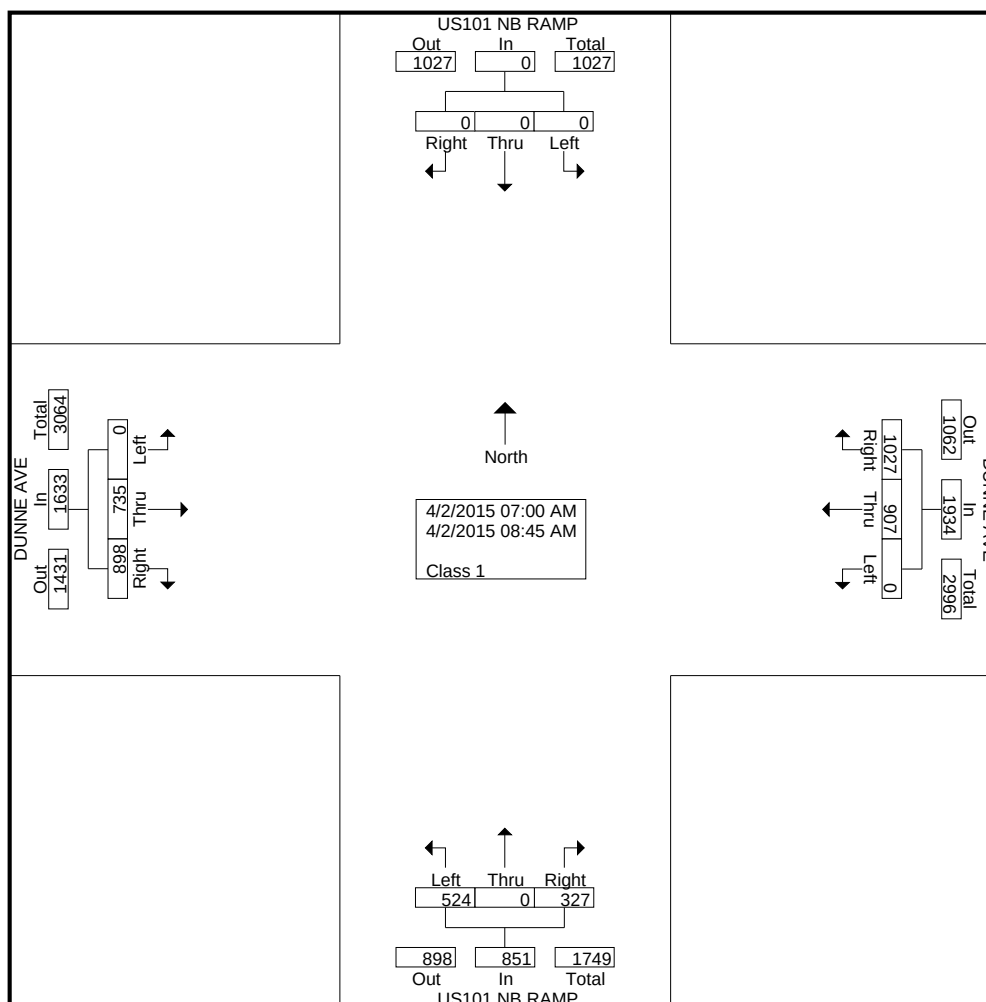
Site Code :

Start Date : 4/2/2015

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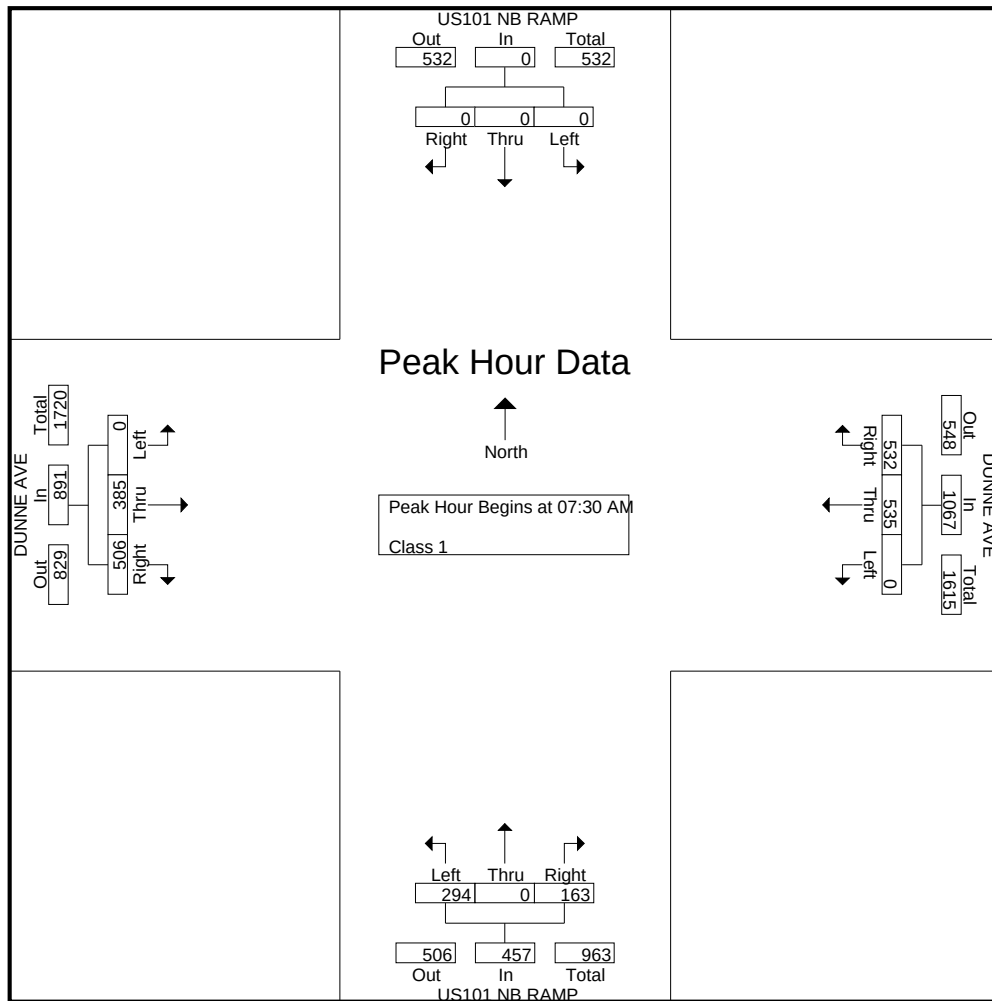
Groups Printed- Class 1

	US101 NB RAMP Southbound			DUNNE AVE Westbound			US101 NB RAMP Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	0	124	93	0	57	0	46	81	83	0	484
07:15 AM	0	0	0	136	84	0	32	0	41	97	95	0	485
07:30 AM	0	0	0	121	121	0	36	0	67	145	104	0	594
07:45 AM	0	0	0	131	164	0	44	0	89	132	115	0	675
Total	0	0	0	512	462	0	169	0	243	455	397	0	2238
08:00 AM	0	0	0	153	143	0	53	0	62	113	96	0	620
08:15 AM	0	0	0	127	107	0	30	0	76	116	70	0	526
08:30 AM	0	0	0	113	91	0	34	0	81	109	82	0	510
08:45 AM	0	0	0	122	104	0	41	0	62	105	90	0	524
Total	0	0	0	515	445	0	158	0	281	443	338	0	2180
Grand Total	0	0	0	1027	907	0	327	0	524	898	735	0	4418
Apprch %	0	0	0	53.1	46.9	0	38.4	0	61.6	55	45	0	
Total %	0	0	0	23.2	20.5	0	7.4	0	11.9	20.3	16.6	0	



File Name : #10 US101NB&DUNNEAM
 Site Code :
 Start Date : 4/2/2015
 Page No : 2

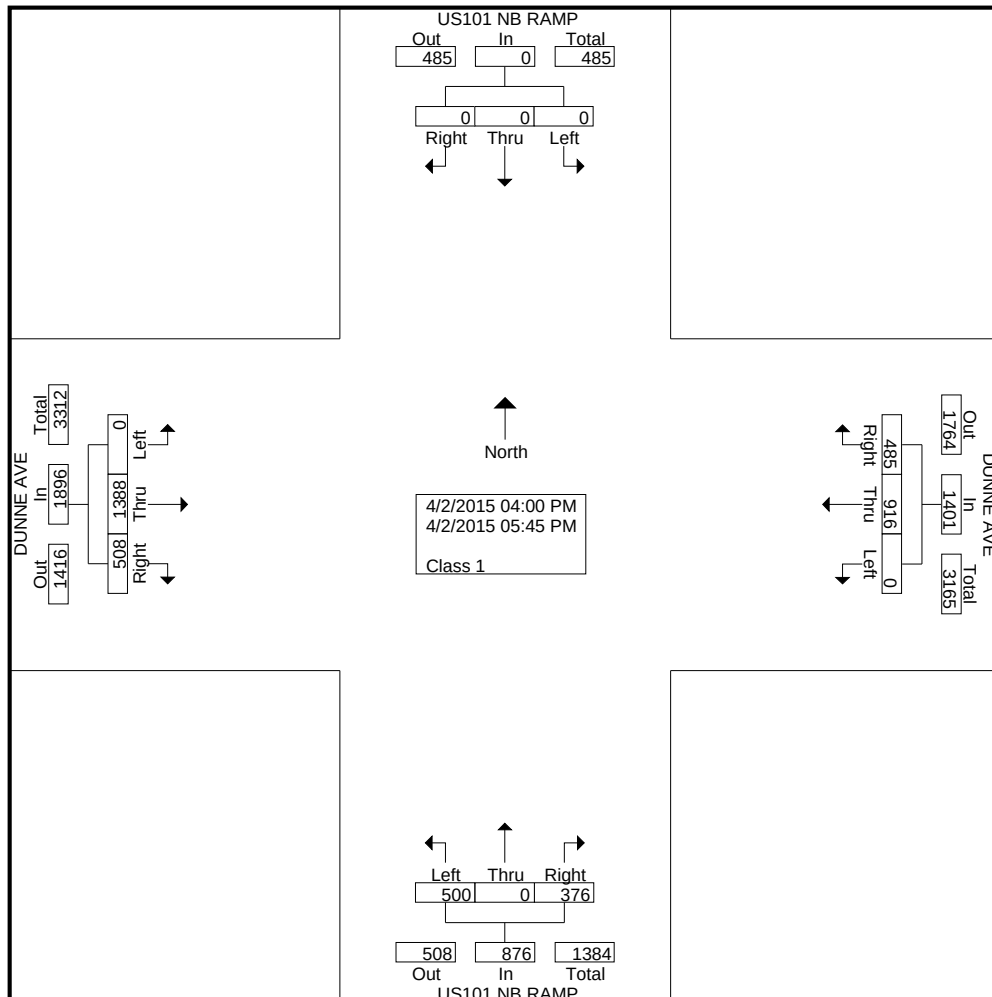
	US101 NB RAMP Southbound				DUNNE AVE Westbound				US101 NB RAMP Northbound				DUNNE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	121	121	0	242	36	0	67	103	145	104	0	249	594
07:45 AM	0	0	0	0	131	164	0	295	44	0	89	133	132	115	0	247	675
08:00 AM	0	0	0	0	153	143	0	296	53	0	62	115	113	96	0	209	620
08:15 AM	0	0	0	0	127	107	0	234	30	0	76	106	116	70	0	186	526
Total Volume	0	0	0	0	532	535	0	1067	163	0	294	457	506	385	0	891	2415
% App. Total	0	0	0	0	49.9	50.1	0		35.7	0	64.3		56.8	43.2	0		
PHF	.000	.000	.000	.000	.869	.816	.000	.901	.769	.000	.826	.859	.872	.837	.000	.895	.894



File Name : #10 US101NB&DUNNEPM
Site Code :
Start Date : 4/2/2015
Page No : 1

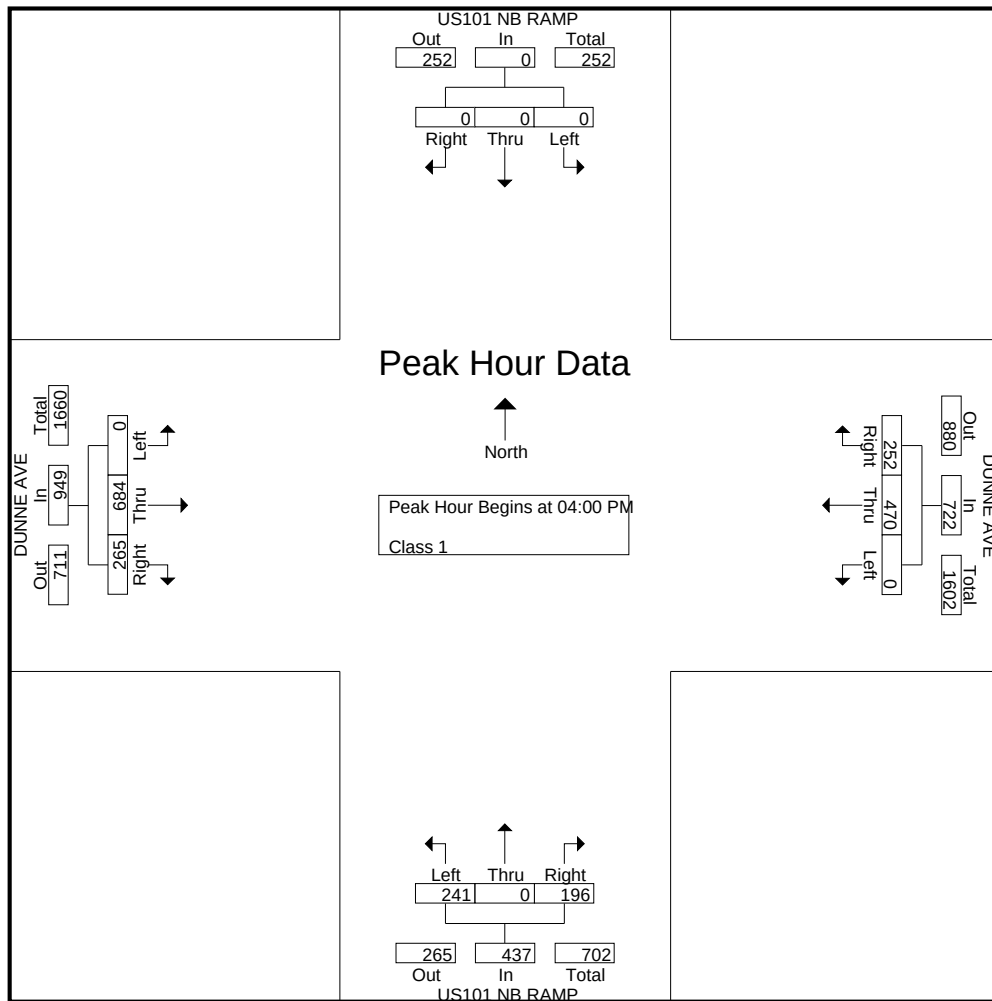
Groups Printed- Class 1

	US101 NB RAMP Southbound			DUNNE AVE Westbound			US101 NB RAMP Northbound			DUNNE AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	0	0	0	58	100	0	51	0	51	79	164	0	503
04:15 PM	0	0	0	66	124	0	50	0	59	63	167	0	529
04:30 PM	0	0	0	62	120	0	50	0	66	62	172	0	532
04:45 PM	0	0	0	66	126	0	45	0	65	61	181	0	544
Total	0	0	0	252	470	0	196	0	241	265	684	0	2108
05:00 PM	0	0	0	54	100	0	47	0	56	72	151	0	480
05:15 PM	0	0	0	61	114	0	46	0	72	58	181	0	532
05:30 PM	0	0	0	57	107	0	46	0	61	57	158	0	486
05:45 PM	0	0	0	61	125	0	41	0	70	56	214	0	567
Total	0	0	0	233	446	0	180	0	259	243	704	0	2065
Grand Total	0	0	0	485	916	0	376	0	500	508	1388	0	4173
Apprch %	0	0	0	34.6	65.4	0	42.9	0	57.1	26.8	73.2	0	
Total %	0	0	0	11.6	22	0	9	0	12	12.2	33.3	0	



File Name : #10 US101NB&DUNNEPM
 Site Code :
 Start Date : 4/2/2015
 Page No : 2

	US101 NB RAMP Southbound				DUNNE AVE Westbound				US101 NB RAMP Northbound				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	0	0	0	0	58	100	0	158	51	0	51	102	79	164	0	243	503
04:15 PM	0	0	0	0	66	124	0	190	50	0	59	109	63	167	0	230	529
04:30 PM	0	0	0	0	62	120	0	182	50	0	66	116	62	172	0	234	532
04:45 PM	0	0	0	0	66	126	0	192	45	0	65	110	61	181	0	242	544
Total Volume	0	0	0	0	252	470	0	722	196	0	241	437	265	684	0	949	2108
% App. Total	0	0	0	0	34.9	65.1	0		44.9	0	55.1		27.9	72.1	0		
PHF	.000	.000	.000	.000	.955	.933	.000	.940	.961	.000	.913	.942	.839	.945	.000	.976	.969



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 5/14/2014

Page No : 1

Groups Printed- Vehicles

	CONDIT AVE Southbound					DUNNE AVE Westbound					CONDIT AVE Northbound					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	57	4	2	1	64	13	195	2	0	210	3	29	50	0	82	5	28	31	0	64	420
07:15 AM	74	4	18	1	97	16	164	2	0	182	5	39	37	0	81	4	68	39	0	111	471
07:30 AM	76	4	32	0	112	19	264	7	0	290	6	35	28	0	69	6	96	44	0	146	617
07:45 AM	65	7	16	0	88	27	293	3	0	323	3	21	29	0	53	9	74	61	0	144	608
Total	272	19	68	2	361	75	916	14	0	1005	17	124	144	0	285	24	266	175	0	465	2116
08:00 AM	97	8	7	2	114	17	177	6	0	200	5	29	17	0	51	9	80	62	0	151	516
08:15 AM	76	7	15	0	98	25	145	1	0	171	2	41	19	0	62	11	69	73	0	153	484
08:30 AM	81	19	15	1	116	20	140	1	0	161	3	36	14	0	53	11	75	81	0	167	497
08:45 AM	82	11	13	0	106	25	137	1	0	163	1	13	7	0	21	10	73	52	0	135	425
Total	336	45	50	3	434	87	599	9	0	695	11	119	57	0	187	41	297	268	0	606	1922
Grand Total	608	64	118	5	795	162	1515	23	0	1700	28	243	201	0	472	65	563	443	0	1071	4038
Apprch %	76.5	8.1	14.8	0.6		9.5	89.1	1.4	0		5.9	51.5	42.6	0		6.1	52.6	41.4	0		
Total %	15.1	1.6	2.9	0.1	19.7	4	37.5	0.6	0	42.1	0.7	6	5	0	11.7	1.6	13.9	11	0	26.5	

	CONDIT AVE Southbound				DUNNE AVE Westbound				CONDIT AVE Northbound				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	76	4	32	112	19	264	7	290	6	35	28	69	6	96	44	146	617
07:45 AM	65	7	16	88	27	293	3	323	3	21	29	53	9	74	61	144	608
08:00 AM	97	8	7	112	17	177	6	200	5	29	17	51	9	80	62	151	514
08:15 AM	76	7	15	98	25	145	1	171	2	41	19	62	11	69	73	153	484
Total Volume	314	26	70	410	88	879	17	984	16	126	93	235	35	319	240	594	2223
% App. Total	76.6	6.3	17.1		8.9	89.3	1.7		6.8	53.6	39.6		5.9	53.7	40.4		
PHF	.809	.813	.547	.915	.815	.750	.607	.762	.667	.768	.802	.851	.795	.831	.822	.971	.901

Traffic Data Service

Campbell, CA

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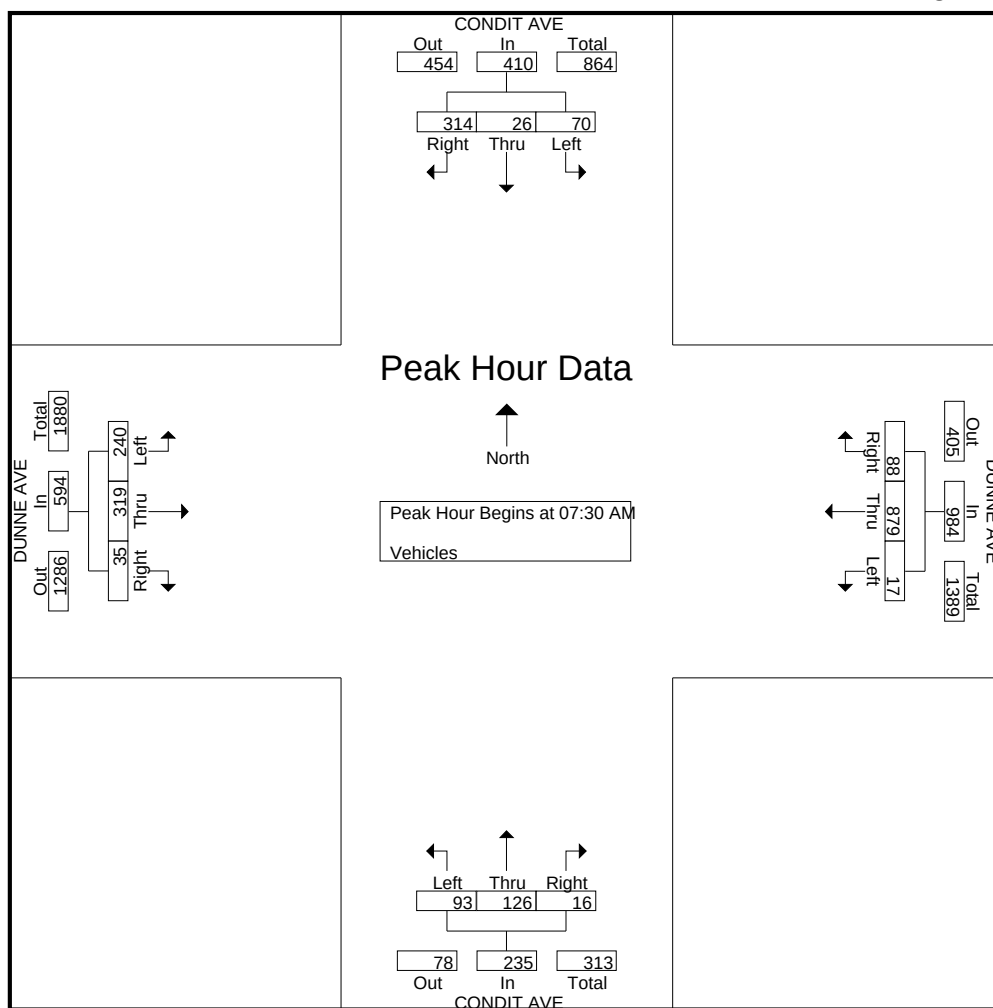
tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 5/14/2014

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Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 5/14/2014

Page No : 1

Groups Printed- Vehicles

	CONDIT AVE Southbound					DUNNE AVE Westbound					CONDIT AVE Northbound					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	47	17	12	3	79	12	80	9	0	101	2	21	16	0	39	19	98	74	0	191	410
04:15 PM	63	16	19	1	99	11	91	2	0	104	1	17	8	0	26	10	130	55	0	195	424
04:30 PM	59	17	13	1	90	18	84	5	0	107	5	26	8	0	39	15	113	50	0	178	414
04:45 PM	59	17	25	0	101	20	127	9	0	156	10	20	11	0	41	15	159	70	0	244	542
Total	228	67	69	5	369	61	382	25	0	468	18	84	43	0	145	59	500	249	0	808	1790
05:00 PM	43	14	20	1	78	14	95	4	1	114	2	14	13	1	30	27	122	59	0	208	430
05:15 PM	71	17	8	0	96	18	89	5	0	112	7	12	18	0	37	23	130	50	0	203	448
05:30 PM	52	16	15	1	84	6	92	4	1	103	5	24	14	1	44	20	169	69	0	258	489
05:45 PM	62	26	21	1	110	24	92	11	0	127	4	20	11	0	35	20	156	70	0	246	518
Total	228	73	64	3	368	62	368	24	2	456	18	70	56	2	146	90	577	248	0	915	1885
Grand Total	456	140	133	8	737	123	750	49	2	924	36	154	99	2	291	149	1077	497	0	1723	3675
Apprch %	61.9	19	18	1.1		13.3	81.2	5.3	0.2		12.4	52.9	34	0.7		8.6	62.5	28.8	0		
Total %	12.4	3.8	3.6	0.2	20.1	3.3	20.4	1.3	0.1	25.1	1	4.2	2.7	0.1	7.9	4.1	29.3	13.5	0	46.9	

	CONDIT AVE Southbound				DUNNE AVE Westbound				CONDIT AVE Northbound				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	59	17	25	101	20	127	9	156	10	20	11	41	15	159	70	244	542
05:00 PM	43	14	20	77	14	95	4	113	2	14	13	29	27	122	59	208	427
05:15 PM	71	17	8	96	18	89	5	112	7	12	18	37	23	130	50	203	448
05:30 PM	52	16	15	83	6	92	4	102	5	24	14	43	20	169	69	258	486
Total Volume	225	64	68	357	58	403	22	483	24	70	56	150	85	580	248	913	1903
% App. Total	63	17.9	19		12	83.4	4.6		16	46.7	37.3		9.3	63.5	27.2		
PHF	.792	.941	.680	.884	.725	.793	.611	.774	.600	.729	.778	.872	.787	.858	.886	.885	.878

Traffic Data Service

Campbell, CA

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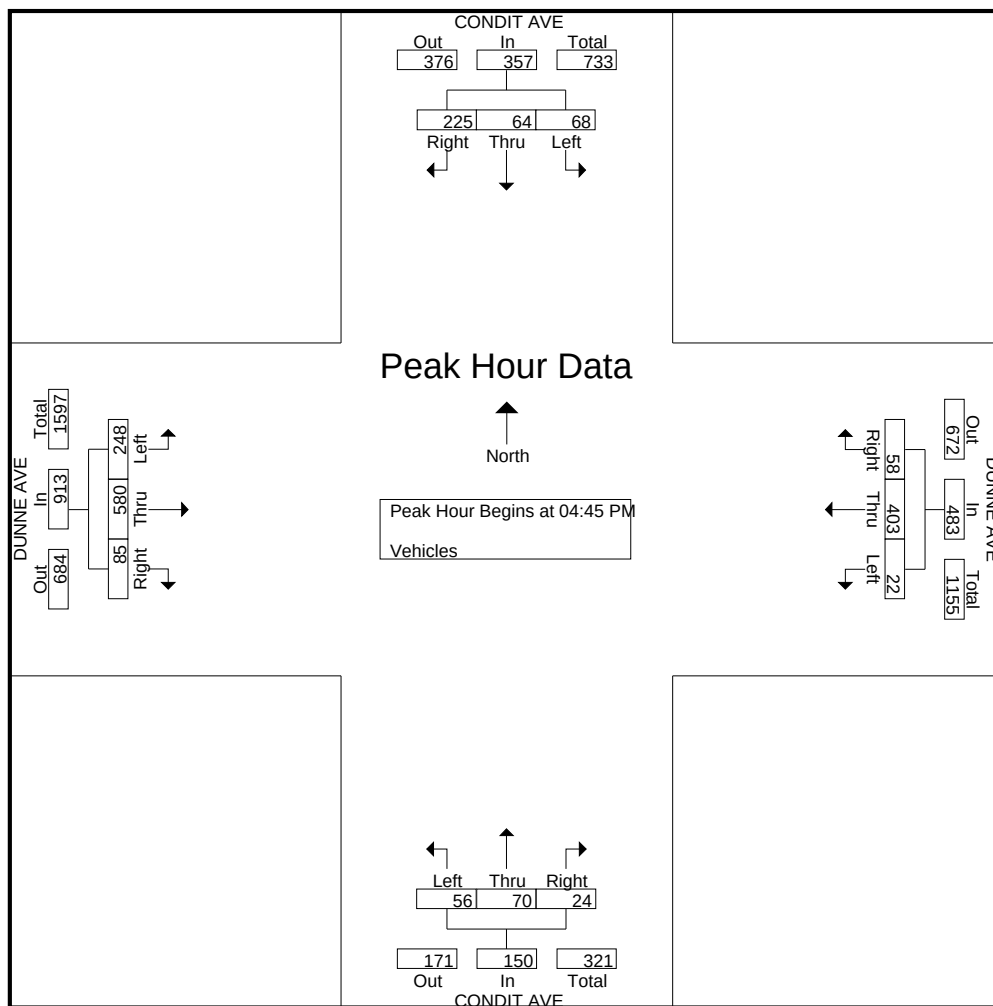
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Site Code : 00000003

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Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 5/14/2014

Page No : 1

Groups Printed- Vehicles

	MURPHY AVE Southbound					DUNNE AVE Westbound					MURPHY AVE Northbound					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	1	2	2	10	3	193	2	0	198	7	9	33	0	49	5	29	0	0	34	291
07:15 AM	4	1	6	0	11	13	167	10	0	190	18	9	16	0	43	4	72	2	0	78	322
07:30 AM	13	9	13	1	36	45	289	39	0	373	18	10	18	0	46	10	120	17	0	147	602
07:45 AM	11	5	4	1	21	23	262	23	0	308	3	20	23	0	46	12	82	1	0	95	470
Total	33	16	25	4	78	84	911	74	0	1069	46	48	90	0	184	31	303	20	0	354	1685
08:00 AM	9	7	5	2	23	8	189	7	1	205	7	5	9	0	21	8	79	4	0	91	340
08:15 AM	7	5	10	1	23	8	152	6	0	166	1	10	15	0	26	12	65	4	0	81	296
08:30 AM	11	6	4	2	23	3	141	9	0	153	2	2	14	0	18	13	72	9	0	94	288
08:45 AM	5	3	3	0	11	1	149	7	0	157	3	6	11	0	20	15	63	7	0	85	273
Total	32	21	22	5	80	20	631	29	1	681	13	23	49	0	85	48	279	24	0	351	1197
Grand Total	65	37	47	9	158	104	1542	103	1	1750	59	71	139	0	269	79	582	44	0	705	2882
Apprch %	41.1	23.4	29.7	5.7		5.9	88.1	5.9	0.1		21.9	26.4	51.7	0		11.2	82.6	6.2	0		
Total %	2.3	1.3	1.6	0.3	5.5	3.6	53.5	3.6	0	60.7	2	2.5	4.8	0	9.3	2.7	20.2	1.5	0	24.5	

	MURPHY AVE Southbound					DUNNE AVE Westbound					MURPHY AVE Northbound					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	4	1	6	11	13	167	10	190	18	9	16	43	4	72	2	78	322				
07:30 AM	13	9	13	35	45	289	39	373	18	10	18	46	10	120	17	147	601				
07:45 AM	11	5	4	20	23	262	23	308	3	20	23	46	12	82	1	95	469				
08:00 AM	9	7	5	21	8	189	7	204	7	5	9	21	8	79	4	91	337				
Total Volume	37	22	28	87	89	907	79	1075	46	44	66	156	34	353	24	411	1729				
% App. Total	42.5	25.3	32.2		8.3	84.4	7.3		29.5	28.2	42.3		8.3	85.9	5.8						
PHF	.712	.611	.538	.621	.494	.785	.506	.721	.639	.550	.717	.848	.708	.735	.353	.699	.719				

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Campbell, CA

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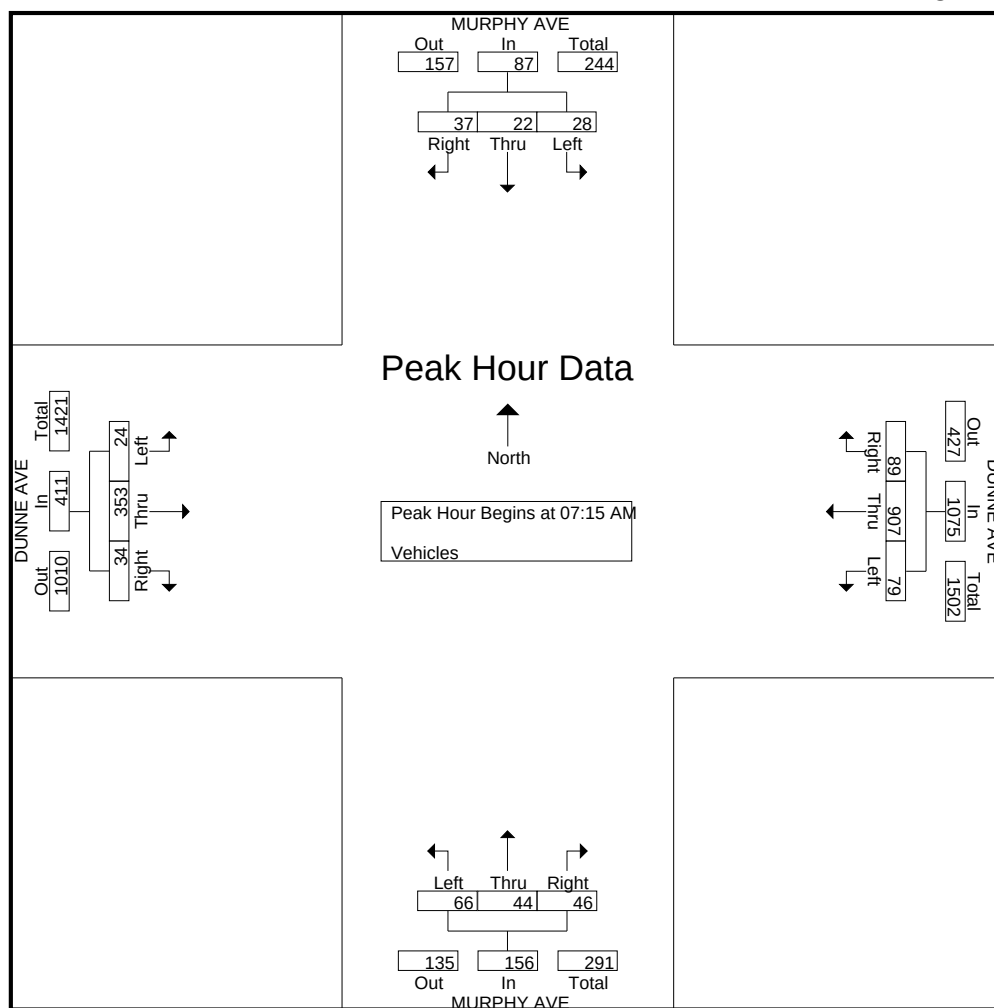
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 5/14/2014

Page No : 2



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Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 5/14/2014

Page No : 1

Groups Printed- Vehicles

	MURPHY AVE Southbound					DUNNE AVE Westbound					MURPHY AVE Northbound					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	5	6	0	14	5	94	4	0	103	8	6	6	0	20	6	107	6	0	119	256
04:15 PM	10	5	8	1	24	4	89	9	0	102	10	7	8	0	25	9	121	12	0	142	293
04:30 PM	5	5	10	1	21	3	92	2	0	97	5	4	9	0	18	17	113	5	0	135	271
04:45 PM	11	7	13	0	31	8	122	8	0	138	8	9	11	0	28	12	166	12	0	190	387
Total	29	22	37	2	90	20	397	23	0	440	31	26	34	0	91	44	507	35	0	586	1207
05:00 PM	6	3	13	1	23	6	95	2	0	103	6	7	9	0	22	10	127	10	0	147	295
05:15 PM	5	6	7	5	23	6	86	9	0	101	13	6	14	0	33	9	136	6	0	151	308
05:30 PM	7	7	9	1	24	9	90	4	0	103	6	9	7	0	22	8	170	10	0	188	337
05:45 PM	6	5	14	0	25	3	108	2	0	113	9	4	9	0	22	11	155	18	0	184	344
Total	24	21	43	7	95	24	379	17	0	420	34	26	39	0	99	38	588	44	0	670	1284
Grand Total	53	43	80	9	185	44	776	40	0	860	65	52	73	0	190	82	1095	79	0	1256	2491
Apprch %	28.6	23.2	43.2	4.9		5.1	90.2	4.7	0		34.2	27.4	38.4	0		6.5	87.2	6.3	0		
Total %	2.1	1.7	3.2	0.4	7.4	1.8	31.2	1.6	0	34.5	2.6	2.1	2.9	0	7.6	3.3	44	3.2	0	50.4	

	MURPHY AVE Southbound					DUNNE AVE Westbound					MURPHY AVE Northbound					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	7	13	31	8	122	8	138	8	9	11	28	12	166	12	190	387				
05:00 PM	6	3	13	22	6	95	2	103	6	7	9	22	10	127	10	147	294				
05:15 PM	5	6	7	18	6	86	9	101	13	6	14	33	9	136	6	151	303				
05:30 PM	7	7	9	23	9	90	4	103	6	9	7	22	8	170	10	188	336				
Total Volume	29	23	42	94	29	393	23	445	33	31	41	105	39	599	38	676	1320				
% App. Total	30.9	24.5	44.7		6.5	88.3	5.2		31.4	29.5	39		5.8	88.6	5.6						
PHF	.659	.821	.808	.758	.806	.805	.639	.806	.635	.861	.732	.795	.813	.881	.792	.889	.853				

Traffic Data Service

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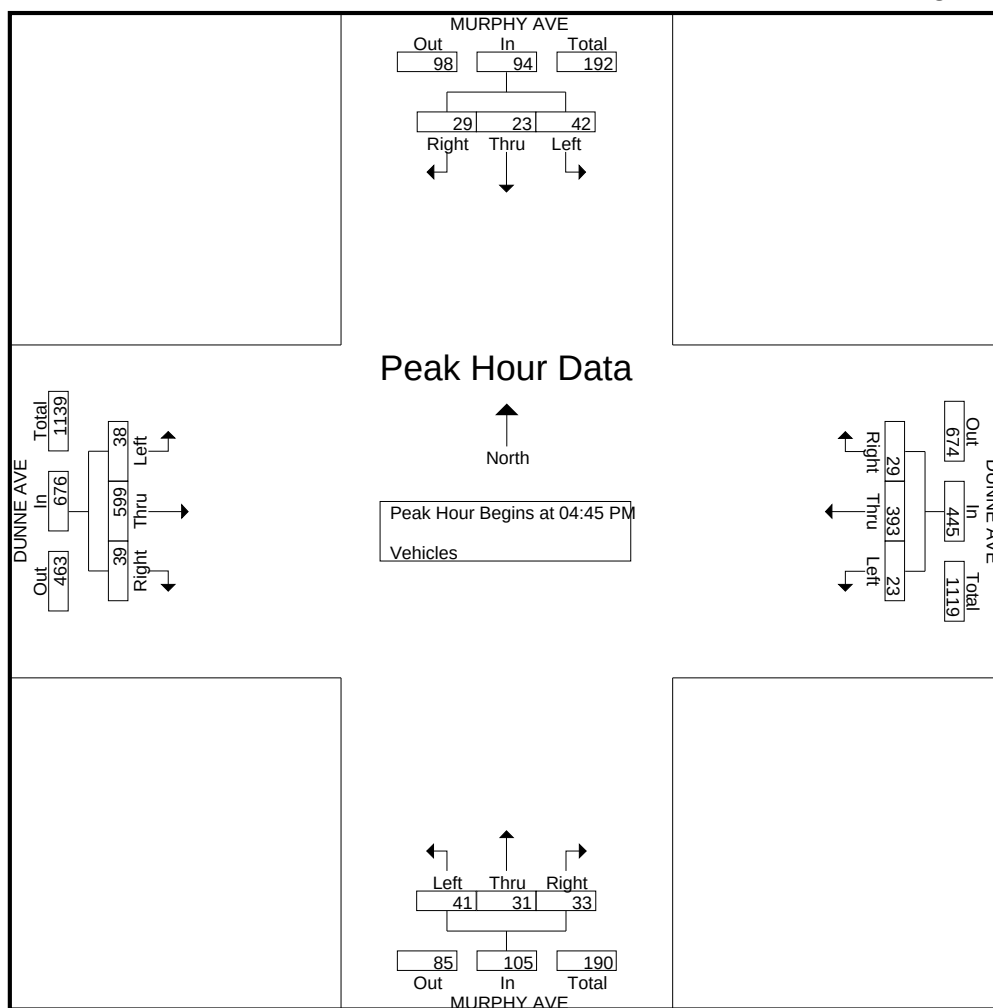
tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 5/14/2014

Page No : 2



Traffic Data Service

Campbell, CA
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tdsbay@cs.com

File Name : 7AM FINAL
Site Code : 00000007
Start Date : 10/22/2013
Page No : 1

Groups Printed- Vehicles

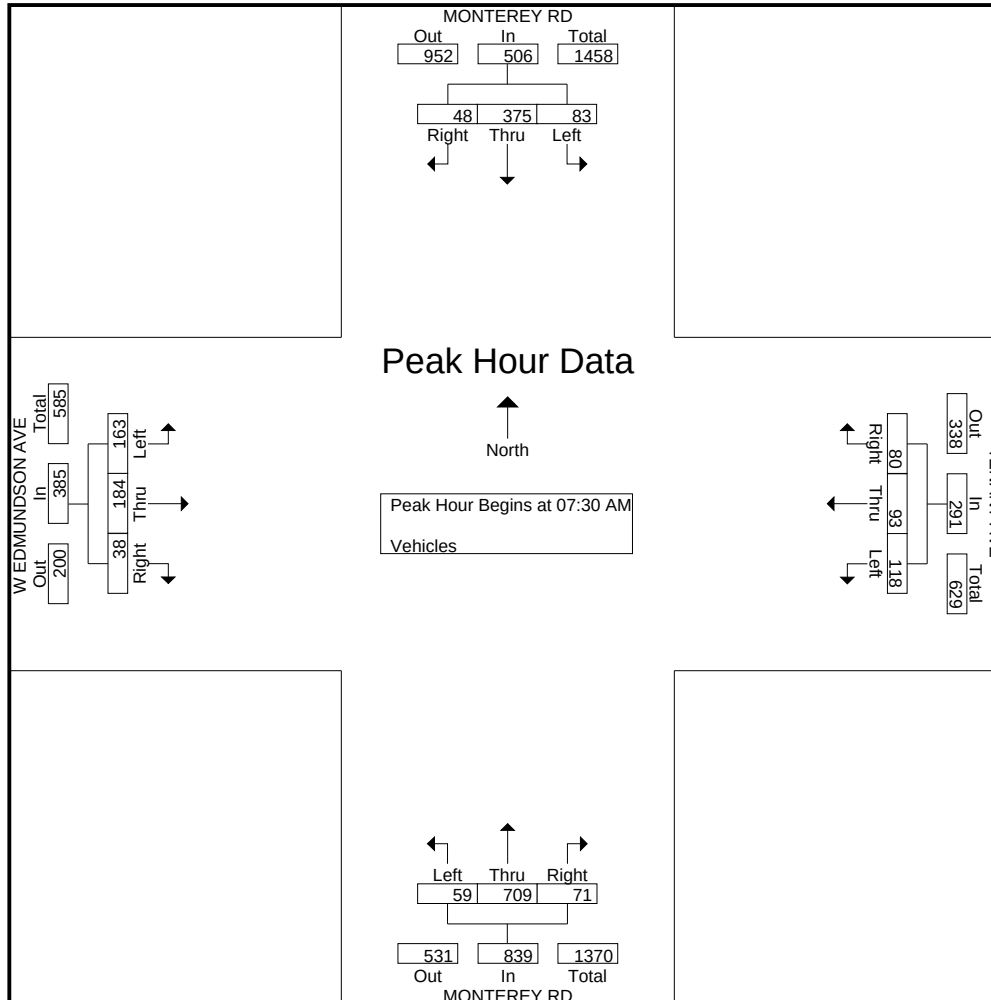
	MONTEREY RD Southbound					TENANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	55	8	1	69	23	9	14	1	47	10	160	8	1	179	8	28	22	4	62	357
07:15 AM	3	67	9	1	80	16	19	24	1	60	12	163	10	0	185	12	33	37	0	82	407
07:30 AM	6	111	15	0	132	23	16	34	0	73	20	224	7	1	252	10	57	40	2	109	566
07:45 AM	14	83	18	0	115	19	36	26	0	81	17	205	13	0	235	9	39	44	0	92	523
Total	28	316	50	2	396	81	80	98	2	261	59	752	38	2	851	39	157	143	6	345	1853
08:00 AM	17	102	24	1	144	25	23	29	2	79	15	160	20	0	195	12	37	33	1	83	501
08:15 AM	11	79	26	1	117	13	18	29	0	60	19	120	19	2	160	7	51	46	0	104	441
08:30 AM	13	68	20	0	101	18	20	17	0	55	10	106	11	1	128	8	29	33	0	70	354
08:45 AM	14	88	26	0	128	24	25	35	1	85	7	92	18	1	118	8	34	24	0	66	397
Total	55	337	96	2	490	80	86	110	3	279	51	478	68	4	601	35	151	136	1	323	1693
Grand Total	83	653	146	4	886	161	166	208	5	540	110	1230	106	6	1452	74	308	279	7	668	3546
Apprch %	9.4	73.7	16.5	0.5		29.8	30.7	38.5	0.9		7.6	84.7	7.3	0.4		11.1	46.1	41.8	1		
Total %	2.3	18.4	4.1	0.1	25	4.5	4.7	5.9	0.1	15.2	3.1	34.7	3	0.2	40.9	2.1	8.7	7.9	0.2	18.8	

	MONTEREY RD Southbound				TENANT AVE Westbound				MONTEREY RD Northbound				W EDMUNDSON 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	6	111	15	132	23	16	34	73	20	224	7	251	10	57	40	107	563
07:45 AM	14	83	18	115	19	36	26	81	17	205	13	235	9	39	44	92	523
08:00 AM	17	102	24	143	25	23	29	77	15	160	20	195	12	37	33	82	497
08:15 AM	11	79	26	116	13	18	29	60	19	120	19	158	7	51	46	104	438
Total Volume	48	375	83	506	80	93	118	291	71	709	59	839	38	184	163	385	2021
% App. Total	9.5	74.1	16.4		27.5	32	40.5		8.5	84.5	7		9.9	47.8	42.3		
PHF	.706	.845	.798	.885	.800	.646	.868	.898	.888	.791	.738	.836	.792	.807	.886	.900	.897

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File Name : 7AM FINAL
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Traffic Data Service

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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 10/22/2013
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Groups Printed- Vehicles

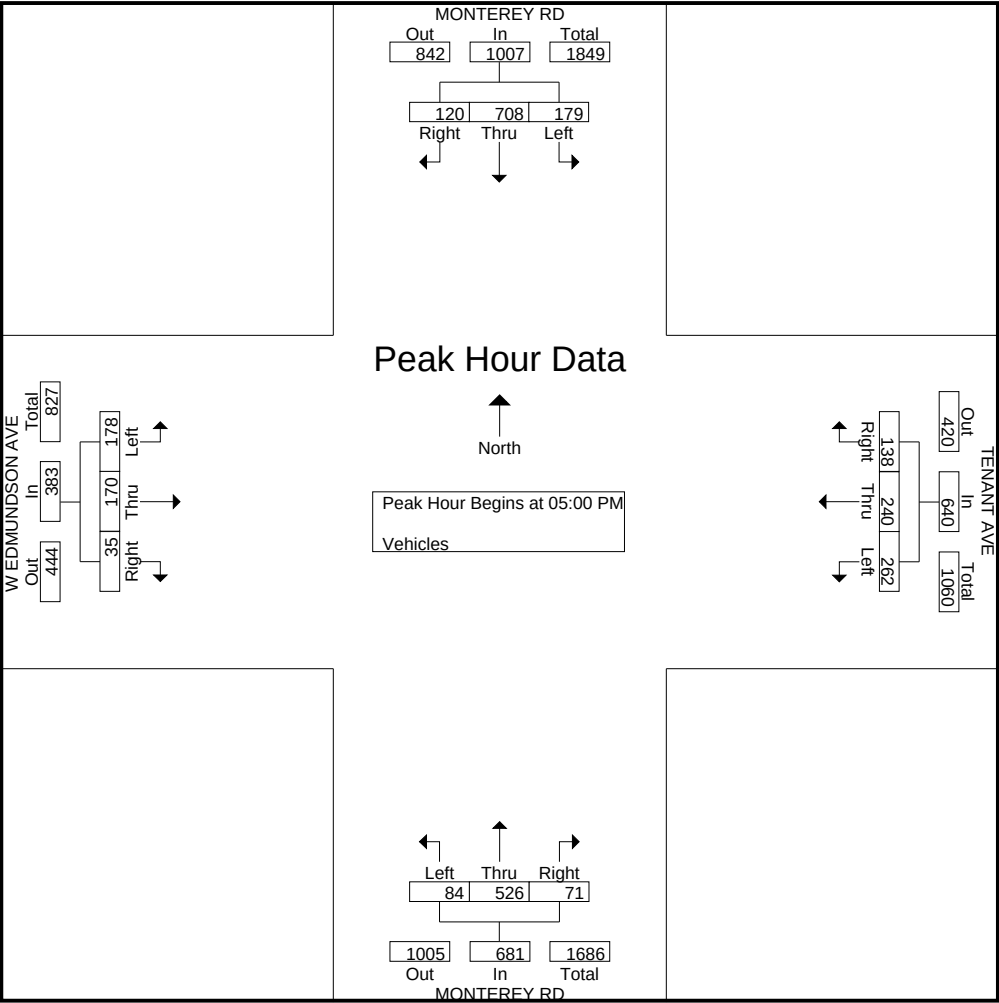
	MONTEREY RD Southbound					TENANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	160	51	0	237	40	36	53	0	129	12	122	13	2	149	5	36	38	3	82	597
04:15 PM	24	153	40	0	217	23	48	58	1	130	19	105	23	1	148	17	43	33	0	93	588
04:30 PM	30	155	45	1	231	40	52	80	1	173	20	103	22	2	147	7	36	52	0	95	646
04:45 PM	28	189	39	0	256	25	33	64	0	122	15	124	23	0	162	5	51	36	2	94	634
Total	108	657	175	1	941	128	169	255	2	554	66	454	81	5	606	34	166	159	5	364	2465
05:00 PM	36	195	46	1	278	32	62	80	2	176	21	123	18	0	162	6	41	48	0	95	711
05:15 PM	25	164	45	0	234	36	56	58	1	151	15	142	17	2	176	10	44	44	0	98	659
05:30 PM	33	183	50	3	269	37	52	60	4	153	14	128	25	2	169	8	47	42	1	98	689
05:45 PM	26	166	38	0	230	33	70	64	2	169	21	133	24	6	184	11	38	44	1	94	677
Total	120	708	179	4	1011	138	240	262	9	649	71	526	84	10	691	35	170	178	2	385	2736
Grand Total	228	1365	354	5	1952	266	409	517	11	1203	137	980	165	15	1297	69	336	337	7	749	5201
Apprch %	11.7	69.9	18.1	0.3		22.1	34	43	0.9		10.6	75.6	12.7	1.2		9.2	44.9	45	0.9		
Total %	4.4	26.2	6.8	0.1	37.5	5.1	7.9	9.9	0.2	23.1	2.6	18.8	3.2	0.3	24.9	1.3	6.5	6.5	0.1	14.4	

	MONTEREY RD Southbound				TENANT AVE Westbound				MONTEREY RD Northbound				W EDMUNDSON 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	36	195	46	277	32	62	80	174	21	123	18	162	6	41	48	95	708
05:15 PM	25	164	45	234	36	56	58	150	15	142	17	174	10	44	44	98	656
05:30 PM	33	183	50	266	37	52	60	149	14	128	25	167	8	47	42	97	679
05:45 PM	26	166	38	230	33	70	64	167	21	133	24	178	11	38	44	93	668
Total Volume	120	708	179	1007	138	240	262	640	71	526	84	681	35	170	178	383	2711
% App. Total	11.9	70.3	17.8		21.6	37.5	40.9		10.4	77.2	12.3		9.1	44.4	46.5		
PHF	.833	.908	.895	.909	.932	.857	.819	.920	.845	.926	.840	.956	.795	.904	.927	.977	.957

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File Name : 1AM FINAL

Site Code : 00000001

Start Date : 5/14/2014

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Groups Printed- Vehicles

	BUTTERFIELD BLVD Southbound					TENNANT AVE Westbound					BUTTERFIELD BLVD 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	10	10	12	0	32	64	128	20	0	212	106	155	1	0	262	1	84	36	1	122	628
07:15 AM	17	20	8	0	45	70	147	14	0	231	113	128	4	0	245	0	123	33	0	156	677
07:30 AM	19	32	21	0	72	69	151	50	0	270	115	105	5	0	225	1	174	45	0	220	787
07:45 AM	39	39	27	0	105	57	214	63	0	334	111	119	4	0	234	4	131	50	0	185	858
Total	85	101	68	0	254	260	640	147	0	1047	445	507	14	0	966	6	512	164	1	683	2950
08:00 AM	22	27	15	0	64	39	201	50	1	291	89	75	5	0	169	1	109	32	0	142	666
08:15 AM	23	13	9	0	45	19	162	23	0	204	91	56	7	0	154	1	109	48	0	158	561
08:30 AM	16	18	15	0	49	21	136	32	0	189	79	58	5	0	142	0	133	29	0	162	542
08:45 AM	24	24	17	0	65	16	174	30	0	220	78	50	8	0	136	2	99	36	3	140	561
Total	85	82	56	0	223	95	673	135	1	904	337	239	25	0	601	4	450	145	3	602	2330
Grand Total	170	183	124	0	477	355	1313	282	1	1951	782	746	39	0	1567	10	962	309	4	1285	5280
Apprch %	35.6	38.4	26	0		18.2	67.3	14.5	0.1		49.9	47.6	2.5	0		0.8	74.9	24	0.3		
Total %	3.2	3.5	2.3	0	9	6.7	24.9	5.3	0	37	14.8	14.1	0.7	0	29.7	0.2	18.2	5.9	0.1	24.3	

	BUTTERFIELD BLVD Southbound				TENNANT AVE Westbound				BUTTERFIELD BLVD 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	17	20	8	45	70	147	14	231	113	128	4	245	0	123	33	156	677
07:30 AM	19	32	21	72	69	151	50	270	115	105	5	225	1	174	45	220	787
07:45 AM	39	39	27	105	57	214	63	334	111	119	4	234	4	131	50	185	858
08:00 AM	22	27	15	64	39	201	50	290	89	75	5	169	1	109	32	142	665
Total Volume	97	118	71	286	235	713	177	1125	428	427	18	873	6	537	160	703	2987
% App. Total	33.9	41.3	24.8		20.9	63.4	15.7		49	48.9	2.1		0.9	76.4	22.8		
PHF	.622	.756	.657	.681	.839	.833	.702	.842	.930	.834	.900	.891	.375	.772	.800	.799	.870

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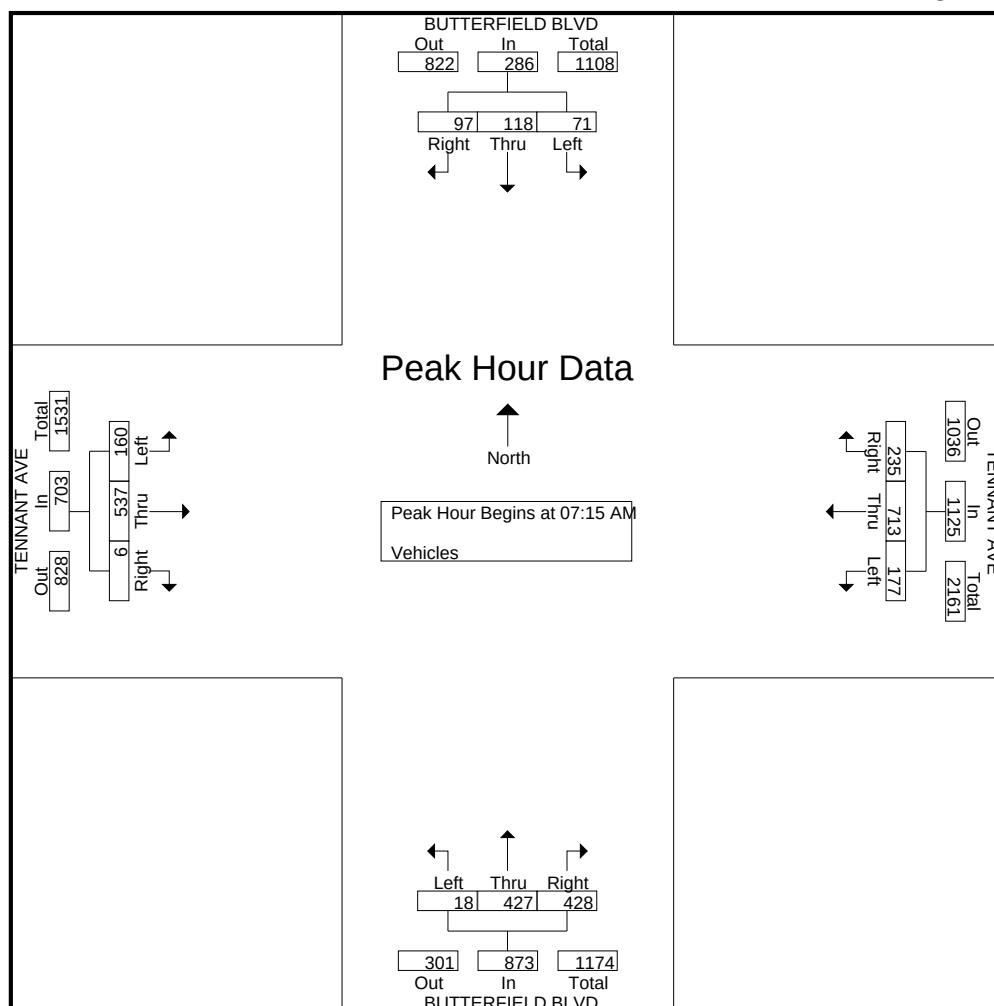
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Site Code : 00000001

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Site Code : 00000001

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Groups Printed- Vehicles

	BUTTERFIELD BLVD Southbound					TENNANT AVE Westbound					BUTTERFIELD BLVD 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	52	88	61	0	201	23	129	76	0	228	35	27	4	0	66	1	189	58	0	248	743
04:15 PM	44	53	33	0	130	8	190	59	0	257	42	20	1	0	63	7	165	43	0	215	665
04:30 PM	52	74	48	0	174	24	154	61	0	239	50	23	2	0	75	8	215	45	1	269	757
04:45 PM	47	84	40	1	172	7	172	73	0	252	52	23	3	0	78	5	162	50	1	218	720
Total	195	299	182	1	677	62	645	269	0	976	179	93	10	0	282	21	731	196	2	950	2885
05:00 PM	35	96	49	0	180	23	139	56	0	218	44	27	1	0	72	10	242	70	0	322	792
05:15 PM	48	87	59	1	195	16	156	67	0	239	38	19	2	0	59	6	221	56	0	283	776
05:30 PM	44	101	39	0	184	15	140	57	1	213	41	25	1	1	68	5	193	36	0	234	699
05:45 PM	36	51	28	0	115	10	172	58	0	240	43	32	1	1	77	1	182	41	0	224	656
Total	163	335	175	1	674	64	607	238	1	910	166	103	5	2	276	22	838	203	0	1063	2923
Grand Total	358	634	357	2	1351	126	1252	507	1	1886	345	196	15	2	558	43	1569	399	2	2013	5808
Apprch %	26.5	46.9	26.4	0.1		6.7	66.4	26.9	0.1		61.8	35.1	2.7	0.4		2.1	77.9	19.8	0.1		
Total %	6.2	10.9	6.1	0	23.3	2.2	21.6	8.7	0	32.5	5.9	3.4	0.3	0	9.6	0.7	27	6.9	0	34.7	

	BUTTERFIELD BLVD Southbound				TENNANT AVE Westbound				BUTTERFIELD BLVD 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	52	74	48	174	24	154	61	239	50	23	2	75	8	215	45	268	756
04:45 PM	47	84	40	171	7	172	73	252	52	23	3	78	5	162	50	217	718
05:00 PM	35	96	49	180	23	139	56	218	44	27	1	72	10	242	70	322	792
05:15 PM	48	87	59	194	16	156	67	239	38	19	2	59	6	221	56	283	775
Total Volume	182	341	196	719	70	621	257	948	184	92	8	284	29	840	221	1090	3041
% App. Total	25.3	47.4	27.3		7.4	65.5	27.1		64.8	32.4	2.8		2.7	77.1	20.3		
PHF	.875	.888	.831	.927	.729	.903	.880	.940	.885	.852	.667	.910	.725	.868	.789	.846	.960

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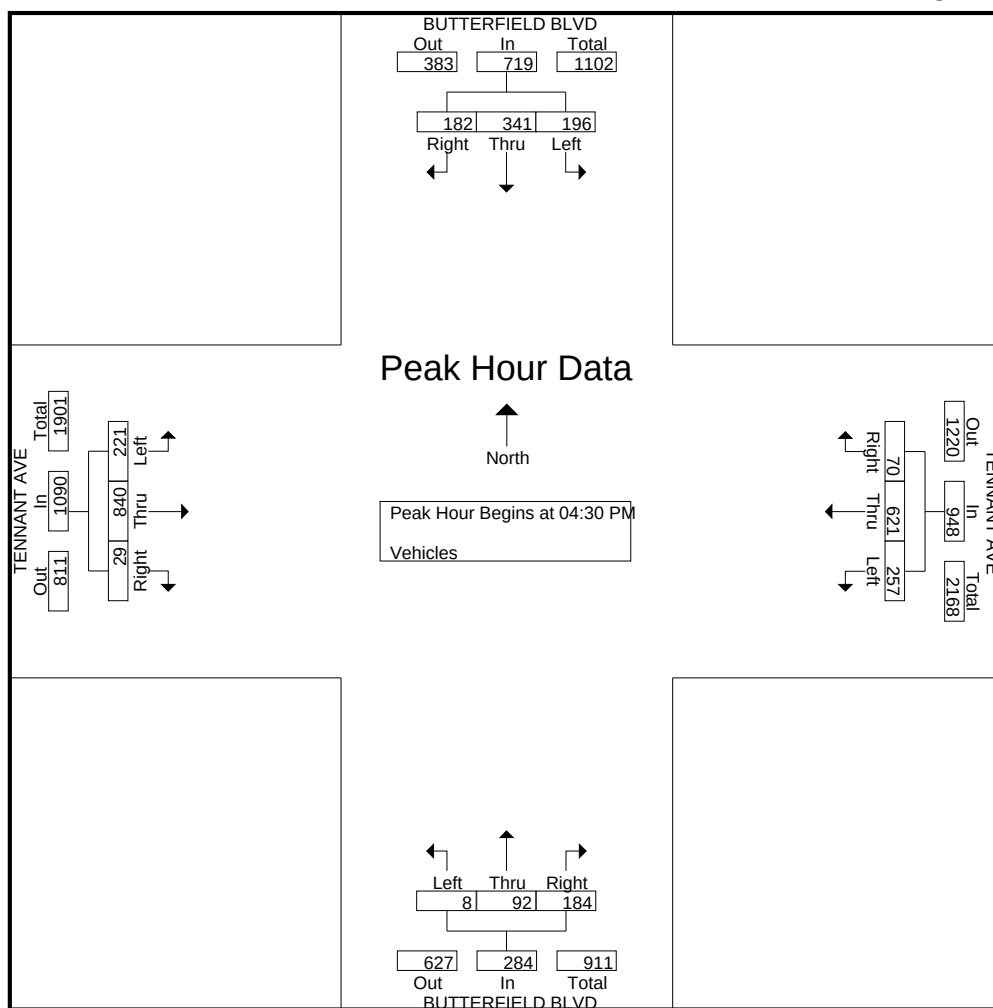
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File Name : 1PM FINAL

Site Code : 00000001

Start Date : 5/14/2014

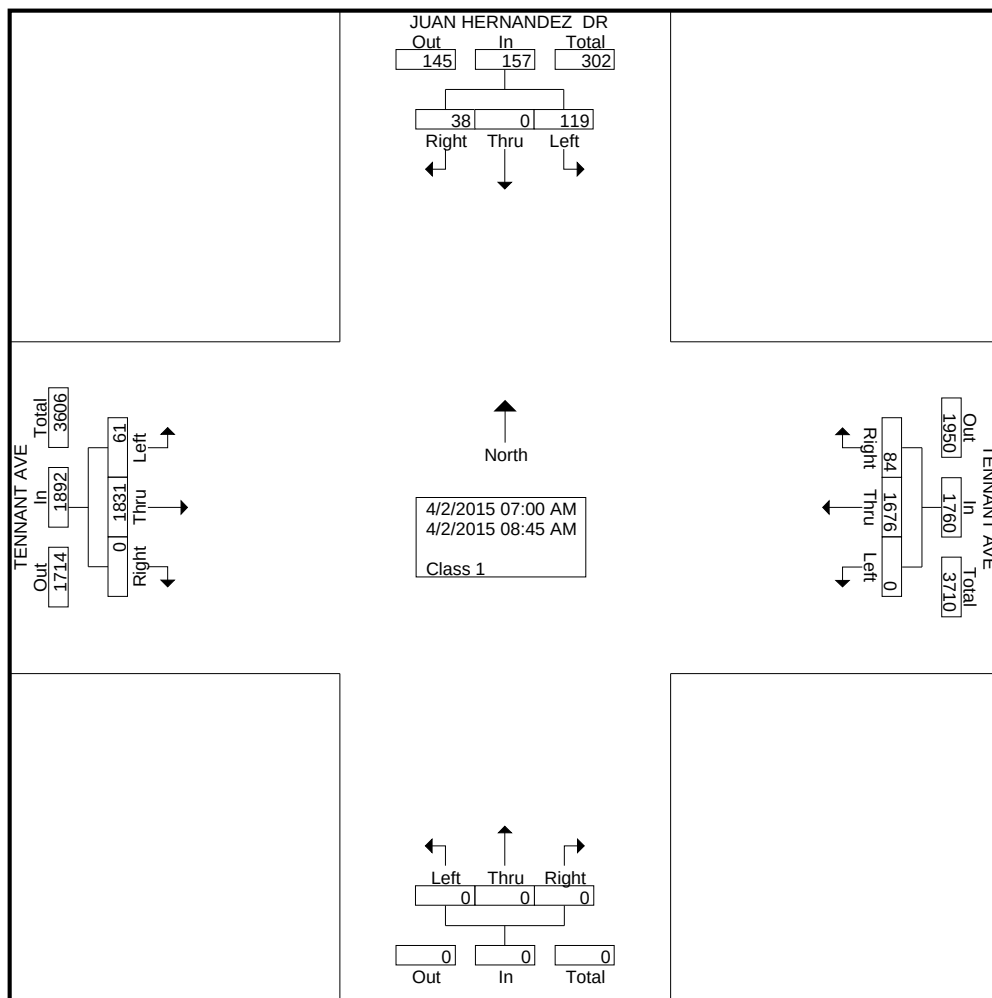
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File Name : #7 JUANHERNANDEZ&TENNANTAM
Site Code :
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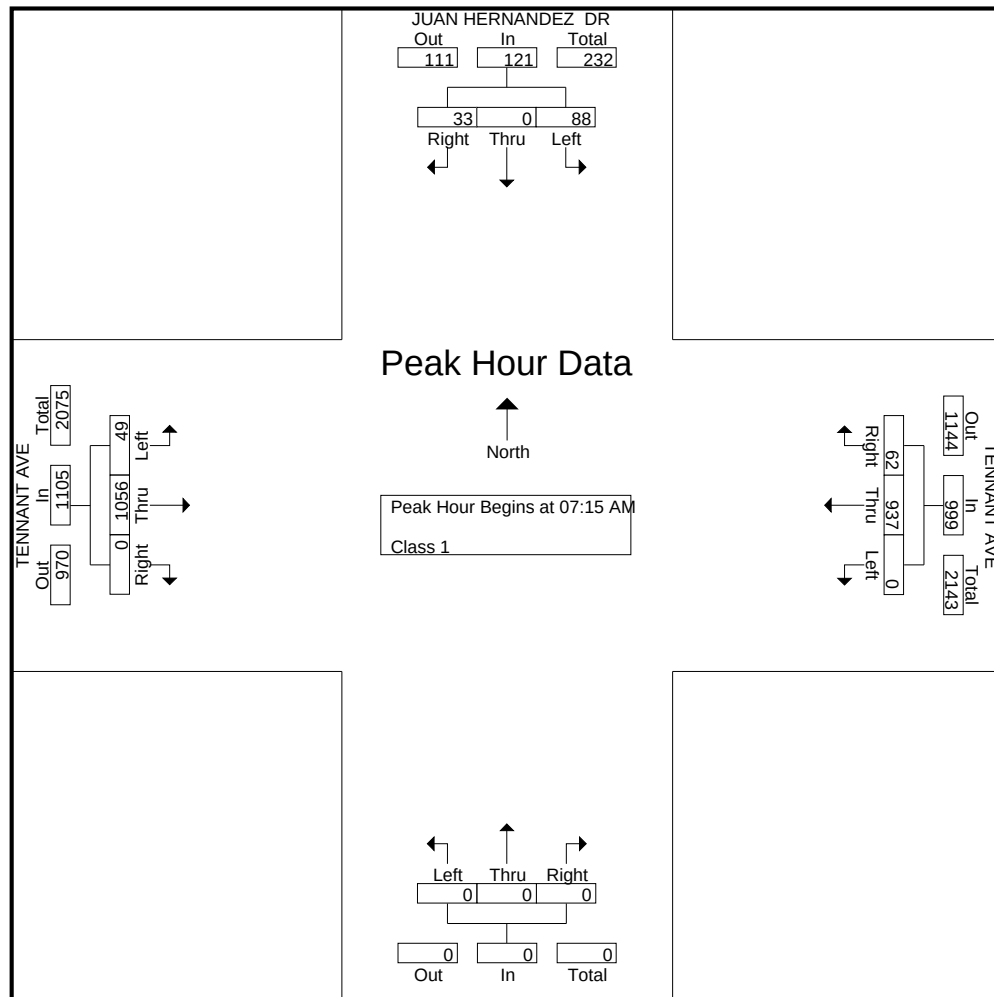
Groups Printed- Class 1

	JUAN HERNANDEZ DR Southbound			TENNANT AVE Westbound			Northbound			TENNANT AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	2	0	7	4	132	0	0	0	0	0	196	2	343
07:15 AM	6	0	19	9	177	0	0	0	0	0	242	7	460
07:30 AM	9	0	27	22	215	0	0	0	0	0	292	23	588
07:45 AM	16	0	34	24	298	0	0	0	0	0	299	17	688
Total	33	0	87	59	822	0	0	0	0	0	1029	49	2079
08:00 AM	2	0	8	7	247	0	0	0	0	0	223	2	489
08:15 AM	1	0	3	6	223	0	0	0	0	0	211	4	448
08:30 AM	0	0	7	6	212	0	0	0	0	0	173	3	401
08:45 AM	2	0	14	6	172	0	0	0	0	0	195	3	392
Total	5	0	32	25	854	0	0	0	0	0	802	12	1730
Grand Total	38	0	119	84	1676	0	0	0	0	0	1831	61	3809
Apprch %	24.2	0	75.8	4.8	95.2	0	0	0	0	0	96.8	3.2	
Total %	1	0	3.1	2.2	44	0	0	0	0	0	48.1	1.6	



File Name : #7 JUANHERNANDEZ&TENNANTAM
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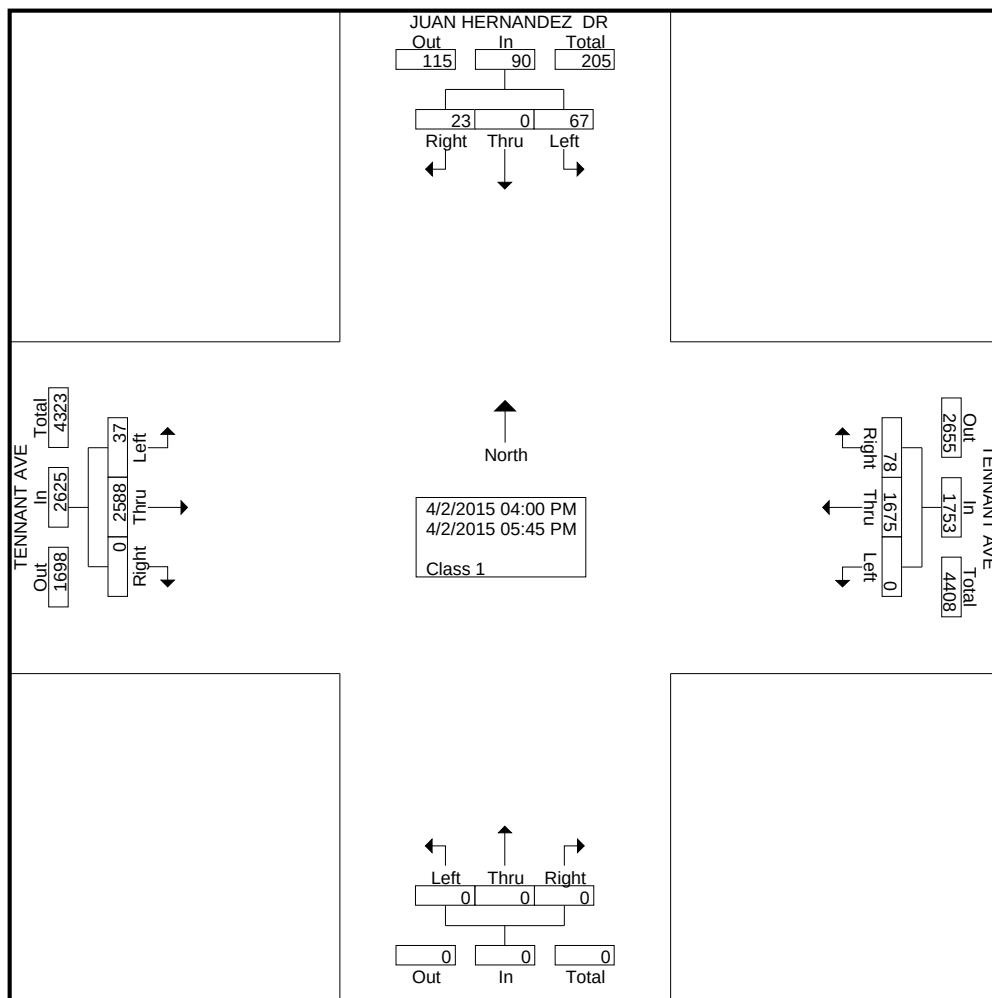
	JUAN HERNANDEZ DR Southbound				TENNANT AVE Westbound				Northbound				TENNANT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	0	19	25	9	177	0	186	0	0	0	0	0	242	7	249	460
07:30 AM	9	0	27	36	22	215	0	237	0	0	0	0	0	292	23	315	588
07:45 AM	16	0	34	50	24	298	0	322	0	0	0	0	0	299	17	316	688
08:00 AM	2	0	8	10	7	247	0	254	0	0	0	0	0	223	2	225	489
Total Volume	33	0	88	121	62	937	0	999	0	0	0	0	0	1056	49	1105	2225
% App. Total	27.3	0	72.7		6.2	93.8	0		0	0	0		0	95.6	4.4		
PHF	.516	.000	.647	.605	.646	.786	.000	.776	.000	.000	.000	.000	.000	.883	.533	.874	.809



File Name : #7 JUANHERNANDEZ&TENNANTPM
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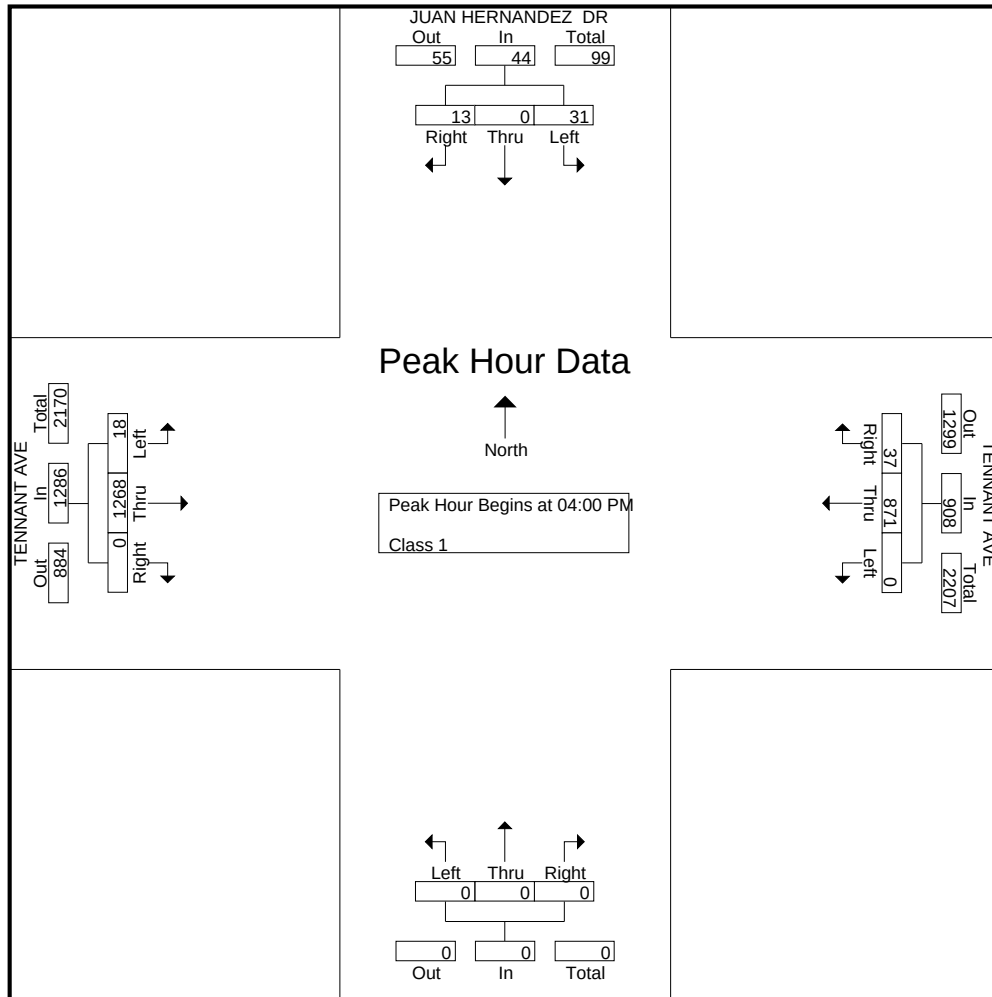
Groups Printed- Class 1

	JUAN HERNANDEZ DR Southbound			TENNANT AVE Westbound			Northbound			TENNANT AVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	4	0	8	15	208	0	0	0	0	0	326	1	562
04:15 PM	1	0	8	6	261	0	0	0	0	0	287	5	568
04:30 PM	3	0	7	7	209	0	0	0	0	0	322	6	554
04:45 PM	5	0	8	9	193	0	0	0	0	0	333	6	554
Total	13	0	31	37	871	0	0	0	0	0	1268	18	2238
05:00 PM	2	0	8	4	190	0	0	0	0	0	319	4	527
05:15 PM	6	0	4	10	184	0	0	0	0	0	355	7	566
05:30 PM	2	0	13	18	223	0	0	0	0	0	323	4	583
05:45 PM	0	0	11	9	207	0	0	0	0	0	323	4	554
Total	10	0	36	41	804	0	0	0	0	0	1320	19	2230
Grand Total	23	0	67	78	1675	0	0	0	0	0	2588	37	4468
Apprch %	25.6	0	74.4	4.4	95.6	0	0	0	0	0	98.6	1.4	
Total %	0.5	0	1.5	1.7	37.5	0	0	0	0	0	57.9	0.8	



File Name : #7 JUANHERNANDEZ&TENNANTPM
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	JUAN HERNANDEZ DR 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 04:00 PM																	
04:00 PM	4	0	8	12	15	208	0	223	0	0	0	0	0	326	1	327	562
04:15 PM	1	0	8	9	6	261	0	267	0	0	0	0	0	287	5	292	568
04:30 PM	3	0	7	10	7	209	0	216	0	0	0	0	0	322	6	328	554
04:45 PM	5	0	8	13	9	193	0	202	0	0	0	0	0	333	6	339	554
Total Volume	13	0	31	44	37	871	0	908	0	0	0	0	0	1268	18	1286	2238
% App. Total	29.5	0	70.5		4.1	95.9	0		0	0	0		0	98.6	1.4		
PHF	.650	.000	.969	.846	.617	.834	.000	.850	.000	.000	.000	.000	.000	.952	.750	.948	.985



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Groups Printed- Vehicles

	US-101 SB RAMPS Southbound					TENNANT AVE Westbound					US-101 SB 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	76	0	5	0	81	0	147	5	0	152	0	0	0	0	0	37	176	0	0	213	446
07:15 AM	95	0	4	0	99	0	150	10	0	160	0	0	0	0	0	32	215	0	0	247	506
07:30 AM	96	0	9	0	105	0	235	16	0	251	0	0	0	0	0	76	227	0	0	303	659
07:45 AM	135	0	11	0	146	0	221	24	0	245	0	0	0	0	0	61	223	0	0	284	675
Total	402	0	29	0	431	0	753	55	0	808	0	0	0	0	0	206	841	0	0	1047	2286
08:00 AM	106	2	8	0	116	0	133	9	0	142	0	0	0	0	0	52	201	0	0	253	511
08:15 AM	92	0	5	0	97	0	115	13	0	128	0	0	0	0	0	44	174	0	0	218	443
08:30 AM	92	0	6	0	98	0	105	14	0	119	0	0	0	0	0	34	199	0	0	233	450
08:45 AM	112	0	7	0	119	0	113	16	0	129	0	0	0	0	0	50	154	0	0	204	452
Total	402	2	26	0	430	0	466	52	0	518	0	0	0	0	0	180	728	0	0	908	1856
Grand Total	804	2	55	0	861	0	1219	107	0	1326	0	0	0	0	0	386	1569	0	0	1955	4142
Apprch %	93.4	0.2	6.4	0		0	91.9	8.1	0		0	0	0	0		19.7	80.3	0	0		
Total %	19.4	0	1.3	0	20.8	0	29.4	2.6	0	32	0	0	0	0	0	9.3	37.9	0	0	47.2	

	US-101 SB RAMPS Southbound				TENNANT AVE Westbound				US-101 SB 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 07:15 AM																	
07:15 AM	95	0	4	99	0	150	10	160	0	0	0	0	32	215	0	247	506
07:30 AM	96	0	9	105	0	235	16	251	0	0	0	0	76	227	0	303	659
07:45 AM	135	0	11	146	0	221	24	245	0	0	0	0	61	223	0	284	675
08:00 AM	106	2	8	116	0	133	9	142	0	0	0	0	52	201	0	253	511
Total Volume	432	2	32	466	0	739	59	798	0	0	0	0	221	866	0	1087	2351
% App. Total	92.7	0.4	6.9		0	92.6	7.4		0	0	0	0	20.3	79.7	0		
PHF	.800	.250	.727	.798	.000	.786	.615	.795	.000	.000	.000	.000	.727	.954	.000	.897	.871

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Campbell, CA

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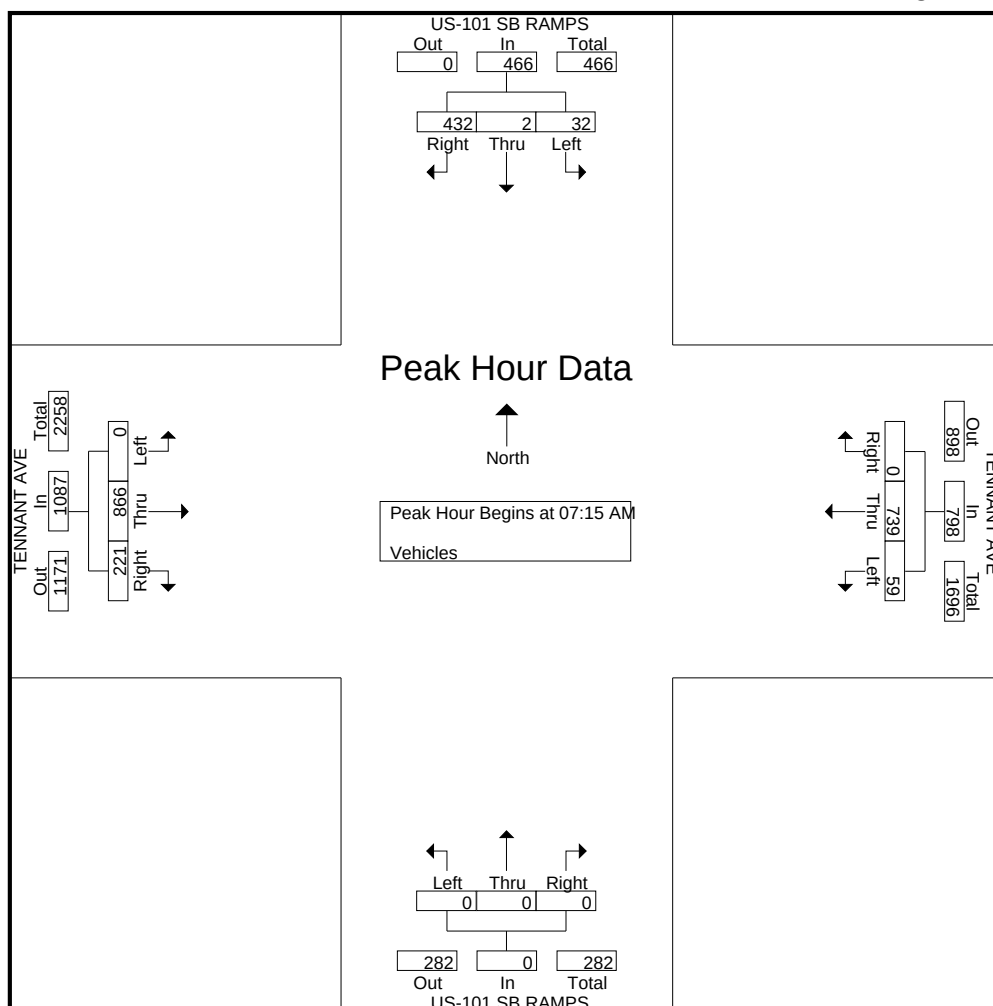
tdsbay@cs.com

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 5/14/2014

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(408) 377-2988
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Site Code : 00000011
Start Date : 5/14/2014
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Groups Printed- Vehicles

	US-101 SB RAMPS Southbound					TENNANT AVE Westbound					US-101 SB 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	141	1	12	0	154	0	109	14	0	123	0	0	0	0	0	118	176	0	0	294	571
04:15 PM	118	1	14	0	133	0	132	13	0	145	0	0	0	0	0	80	156	0	0	236	514
04:30 PM	135	1	20	1	157	0	119	16	0	135	0	0	0	0	0	117	216	0	0	333	625
04:45 PM	153	0	14	0	167	0	110	19	0	129	0	0	0	0	0	90	177	0	0	267	563
Total	547	3	60	1	611	0	470	62	0	532	0	0	0	0	0	405	725	0	0	1130	2273
05:00 PM	119	0	19	0	138	0	114	17	0	131	0	0	0	0	0	122	193	0	0	315	584
05:15 PM	117	0	23	0	140	0	124	21	0	145	0	0	0	0	0	118	205	0	0	323	608
05:30 PM	132	1	26	1	160	0	110	18	0	128	0	0	0	0	0	89	181	0	0	270	558
05:45 PM	132	0	22	0	154	0	104	19	0	123	0	0	0	0	0	73	179	0	0	252	529
Total	500	1	90	1	592	0	452	75	0	527	0	0	0	0	0	402	758	0	0	1160	2279
Grand Total	1047	4	150	2	1203	0	922	137	0	1059	0	0	0	0	0	807	1483	0	0	2290	4552
Apprch %	87	0.3	12.5	0.2		0	87.1	12.9	0		0	0	0	0		35.2	64.8	0	0		
Total %	23	0.1	3.3	0	26.4	0	20.3	3	0	23.3	0	0	0	0	0	17.7	32.6	0	0	50.3	

	US-101 SB RAMPS Southbound				TENNANT AVE Westbound				US-101 SB 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 04:30 PM																	
04:30 PM	135	1	20	156	0	119	16	135	0	0	0	0	117	216	0	333	624
04:45 PM	153	0	14	167	0	110	19	129	0	0	0	0	90	177	0	267	563
05:00 PM	119	0	19	138	0	114	17	131	0	0	0	0	122	193	0	315	584
05:15 PM	117	0	23	140	0	124	21	145	0	0	0	0	118	205	0	323	608
Total Volume	524	1	76	601	0	467	73	540	0	0	0	0	447	791	0	1238	2379
% App. Total	87.2	0.2	12.6		0	86.5	13.5		0	0	0		36.1	63.9	0		
PHF	.856	.250	.826	.900	.000	.942	.869	.931	.000	.000	.000	.000	.916	.916	.000	.929	.953

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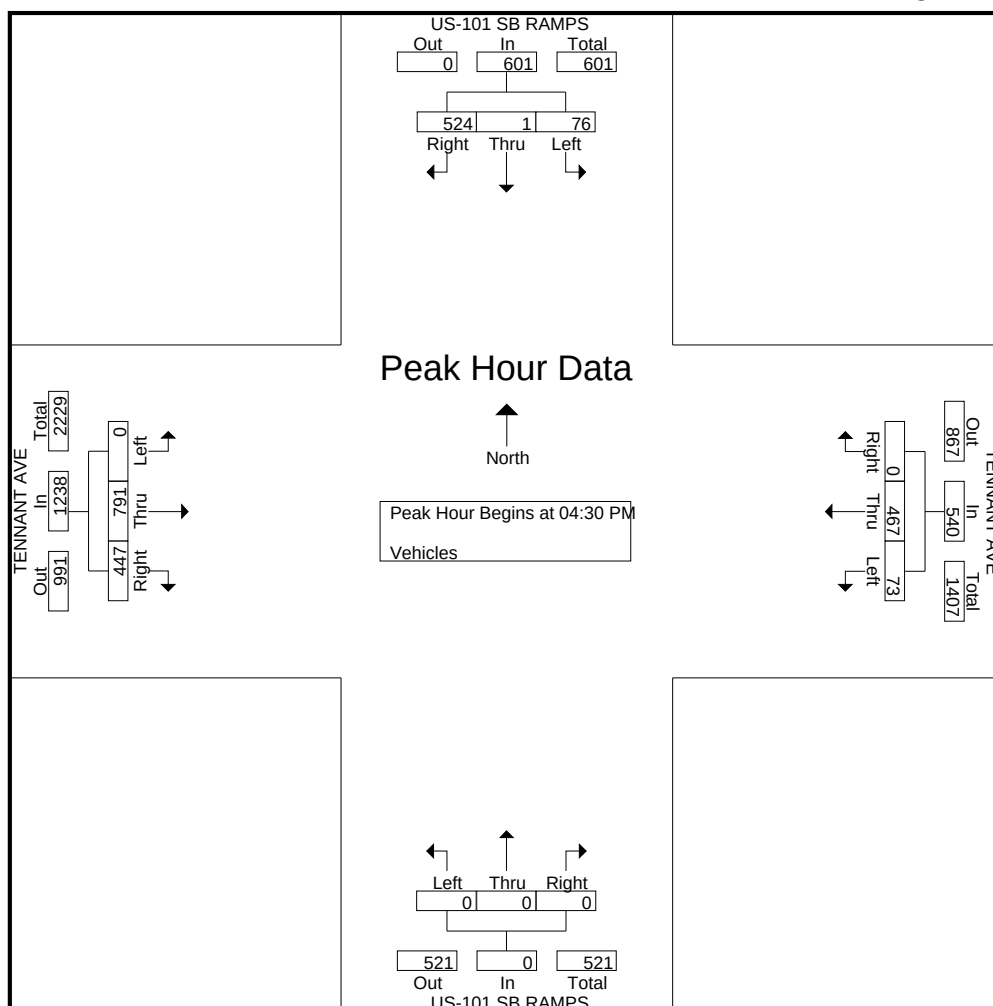
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Site Code : 00000010

Start Date : 5/14/2014

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Groups Printed- Vehicles

	US-101 NB RAMPS 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	41	60	0	0	101	33	1	89	0	123	126	51	0	0	177	401
07:15 AM	0	0	0	0	0	33	59	0	0	92	34	1	109	0	144	155	72	0	0	227	463
07:30 AM	0	0	0	0	0	21	127	0	0	148	43	0	117	0	160	134	96	0	0	230	538
07:45 AM	0	0	0	0	0	34	127	0	0	161	30	1	116	0	147	156	81	0	0	237	545
Total	0	0	0	0	0	129	373	0	0	502	140	3	431	0	574	571	300	0	0	871	1947
08:00 AM	0	0	0	0	0	32	78	0	0	110	16	0	58	0	74	140	71	1	0	212	396
08:15 AM	0	0	0	0	0	16	72	0	0	88	12	2	59	0	73	117	61	0	0	178	339
08:30 AM	0	0	0	0	0	36	73	0	0	109	22	1	49	0	72	152	58	0	0	210	391
08:45 AM	0	0	0	0	0	25	74	0	0	99	9	0	54	0	63	121	40	0	0	161	323
Total	0	0	0	0	0	109	297	0	0	406	59	3	220	0	282	530	230	1	0	761	1449
Grand Total	0	0	0	0	0	238	670	0	0	908	199	6	651	0	856	1101	530	1	0	1632	3396
Apprch %	0	0	0	0		26.2	73.8	0	0		23.2	0.7	76.1	0		67.5	32.5	0.1	0		
Total %	0	0	0	0	0	7	19.7	0	0	26.7	5.9	0.2	19.2	0	25.2	32.4	15.6	0	0	48.1	

	US-101 NB RAMPS 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 07:00 AM																		
07:00 AM	0	0	0	0	41	60	0	101	33	1	89	123	126	51	0	177	401	
07:15 AM	0	0	0	0	33	59	0	92	34	1	109	144	155	72	0	227	463	
07:30 AM	0	0	0	0	21	127	0	148	43	0	117	160	134	96	0	230	538	
07:45 AM	0	0	0	0	34	127	0	161	30	1	116	147	156	81	0	237	545	
Total Volume	0	0	0	0	129	373	0	502	140	3	431	574	571	300	0	871	1947	
% App. Total	0	0	0		25.7	74.3	0		24.4	0.5	75.1		65.6	34.4	0			
PHF	.000	.000	.000	.000	.787	.734	.000	.780	.814	.750	.921	.897	.915	.781	.000	.919	.893	

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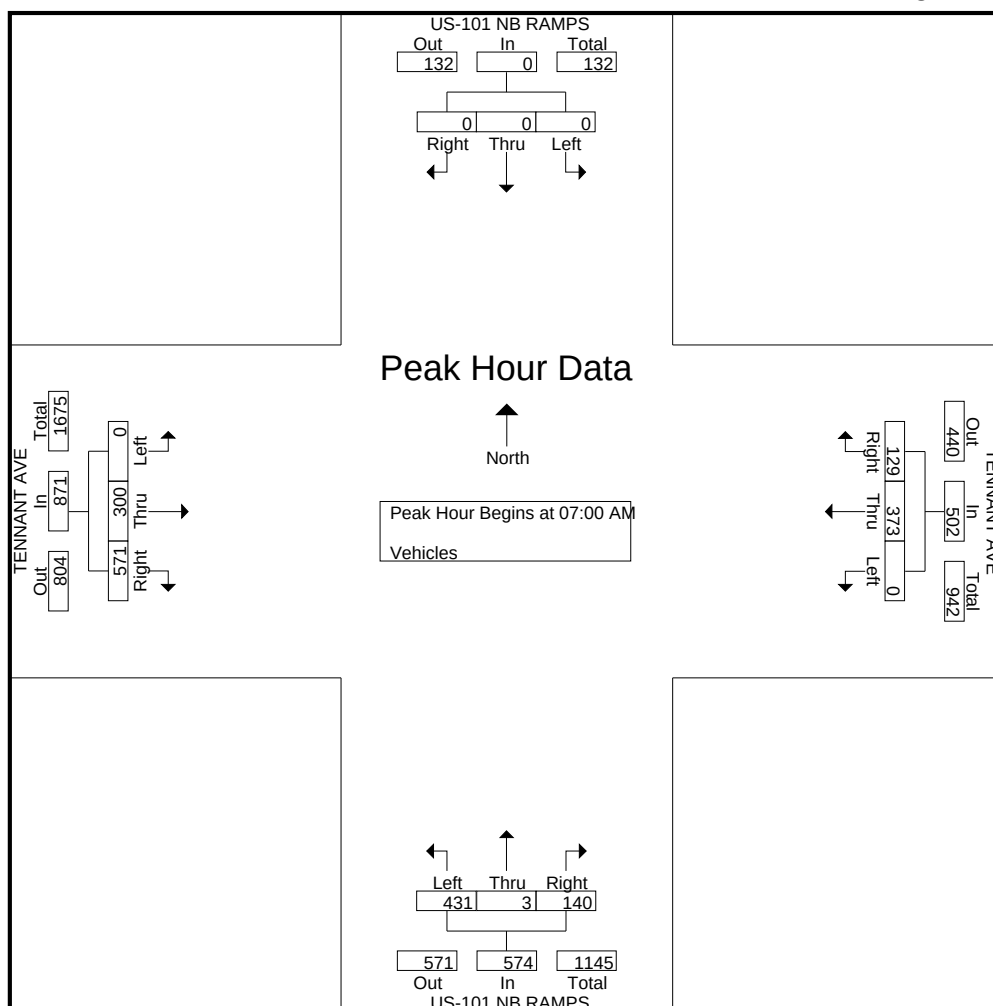
tdsbay@cs.com

File Name : 10AM FINAL

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(408) 377-2988
tdsbay@cs.com

File Name : 10PM FINAL

Site Code : 00000010

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Groups Printed- Vehicles

	US-101 NB RAMPS 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	9	66	0	0	75	31	0	60	0	91	114	72	0	0	186	352
04:15 PM	0	0	0	0	0	8	83	0	0	91	13	2	57	0	72	98	82	0	0	180	343
04:30 PM	0	0	0	1	1	10	71	0	0	81	23	1	63	0	87	115	109	0	0	224	393
04:45 PM	0	0	0	0	0	14	84	0	0	98	20	1	49	0	70	103	95	0	0	198	366
Total	0	0	0	1	1	41	304	0	0	345	87	4	229	0	320	430	358	0	0	788	1454
05:00 PM	0	0	0	0	0	19	79	0	0	98	16	0	45	0	61	123	87	0	0	210	369
05:15 PM	0	0	0	0	0	9	80	0	0	89	29	0	68	0	97	127	112	1	0	240	426
05:30 PM	0	0	0	1	1	10	73	0	0	83	25	1	50	1	77	105	103	0	0	208	369
05:45 PM	0	0	0	0	0	18	83	0	0	101	14	1	41	0	56	104	107	0	0	211	368
Total	0	0	0	1	1	56	315	0	0	371	84	2	204	1	291	459	409	1	0	869	1532
Grand Total	0	0	0	2	2	97	619	0	0	716	171	6	433	1	611	889	767	1	0	1657	2986
Apprch %	0	0	0	100		13.5	86.5	0	0		28	1	70.9	0.2		53.7	46.3	0.1	0		
Total %	0	0	0	0.1	0.1	3.2	20.7	0	0	24	5.7	0.2	14.5	0	20.5	29.8	25.7	0	0	55.5	

	US-101 NB RAMPS 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 04:30 PM																	
04:30 PM	0	0	0	0	10	71	0	81	23	1	63	87	115	109	0	224	392
04:45 PM	0	0	0	0	14	84	0	98	20	1	49	70	103	95	0	198	366
05:00 PM	0	0	0	0	19	79	0	98	16	0	45	61	123	87	0	210	369
05:15 PM	0	0	0	0	9	80	0	89	29	0	68	97	127	112	1	240	426
Total Volume	0	0	0	0	52	314	0	366	88	2	225	315	468	403	1	872	1553
% App. Total	0	0	0		14.2	85.8	0		27.9	0.6	71.4		53.7	46.2	0.1		
PHF	.000	.000	.000	.000	.684	.935	.000	.934	.759	.500	.827	.812	.921	.900	.250	.908	.911

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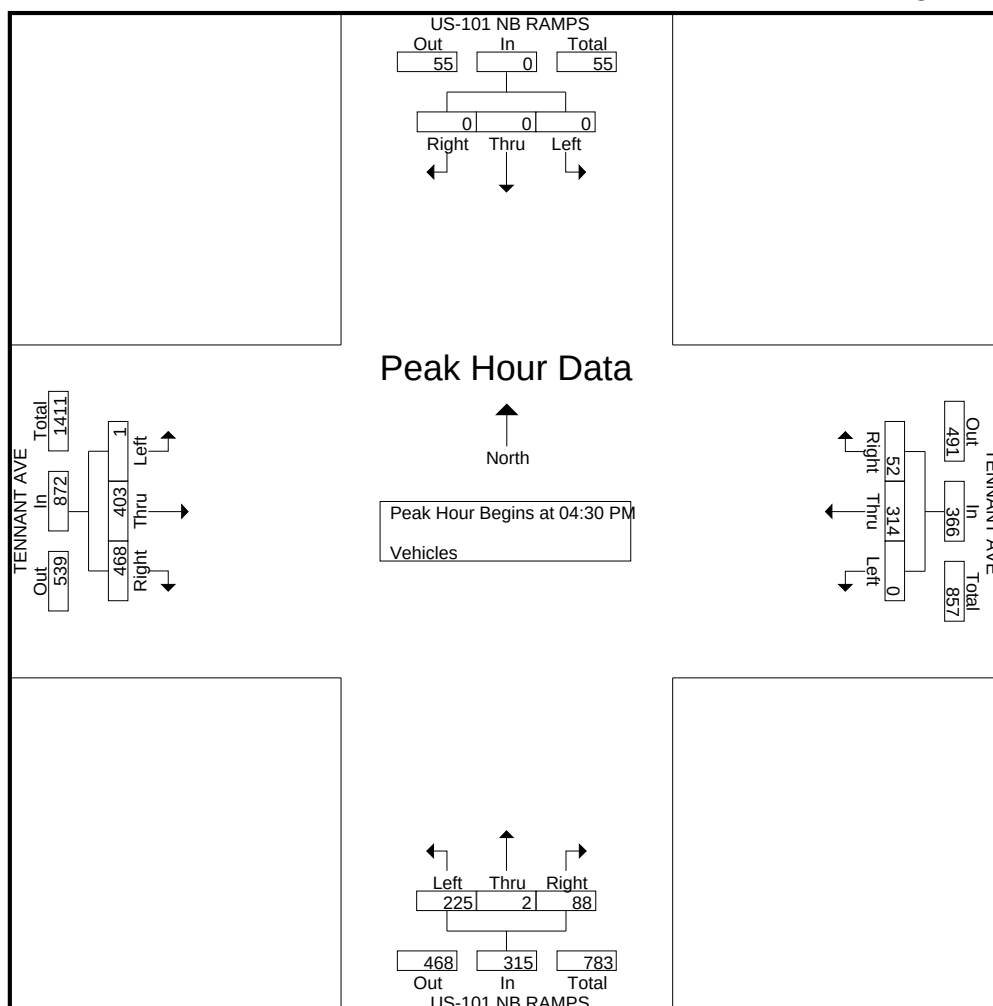
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File Name : 10PM FINAL

Site Code : 00000010

Start Date : 5/14/2014

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File Name : 5AM FINAL

Site Code : 00000005

Start Date : 5/14/2014

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Groups Printed- Vehicles

	CONDIT AVE 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	20	0	0	0	20	17	75	0	1	93	0	0	0	0	0	0	31	54	0	85	198
07:15 AM	18	0	0	0	18	13	76	0	0	89	0	0	0	0	0	0	50	55	0	105	212
07:30 AM	23	0	0	0	23	8	121	0	0	129	0	0	0	0	0	0	81	53	0	134	286
07:45 AM	20	0	1	0	21	8	144	0	0	152	0	0	0	0	0	0	69	45	0	114	287
Total	81	0	1	0	82	46	416	0	1	463	0	0	0	0	0	0	231	207	0	438	983
08:00 AM	14	0	1	0	15	6	89	0	0	95	0	0	0	0	0	0	49	38	0	87	197
08:15 AM	17	0	1	0	18	6	71	0	0	77	0	0	0	0	0	0	31	44	0	75	170
08:30 AM	26	0	4	0	30	5	79	0	0	84	0	0	0	0	0	0	43	36	0	79	193
08:45 AM	20	0	3	0	23	1	76	0	0	77	0	0	0	0	0	0	35	15	0	50	150
Total	77	0	9	0	86	18	315	0	0	333	0	0	0	0	0	0	158	133	0	291	710
Grand Total	158	0	10	0	168	64	731	0	1	796	0	0	0	0	0	0	389	340	0	729	1693
Apprch %	94	0	6	0		8	91.8	0	0.1		0	0	0	0		0	53.4	46.6	0		
Total %	9.3	0	0.6	0	9.9	3.8	43.2	0	0.1	47	0	0	0	0	0	0	23	20.1	0	43.1	

	CONDIT AVE 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 07:00 AM																	
07:00 AM	20	0	0	20	17	75	0	92	0	0	0	0	0	31	54	85	197
07:15 AM	18	0	0	18	13	76	0	89	0	0	0	0	0	50	55	105	212
07:30 AM	23	0	0	23	8	121	0	129	0	0	0	0	0	81	53	134	286
07:45 AM	20	0	1	21	8	144	0	152	0	0	0	0	0	69	45	114	287
Total Volume	81	0	1	82	46	416	0	462	0	0	0	0	0	231	207	438	982
% App. Total	98.8	0	1.2		10	90	0		0	0	0		0	52.7	47.3		
PHF	.880	.000	.250	.891	.676	.722	.000	.760	.000	.000	.000	.000	.000	.713	.941	.817	.855

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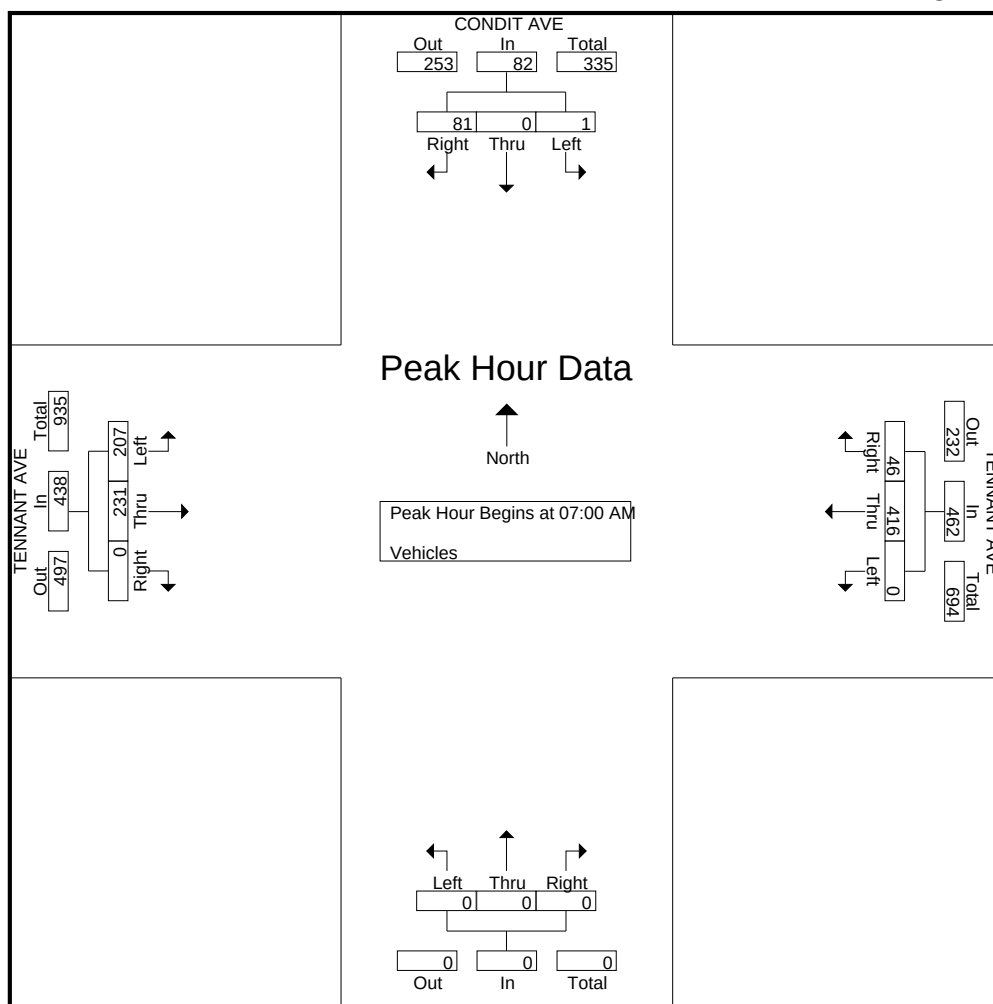
tdsbay@cs.com

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Site Code : 00000005

Start Date : 5/14/2014

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File Name : 5PM FINAL

Site Code : 00000005

Start Date : 5/14/2014

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Groups Printed- Vehicles

	CONDIT AVE 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	35	0	3	0	38	3	43	0	0	46	0	0	0	0	0	0	82	19	0	101	185
04:15 PM	22	0	5	0	27	2	68	0	0	70	0	0	0	0	0	0	72	25	0	97	194
04:30 PM	27	0	2	0	29	3	52	0	0	55	0	0	0	0	0	0	84	44	0	128	212
04:45 PM	29	0	3	0	32	3	70	0	0	73	0	0	0	0	0	0	87	27	0	114	219
Total	113	0	13	0	126	11	233	0	0	244	0	0	0	0	0	0	325	115	0	440	810
05:00 PM	25	0	4	0	29	4	71	0	0	75	0	0	0	0	0	0	84	21	0	105	209
05:15 PM	30	0	2	0	32	1	59	0	0	60	0	0	0	0	0	0	106	35	0	141	233
05:30 PM	27	0	3	0	30	4	54	0	0	58	0	0	0	0	0	0	104	25	0	129	217
05:45 PM	34	0	2	0	36	2	66	0	0	68	0	0	0	0	0	0	86	34	0	120	224
Total	116	0	11	0	127	11	250	0	0	261	0	0	0	0	0	0	380	115	0	495	883
Grand Total	229	0	24	0	253	22	483	0	0	505	0	0	0	0	0	0	705	230	0	935	1693
Apprch %	90.5	0	9.5	0		4.4	95.6	0	0		0	0	0	0		0	75.4	24.6	0		
Total %	13.5	0	1.4	0	14.9	1.3	28.5	0	0	29.8	0	0	0	0	0	0	41.6	13.6	0	55.2	

	CONDIT AVE 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	25	0	4	29	4	71	0	75	0	0	0	0	0	84	21	105	209				
05:15 PM	30	0	2	32	1	59	0	60	0	0	0	0	0	106	35	141	233				
05:30 PM	27	0	3	30	4	54	0	58	0	0	0	0	0	104	25	129	217				
05:45 PM	34	0	2	36	2	66	0	68	0	0	0	0	0	86	34	120	224				
Total Volume	116	0	11	127	11	250	0	261	0	0	0	0	0	380	115	495	883				
% App. Total	91.3	0	8.7		4.2	95.8	0		0	0	0		0	76.8	23.2						
PHF	.853	.000	.688	.882	.688	.880	.000	.870	.000	.000	.000	.000	.000	.896	.821	.878	.947				

Traffic Data Service

Campbell, CA

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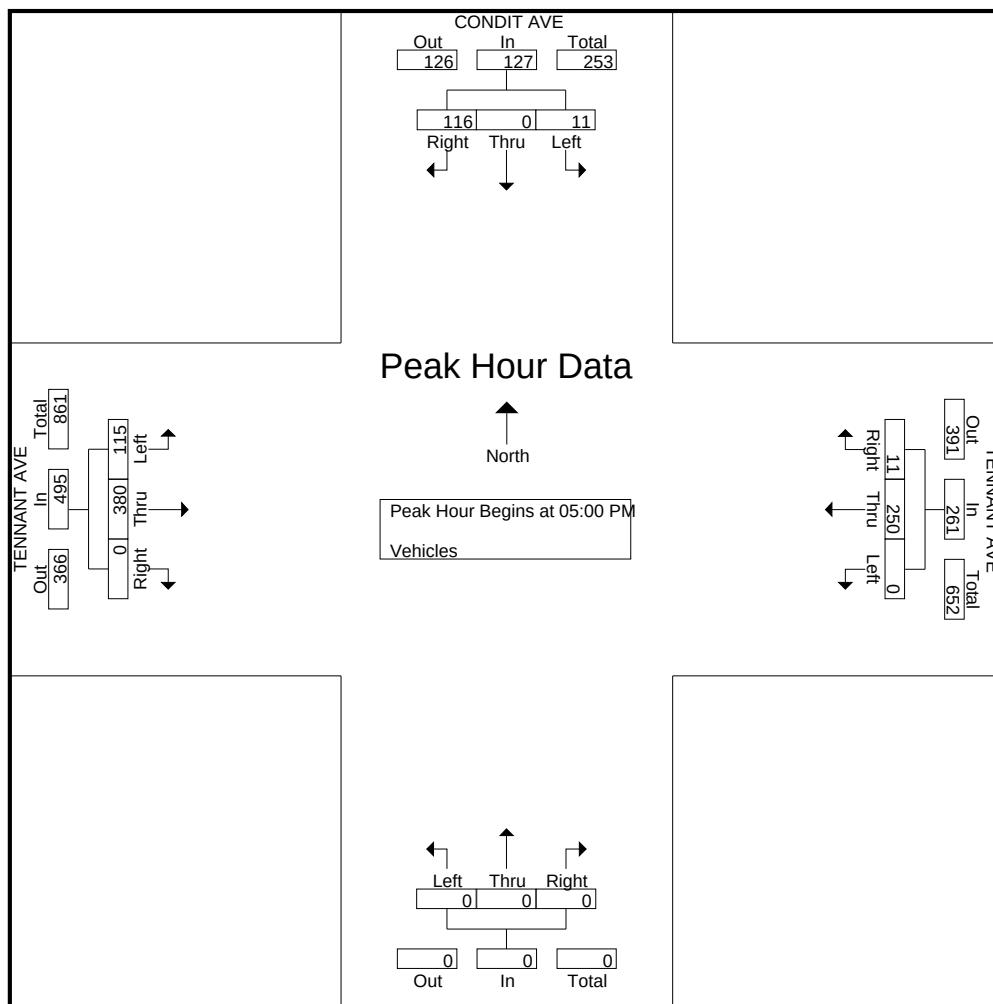
tdsbay@cs.com

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 5/14/2014

Page No : 2



Traffic Data Service

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File Name : 9AM FINAL

Site Code : 00000009

Start Date : 5/14/2014

Page No : 1

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	2	3	0	0	5	2	46	0	0	48	0	25	38	0	63	4	20	7	0	31	147
07:15 AM	1	1	0	0	2	2	47	1	0	50	3	16	33	0	52	7	18	24	0	49	153
07:30 AM	15	7	2	0	24	2	76	1	0	79	2	17	33	0	52	10	48	20	0	78	233
07:45 AM	18	7	0	0	25	0	101	3	0	104	4	14	36	0	54	15	43	14	0	72	255
Total	36	18	2	0	56	6	270	5	0	281	9	72	140	0	221	36	129	65	0	230	788
08:00 AM	16	5	0	0	21	1	49	0	0	50	0	6	31	0	37	13	27	9	0	49	157
08:15 AM	4	7	0	0	11	0	36	1	0	37	0	12	31	0	43	6	22	5	0	33	124
08:30 AM	9	5	2	0	16	2	42	0	0	44	0	6	34	0	40	11	32	3	0	46	146
08:45 AM	8	8	1	0	17	0	41	0	0	41	0	6	24	0	30	9	23	6	0	38	126
Total	37	25	3	0	65	3	168	1	0	172	0	30	120	0	150	39	104	23	0	166	553
Grand Total	73	43	5	0	121	9	438	6	0	453	9	102	260	0	371	75	233	88	0	396	1341
Apprch %	60.3	35.5	4.1	0		2	96.7	1.3	0		2.4	27.5	70.1	0		18.9	58.8	22.2	0		
Total %	5.4	3.2	0.4	0	9	0.7	32.7	0.4	0	33.8	0.7	7.6	19.4	0	27.7	5.6	17.4	6.6	0	29.5	

	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	1	1	0	2	2	47	1	50	3	16	33	52	7	18	24	49	153
07:30 AM	15	7	2	24	2	76	1	79	2	17	33	52	10	48	20	78	233
07:45 AM	18	7	0	25	0	101	3	104	4	14	36	54	15	43	14	72	255
08:00 AM	16	5	0	21	1	49	0	50	0	6	31	37	13	27	9	49	157
Total Volume	50	20	2	72	5	273	5	283	9	53	133	195	45	136	67	248	798
% App. Total	69.4	27.8	2.8		1.8	96.5	1.8		4.6	27.2	68.2		18.1	54.8	27		
PHF	.694	.714	.250	.720	.625	.676	.417	.680	.563	.779	.924	.903	.750	.708	.698	.795	.782

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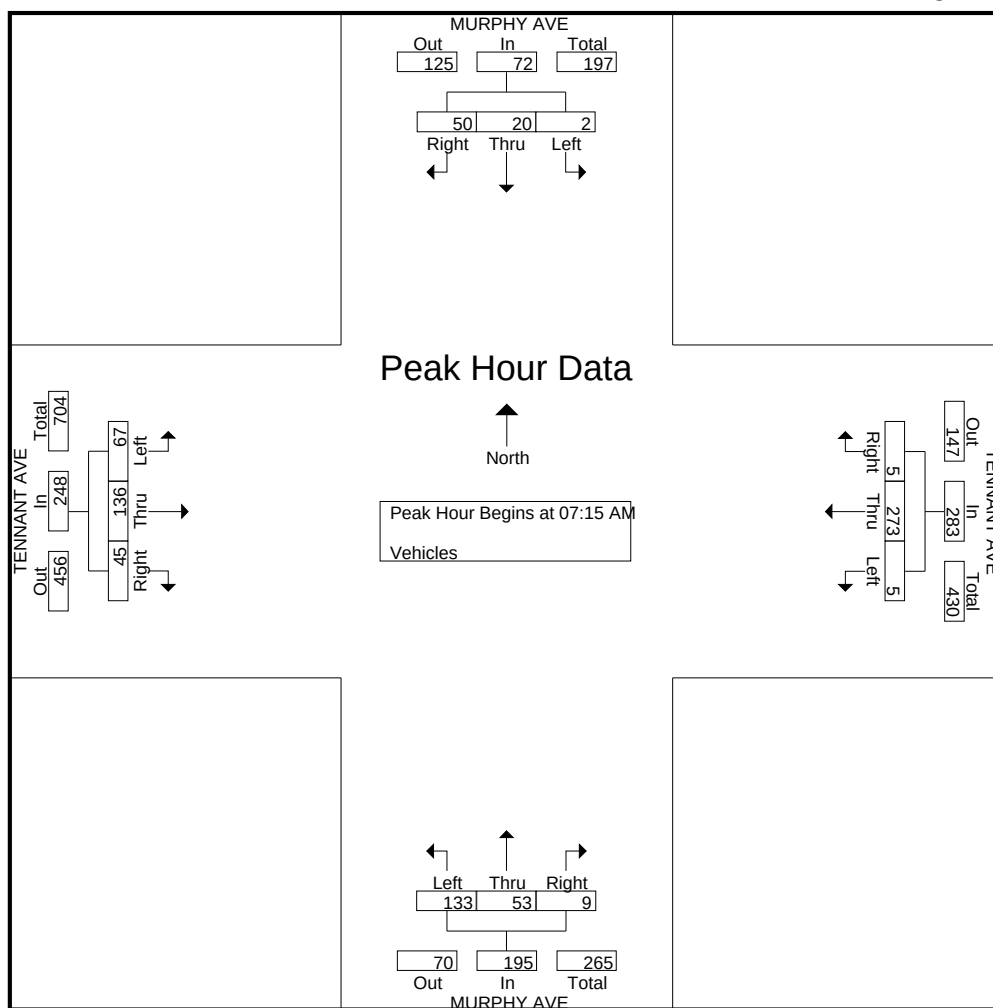
tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 5/14/2014

Page No : 2



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File Name : 9PM FINAL

Site Code : 00000009

Start Date : 5/14/2014

Page No : 1

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	5	4	1	0	10	2	26	0	0	28	1	7	16	0	24	25	51	14	0	90	152
04:15 PM	13	12	2	0	27	2	50	1	0	53	0	6	10	0	16	12	45	20	0	77	173
04:30 PM	9	11	2	0	22	2	34	1	0	37	1	8	15	0	24	22	58	5	0	85	168
04:45 PM	13	11	2	0	26	0	39	2	0	41	1	8	20	0	29	22	53	12	0	87	183
Total	40	38	7	0	85	6	149	4	0	159	3	29	61	0	93	81	207	51	0	339	676
05:00 PM	10	6	0	0	16	1	35	1	0	37	0	6	29	0	35	29	50	8	0	87	175
05:15 PM	13	6	1	0	20	1	34	0	0	35	0	5	15	0	20	39	51	21	0	111	186
05:30 PM	9	10	0	0	19	1	34	1	0	36	0	2	15	0	17	31	58	17	0	106	178
05:45 PM	10	6	3	0	19	0	32	0	0	32	2	5	24	0	31	24	49	17	0	90	172
Total	42	28	4	0	74	3	135	2	0	140	2	18	83	0	103	123	208	63	0	394	711
Grand Total	82	66	11	0	159	9	284	6	0	299	5	47	144	0	196	204	415	114	0	733	1387
Apprch %	51.6	41.5	6.9	0		3	95	2	0		2.6	24	73.5	0		27.8	56.6	15.6	0		
Total %	5.9	4.8	0.8	0	11.5	0.6	20.5	0.4	0	21.6	0.4	3.4	10.4	0	14.1	14.7	29.9	8.2	0	52.8	

	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 04:45 PM																	
04:45 PM	13	11	2	26	0	39	2	41	1	8	20	29	22	53	12	87	183
05:00 PM	10	6	0	16	1	35	1	37	0	6	29	35	29	50	8	87	175
05:15 PM	13	6	1	20	1	34	0	35	0	5	15	20	39	51	21	111	186
05:30 PM	9	10	0	19	1	34	1	36	0	2	15	17	31	58	17	106	178
Total Volume	45	33	3	81	3	142	4	149	1	21	79	101	121	212	58	391	722
% App. Total	55.6	40.7	3.7		2	95.3	2.7		1	20.8	78.2		30.9	54.2	14.8		
PHF	.865	.750	.375	.779	.750	.910	.500	.909	.250	.656	.681	.721	.776	.914	.690	.881	.970

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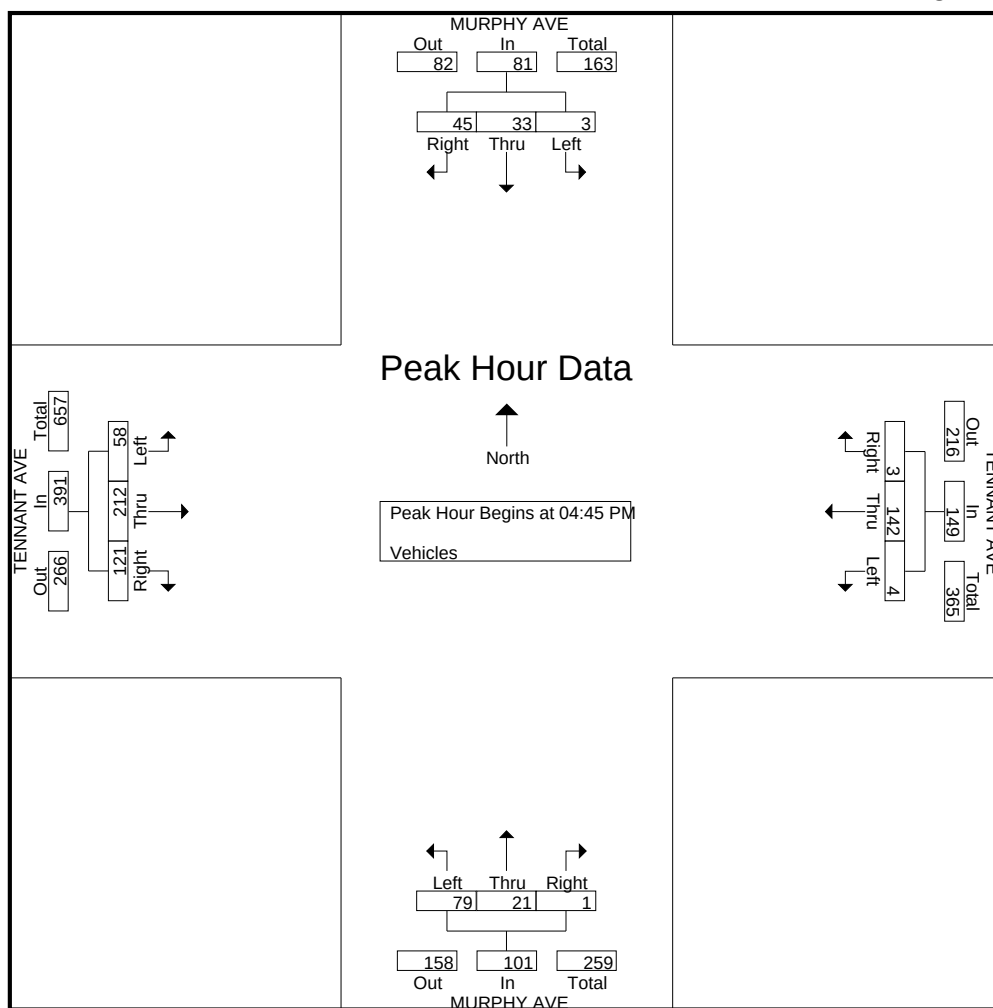
tdsbay@cs.com

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 5/14/2014

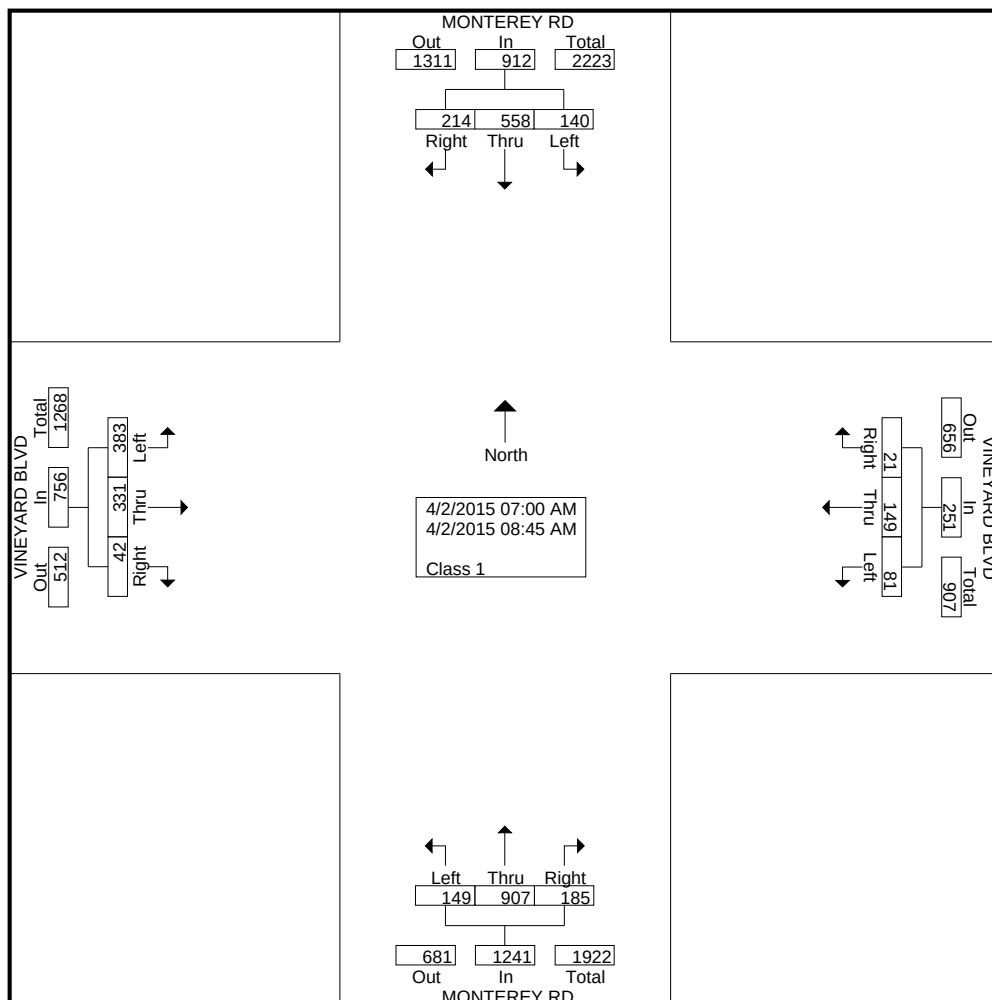
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File Name : #8 VINEYARD&MONTEREYAM
Site Code :
Start Date : 4/2/2015
Page No : 1

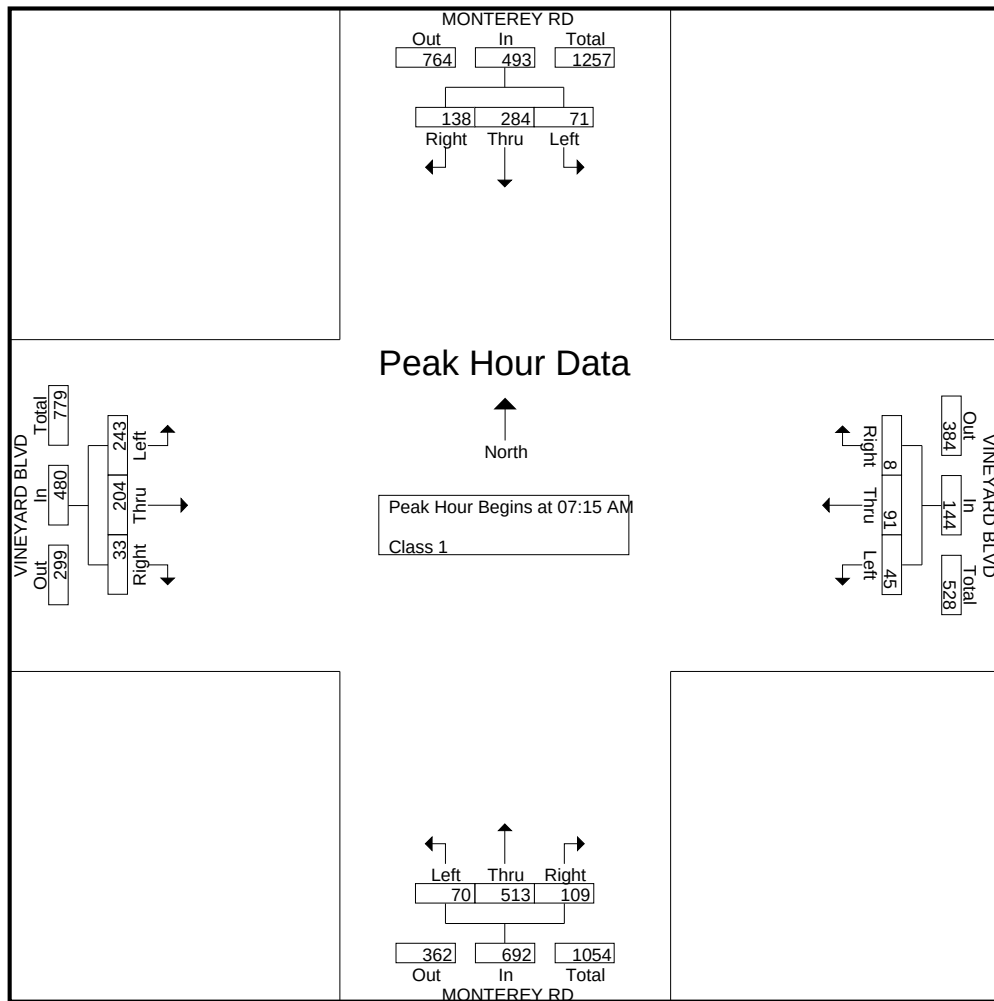
Groups Printed- Class 1

	MONTEREY RD Southbound			VINEYARD BLVD Westbound			MONTEREY RD Northbound			VINEYARD BLVD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	15	45	8	2	7	11	26	115	28	2	31	34	324
07:15 AM	46	64	15	1	23	9	21	128	16	12	47	53	435
07:30 AM	58	74	12	2	35	10	25	118	21	9	71	103	538
07:45 AM	14	71	19	1	17	12	33	129	21	7	53	56	433
Total	133	254	54	6	82	42	105	490	86	30	202	246	1730
08:00 AM	20	75	25	4	16	14	30	138	12	5	33	31	403
08:15 AM	18	70	11	2	19	13	14	104	17	2	28	32	330
08:30 AM	23	81	33	5	14	9	19	111	27	2	26	38	388
08:45 AM	20	78	17	4	18	3	17	64	7	3	42	36	309
Total	81	304	86	15	67	39	80	417	63	12	129	137	1430
Grand Total	214	558	140	21	149	81	185	907	149	42	331	383	3160
Apprch %	23.5	61.2	15.4	8.4	59.4	32.3	14.9	73.1	12	5.6	43.8	50.7	
Total %	6.8	17.7	4.4	0.7	4.7	2.6	5.9	28.7	4.7	1.3	10.5	12.1	



File Name : #8 VINEYARD&MONTEREYAM
Site Code :
Start Date : 4/2/2015
Page No : 2

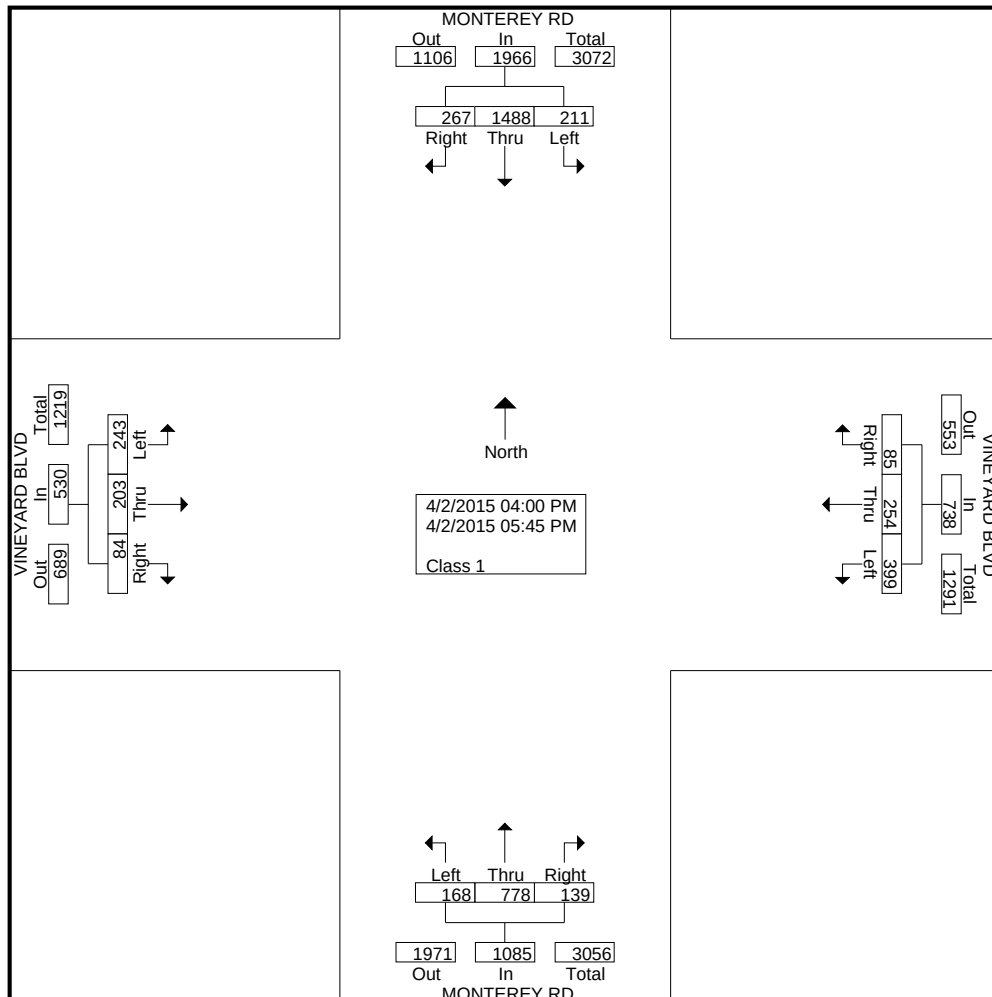
	MONTEREY RD Southbound				VINEYARD BLVD Westbound				MONTEREY RD Northbound				VINEYARD BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	46	64	15	125	1	23	9	33	21	128	16	165	12	47	53	112	435
07:30 AM	58	74	12	144	2	35	10	47	25	118	21	164	9	71	103	183	538
07:45 AM	14	71	19	104	1	17	12	30	33	129	21	183	7	53	56	116	433
08:00 AM	20	75	25	120	4	16	14	34	30	138	12	180	5	33	31	69	403
Total Volume	138	284	71	493	8	91	45	144	109	513	70	692	33	204	243	480	1809
% App. Total	28	57.6	14.4		5.6	63.2	31.2		15.8	74.1	10.1		6.9	42.5	50.6		
PHF	.595	.947	.710	.856	.500	.650	.804	.766	.826	.929	.833	.945	.688	.718	.590	.656	.841



File Name : #8 VINEYARD&MONTEREYPM
Site Code :
Start Date : 4/2/2015
Page No : 1

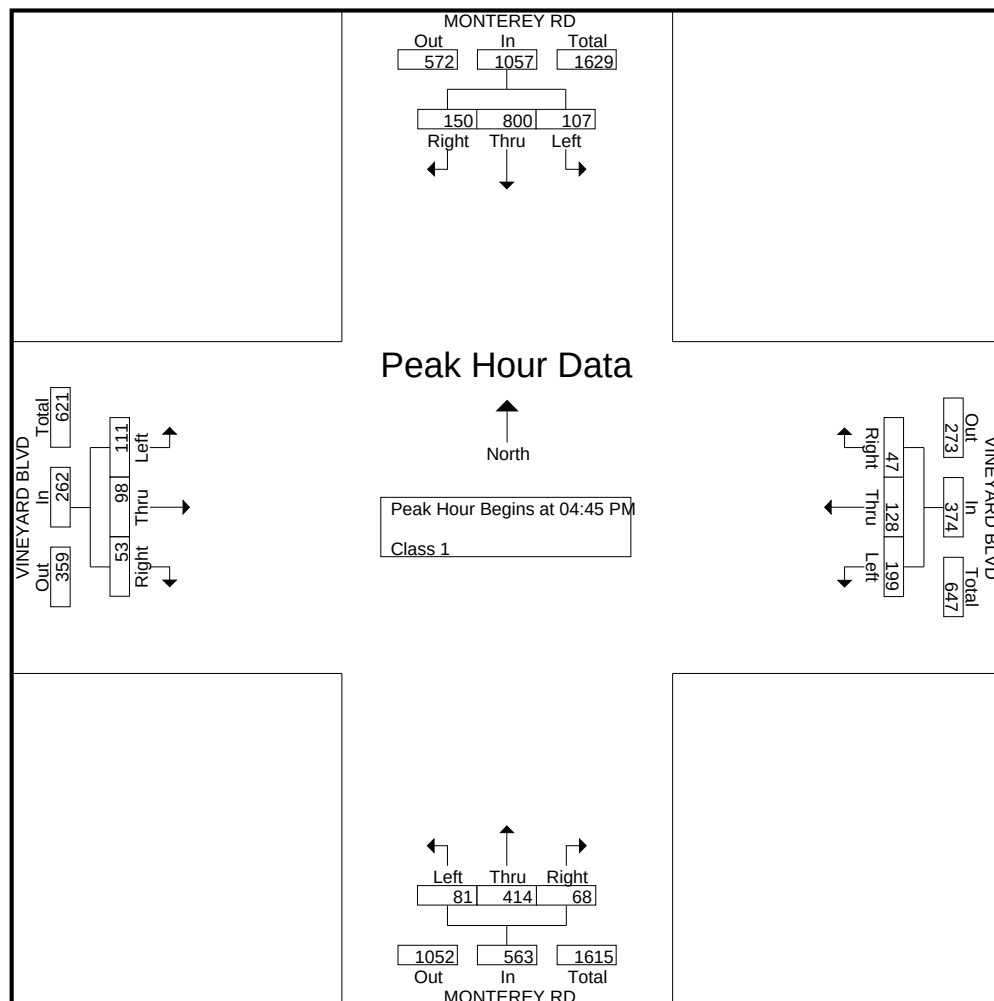
Groups Printed- Class 1

	MONTEREY RD Southbound			VINEYARD BLVD Westbound			MONTEREY RD Northbound			VINEYARD BLVD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	29	172	24	6	33	53	16	85	20	10	15	33	496
04:15 PM	22	158	26	6	32	44	20	87	25	5	20	26	471
04:30 PM	37	153	22	10	37	67	17	96	22	7	29	43	540
04:45 PM	29	182	22	10	26	56	18	131	27	16	27	42	586
Total	117	665	94	32	128	220	71	399	94	38	91	144	2093
05:00 PM	45	202	22	10	35	54	15	98	22	14	23	20	560
05:15 PM	40	198	33	15	35	52	17	95	17	11	24	23	560
05:30 PM	36	218	30	12	32	37	18	90	15	12	24	26	550
05:45 PM	29	205	32	16	24	36	18	96	20	9	41	30	556
Total	150	823	117	53	126	179	68	379	74	46	112	99	2226
Grand Total	267	1488	211	85	254	399	139	778	168	84	203	243	4319
Apprch %	13.6	75.7	10.7	11.5	34.4	54.1	12.8	71.7	15.5	15.8	38.3	45.8	
Total %	6.2	34.5	4.9	2	5.9	9.2	3.2	18	3.9	1.9	4.7	5.6	



File Name : #8 VINEYARD&MONTEREYPM
Site Code :
Start Date : 4/2/2015
Page No : 2

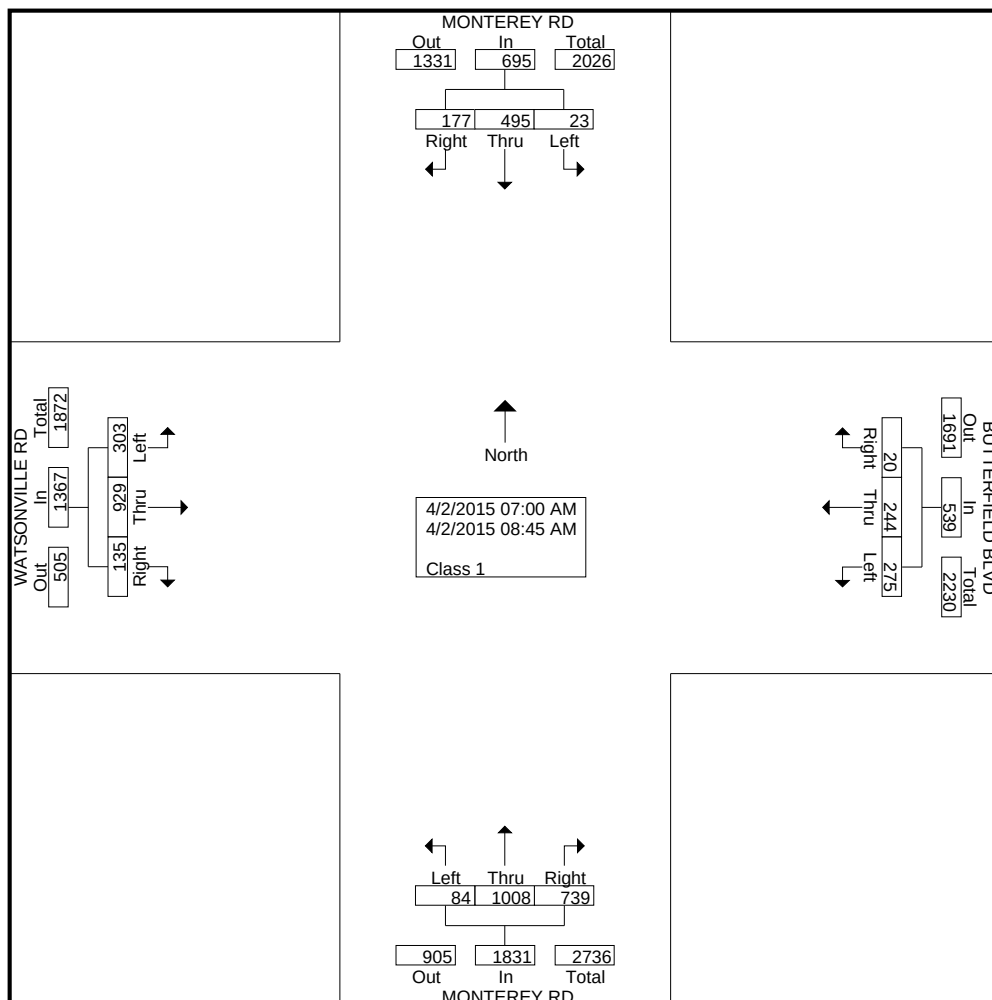
	MONTEREY RD Southbound				VINEYARD BLVD Westbound				MONTEREY RD Northbound				VINEYARD BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	182	22	233	10	26	56	92	18	131	27	176	16	27	42	85	586
05:00 PM	45	202	22	269	10	35	54	99	15	98	22	135	14	23	20	57	560
05:15 PM	40	198	33	271	15	35	52	102	17	95	17	129	11	24	23	58	560
05:30 PM	36	218	30	284	12	32	37	81	18	90	15	123	12	24	26	62	550
Total Volume	150	800	107	1057	47	128	199	374	68	414	81	563	53	98	111	262	2256
% App. Total	14.2	75.7	10.1		12.6	34.2	53.2		12.1	73.5	14.4		20.2	37.4	42.4		
PHF	.833	.917	.811	.930	.783	.914	.888	.917	.944	.790	.750	.800	.828	.907	.661	.771	.962



File Name : #9 WATSONVILLE&MONTEREYAM
Site Code :
Start Date : 4/2/2015
Page No : 1

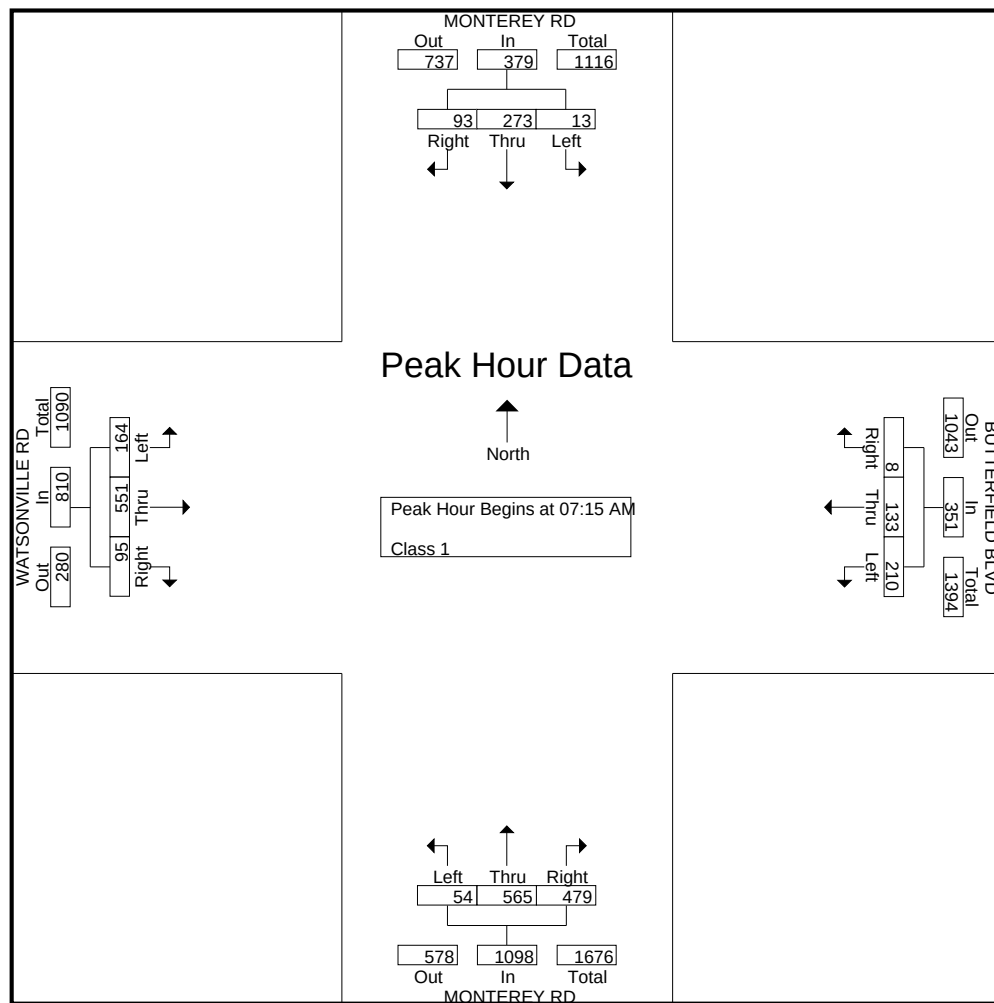
Groups Printed- Class 1

	MONTEREY RD Southbound			BUTTERFIELD BLVD Westbound			MONTEREY RD Northbound			WATSONVILLE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	13	34	3	5	14	11	132	133	9	13	125	37	529
07:15 AM	23	63	2	4	16	18	143	133	8	8	156	45	619
07:30 AM	22	82	4	1	31	60	129	134	9	20	171	40	703
07:45 AM	18	71	2	2	41	99	126	157	18	53	138	34	759
Total	76	250	11	12	102	188	530	557	44	94	590	156	2610
08:00 AM	30	57	5	1	45	33	81	141	19	14	86	45	557
08:15 AM	27	54	3	2	43	21	56	117	5	9	101	32	470
08:30 AM	17	74	1	2	24	14	31	120	9	10	80	33	415
08:45 AM	27	60	3	3	30	19	41	73	7	8	72	37	380
Total	101	245	12	8	142	87	209	451	40	41	339	147	1822
Grand Total	177	495	23	20	244	275	739	1008	84	135	929	303	4432
Apprch %	25.5	71.2	3.3	3.7	45.3	51	40.4	55.1	4.6	9.9	68	22.2	
Total %	4	11.2	0.5	0.5	5.5	6.2	16.7	22.7	1.9	3	21	6.8	



File Name : #9 WATSONVILLE&MONTEREYAM
 Site Code :
 Start Date : 4/2/2015
 Page No : 2

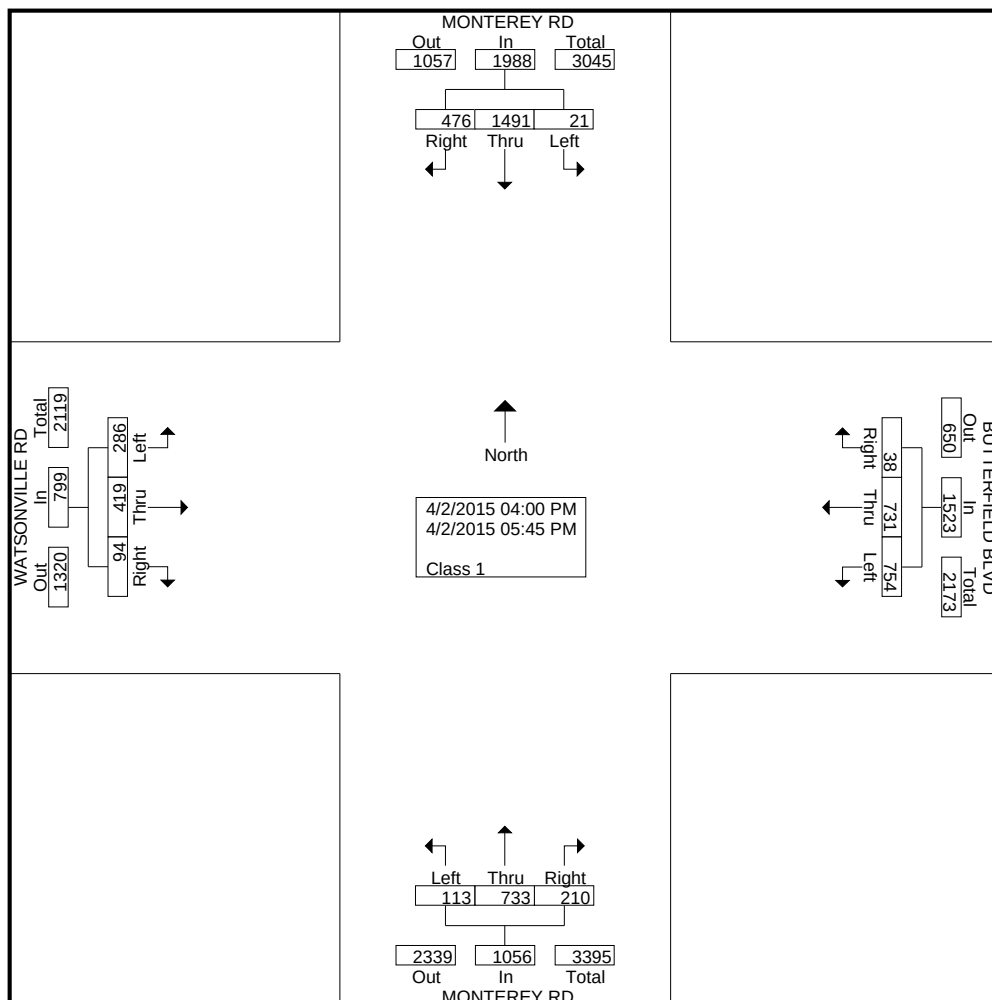
	MONTEREY RD Southbound				BUTTERFIELD BLVD Westbound				MONTEREY RD Northbound				WATSONVILLE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	23	63	2	88	4	16	18	38	143	133	8	284	8	156	45	209	619
07:30 AM	22	82	4	108	1	31	60	92	129	134	9	272	20	171	40	231	703
07:45 AM	18	71	2	91	2	41	99	142	126	157	18	301	53	138	34	225	759
08:00 AM	30	57	5	92	1	45	33	79	81	141	19	241	14	86	45	145	557
Total Volume	93	273	13	379	8	133	210	351	479	565	54	1098	95	551	164	810	2638
% App. Total	24.5	72	3.4		2.3	37.9	59.8		43.6	51.5	4.9		11.7	68	20.2		
PHF	.775	.832	.650	.877	.500	.739	.530	.618	.837	.900	.711	.912	.448	.806	.911	.877	.869



File Name : #9 WATSONVILLE&MONTEREYPM
Site Code :
Start Date : 4/2/2015
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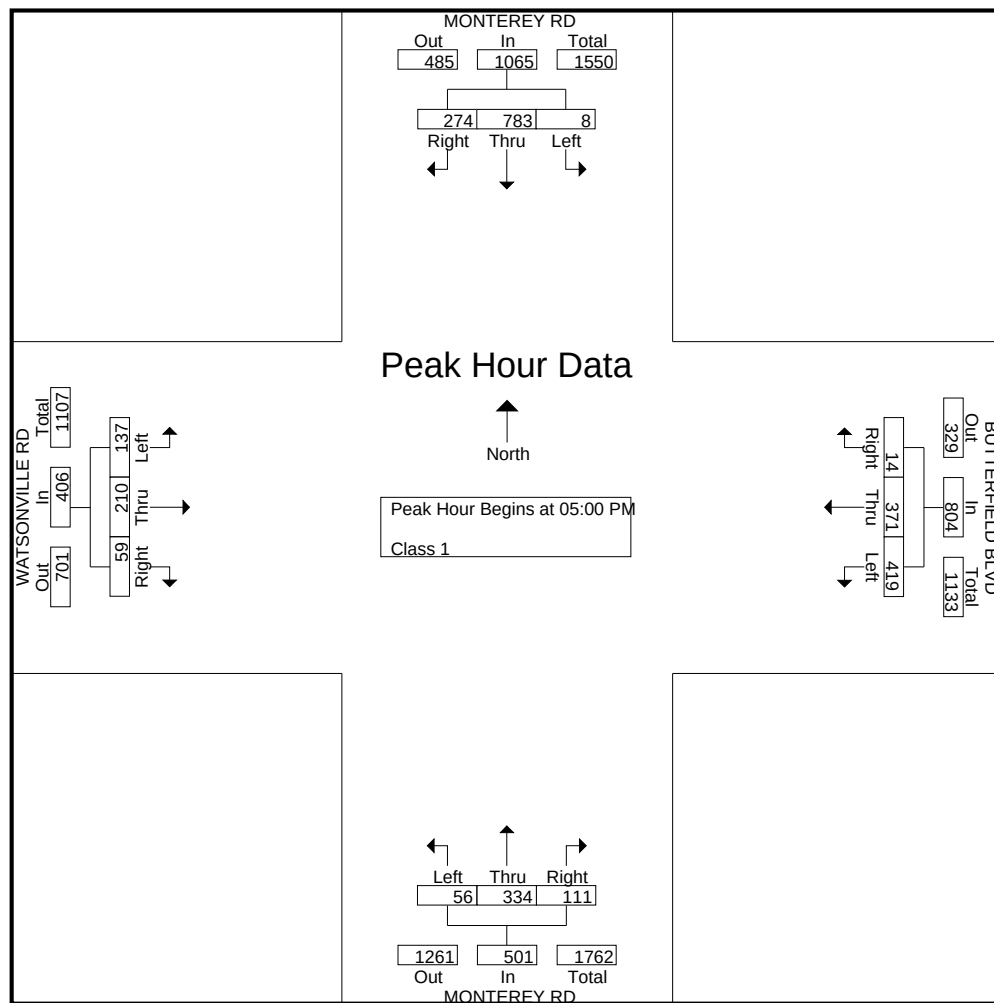
Groups Printed- Class 1

	MONTEREY RD Southbound			BUTTERFIELD BLVD Westbound			MONTEREY RD Northbound			WATSONVILLE RD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
04:00 PM	53	176	2	2	85	71	23	83	19	4	53	27	598
04:15 PM	47	150	9	5	99	79	25	95	14	9	64	41	637
04:30 PM	51	193	1	7	94	81	22	117	12	10	49	34	671
04:45 PM	51	189	1	10	82	104	29	104	12	12	43	47	684
Total	202	708	13	24	360	335	99	399	57	35	209	149	2590
05:00 PM	72	210	1	1	97	98	29	94	10	22	48	27	709
05:15 PM	64	201	2	6	80	104	39	83	13	12	49	30	683
05:30 PM	57	173	2	4	112	118	17	73	12	15	68	36	687
05:45 PM	81	199	3	3	82	99	26	84	21	10	45	44	697
Total	274	783	8	14	371	419	111	334	56	59	210	137	2776
Grand Total	476	1491	21	38	731	754	210	733	113	94	419	286	5366
Apprch %	23.9	75	1.1	2.5	48	49.5	19.9	69.4	10.7	11.8	52.4	35.8	
Total %	8.9	27.8	0.4	0.7	13.6	14.1	3.9	13.7	2.1	1.8	7.8	5.3	



File Name : #9 WATSONVILLE&MONTEREYPM
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	MONTEREY RD Southbound				BUTTERFIELD BLVD Westbound				MONTEREY RD Northbound				WATSONVILLE RD 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	72	210	1	283	1	97	98	196	29	94	10	133	22	48	27	97	709
05:15 PM	64	201	2	267	6	80	104	190	39	83	13	135	12	49	30	91	683
05:30 PM	57	173	2	232	4	112	118	234	17	73	12	102	15	68	36	119	687
05:45 PM	81	199	3	283	3	82	99	184	26	84	21	131	10	45	44	99	697
Total Volume	274	783	8	1065	14	371	419	804	111	334	56	501	59	210	137	406	2776
% App. Total	25.7	73.5	0.8		1.7	46.1	52.1		22.2	66.7	11.2		14.5	51.7	33.7		
PHF	.846	.932	.667	.941	.583	.828	.888	.859	.712	.888	.667	.928	.670	.772	.778	.853	.979



Volume Summary

1	5332	1324																		
Intersection Name:	Monterey Road and Madrone Parkway																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	0	580	131	711	216	0	3	219	7	1161	0	1168	0	0	0	0	2098			
Existing Model	0	857	62	919	67	0	6	73	39	1489	0	1528	0	0	0	0	2520			
GP Model	0	0	0	0	0	361	0	361	0	0	0	0	0	384	0	384	745			
GP - Existing	0	0	0	0	0	361	0	361	0	0	0	0	0	384	0	384	745			
Existing + GP	0	580	131	711	216	361	3	580	7	1161	0	1168	0	384	0	384	2843			
2	6101	101																		
Intersection Name:	Monterey Road and Cochrane Road																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	55	227	276	558	585	65	134	784	295	519	71	885	5	83	84	172	2399			
Existing Model	0	323	547	870	977	2	140	1119	168	587	1	756	0	1	1	2	2747			
GP Model	1	544	656	1201	1021	1	123	1145	208	1190	1	1399	0	1	1	2	3747			
GP - Existing	1	221	109	331	44	0	0	44	40	603	0	643	0	0	0	0	1018			
Existing + GP	56	448	385	889	629	65	134	828	335	1122	71	1528	5	83	84	172	3417			
3	6099	103																		
Intersection Name:	Butterfield Boulevard and Cochrane Road																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	0	0	0	0	0	293	137	430	253	0	434	687	186	511	0	697	1814			
Existing Model	0	0	0	0	0	491	191	682	340	0	623	963	198	524	0	722	2367			
GP Model	1	58	109	168	129	650	222	1001	362	184	497	1043	343	511	24	878	3090			
GP - Existing	1	58	109	168	129	159	31	319	22	184	0	206	145	0	24	169	862			
Existing + GP	1	58	109	168	129	452	168	749	275	184	434	893	331	511	24	866	2676			
4	6082	106																		
Intersection Name:	Madrone Parkway/Cochrane Plaza and Cochrane Road																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	25	26	221	272	366	784	125	1275	56	23	12	91	4	831	96	931	2569			
Existing Model	19	2	105	126	200	871	155	1226	102	2	0	104	0	844	78	922	2378			
GP Model	24	2	124	150	200	1247	146	1593	99	1	0	100	0	1047	80	1127	2970			
GP - Existing	5	0	19	24	0	376	0	376	0	0	0	0	0	203	2	205	605			
Existing + GP	30	26	240	296	366	1160	125	1651	56	23	12	91	4	1034	98	1136	3174			
5	5910	107																		
Intersection Name:	US 101 SB Ramps and Cochrane Road																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	723	0	148	871	0	608	0	608	0	0	0	0	335	881	0	1216	2695			
Existing Model	335	0	169	504	0	892	0	892	0	0	0	0	276	775	0	1051	2447			
GP Model	347	0	282	629	0	1245	0	1245	0	0	0	0	285	984	0	1269	3143			
GP - Existing	12	0	113	125	0	353	0	353	0	0	0	0	9	209	0	218	696			
Existing + GP	735	0	261	996	0	961	0	961	0	0	0	0	344	1090	0	1434	3391			

11	5941	1564															
Intersection Name:	Hale Avenue and Main Avenue																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	101	0	120	221	100	180	0	280	0	0	0	0	0	224	208	432	933
Existing Model	101	0	187	288	288	195	0	483	0	0	0	0	0	202	302	504	1275
GP Model	87	208	106	401	28	187	52	267	124	489	49	662	33	186	95	314	1644
GP - Existing	0	208	0	208	0	0	52	52	124	489	49	662	33	0	0	33	955
Existing + GP	101	208	120	429	100	180	52	332	124	489	49	662	33	224	208	465	1888
12	6025	164															
Intersection Name:	Del Monte Avenue and Main Avenue																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	9	2	11	22	29	254	24	307	36	3	31	70	38	287	19	344	743
Existing Model	1	0	1	2	293	427	9	729	16	66	61	143	13	353	31	397	1271
GP Model	1	0	2	3	1	256	11	268	41	0	20	61	18	416	2	436	768
GP - Existing	0	0	1	1	0	0	2	2	25	0	0	25	5	63	0	68	96
Existing + GP	9	2	12	23	29	254	26	309	61	3	31	95	43	350	19	412	839
13	6038	1001															
Intersection Name:	Monterey Road and Main Avenue																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	60	341	177	578	200	164	35	399	14	369	89	472	98	162	55	315	1764
Existing Model	27	273	179	479	28	376	39	443	45	19	342	406	92	278	8	378	1706
GP Model	65	363	290	718	322	198	41	561	43	795	27	865	40	337	102	479	2623
GP - Existing	38	90	111	239	294	0	2	296	0	776	0	776	0	59	94	153	1464
Existing + GP	98	431	288	817	494	164	37	695	14	1145	89	1248	98	221	149	468	3228
14	6058	1347															
Intersection Name:	Depot Street and Main Avenue																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	0	0	0	0	0	438	48	486	84	0	19	103	20	376	0	396	985
Existing Model	0	0	0	0	0	434	39	473	68	0	8	76	22	494	0	516	1065
GP Model	0	0	0	0	0	532	119	651	99	0	11	110	23	662	0	685	1446
GP - Existing	0	0	0	0	0	98	80	178	31	0	3	34	1	168	0	169	381
Existing + GP	0	0	0	0	0	536	128	664	115	0	22	137	21	544	0	565	1366
15	5918	1002															
Intersection Name:	Butterfield Boulevard and Main Avenue																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	80	201	52	333	123	229	123	475	124	903	157	1184	111	233	103	447	2439
Existing Model	115	206	82	403	196	180	173	549	116	989	197	1302	236	128	203	567	2821
GP Model	119	346	59	524	117	298	232	647	159	956	247	1362	295	228	243	766	3299
GP - Existing	4	140	0	144	0	118	59	177	43	0	50	93	59	100	40	199	613
Existing + GP	84	341	52	477	123	347	182	652	167	903	207	1277	170	333	143	646	3052

31	8587	125																		
Intersection Name:	US 101 NB Ramps and Dunne Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	0	0	0	0	0	535	0	535	163	0	294	457	0	385	0	385	1377			
Existing Model	0	0	0	0	0	833	0	833	201	0	126	327	0	502	0	502	1662			
GP Model	0	0	0	0	0	881	0	881	296	0	172	468	0	613	0	613	1962			
GP - Existing	0	0	0	0	0	48	0	48	95	0	46	141	0	111	0	111	300			
Existing + GP	0	0	0	0	0	583	0	583	258	0	340	598	0	496	0	496	1677			
32	8856	3115																		
Intersection Name:	Condit Road and Dunne Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	314	26	70	410	88	879	17	984	16	126	93	235	35	319	240	594	2223			
Existing Model	162	26	62	250	69	1125	18	1212	4	20	76	100	55	494	153	702	2264			
GP Model	134	24	32	190	96	1196	50	1342	12	23	145	180	123	614	172	909	2621			
GP - Existing	0	0	0	0	27	71	32	130	8	3	69	80	68	120	19	207	417			
Existing + GP	314	26	70	410	115	950	49	1114	24	129	162	315	103	439	259	801	2640			
33	8841	1366																		
Intersection Name:	Murphy Avenue and Dunne Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	37	22	28	87	89	907	79	1075	46	44	66	156	34	353	24	411	1729			
Existing Model	166	42	48	256	57	993	81	1131	26	29	50	105	22	410	129	561	2053			
GP Model	289	169	103	561	173	945	119	1237	34	139	97	270	73	376	209	658	2726			
GP - Existing	123	127	55	305	116	0	38	154	8	110	47	165	51	0	80	131	755			
Existing + GP	160	149	83	392	205	907	117	1229	54	154	113	321	85	353	104	542	2484			
34	5754	6674																		
Intersection Name:	Monterey Road and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	48	375	83	506	80	93	118	291	71	709	59	839	38	184	163	385	2021			
Existing Model	66	352	154	572	97	92	64	253	8	676	93	777	50	214	148	412	2014			
GP Model	102	413	181	696	92	144	55	291	7	894	100	1001	67	305	190	562	2550			
GP - Existing	36	61	27	124	0	52	0	52	0	218	7	225	17	91	42	150	551			
Existing + GP	84	436	110	630	80	145	118	343	71	927	66	1064	55	275	205	535	2572			
35	8729	1111																		
Intersection Name:	Butterfield Boulevard and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	97	118	71	286	235	713	177	1125	428	427	18	873	6	537	160	703	2987			
Existing Model	61	85	103	249	271	502	394	1167	465	439	30	934	4	565	48	617	2967			
GP Model	91	126	216	433	295	572	632	1499	888	364	45	1297	10	664	57	731	3960			
GP - Existing	30	41	113	184	24	70	238	332	423	0	15	438	6	99	9	114	1068			
Existing + GP	127	159	184	470	259	783	415	1457	851	427	33	1311	12	636	169	817	4055			

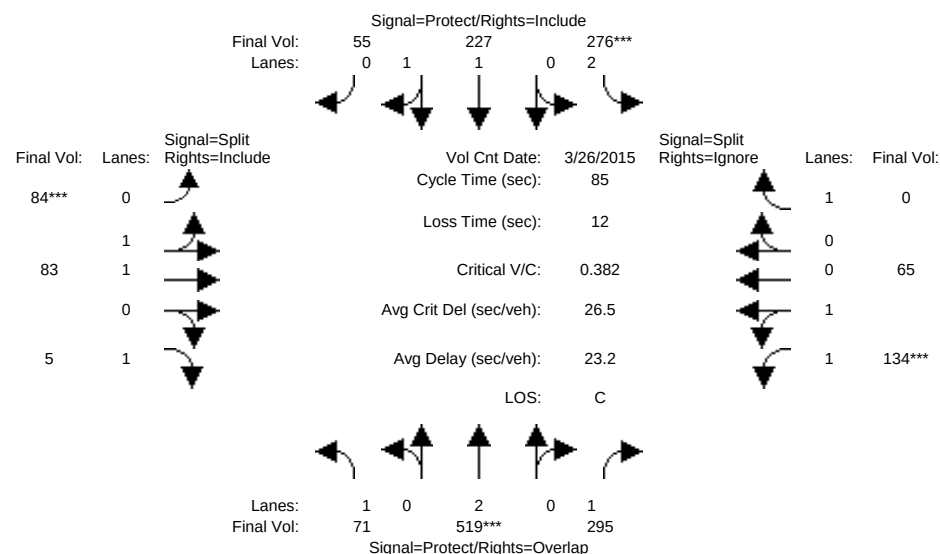
36	8725	366																		
Intersection Name:	Juan Hernandez Drive and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	33	0	88	121	62	937	0	999	0	0	0	0	0	1056	49	1105	2225			
Existing Model	40	0	48	88	37	1126	0	1163	0	0	0	0	0	1082	51	1133	2384			
GP Model	92	10	149	251	137	1407	40	1584	20	10	20	50	30	1620	148	1798	3683			
GP - Existing	52	10	101	163	100	281	40	421	20	10	20	50	30	538	97	665	1299			
Existing + GP	85	10	189	284	162	1218	40	1420	20	10	20	50	30	1594	146	1770	3524			
37	8718	554																		
Intersection Name:	US 101 SB Ramps and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	432	2	32	466	0	739	59	798	0	0	0	0	221	866	0	1087	2351			
Existing Model	552	0	40	592	0	611	56	667	0	0	0	0	272	858	0	1130	2389			
GP Model	745	0	100	845	0	855	154	1009	0	0	0	0	337	1382	0	1719	3573			
GP - Existing	193	0	60	253	0	244	98	342	0	0	0	0	65	524	0	589	1184			
Existing + GP	625	2	92	719	0	983	157	1140	0	0	0	0	286	1390	0	1676	3535			
38	8723	344																		
Intersection Name:	US 101 NB Ramps and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	0	0	0	0	129	373	0	502	140	3	431	574	0	300	0	300	1376			
Existing Model	0	0	0	0	118	334	0	452	67	0	334	401	0	184	0	184	1037			
GP Model	0	0	0	0	226	636	0	862	212	0	374	586	0	485	0	485	1933			
GP - Existing	0	0	0	0	108	302	0	410	145	0	40	185	0	301	0	301	896			
Existing + GP	0	0	0	0	237	675	0	912	285	3	471	759	0	601	0	601	2272			
39	8716	1329																		
Intersection Name:	Condit Road and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	81	0	1	82	46	416	0	462	0	0	0	0	0	231	207	438	982			
Existing Model	65	0	4	69	10	386	0	396	0	0	0	0	0	154	97	251	716			
GP Model	93	0	9	102	15	769	0	784	0	0	0	0	0	578	120	698	1584			
GP - Existing	28	0	5	33	5	383	0	388	0	0	0	0	0	424	23	447	868			
Existing + GP	109	0	6	115	51	799	0	850	0	0	0	0	0	655	230	885	1850			
40	8592	1563																		
Intersection Name:	Murphy Avenue and Tennant Avenue																			
AM																				
	North Approach					East Approach					South Approach					West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total			
	1	2	3		4	5	6		7	8	9		10	11	12					
Existing Count	50	20	2	72	5	273	5	283	9	53	133	195	45	136	67	248	798			
Existing Model	112	11	8	131	19	195	0	214	0	20	90	110	31	71	56	158	613			
GP Model	210	72	32	314	47	350	16	413	6	45	220	271	232	182	162	576	1574			
GP - Existing	98	61	24	183	28	155	16	199	6	25	130	161	201	111	106	418	961			
Existing + GP	148	81	26	255	33	428	21	482	15	78	263	356	246	247	173	666	1759			

41	5835	4111															
Intersection Name:	Monterey Road and Vineyard Boulevard																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	138	284	71	493	8	91	45	144	109	513	70	692	33	204	243	480	1809
Existing Model	97	287	2	386	0	51	61	112	166	673	128	967	75	106	282	463	1928
GP Model	55	399	2	456	0	28	69	97	182	983	155	1320	74	97	186	357	2230
GP - Existing	0	112	0	112	0	0	8	8	16	310	27	353	0	0	0	0	473
Existing + GP	138	396	71	605	8	91	53	152	125	823	97	1045	33	204	243	480	2282
42	5393	422															
Intersection Name:	Monterey Road and Watsonville Road/Butterfield Boulevard																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	93	273	13	379	8	133	210	351	479	565	54	1098	95	551	164	810	2638
Existing Model	97	302	17	416	21	378	82	481	396	779	83	1258	109	515	160	784	2939
GP Model	102	420	75	597	46	544	159	749	447	975	103	1525	174	771	252	1197	4068
GP - Existing	5	118	58	181	25	166	77	268	51	196	20	267	65	256	92	413	1129
Existing + GP	98	391	71	560	33	299	287	619	530	761	74	1365	160	807	256	1223	3767
1	9678	1325															
Intersection Name:	Monterey Road and Madrone Parkway (N)																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	0	580	131	711	216	0	3	219	7	1161	0	1168	0	0	0	0	2098
Existing Model	0	857	62	919	67	0	6	73	39	1489	0	1528	0	0	0	0	2520
GP Model	0	1205	173	1378	250	0	7	257	3	2209	0	2212	0	0	0	0	3847
GP - Existing	0	348	111	459	183	0	1	184	0	720	0	720	0	0	0	0	1363
Existing + GP	0	928	242	1170	399	0	4	403	7	1881	0	1888	0	0	0	0	3461
1	9396	1326															
Intersection Name:	Monterey Road and Madrone Parkway (E)																
AM																	
	North Approach				East Approach				South Approach				West Approach				
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
	1	2	3		4	5	6		7	8	9		10	11	12		
Existing Count	0	0	138	138	219	0	0	219	0	0	0	0	0	0	0	0	357
Existing Model	0	0	101	101	73	0	0	73	0	0	0	0	0	0	0	0	174
GP Model	111	0	67	178	68	251	0	319	0	0	0	0	0	199	185	384	881
GP - Existing	111	0	0	111	0	251	0	251	0	0	0	0	0	199	185	384	746
Existing + GP	111	0	138	249	219	251	0	470	0	0	0	0	0	199	185	384	1103

Level of Service Calculations

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #101: Monterey Road and Cochrane Road

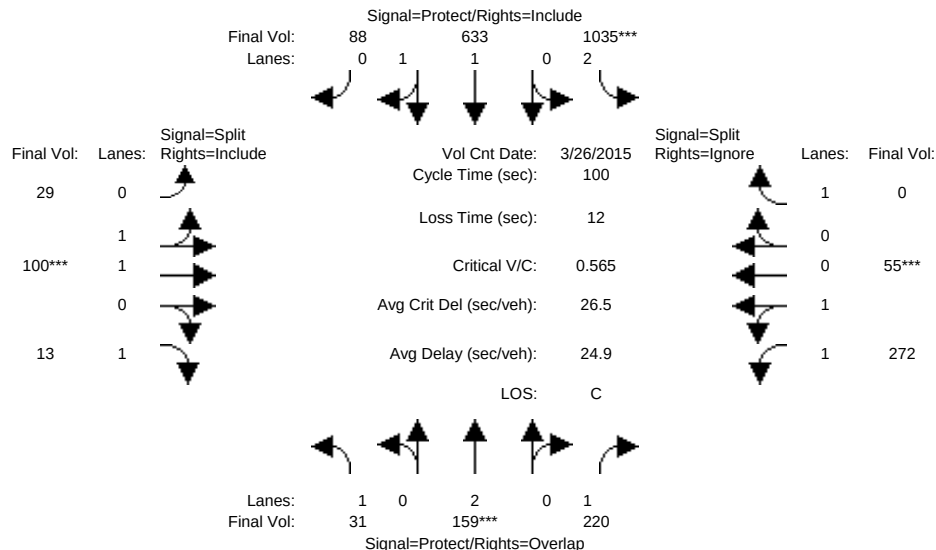


Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	71	519	295	276	227	55	84	83	5	134	65	585
Growth Adj:	1.00	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	519	295	276	227	55	84	83	5	134	65	585
Added Vol:	0	0	0	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	519	295	276	227	55	84	83	5	134	65	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	519	295	276	227	55	84	83	5	134	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	519	295	276	227	55	84	83	5	134	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	71	519	295	276	227	55	84	83	5	134	65	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.60	0.40	1.00	1.00	1.00	1.36	0.64	1.00
Final Sat.:	1750	3800	1750	3150	2978	722	1750	1900	1750	2390	1159	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.17	0.09	0.08	0.08	0.05	0.04	0.00	0.06	0.06	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.5	30.4	42.8	19.5	29.3	29.3	10.7	10.7	10.7	12.5	12.5	0.0
Volume/Cap:	0.17	0.38	0.33	0.38	0.22	0.22	0.38	0.35	0.02	0.38	0.38	0.00
Delay/Veh:	25.7	20.5	12.8	28.0	19.8	19.8	34.7	34.4	32.6	33.3	33.3	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:	25.7	20.5	12.8	28.0	19.8	19.8	34.7	34.4	32.6	33.3	33.3	0.0
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	A
HCM2k95thQ:	3	10	10	7	5	5	5	5	0	5	5	0

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

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2000 HCM Operations (Future Volume Alternative)
Existing PM

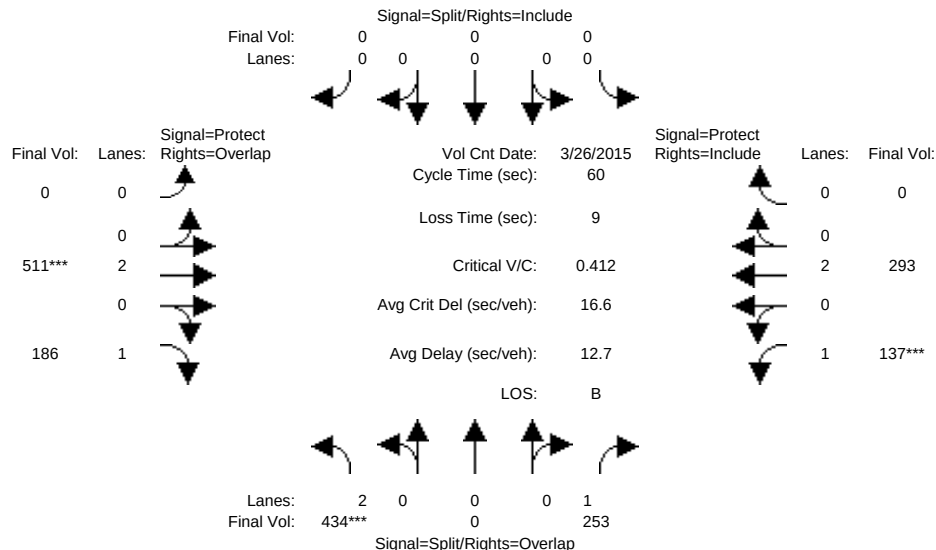
Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	31	159	220	1035	633	88	29	100	13	272	55	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	159	220	1035	633	88	29	100	13	272	55	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	159	220	1035	633	88	29	100	13	272	55	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	31	159	220	1035	633	88	29	100	13	272	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	159	220	1035	633	88	29	100	13	272	55	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	31	159	220	1035	633	88	29	100	13	272	55	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	0.98	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	0.46	1.54	1.00	1.67	0.33	1.00
Final Sat.:	1750	3800	1750	3150	3248	452	832	2868	1750	2953	597	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.13	0.33	0.19	0.19	0.03	0.03	0.01	0.09	0.09	0.00
Crit Moves:	****			****			****			****		
Green Time:	16.7	10.0	24.9	53.1	46.4	46.4	10.0	10.0	10.0	14.9	14.9	0.0
Volume/Cap:	0.11	0.42	0.51	0.62	0.42	0.42	0.35	0.35	0.07	0.62	0.62	0.00
Delay/Veh:	35.5	43.0	33.2	17.1	18.0	18.0	42.5	42.5	41.0	42.1	42.1	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:	35.5	43.0	33.2	17.1	18.0	18.0	42.5	42.5	41.0	42.1	42.1	0.0
LOS by Move:	D	D	C	B	B	B	D	D	D	D	D	A
HCM2k95thQ:	2	6	13	23	14	14	5	5	1	10	10	0
Note: Queue reported is the number of cars per lane.												

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Intersection #103: Butterfield Boulevard and Cochrane Road

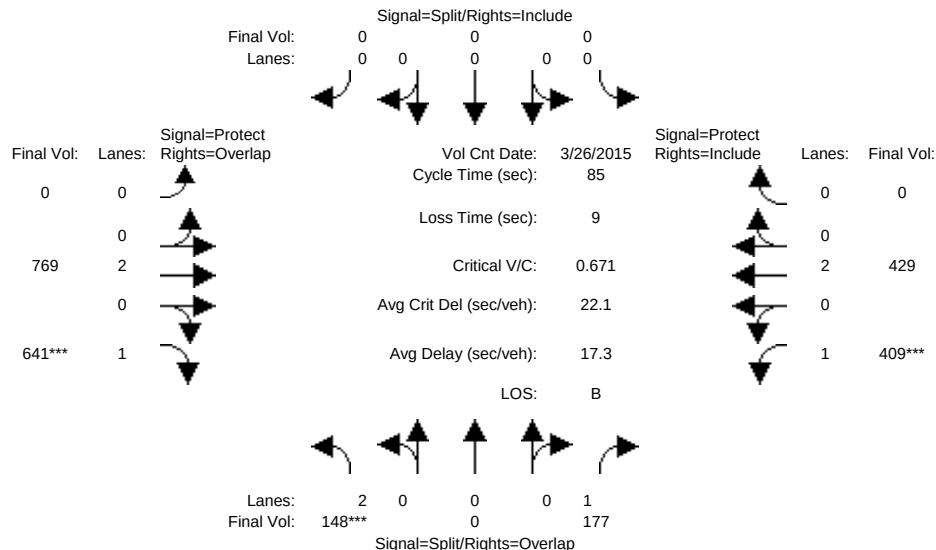


Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	434	0	253	0	0	0	0	511	186	137	293	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:	434	0	253	0	0	0	0	511	186	137	293	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:	434	0	253	0	0	0	0	511	186	137	293	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:	434	0	253	0	0	0	0	511	186	137	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	0	253	0	0	0	0	511	186	137	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	0	253	0	0	0	0	511	186	137	293	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.13	0.11	0.08	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	20.0	0.0	31.4	0.0	0.0	0.0	0.0	19.6	39.6	11.4	31.0	0.0
Volume/Cap:	0.41	0.00	0.28	0.00	0.00	0.00	0.00	0.41	0.16	0.41	0.15	0.00
Delay/Veh:	15.7	0.0	8.1	0.0	0.0	0.0	0.0	16.0	3.9	22.2	7.7	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:	15.7	0.0	8.1	0.0	0.0	0.0	0.0	16.0	3.9	22.2	7.7	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	7	0	6	0	0	0	0	7	3	5	3	0

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

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Intersection #103: Butterfield Boulevard and Cochrane Road

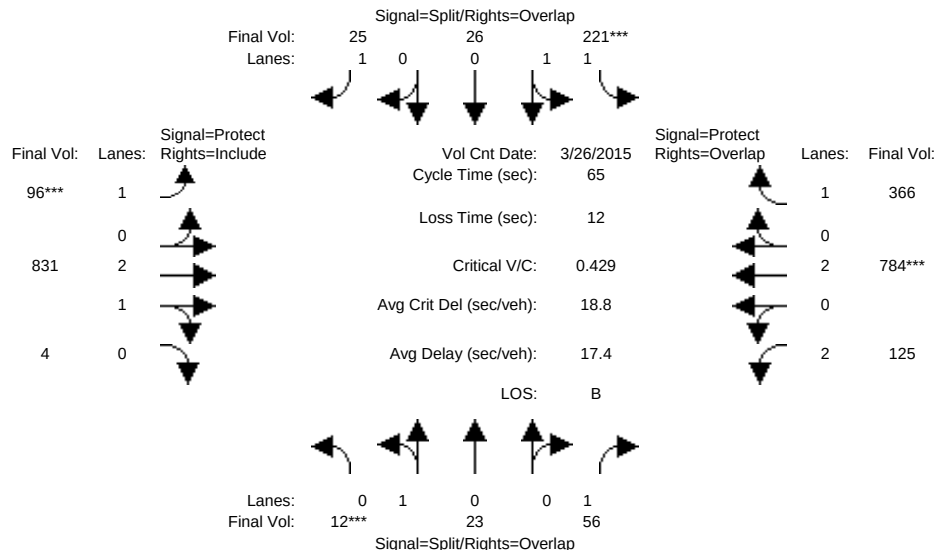


Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	148	0	177	0	0	0	0	769	641	409	429	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:	148	0	177	0	0	0	0	769	641	409	429	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:	148	0	177	0	0	0	0	769	641	409	429	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:	148	0	177	0	0	0	0	769	641	409	429	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	177	0	0	0	0	769	641	409	429	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	0	177	0	0	0	0	769	641	409	429	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.37	0.23	0.11	0.00
Crit Moves:	***								***	***		
Green Time:	10.0	0.0	42.0	0.0	0.0	0.0	0.0	34.0	44.0	32.0	66.0	0.0
Volume/Cap:	0.40	0.00	0.20	0.00	0.00	0.00	0.00	0.51	0.71	0.62	0.15	0.00
Delay/Veh:	35.4	0.0	12.2	0.0	0.0	0.0	0.0	19.4	18.2	23.4	2.4	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:	35.4	0.0	12.2	0.0	0.0	0.0	0.0	19.4	18.2	23.4	2.4	0.0
LOS by Move:	D	A	B	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	4	0	5	0	0	0	0	14	25	17	3	0

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

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Existing AM

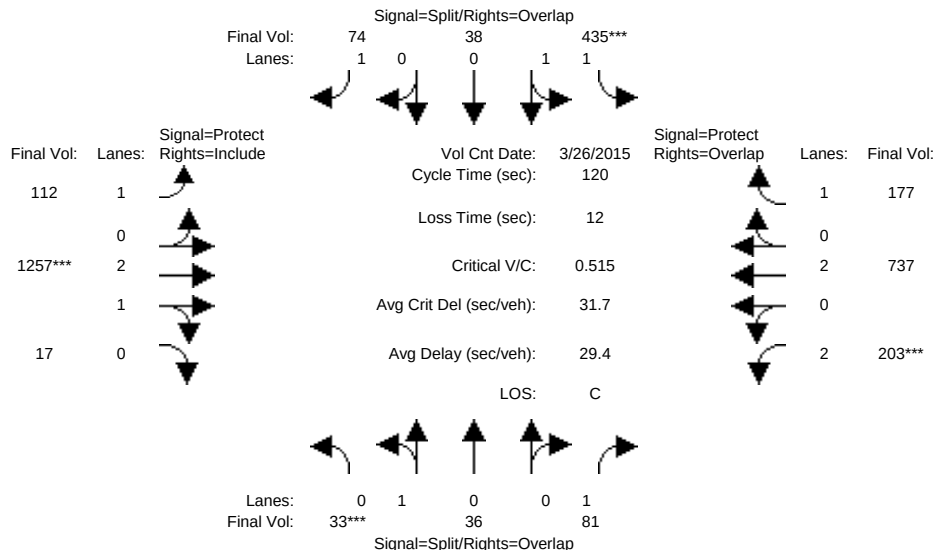
Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 26 Mar 2015 <<											
Base Vol:	12	23	56	221	26	25	96	831	4	125	784	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:	12	23	56	221	26	25	96	831	4	125	784	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:	12	23	56	221	26	25	96	831	4	125	784	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:	12	23	56	221	26	25	96	831	4	125	784	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	23	56	221	26	25	96	831	4	125	784	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
Final Volume:	12	23	56	221	26	25	96	831	4	125	784	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.34	0.66	1.00	1.79	0.21	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	617	1183	1750	3176	374	1750	1750	5573	27	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.07	0.07	0.01	0.05	0.15	0.15	0.04	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	23.6	10.0	10.0	17.0	7.0	19.4	19.4	13.6	26.0	36.0
Volume/Cap:	0.13	0.13	0.09	0.45	0.45	0.05	0.51	0.50	0.50	0.19	0.52	0.38
Delay/Veh:	23.9	23.9	13.7	25.6	25.6	18.0	29.7	19.0	19.0	21.3	15.1	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:	23.9	23.9	13.7	25.6	25.6	18.0	29.7	19.0	19.0	21.3	15.1	8.4
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	A
HCM2k95thQ:	1	1	2	6	6	1	4	9	9	2	11	9
Note: Queue reported is the number of cars per lane.												

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Existing PM

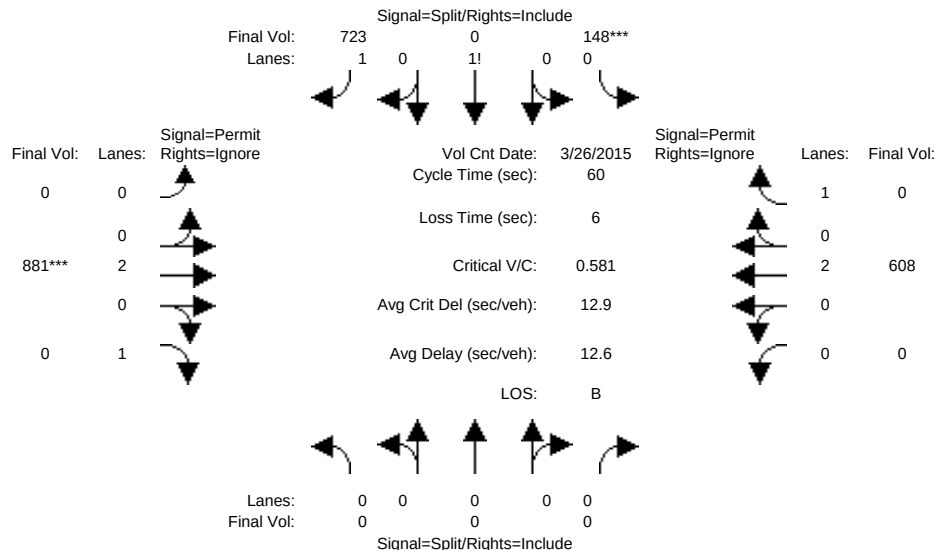
Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name: Madrone Parkway/Cochrane Plaza						Cochrane Road						
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R			L - T - R			L - T - R			L - T - R			
----- ----- -----			----- ----- -----			----- ----- -----			----- ----- -----			
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- -----			----- ----- -----			----- ----- -----			----- ----- -----			
Volume Module: >> Count			Date: 26 Mar 2015 <<									
Base Vol:	33	36	81	435	38	74	112	1257	17	203	737	177
Growth Adj:	1.00	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	36	81	435	38	74	112	1257	17	203	737	177
Added Vol:	0	0	0	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	36	81	435	38	74	112	1257	17	203	737	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:	33	36	81	435	38	74	112	1257	17	203	737	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	36	81	435	38	74	112	1257	17	203	737	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:	33	36	81	435	38	74	112	1257	17	203	737	177
----- ----- -----			----- ----- -----			----- ----- -----			----- ----- -----			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.48	0.52	1.00	1.84	0.16	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	861	939	1750	3265	285	1750	1750	5525	75	3150	3800	1750
----- ----- -----			----- ----- -----			----- ----- -----			----- ----- -----			
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.13	0.13	0.04	0.06	0.23	0.23	0.06	0.19	0.10
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	24.9	30.7	30.7	47.4	16.7	52.4	52.4	14.9	50.6	81.3
Volume/Cap:	0.46	0.46	0.22	0.52	0.52	0.11	0.46	0.52	0.52	0.52	0.46	0.15
Delay/Veh:	54.7	54.7	39.9	38.9	38.9	23.0	48.9	24.8	24.8	50.5	25.1	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	39.9	38.9	38.9	23.0	48.9	24.8	24.8	50.5	25.1	7.0
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	A
HCM2k95thQ:	6	6	5	16	16	4	8	20	20	8	17	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

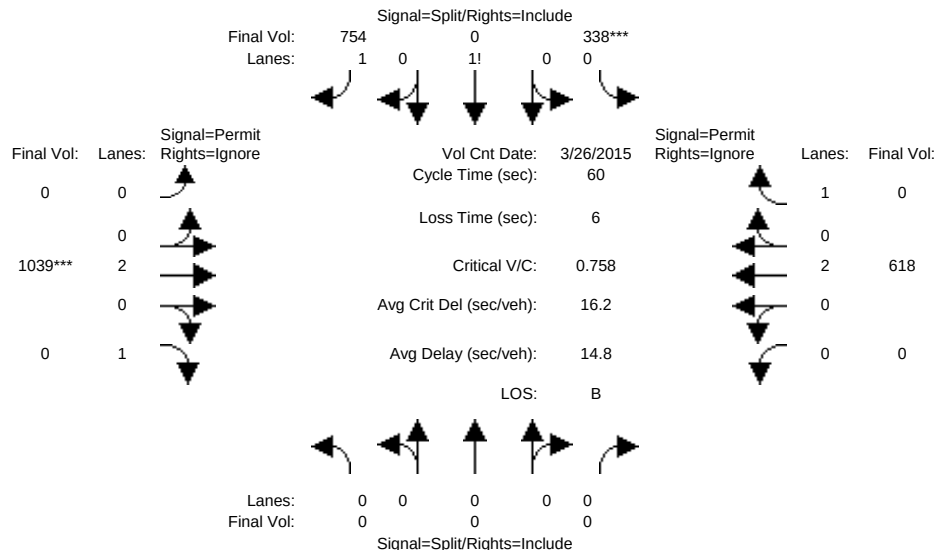
Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	0	0	0	148	0	723	0	881	335	0	608	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	148	0	723	0	881	335	0	608	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	148	0	723	0	881	335	0	608	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	148	0	723	0	881	0	0	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	723	0	881	0	0	608	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
Final Volume:	0	0	0	148	0	723	0	881	0	0	608	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.29	0.00	1.71	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	508	0	2992	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.24	0.00	0.23	0.00	0.00	0.16	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	30.1	0.0	30.1	0.0	23.9	0.0	0.0	23.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.48	0.00	0.58	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	11.1	0.0	10.1	0.0	14.7	0.0	0.0	13.1	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	11.1	0.0	10.1	0.0	14.7	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	11	0	12	0	0	8	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

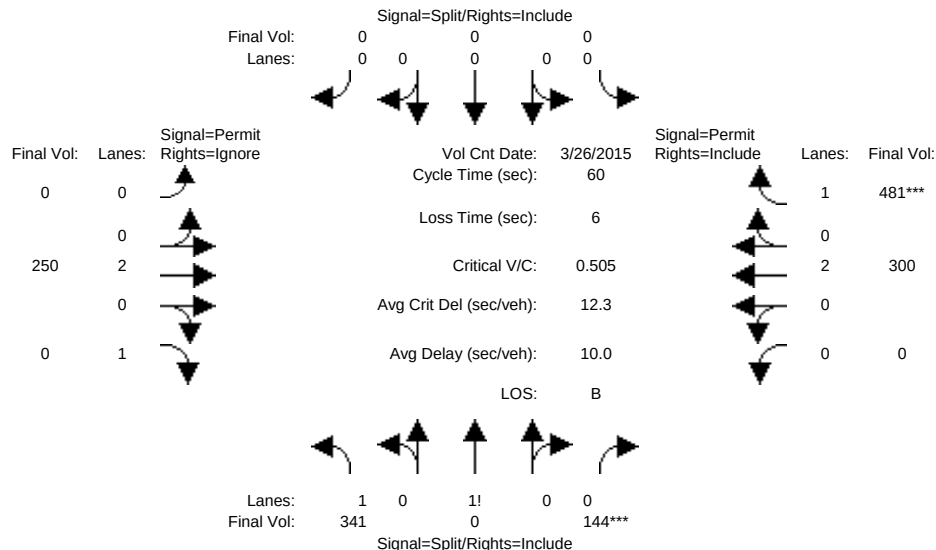
Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	0	0	0	338	0	754	0	1039	757	0	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:	0	0	0	338	0	754	0	1039	757	0	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:	0	0	0	338	0	754	0	1039	757	0	618	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	338	0	754	0	1039	0	0	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	338	0	754	0	1039	0	0	618	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
Final Volume:	0	0	0	338	0	754	0	1039	0	0	618	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.47	0.00	1.53	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	827	0	2673	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.28	0.00	0.27	0.00	0.00	0.16	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	32.4	0.0	32.4	0.0	21.6	0.0	0.0	21.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.52	0.00	0.76	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	9.1	0.0	19.4	0.0	0.0	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	13.1	0.0	9.1	0.0	19.4	0.0	0.0	14.9	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	0	13	0	16	0	0	8	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

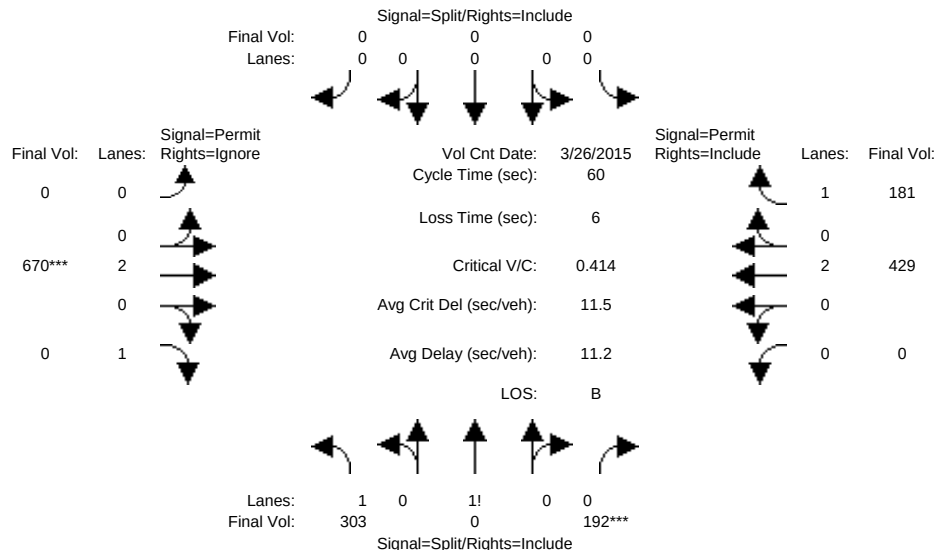
Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	341	0	144	0	0	0	0	250	0	0	300	481
Growth Adj:	1.00	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	0	144	0	0	0	0	250	0	0	300	481
Added Vol:	0	0	0	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	0	144	0	0	0	0	250	0	0	300	481
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:	341	0	144	0	0	0	0	250	0	0	300	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	144	0	0	0	0	250	0	0	300	481
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
Final Volume:	341	0	144	0	0	0	0	250	0	0	300	481
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:	1.54	0.00	0.46	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2699	0	801	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.08	0.27
Crit Moves:	****											
Green Time:	21.3	0.0	21.3	0.0	0.0	0.0	0.0	32.7	0.0	0.0	32.7	32.7
Volume/Cap:	0.36	0.00	0.51	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.15	0.51
Delay/Veh:	14.4	0.0	15.6	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.8	9.0
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:	14.4	0.0	15.6	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.8	9.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	11	0	0	0	0	2	0	0	3	12
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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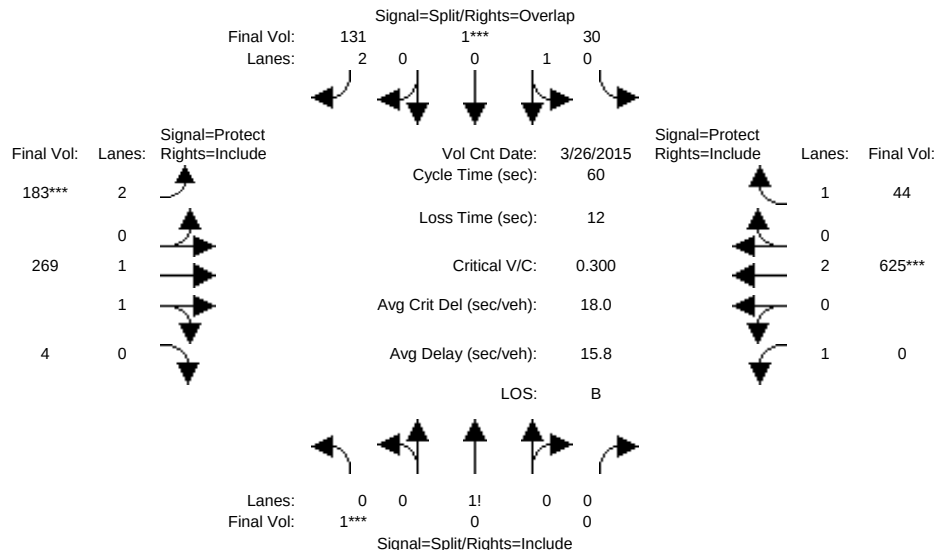
Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		0		10		0	10	10		0	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	303	0	192	0	0	0	0	670	0	0	429	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	0	192	0	0	0	0	670	0	0	429	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	0	192	0	0	0	0	670	0	0	429	181
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:	303	0	192	0	0	0	0	670	0	0	429	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	192	0	0	0	0	670	0	0	429	181
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
Final Volume:	303	0	192	0	0	0	0	670	0	0	429	181
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:	1.44	0.00	0.56	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2522	0	978	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.11	0.10
Crit Moves:	*****											
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	25.6	0.0	0.0	25.6	25.6
Volume/Cap:	0.25	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.27	0.24
Delay/Veh:	9.5	0.0	10.6	0.0	0.0	0.0	0.0	12.2	0.0	0.0	11.2	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:	9.5	0.0	10.6	0.0	0.0	0.0	0.0	12.2	0.0	0.0	11.2	11.2
LOS by Move:	A	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	5	0	9	0	0	0	0	8	0	0	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
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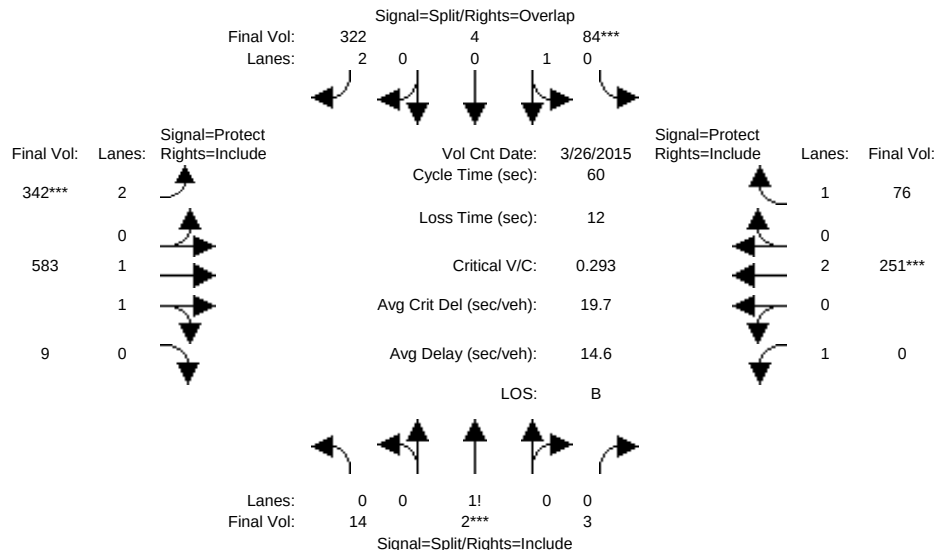
Intersection #109: De Paul Drive/Saint Louise Drive and Cochrane Road



Street Name: De Paul Drive/Saint Louise Drive							Cochrane Road								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	10		10		10	10		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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 26 Mar 2015 <<															
Base Vol:	1		0		0	30		1		131	183		269		4
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	1		0		0	30		1		131	183		269		4
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	1		0		0	30		1		131	183		269		4
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	1		0		0	30		1		131	183		269		4
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	1		0		0	30		1		131	183		269		4
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	1		0		0	30		1		131	183		269		4
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.95		0.95		0.83	0.83		0.97		0.95
Lanes:	1.00		0.00		0.00	0.97		0.03		2.00	2.00		1.97		0.03
Final Sat.:	1750		0		0	1742		58		3150	3150		3646		54
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.02		0.02		0.04	0.06		0.07		0.07
Crit Moves:	****					****					****				
Green Time:	10.0		0.0		0.0	10.0		10.0		17.3	7.3		28.0		28.0
Volume/Cap:	0.00		0.00		0.00	0.10		0.10		0.14	0.48		0.16		0.16
Delay/Veh:	20.8		0.0		0.0	21.4		21.4		15.9	25.5		9.3		9.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	20.8		0.0		0.0	21.4		21.4		15.9	25.5		9.3		9.3
LOS by Move:	C		A		A	C		C		B	C		A		A
HCM2k95thQ:	0		0		0	1		1		2	5		3		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
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Intersection #109: De Paul Drive/Saint Louise Drive and Cochrane Road



Street Name: De Paul Drive/Saint Louise Drive							Cochrane Road								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----															
Min. Green:	10		10		10	10	10	10		7	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
----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date: 26 Mar 2015 <<															
Base Vol:	14		2		3	84	4	322		342	583		9	0	251 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	1.00	1.00
Initial Bse:	14		2		3	84	4	322		342	583		9	0	251 76
Added Vol:	0		0		0	0	0	0		0	0		0	0	0
PasserByVol:	0		0		0	0	0	0		0	0		0	0	0
Initial Fut:	14		2		3	84	4	322		342	583		9	0	251 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	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14		2		3	84	4	322		342	583		9	0	251 76
Reduct Vol:	0		0		0	0	0	0		0	0		0	0	0
Reduced Vol:	14		2		3	84	4	322		342	583		9	0	251 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	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14		2		3	84	4	322		342	583		9	0	251 76
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92		0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92		
Lanes:	0.74	0.10		0.16	0.95	0.05	2.00	2.00	1.97	0.03	1.00	2.00	1.00		
Final Sat.:	1289	184		276	1718	82	3150	3150	3644	56	1750	3800	1750		
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.01	0.01		0.01	0.05	0.05	0.10	0.11	0.16	0.16	0.00	0.07	0.04		
Crit Moves:	****			****			****			****					
Green Time:	10.0	10.0		10.0	10.0	10.0	27.4	17.4	28.0	28.0	0.0	10.6	10.6		
Volume/Cap:	0.07	0.07		0.07	0.29	0.29	0.22	0.37	0.34	0.34	0.00	0.37	0.25		
Delay/Veh:	21.2	21.2		21.2	22.5	22.5	9.9	17.2	10.3	10.3	0.0	22.1	21.7		
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	21.2		21.2	22.5	22.5	9.9	17.2	10.3	10.3	0.0	22.1	21.7		
LOS by Move:	C	C		C	C	C	A	B	B	B	A	C	C		
HCM2k95thQ:	1	1		1	4	4	5	7	7	7	0	5	3		
Note: Queue reported is the number of cars per lane.															

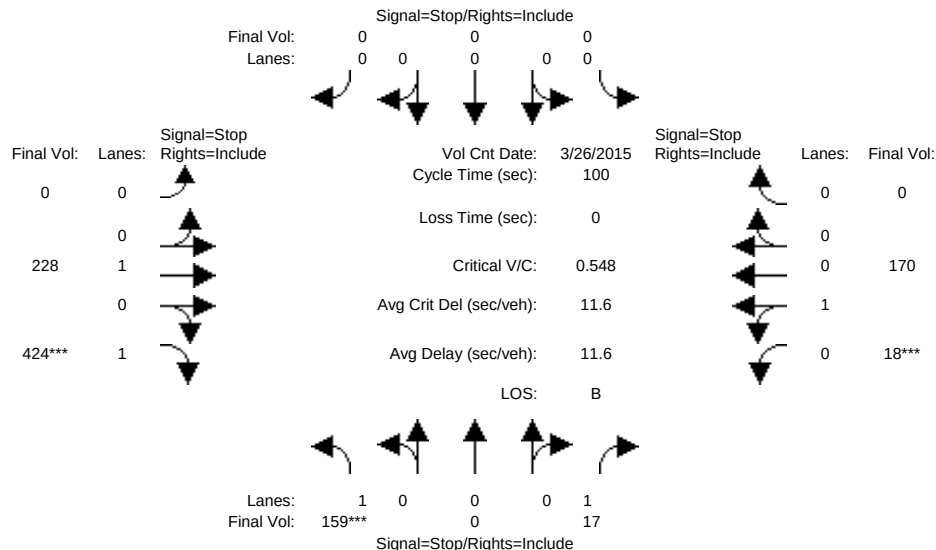
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Left Side		Center		Right Side	
Final Vol:	Lanes:	Signal=Stop Rights=Include	Vol Cnt Date: 3/26/2015 Cycle Time (sec): 100 Loss Time (sec): 0 Critical V/C: 0.819 Avg Crit Del (sec/veh): 21.1 Avg Delay (sec/veh): 21.1 LOS: C	Signal=Stop Rights=Include	Final Vol:
0	0				0
	0				0
161***	1				0
	0				1
107	1				0
					11

Street Name:			Mission View Drive						Cochrane Road								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			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: 26 Mar 2015 <<																	
Base Vol:			445		0		15	0	0	0	0	161	107	11	289		0
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			445		0		15	0	0	0	0	161	107	11	289		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:			445		0		15	0	0	0	0	161	107	11	289		0
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			445		0		15	0	0	0	0	161	107	11	289		0
Reduct Vol:			0		0		0	0	0	0	0	0	0	0	0		0
Reduced Vol:			445		0		15	0	0	0	0	161	107	11	289		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	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			445		0		15	0	0	0	0	161	107	11	289		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	1.00	1.00	1.00
Lanes:			1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.04	0.96	0.00		
Final Sat.:			544		0		658	0	0	0	0	527	585	20	537		0
----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:			0.82	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.31	0.18	0.54	0.54	xxxx			
Crit Moves:			****							****			****				
Delay/Veh:			31.1	0.0	8.2	0.0	0.0	0.0	0.0	11.9	9.7	15.8	15.8	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	1.00	1.00	1.00
AdjDel/Veh:			31.1	0.0	8.2	0.0	0.0	0.0	0.0	11.9	9.7	15.8	15.8	0.0			
LOS by Move:			D	*	A	*	*	*	*	B	A	C	C	*			
ApproachDel:				30.4			xxxxxx			11.0			15.8				
Delay Adj:				1.00			xxxxxx			1.00			1.00				
ApprAdjDel:				30.4			xxxxxx			11.0			15.8				
LOS by Appr:				D			*			B			C				
AllWayAvgQ:			3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	1.0	1.0	1.0			
Note: Queue reported is the number of cars per lane.																	

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #110: Mission View Drive and Cochrane Road

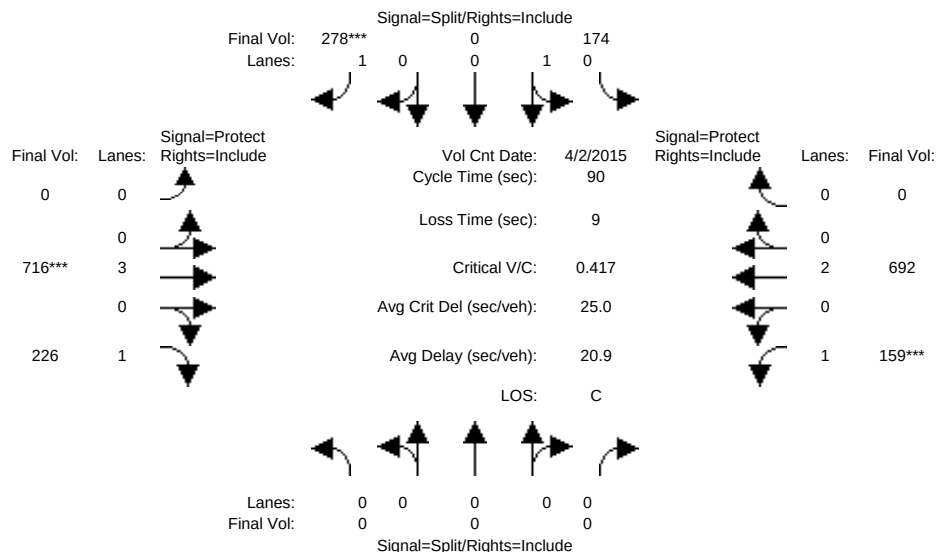


Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	159	0	17	0	0	0	0	228	424	18	170	0
Growth Adj:	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:	159	0	17	0	0	0	0	228	424	18	170	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:	159	0	17	0	0	0	0	228	424	18	170	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:	159	0	17	0	0	0	0	228	424	18	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	17	0	0	0	0	228	424	18	170	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:	159	0	17	0	0	0	0	228	424	18	170	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	507	0	605	0	0	0	0	671	774	61	575	0
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.34	0.55	0.30	0.30	xxxx
Crit Moves:	****								****	****		
Delay/Veh:	12.2	0.0	8.4	0.0	0.0	0.0	0.0	10.6	12.5	10.7	10.7	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:	12.2	0.0	8.4	0.0	0.0	0.0	0.0	10.6	12.5	10.7	10.7	0.0
LOS by Move:	B	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	11.9			xxxxxx				11.9			10.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	11.9			xxxxxx				11.9			10.7	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.1	0.4	0.4	0.4

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

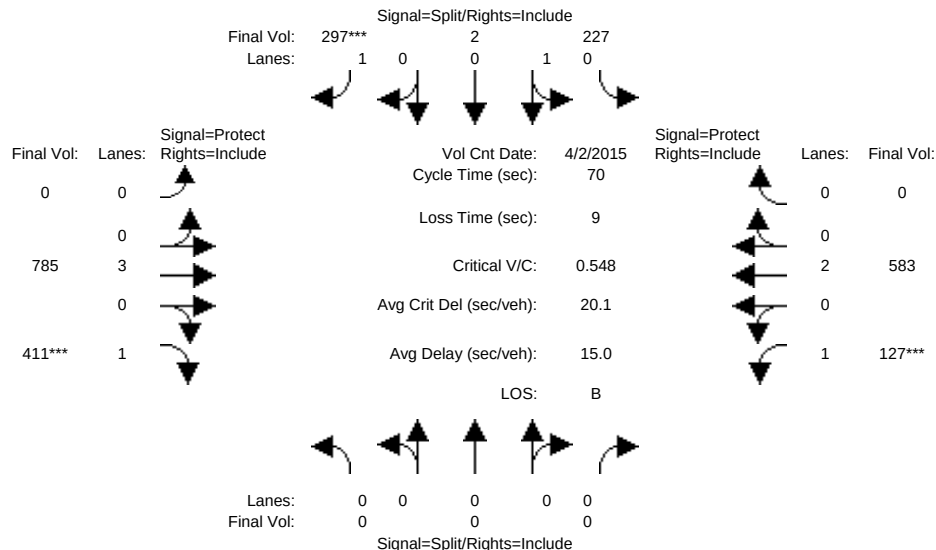
Intersection #124: US 101 SB Ramps and Dunne Avenue



Street Name:	US 101 SB 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: 2 Apr 2015 <<												
Base Vol:	0	0	0	174	0	278	0	716	226	159	692	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	174	0	278	0	716	226	159	692	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	174	0	278	0	716	226	159	692	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	174	0	278	0	716	226	159	692	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	278	0	716	226	159	692	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	174	0	278	0	716	226	159	692	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	0.10	0.00	0.16	0.00	0.13	0.13	0.09	0.18	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	34.3	0.0	34.3	0.0	27.1	27.1	19.6	46.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.42	0.00	0.42	0.43	0.42	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	20.9	0.0	25.3	25.8	31.0	12.8	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	19.3	0.0	20.9	0.0	25.3	25.8	31.0	12.8	0.0
LOS by Move:	A	A	A	B	A	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	7	0	12	0	10	10	8	11	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #124: US 101 SB Ramps and Dunne Avenue

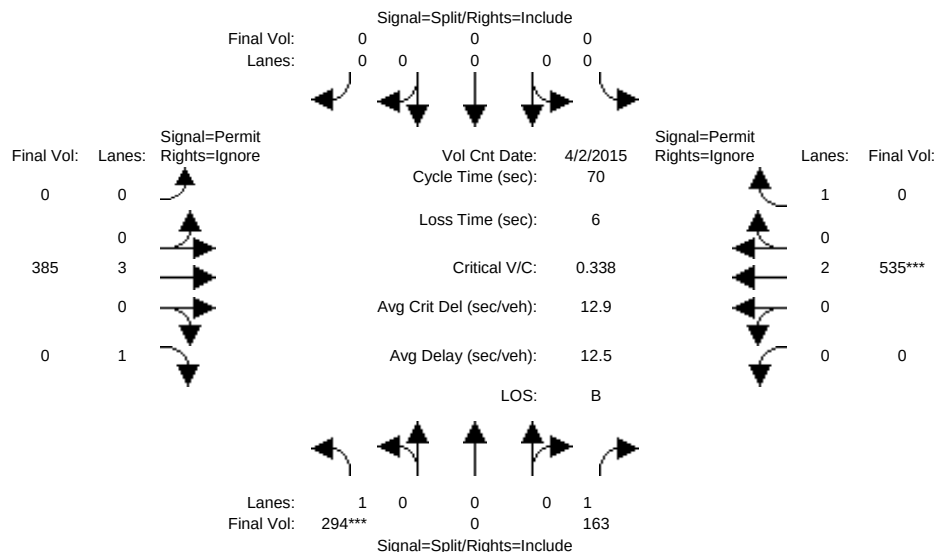


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	0	0	0	227	2	297	0	785	411	127	583	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	2	297	0	785	411	127	583	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	2	297	0	785	411	127	583	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	2	297	0	785	411	127	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	2	297	0	785	411	127	583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	2	297	0	785	411	127	583	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	0.99	0.01	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1784	16	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.17	0.00	0.14	0.23	0.07	0.15	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	21.7	21.7	21.7	0.0	30.0	30.0	9.3	39.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.55	0.00	0.32	0.55	0.55	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	19.6	21.3	0.0	13.3	15.8	31.1	8.0	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	19.6	19.6	21.3	0.0	13.3	15.8	31.1	8.0	0.0
LOS by Move:	A	A	A	B	B	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	9	9	12	0	7	13	6	6	0

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

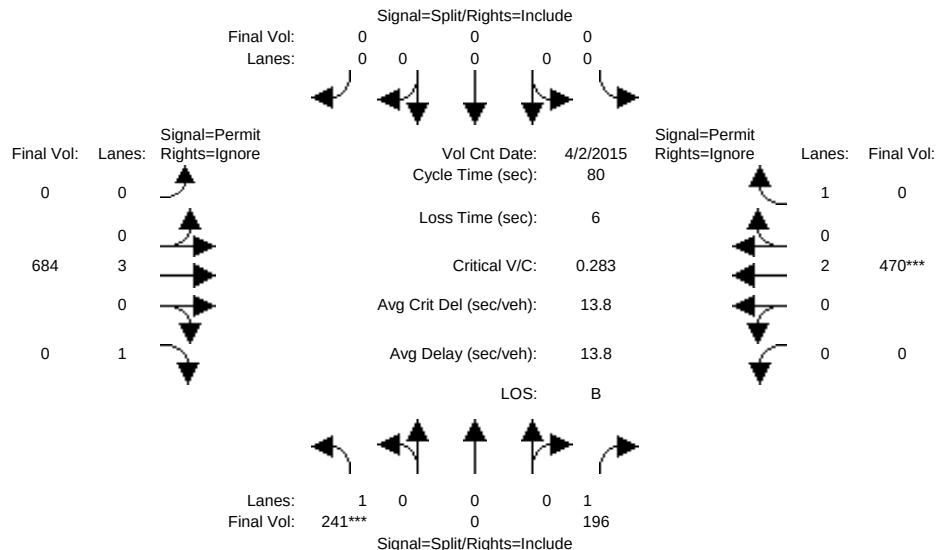
Intersection #125: US 101 NB Ramps and Dunne Avenue



Street Name:	US 101 NB 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: 2 Apr 2015 <<												
Base Vol:	294	0	163	0	0	0	0	385	0	0	535	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:	294	0	163	0	0	0	0	385	0	0	535	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:	294	0	163	0	0	0	0	385	0	0	535	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:	294	0	163	0	0	0	0	385	0	0	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	163	0	0	0	0	385	0	0	535	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
Final Volume:	294	0	163	0	0	0	0	385	0	0	535	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:	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.14	0.00
Crit Moves:	****										****	
Green Time:	34.8	0.0	34.8	0.0	0.0	0.0	0.0	29.2	0.0	0.0	29.2	0.0
Volume/Cap:	0.34	0.00	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.34	0.00
Delay/Veh:	10.9	0.0	9.9	0.0	0.0	0.0	0.0	12.8	0.0	0.0	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	9.9	0.0	0.0	0.0	0.0	12.8	0.0	0.0	14.0	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	8	0	4	0	0	0	0	3	0	0	7	0
Note: Queue reported is the number of cars per lane.												

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Existing PM

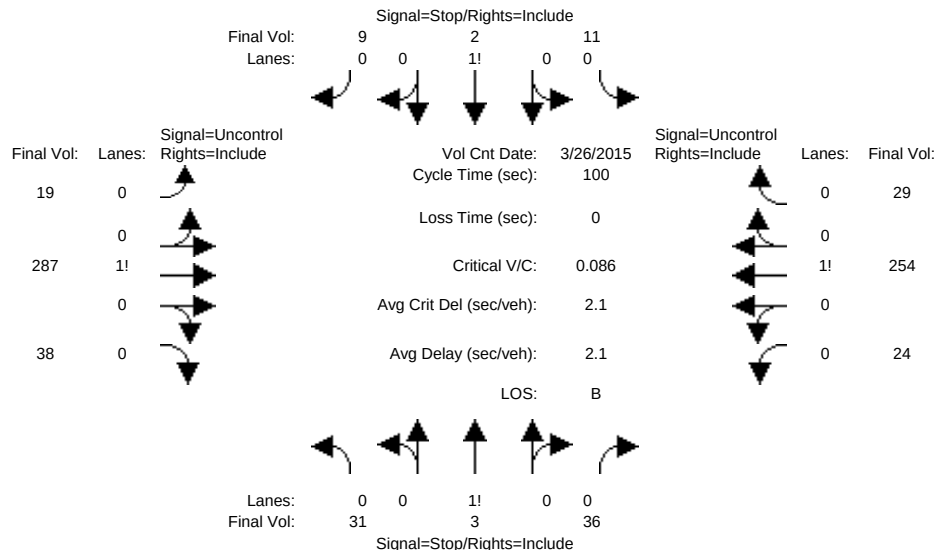
Intersection #125: US 101 NB Ramps and Dunne Avenue



Street Name:	US 101 NB 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: 2 Apr 2015 <<												
Base Vol:	241	0	196	0	0	0	0	684	0	0	470	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:	241	0	196	0	0	0	0	684	0	0	470	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:	241	0	196	0	0	0	0	684	0	0	470	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:	241	0	196	0	0	0	0	684	0	0	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	196	0	0	0	0	684	0	0	470	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
Final Volume:	241	0	196	0	0	0	0	684	0	0	470	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:	0.14	0.00	0.11	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.12	0.00
Crit Moves:	***										***	
Green Time:	39.0	0.0	39.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Volume/Cap:	0.28	0.00	0.23	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.28	0.00
Delay/Veh:	12.4	0.0	12.0	0.0	0.0	0.0	0.0	14.4	0.0	0.0	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	12.0	0.0	0.0	0.0	0.0	14.4	0.0	0.0	14.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	8	0	6	0	0	0	0	7	0	0	7	0
Note: Queue reported is the number of cars per lane.												

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Existing AM

Intersection #164: Del Monte Avenue and Main Avenue

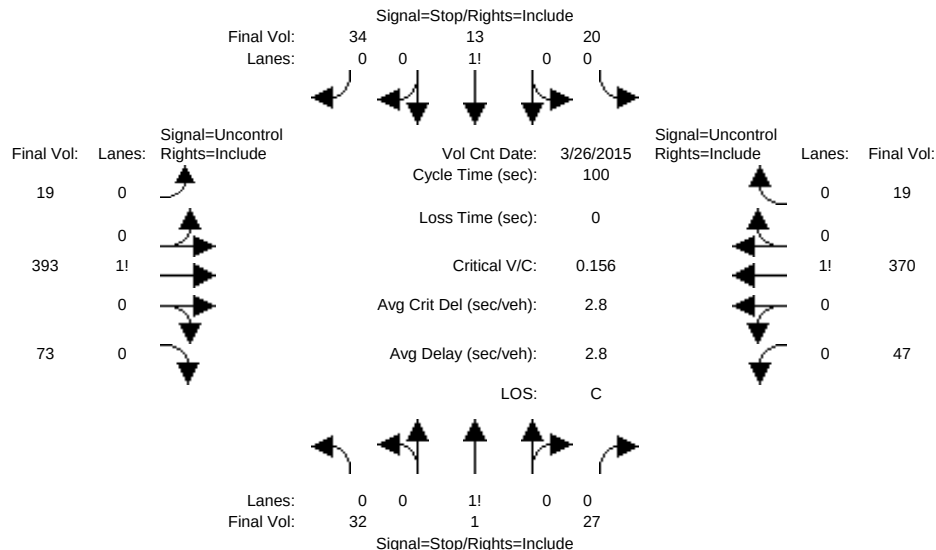


Street Name:	Del Monte Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	31	3	36	11	2	9	19	287	38	24	254	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	3	36	11	2	9	19	287	38	24	254	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	3	36	11	2	9	19	287	38	24	254	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	3	36	11	2	9	19	287	38	24	254	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	31	3	36	11	2	9	19	287	38	24	254	29
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:												
Cnflct Vol:	666	675	306	680	680	269	283	xxxx	xxxxx	325	xxxx	xxxxx
Potent Cap.:	376	378	739	368	376	775	1291	xxxx	xxxxx	1246	xxxx	xxxxx
Move Cap.:	360	365	739	339	363	775	1291	xxxx	xxxxx	1246	xxxx	xxxxx
Volume/Cap:	0.09	0.01	0.05	0.03	0.01	0.01	0.01	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	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	489	xxxxx	xxxx	443	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.6			13.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #164: Del Monte Avenue and Main Avenue

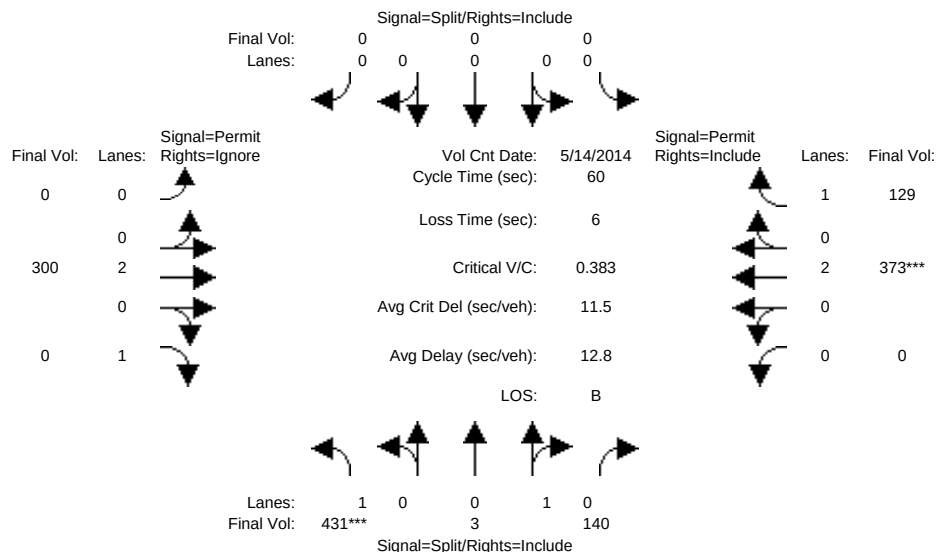


Street Name:	Del Monte Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	32	1	27	20	13	34	19	393	73	47	370	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1	27	20	13	34	19	393	73	47	370	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:	32	1	27	20	13	34	19	393	73	47	370	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:	32	1	27	20	13	34	19	393	73	47	370	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	32	1	27	20	13	34	19	393	73	47	370	19
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:												
Cnflct Vol:	965	951	430	955	978	380	389	xxxx	xxxxx	466	xxxx	xxxxx
Potent Cap.:	237	262	630	240	253	672	1181	xxxx	xxxxx	1106	xxxx	xxxxx
Move Cap.:	206	246	630	219	238	672	1181	xxxx	xxxxx	1106	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.04	0.09	0.05	0.05	0.02	xxxx	xxxxx	0.04	xxxx	xxxxx
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	8.1	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	296	xxxxx	xxxx	341	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.7	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.2	xxxxx	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
Approach Del:	20.2			18.1			xxxxxx			xxxxxx		
Approach LOS:	C			C			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

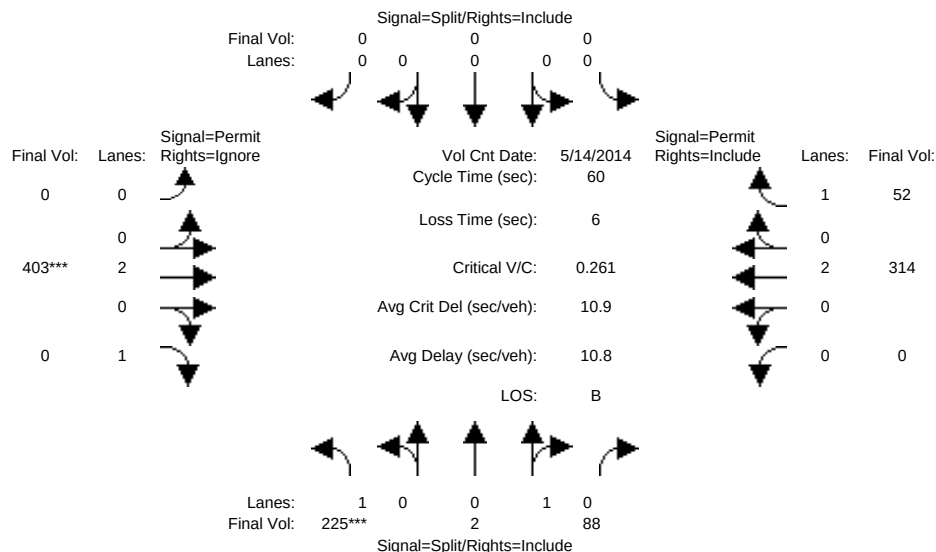
Intersection #344: US 101 NB Ramps and Tennant Avenue



Street Name:	US 101 NB 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: 14 May 2014 <<												
Base Vol:	431	3	140	0	0	0	0	300	0	0	373	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	3	140	0	0	0	0	300	0	0	373	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	3	140	0	0	0	0	300	0	0	373	129
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:	431	3	140	0	0	0	0	300	0	0	373	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	3	140	0	0	0	0	300	0	0	373	129
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:	431	3	140	0	0	0	0	300	0	0	373	129
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	38	1762	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.08	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.07
Crit Moves:	****										****	
Green Time:	38.6	38.6	38.6	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	15.4
Volume/Cap:	0.38	0.12	0.12	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.38	0.29
Delay/Veh:	5.3	4.2	4.2	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.6	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:	5.3	4.2	4.2	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.6	18.3
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	8	2	2	0	0	0	0	4	0	0	6	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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Existing PM

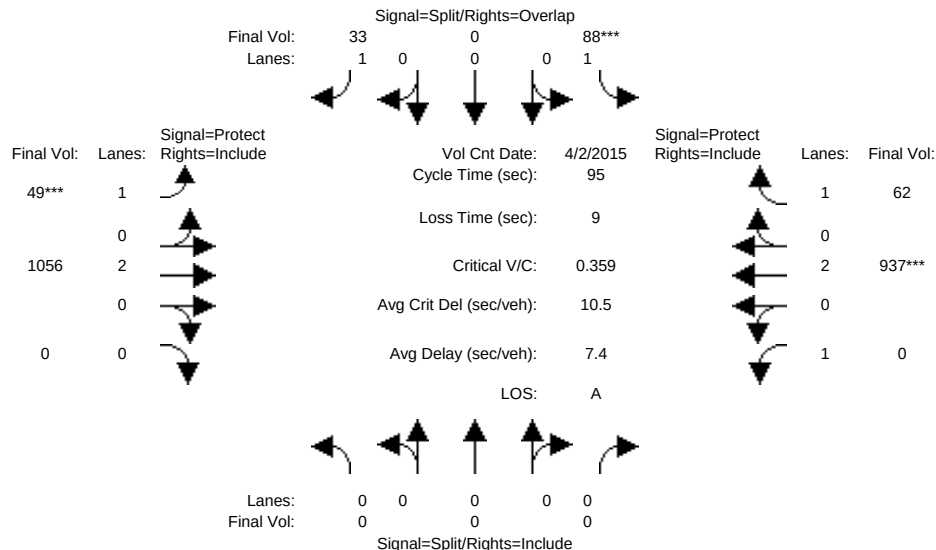
Intersection #344: US 101 NB Ramps and Tennant Avenue



Street Name:	US 101 NB 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: 14 May 2014 <<												
Base Vol:	225	2	88	0	0	0	0	403	0	0	314	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:	225	2	88	0	0	0	0	403	0	0	314	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:	225	2	88	0	0	0	0	403	0	0	314	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:	225	2	88	0	0	0	0	403	0	0	314	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2	88	0	0	0	0	403	0	0	314	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
Final Volume:	225	2	88	0	0	0	0	403	0	0	314	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	40	1760	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.05	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.08	0.03
Crit Moves:	***							***				
Green Time:	29.6	29.6	29.6	0.0	0.0	0.0	0.0	24.4	0.0	0.0	24.4	24.4
Volume/Cap:	0.26	0.10	0.10	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.20	0.07
Delay/Veh:	9.0	8.2	8.2	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.6	10.9
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:	9.0	8.2	8.2	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.6	10.9
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	5	2	2	0	0	0	0	5	0	0	4	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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Existing AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue

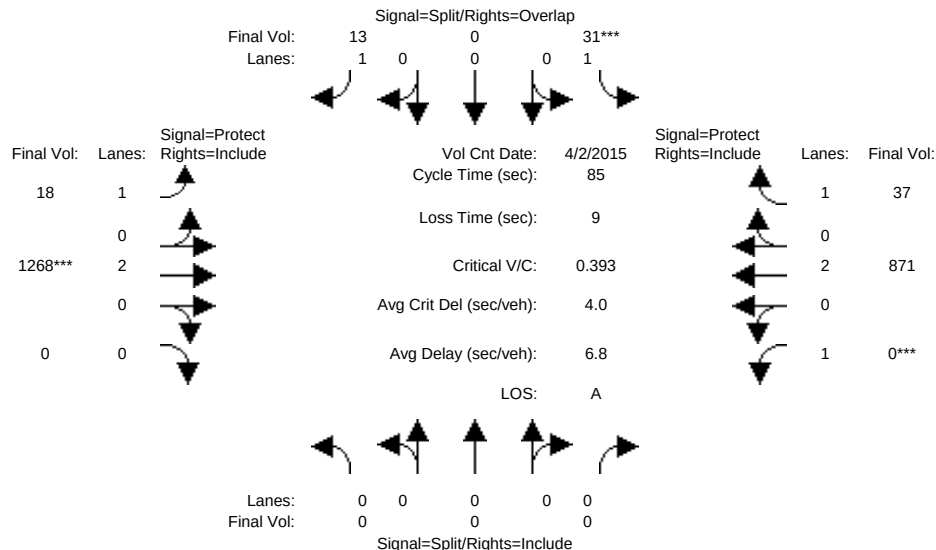


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	0	0	0	88	0	33	49	1056	0	0	937	62
Growth Adj:	1.00	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	88	0	33	49	1056	0	0	937	62
Added Vol:	0	0	0	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	88	0	33	49	1056	0	0	937	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	88	0	33	49	1056	0	0	937	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	33	49	1056	0	0	937	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	88	0	33	49	1056	0	0	937	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.03	0.28	0.00	0.00	0.25	0.04
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	13.3	0.0	20.7	7.4	72.7	0.0	0.0	65.3	65.3
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.09	0.36	0.36	0.00	0.00	0.36	0.05
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	29.7	43.2	3.7	0.0	0.0	6.3	4.8
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	37.9	0.0	29.7	43.2	3.7	0.0	0.0	6.3	4.8
LOS by Move:	A	A	A	D	A	C	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	2	3	10	0	0	11	1

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

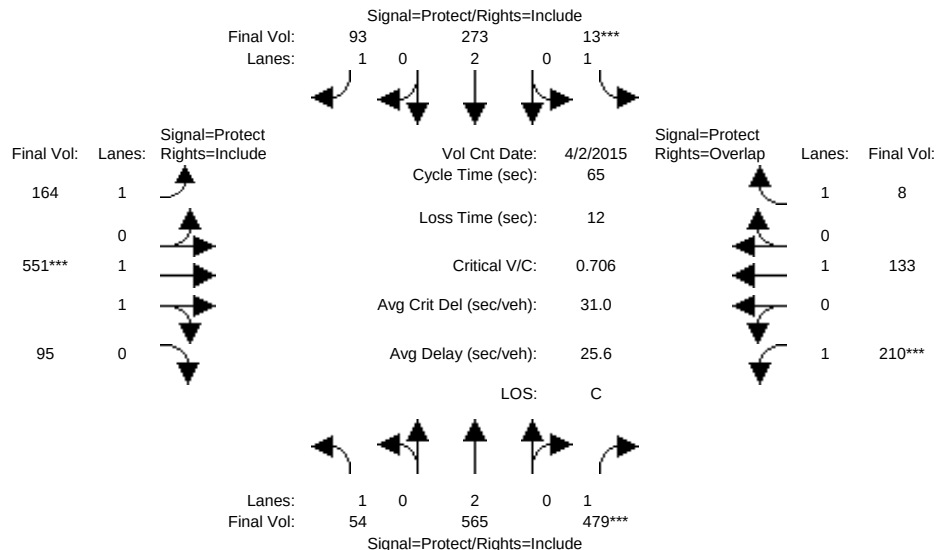
Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						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	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: 2 Apr 2015 <<												
Base Vol:	0	0	0	31	0	13	18	1268	0	0	871	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	0	0	31	0	13	18	1268	0	0	871	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	0	0	31	0	13	18	1268	0	0	871	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	0	0	31	0	13	18	1268	0	0	871	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	13	18	1268	0	0	871	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
Final Volume:	0	0	0	31	0	13	18	1268	0	0	871	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.33	0.00	0.00	0.23	0.02
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	10.0	0.0	27.4	17.4	66.0	0.0	0.0	48.6	48.6
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.02	0.05	0.43	0.00	0.00	0.40	0.04
Delay/Veh:	0.0	0.0	0.0	34.0	0.0	19.6	27.2	3.3	0.0	0.0	10.3	8.0
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	34.0	0.0	19.6	27.2	3.3	0.0	0.0	10.3	8.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2k95thQ:	0	0	0	2	0	1	1	11	0	0	12	1
Note: Queue reported is the number of cars per lane.												

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Intersection #422: Monterey Road and Watsonville Road/Butterfield Boulevard



Street Name:	Monterey Road						Watsonville Road/Butterfield Blvd					
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: 2 Apr 2015 <<											
Base Vol:	54	565	479	13	273	93	164	551	95	210	133	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	565	479	13	273	93	164	551	95	210	133	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	565	479	13	273	93	164	551	95	210	133	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	565	479	13	273	93	164	551	95	210	133	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	565	479	13	273	93	164	551	95	210	133	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	565	479	13	273	93	164	551	95	210	133	8

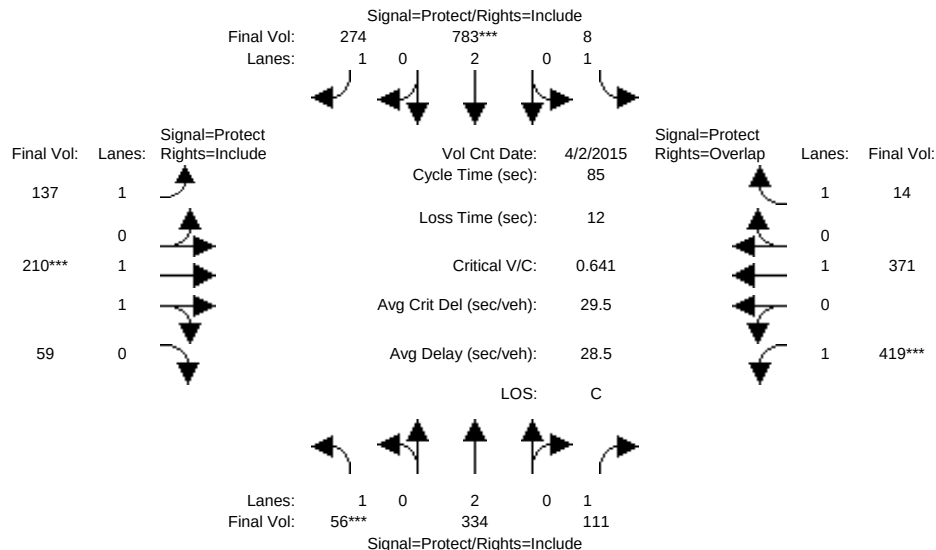
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3155	544	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.27	0.01	0.07	0.05	0.09	0.17	0.17	0.12	0.07	0.00
Crit Moves:	****			****			****			****		
Green Time:	12.0	22.2	22.2	7.0	17.1	17.1	9.8	14.1	14.1	9.7	14.0	21.0
Volume/Cap:	0.17	0.44	0.80	0.07	0.27	0.20	0.62	0.80	0.80	0.80	0.32	0.01
Delay/Veh:	22.5	16.8	27.2	26.2	19.1	18.8	30.3	30.0	30.0	43.0	22.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	16.8	27.2	26.2	19.1	18.8	30.3	30.0	30.0	43.0	22.0	15.0
LOS by Move:	C	B	C	C	B	B	C	C	C	D	C	B
HCM2k95thQ:	2	9	22	1	4	3	9	16	16	13	5	0

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #422: Monterey Road and Watsonville Road/Butterfield Boulevard



Street Name:	Monterey Road						Watsonville Road/Butterfield Blvd					
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:	2 Apr 2015	<<							
Base Vol:	56	334	111	8	783	274	137	210	59	419	371	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:	56	334	111	8	783	274	137	210	59	419	371	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:	56	334	111	8	783	274	137	210	59	419	371	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:	56	334	111	8	783	274	137	210	59	419	371	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	334	111	8	783	274	137	210	59	419	371	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	334	111	8	783	274	137	210	59	419	371	14

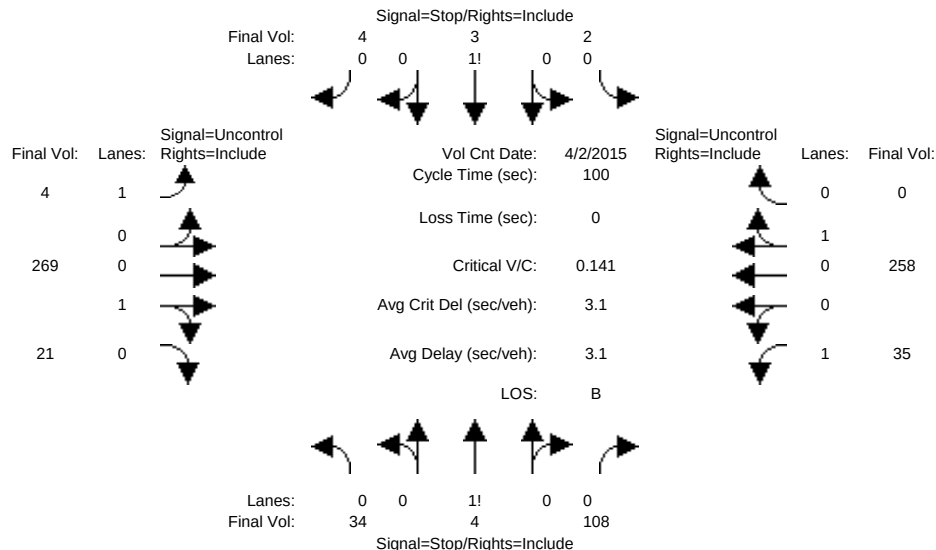
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2888	811	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.06	0.00	0.21	0.16	0.08	0.07	0.07	0.24	0.20	0.01
Crit Moves:	***				***		***			***		
Green Time:	7.0	19.4	19.4	13.5	25.9	25.9	11.9	10.0	10.0	30.1	28.2	41.8
Volume/Cap:	0.39	0.39	0.28	0.03	0.68	0.51	0.56	0.62	0.62	0.68	0.59	0.02
Delay/Veh:	38.7	28.1	27.4	30.2	27.5	25.2	37.0	38.4	38.4	26.3	25.0	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:	38.7	28.1	27.4	30.2	27.5	25.2	37.0	38.4	38.4	26.3	25.0	11.1
LOS by Move:	D	C	C	C	C	C	D	D	D	C	C	B
HCM2k95thQ:	4	8	6	0	17	12	9	9	9	20	16	0

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

City of Morgan Hill
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2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #444: Del Monte Avenue and Dunne Avenue

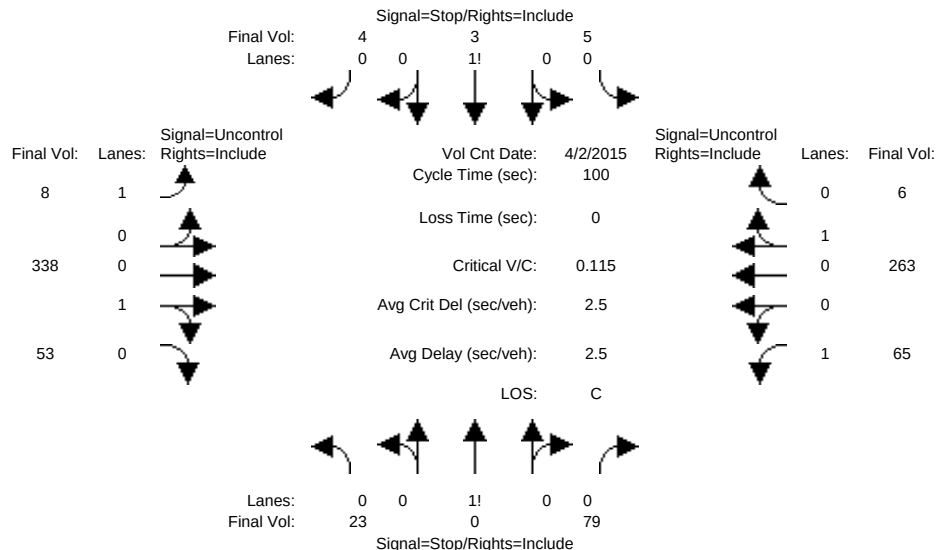


Street Name:	Del Monte Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	34	4	108	2	3	4	4	269	21	35	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	4	108	2	3	4	4	269	21	35	258	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	4	108	2	3	4	4	269	21	35	258	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	4	108	2	3	4	4	269	21	35	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	34	4	108	2	3	4	4	269	21	35	258	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:												
Cnflct Vol:	619	616	280	672	626	258	258	XXXX	XXXXX	290	XXXX	XXXXX
Potent Cap.:	404	409	764	373	403	786	1318	XXXX	XXXXX	1283	XXXX	XXXXX
Move Cap.:	390	397	764	310	391	786	1318	XXXX	XXXXX	1283	XXXX	XXXXX
Volume/Cap:	0.09	0.01	0.14	0.01	0.01	0.01	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	7.7	XXXX	XXXXX	7.9	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	XXXX	612	XXXXX	XXXX	468	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	0.9	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	12.7	XXXXX	XXXXX	12.8	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.7			12.8			XXXXXX			XXXXXX		
ApproachLOS:	B			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #444: Del Monte Avenue and Dunne Avenue

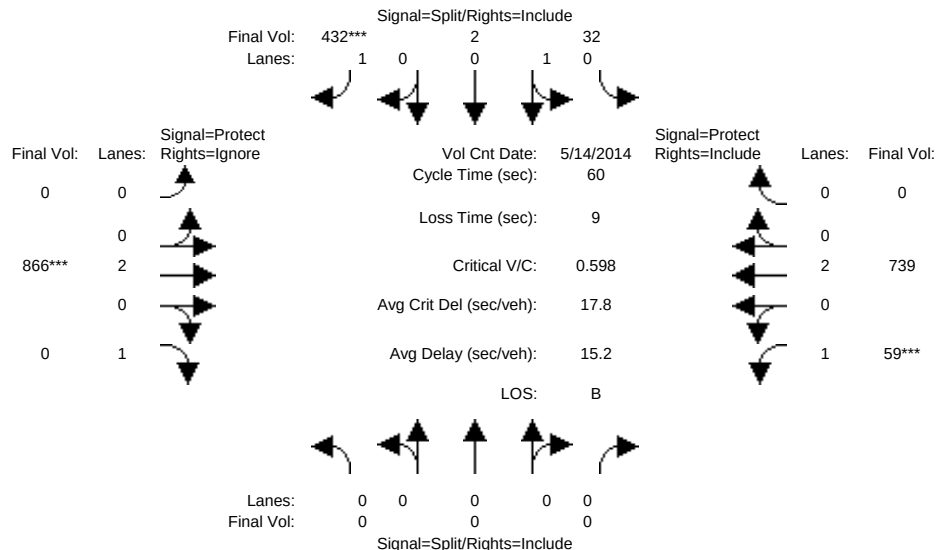


Street Name:	Del Monte Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	23	0	79	5	3	4	8	338	53	65	263	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	79	5	3	4	8	338	53	65	263	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:	23	0	79	5	3	4	8	338	53	65	263	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:	23	0	79	5	3	4	8	338	53	65	263	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	23	0	79	5	3	4	8	338	53	65	263	6
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:												
Cnflct Vol:	780	780	365	816	803	266	269	XXXX	XXXXX	391	XXXX	XXXXX
Potent Cap.:	315	329	685	298	319	778	1306	XXXX	XXXXX	1179	XXXX	XXXXX
Move Cap.:	297	309	685	251	300	778	1306	XXXX	XXXXX	1179	XXXX	XXXXX
Volume/Cap:	0.08	0.00	0.12	0.02	0.01	0.01	0.01	XXXX	XXXX	0.06	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.2	XXXX	XXXXX
Control Del:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	7.8	XXXX	XXXXX	8.2	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	529	XXXXX	XXXX	342	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXX	0.7	XXXXX	XXXX	0.1	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shrd ConDel:	XXXX	13.4	XXXXX	XXXX	15.9	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
Approach Del:	13.4			15.9			XXXXXX			XXXXXX		
Approach LOS:	B			C			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

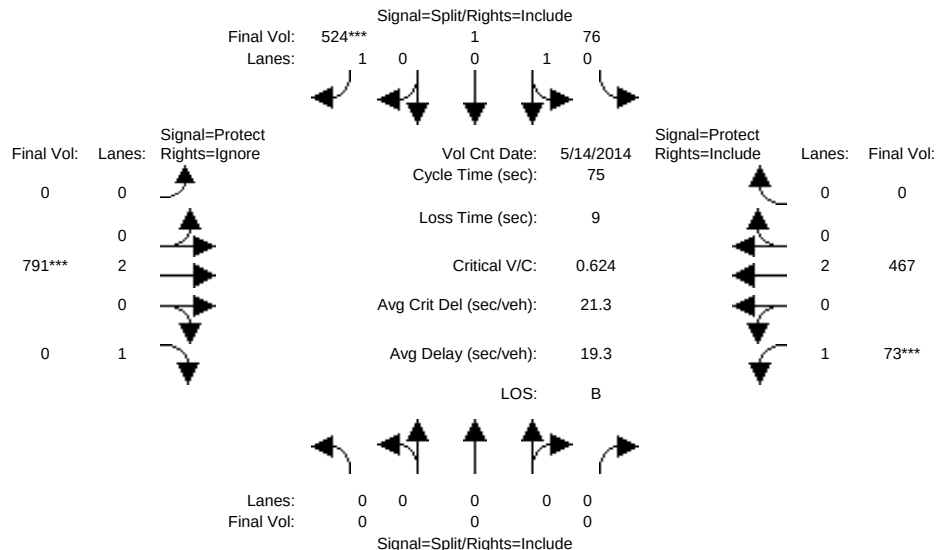
Intersection #554: US 101 SB Ramps and Tennant Avenue



Street Name:	US 101 SB 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: 14 May 2014 <<												
Base Vol:	0	0	0	32	2	432	0	866	221	59	739	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	32	2	432	0	866	221	59	739	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	32	2	432	0	866	221	59	739	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	32	2	432	0	866	0	59	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	2	432	0	866	0	59	739	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
Final Volume:	0	0	0	32	2	432	0	866	0	59	739	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	1694	106	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.25	0.00	0.23	0.00	0.03	0.19	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	22.9	22.9	22.9	0.0	21.1	0.0	7.0	28.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.05	0.05	0.65	0.00	0.65	0.00	0.29	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	11.7	11.7	17.5	0.0	17.4	0.0	25.0	10.7	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	11.7	11.7	17.5	0.0	17.4	0.0	25.0	10.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	C	B	A
HCM2k95thQ:	0	0	0	1	1	15	0	13	0	2	9	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

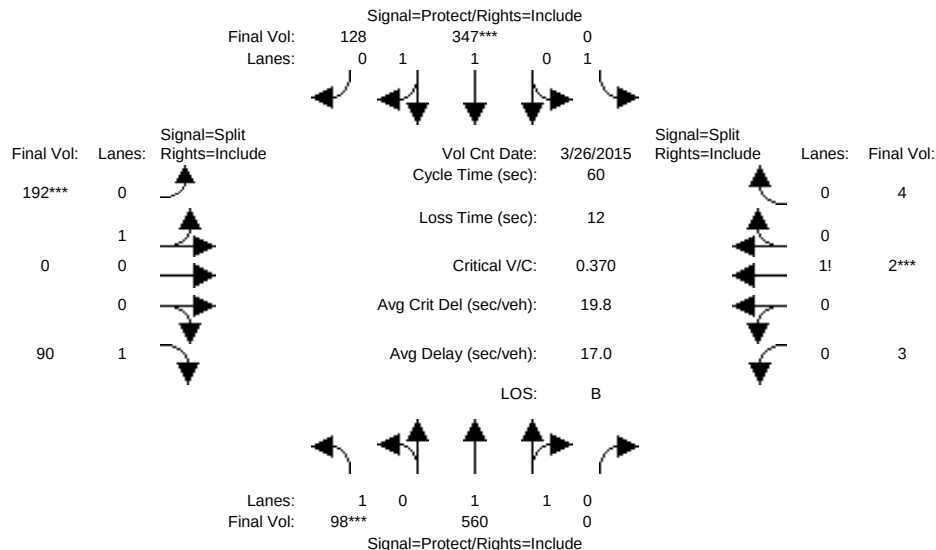
Intersection #554: US 101 SB Ramps and Tennant Avenue



Street Name:	US 101 SB 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: 14 May 2014 <<												
Base Vol:	0	0	0	76	1	524	0	791	447	73	467	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	76	1	524	0	791	447	73	467	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	76	1	524	0	791	447	73	467	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	76	1	524	0	791	0	73	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	1	524	0	791	0	73	467	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
Final Volume:	0	0	0	76	1	524	0	791	0	73	467	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	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1777	23	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.30	0.00	0.21	0.00	0.04	0.12	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	34.8	34.8	34.8	0.0	24.2	0.0	7.0	31.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.09	0.65	0.00	0.65	0.00	0.45	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	11.3	11.3	17.2	0.0	22.9	0.0	34.1	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	11.3	11.3	17.2	0.0	22.9	0.0	34.1	14.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	C	B	A
HCM2k95thQ:	0	0	0	2	2	20	0	15	0	4	7	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

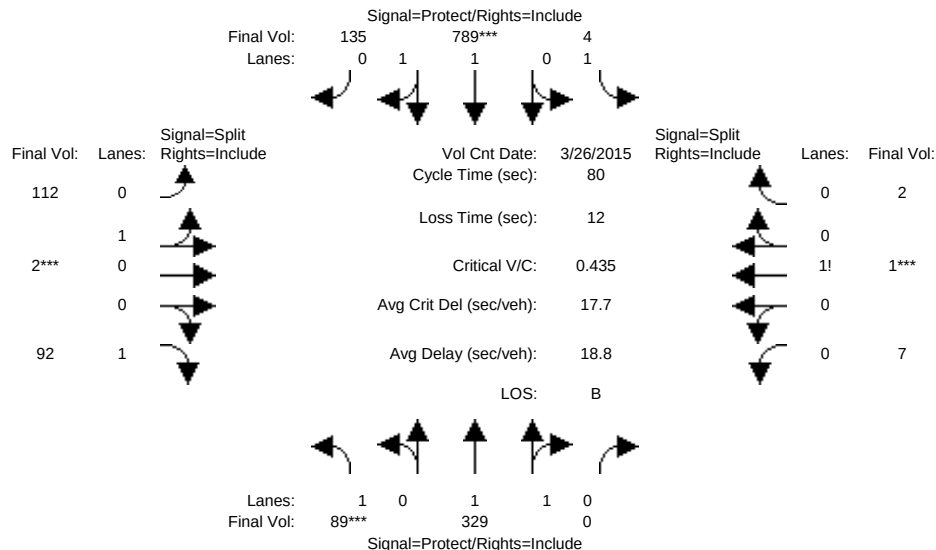
Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	98	560	0	0	347	128	192	0	90	3	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	560	0	0	347	128	192	0	90	3	2	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	560	0	0	347	128	192	0	90	3	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	560	0	0	347	128	192	0	90	3	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	560	0	0	347	128	192	0	90	3	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	560	0	0	347	128	192	0	90	3	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.45	0.55	1.00	0.00	1.00	0.33	0.22	0.45
Final Sat.:	1750	3700	0	1750	2702	997	1800	0	1750	583	389	778
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.00	0.00	0.13	0.13	0.11	0.00	0.05	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.3	24.1	0.0	0.0	16.8	16.8	13.9	0.0	13.9	10.0	10.0	10.0
Volume/Cap:	0.46	0.38	0.00	0.00	0.46	0.46	0.46	0.00	0.22	0.03	0.03	0.03
Delay/Veh:	26.1	12.8	0.0	0.0	18.2	18.2	20.6	0.0	18.9	21.0	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:	26.1	12.8	0.0	0.0	18.2	18.2	20.6	0.0	18.9	21.0	21.0	21.0
LOS by Move:	C	B	A	A	B	B	C	A	B	C	C	C
HCM2k95thQ:	4	7	0	0	7	7	7	0	3	0	0	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

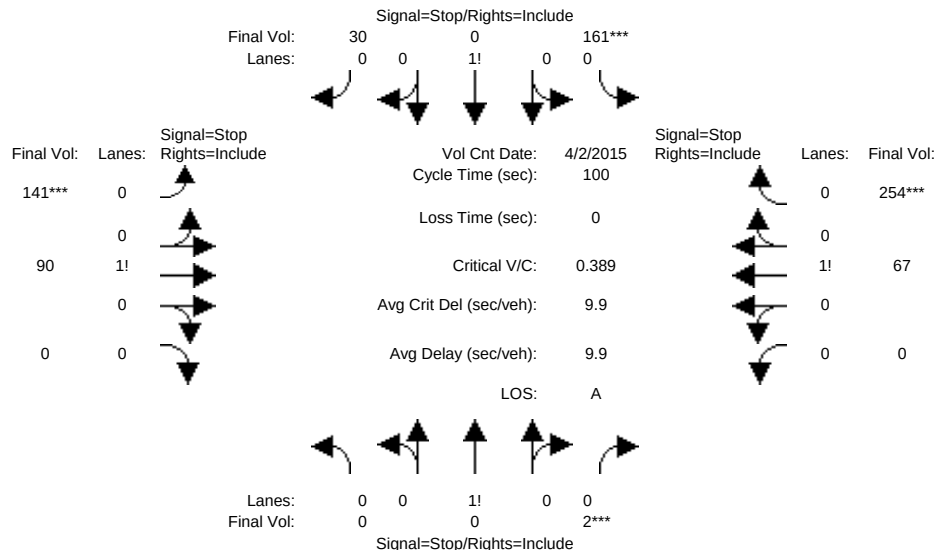
Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	89	329	0	4	789	135	112	2	92	7	1	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:	89	329	0	4	789	135	112	2	92	7	1	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:	89	329	0	4	789	135	112	2	92	7	1	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:	89	329	0	4	789	135	112	2	92	7	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	329	0	4	789	135	112	2	92	7	1	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
Final Volume:	89	329	0	4	789	135	112	2	92	7	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.70	0.30	0.98	0.02	1.00	0.70	0.10	0.20
Final Sat.:	1750	3700	0	1750	3159	541	1768	32	1750	1225	175	350
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.25	0.25	0.06	0.06	0.05	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.1	28.2	0.0	19.7	39.8	39.8	10.1	10.1	10.1	10.0	10.0	10.0
Volume/Cap:	0.50	0.25	0.00	0.01	0.50	0.50	0.50	0.50	0.42	0.05	0.05	0.05
Delay/Veh:	36.3	18.5	0.0	22.8	13.7	13.7	34.4	34.4	33.5	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:	36.3	18.5	0.0	22.8	13.7	13.7	34.4	34.4	33.5	30.9	30.9	30.9
LOS by Move:	D	B	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	6	0	0	14	14	7	7	6	1	1	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

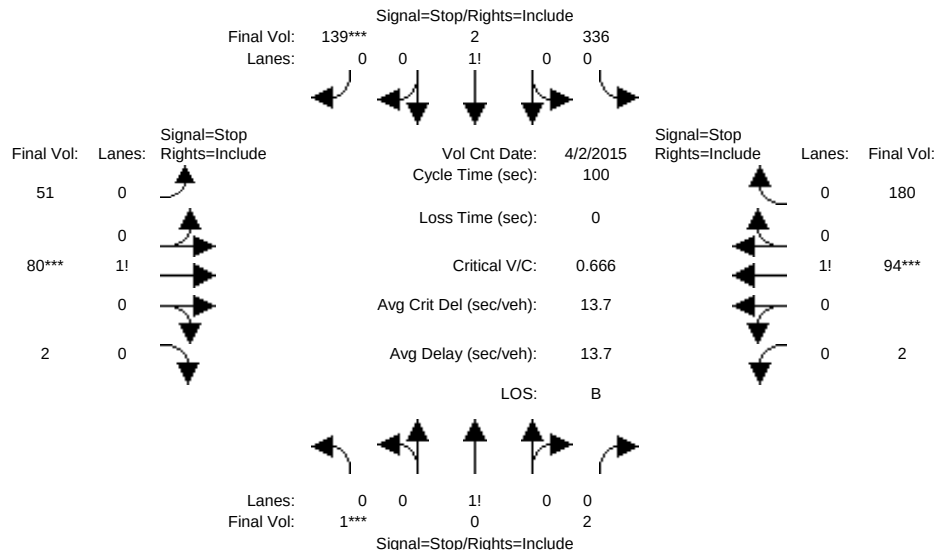
Intersection #984: Peak Avenue and Dunne Avenue



Street Name:	Peak 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	0	0	2	161	0	30	141	90	0	0	67	254
Growth Adj:	1.00	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	2	161	0	30	141	90	0	0	67	254
Added Vol:	0	0	0	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	2	161	0	30	141	90	0	0	67	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	161	0	30	141	90	0	0	67	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	161	0	30	141	90	0	0	67	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	2	161	0	30	141	90	0	0	67	254
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:	0.00	0.00	1.00	0.84	0.00	0.16	0.61	0.39	0.00	0.00	0.21	0.79
Final Sat.:	0	0	654	549	0	102	436	278	0	0	172	654
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.00	0.29	xxxx	0.29	0.32	0.32	xxxx	xxxx	0.39	0.39
Crit Moves:			****	****			****				****	
Delay/Veh:	0.0	0.0	7.8	10.1	0.0	10.1	10.1	10.1	0.0	0.0	9.7	9.7
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:	0.0	0.0	7.8	10.1	0.0	10.1	10.1	10.1	0.0	0.0	9.7	9.7
LOS by Move:	*	*	A	B	*	B	B	B	*	*	A	A
ApproachDel:	7.8			10.1			10.1				9.7	
Delay Adj:	1.00			1.00			1.00				1.00	
ApprAdjDel:	7.8			10.1			10.1				9.7	
LOS by Appr:	A			B			B				A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.6	0.6	0.6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #984: Peak Avenue and Dunne Avenue

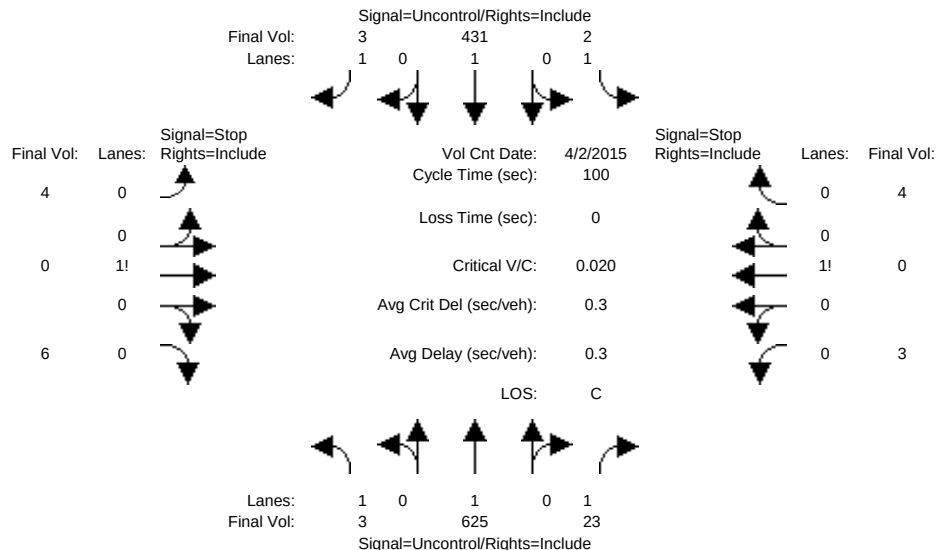


Street Name:	Peak Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	1	0	2	336	2	139	51	80	2	2	94	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	336	2	139	51	80	2	2	94	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	336	2	139	51	80	2	2	94	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	336	2	139	51	80	2	2	94	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	336	2	139	51	80	2	2	94	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	2	336	2	139	51	80	2	2	94	180
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:	0.33	0.00	0.67	0.70	0.01	0.29	0.38	0.60	0.02	0.01	0.34	0.65
Final Sat.:	201	0	402	504	3	209	230	361	9	5	234	448
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.67	0.67	0.67	0.22	0.22	0.22	0.40	0.40	0.40
Crit Moves:	****					****	****			****		
Delay/Veh:	8.3	0.0	8.3	16.4	16.4	16.4	10.0	10.0	10.0	10.9	10.9	10.9
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:	8.3	0.0	8.3	16.4	16.4	16.4	10.0	10.0	10.0	10.9	10.9	10.9
LOS by Move:	A	*	A	C	C	C	A	A	A	B	B	B
ApproachDel:	8.3			16.4			10.0			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			16.4			10.0			10.9		
LOS by Appr:	A			C			A			B		
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	1.7	0.2	0.2	0.2	0.6	0.6	0.6

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #998: Monterey Road and Fourth Street

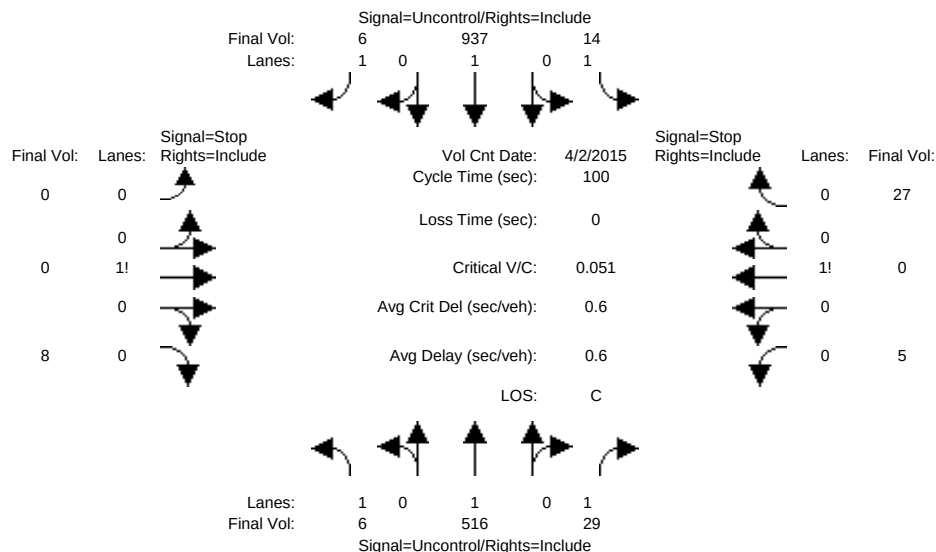


Street Name:	Monterey Road						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	3	625	23	2	431	3	4	0	6	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	625	23	2	431	3	4	0	6	3	0	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:	3	625	23	2	431	3	4	0	6	3	0	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:	3	625	23	2	431	3	4	0	6	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	3	625	23	2	431	3	4	0	6	3	0	4
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:												
Cnflct Vol:	434	xxxx	xxxxx	648	xxxx	xxxxx	1080	1089	431	1071	1069	625
Potent Cap.:	1136	xxxx	xxxxx	947	xxxx	xxxxx	198	217	629	200	223	488
Move Cap.:	1136	xxxx	xxxxx	947	xxxx	xxxxx	195	216	629	198	222	488
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	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	333	xxxxx	xxxx	300	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	17.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.1			17.3		
ApproachLOS:	*			*			C			C		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #998: Monterey Road and Fourth Street

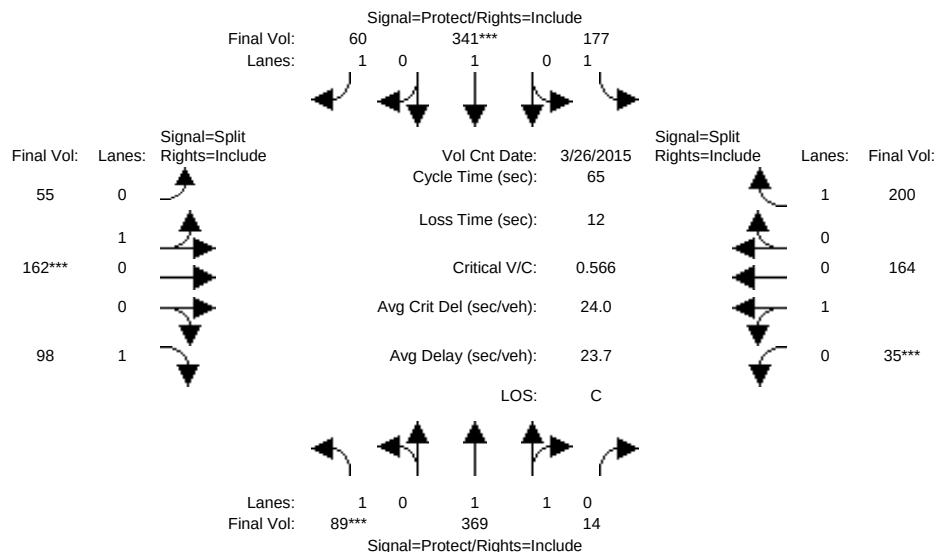


Street Name:	Monterey Road						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	6	516	29	14	937	6	0	0	8	5	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	516	29	14	937	6	0	0	8	5	0	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:	6	516	29	14	937	6	0	0	8	5	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	516	29	14	937	6	0	0	8	5	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	516	29	14	937	6	0	0	8	5	0	27
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:												
Cnflct Vol:	943	xxxx	xxxxx	545	xxxx	xxxxx	xxxx	xxxx	937	1500	1499	516
Potent Cap.:	736	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	324	101	123	563
Move Cap.:	736	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	324	97	121	563
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.02	0.05	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	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	322	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	17.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.4			17.4		
ApproachLOS:							C				C	

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

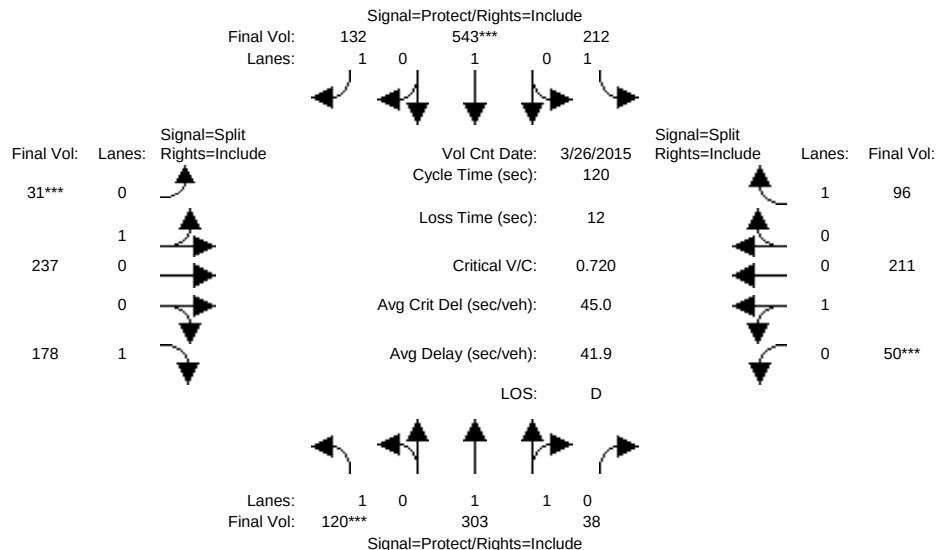
Intersection #1001: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	89	369	14	177	341	60	55	162	98	35	164	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	369	14	177	341	60	55	162	98	35	164	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	369	14	177	341	60	55	162	98	35	164	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	369	14	177	341	60	55	162	98	35	164	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	369	14	177	341	60	55	162	98	35	164	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	369	14	177	341	60	55	162	98	35	164	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	0.25	0.75	1.00	0.18	0.82	1.00
Final Sat.:	1750	3565	135	1750	1900	1750	456	1344	1750	317	1483	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.10	0.18	0.03	0.12	0.12	0.06	0.11	0.11	0.11
Crit Moves:	***				***		***			***		
Green Time:	7.0	15.8	15.8	11.1	19.9	19.9	13.4	13.4	13.4	12.7	12.7	12.7
Volume/Cap:	0.47	0.42	0.42	0.59	0.59	0.11	0.59	0.59	0.27	0.57	0.57	0.59
Delay/Veh:	29.1	21.1	21.1	28.1	20.6	16.3	25.7	25.7	22.1	25.8	25.8	26.4
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:	29.1	21.1	21.1	28.1	20.6	16.3	25.7	25.7	22.1	25.8	25.8	26.4
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2k95thQ:	4	6	6	7	11	2	10	10	4	7	7	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

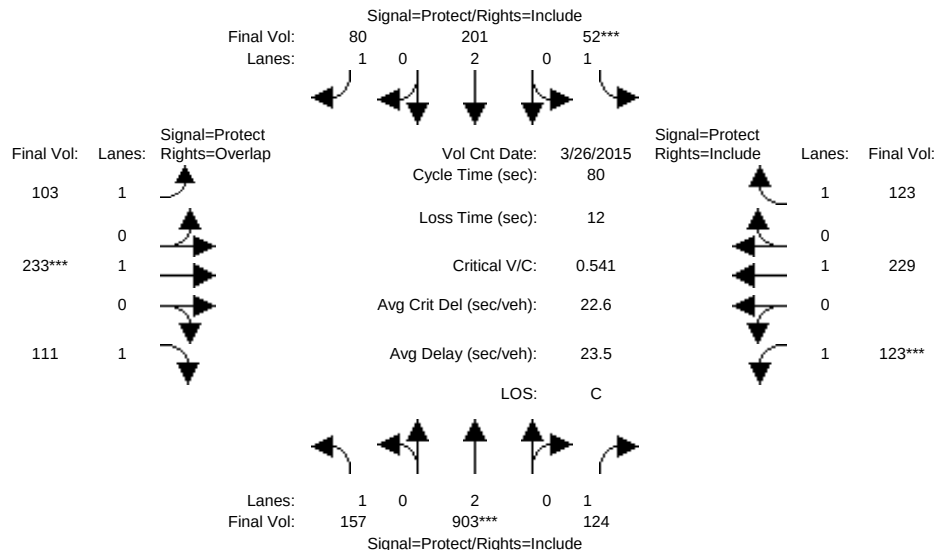
Intersection #1001: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	120	303	38	212	543	132	31	237	178	50	211	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	303	38	212	543	132	31	237	178	50	211	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	303	38	212	543	132	31	237	178	50	211	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	303	38	212	543	132	31	237	178	50	211	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	303	38	212	543	132	31	237	178	50	211	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	303	38	212	543	132	31	237	178	50	211	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	0.12	0.88	1.00	0.19	0.81	1.00
Final Sat.:	1750	3287	412	1750	1900	1750	208	1592	1750	345	1455	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.12	0.29	0.08	0.15	0.15	0.10	0.15	0.15	0.05
Crit Moves:	***			***			***			***		
Green Time:	11.4	25.5	25.5	33.5	47.6	47.6	24.8	24.8	24.8	24.2	24.2	24.2
Volume/Cap:	0.72	0.43	0.43	0.43	0.72	0.19	0.72	0.72	0.49	0.72	0.72	0.27
Delay/Veh:	66.9	41.4	41.4	36.1	34.0	23.7	51.1	51.1	43.1	51.7	51.7	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:	66.9	41.4	41.4	36.1	34.0	23.7	51.1	51.1	43.1	51.7	51.7	40.9
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	9	10	10	13	29	7	20	20	13	18	18	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

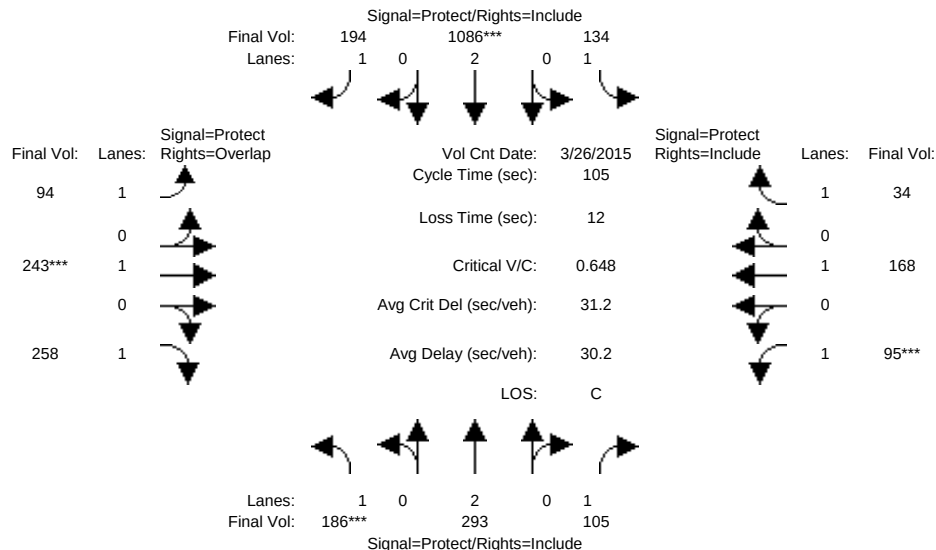
Intersection #1002: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 26 Mar 2015 <<												
Base Vol:	157	903	124	52	201	80	103	233	111	123	229	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:	157	903	124	52	201	80	103	233	111	123	229	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:	157	903	124	52	201	80	103	233	111	123	229	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:	157	903	124	52	201	80	103	233	111	123	229	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	903	124	52	201	80	103	233	111	123	229	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
Final Volume:	157	903	124	52	201	80	103	233	111	123	229	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	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.07	0.03	0.05	0.05	0.06	0.12	0.06	0.07	0.12	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.0	33.7	33.7	7.0	23.7	23.7	11.3	17.4	34.4	10.0	16.1	16.1
Volume/Cap:	0.42	0.56	0.17	0.34	0.18	0.15	0.42	0.56	0.15	0.56	0.60	0.35
Delay/Veh:	28.0	18.1	14.5	35.7	21.0	20.9	32.5	29.8	14.0	36.4	31.7	28.1
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:	28.0	18.1	14.5	35.7	21.0	20.9	32.5	29.8	14.0	36.4	31.7	28.1
LOS by Move:	C	B	B	D	C	C	C	C	B	D	C	C
HCM2k95thQ:	7	16	4	3	4	3	5	10	3	6	10	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

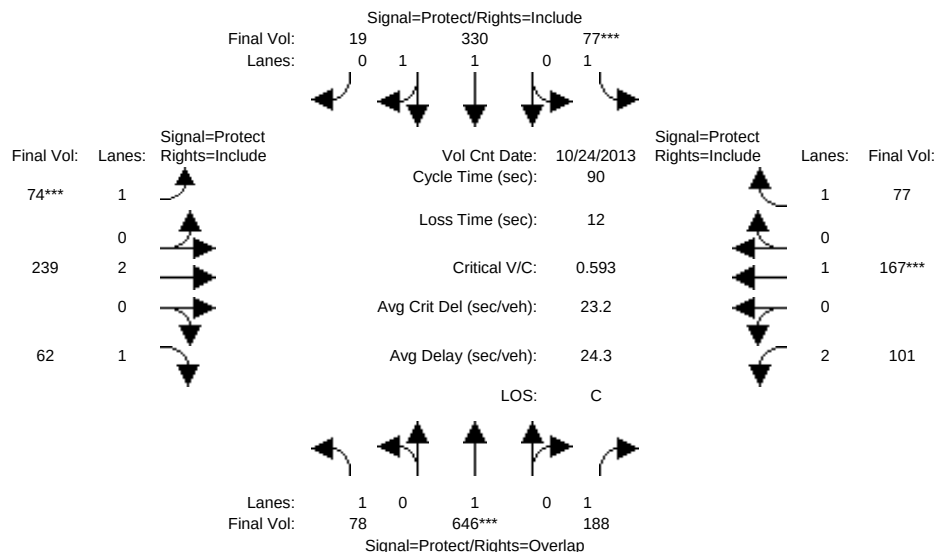
Intersection #1002: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 26 Mar 2015 <<												
Base Vol:	186	293	105	134	1086	194	94	243	258	95	168	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:	186	293	105	134	1086	194	94	243	258	95	168	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:	186	293	105	134	1086	194	94	243	258	95	168	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:	186	293	105	134	1086	194	94	243	258	95	168	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	293	105	134	1086	194	94	243	258	95	168	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
Final Volume:	186	293	105	134	1086	194	94	243	258	95	168	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	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.06	0.08	0.29	0.11	0.05	0.13	0.15	0.05	0.09	0.02
Crit Moves:	***				***			***			***	
Green Time:	17.2	35.2	35.2	28.3	46.3	46.3	12.1	20.7	37.9	8.8	17.4	17.4
Volume/Cap:	0.65	0.23	0.18	0.28	0.65	0.25	0.46	0.65	0.41	0.65	0.53	0.12
Delay/Veh:	46.2	25.2	24.8	30.7	23.9	18.6	45.1	42.7	25.6	56.4	41.9	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	25.2	24.8	30.7	23.9	18.6	45.1	42.7	25.6	56.4	41.9	37.5
LOS by Move:	D	C	C	C	C	B	D	D	C	E	D	D
HCM2k95thQ:	12	6	5	7	24	8	6	13	12	7	10	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

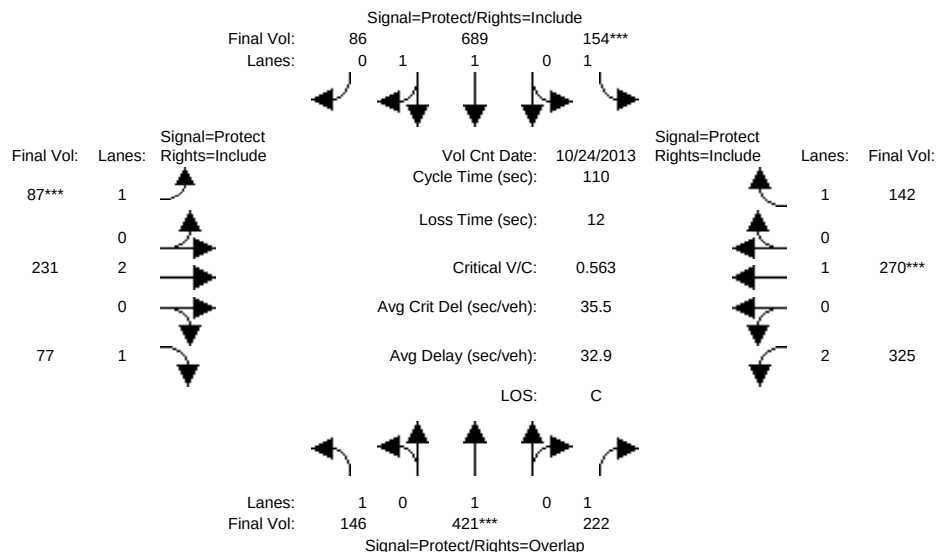
Intersection #1003: Monterey Road and Dunne Avenue



Street Name:	Monterey 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: 24 Oct 2013 <<												
Base Vol:	78	646	188	77	330	19	74	239	62	101	167	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:	78	646	188	77	330	19	74	239	62	101	167	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:	78	646	188	77	330	19	74	239	62	101	167	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:	78	646	188	77	330	19	74	239	62	101	167	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	646	188	77	330	19	74	239	62	101	167	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
Final Volume:	78	646	188	77	330	19	74	239	62	101	167	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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	3498	201	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.11	0.04	0.09	0.09	0.04	0.06	0.04	0.03	0.09	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.8	50.9	59.1	7.0	34.0	34.0	7.0	11.9	11.9	8.3	13.1	13.1
Volume/Cap:	0.17	0.60	0.16	0.57	0.25	0.25	0.54	0.48	0.27	0.35	0.60	0.30
Delay/Veh:	25.6	13.9	6.0	45.5	19.3	19.3	44.4	36.9	35.8	39.0	39.7	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:	25.6	13.9	6.0	45.5	19.3	19.3	44.4	36.9	35.8	39.0	39.7	35.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	C
HCM2k95thQ:	4	21	4	5	6	6	6	7	4	3	9	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

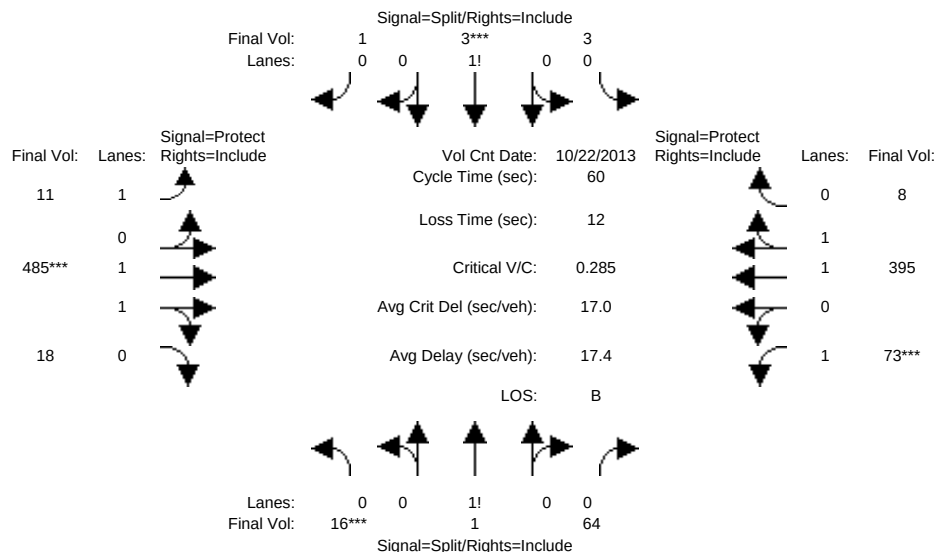
Intersection #1003: Monterey Road and Dunne Avenue



Street Name:	Monterey 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: 24 Oct 2013 <<												
Base Vol:	146	421	222	154	689	86	87	231	77	325	270	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	421	222	154	689	86	87	231	77	325	270	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	421	222	154	689	86	87	231	77	325	270	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	421	222	154	689	86	87	231	77	325	270	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	421	222	154	689	86	87	231	77	325	270	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	421	222	154	689	86	87	231	77	325	270	142
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	3289	411	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.13	0.09	0.21	0.21	0.05	0.06	0.04	0.10	0.14	0.08
Crit Moves:	****			****			****			****		
Green Time:	17.2	43.3	63.2	17.2	43.3	43.3	9.7	17.6	17.6	19.9	27.8	27.8
Volume/Cap:	0.53	0.56	0.22	0.56	0.53	0.53	0.56	0.38	0.28	0.57	0.56	0.32
Delay/Veh:	44.7	27.0	11.5	45.6	26.0	26.0	52.8	41.8	41.2	42.5	37.4	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	27.0	11.5	45.6	26.0	26.0	52.8	41.8	41.2	42.5	37.4	33.9
LOS by Move:	D	C	B	D	C	C	D	D	D	D	D	C
HCM2k95thQ:	10	20	8	10	18	18	8	7	5	12	15	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

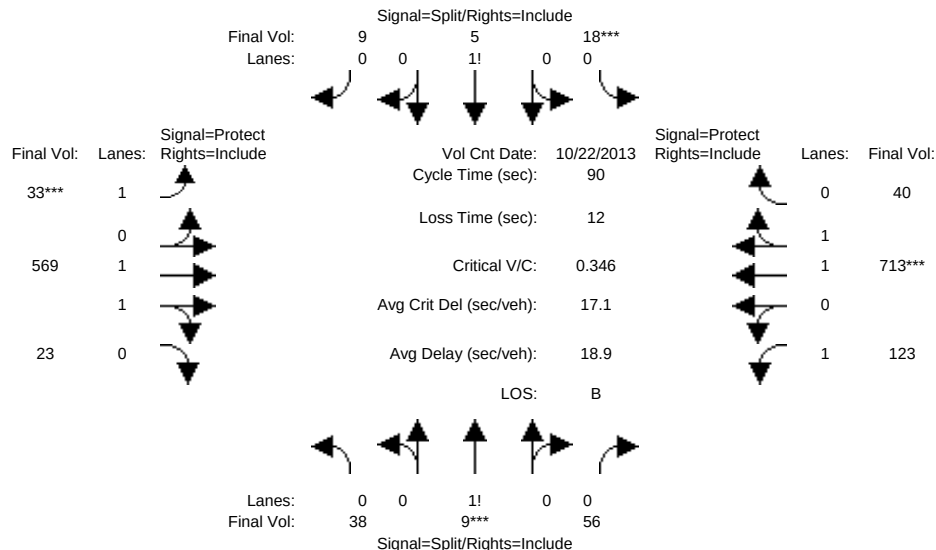
Intersection #1004: Church Street and Dunne Avenue



Street Name:	Church Street						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: 22 Oct 2013 <<												
Base Vol:	16	1	64	3	3	1	11	485	18	73	395	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1	64	3	3	1	11	485	18	73	395	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	64	3	3	1	11	485	18	73	395	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	64	3	3	1	11	485	18	73	395	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	64	3	3	1	11	485	18	73	395	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1	64	3	3	1	11	485	18	73	395	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.20	0.01	0.79	0.43	0.43	0.14	1.00	1.93	0.07	1.00	1.96	0.04
Final Sat.:	346	22	1383	750	750	250	1750	3567	132	1750	3626	73
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.00	0.00	0.00	0.01	0.14	0.14	0.04	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.28	0.28	0.28	0.02	0.02	0.02	0.03	0.39	0.39	0.36	0.40	0.40
Delay/Veh:	22.4	22.4	22.4	21.0	21.0	21.0	19.7	14.9	14.9	25.5	18.0	18.0
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:	22.4	22.4	22.4	21.0	21.0	21.0	19.7	14.9	14.9	25.5	18.0	18.0
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	3	3	3	0	0	0	0	7	7	3	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
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Existing PM

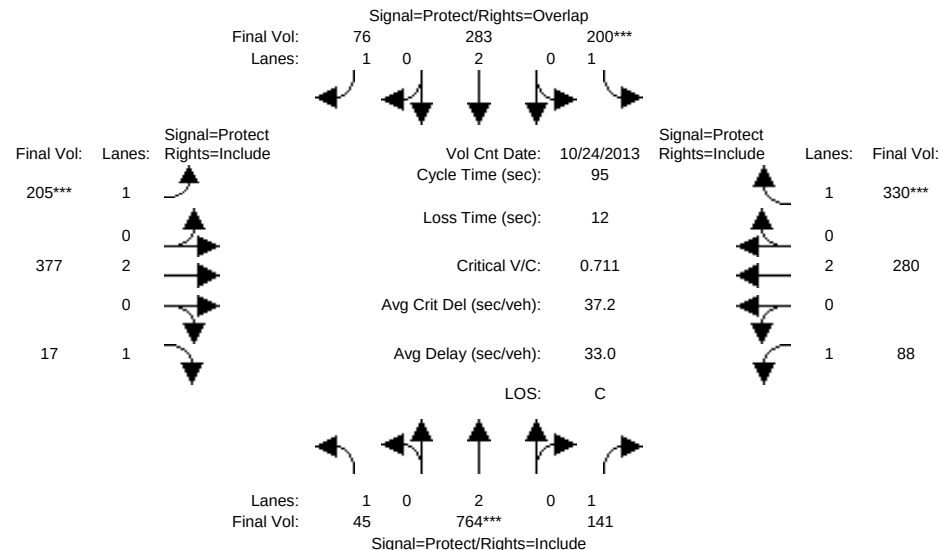
Intersection #1004: Church Street and Dunne Avenue



Street Name:	Church Street						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: 22 Oct 2013 <<												
Base Vol:	38	9	56	18	5	9	33	569	23	123	713	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:	38	9	56	18	5	9	33	569	23	123	713	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:	38	9	56	18	5	9	33	569	23	123	713	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:	38	9	56	18	5	9	33	569	23	123	713	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	9	56	18	5	9	33	569	23	123	713	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
Final Volume:	38	9	56	18	5	9	33	569	23	123	713	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.37	0.09	0.54	0.56	0.16	0.28	1.00	1.92	0.08	1.00	1.89	0.11
Final Sat.:	646	153	951	984	273	492	1750	3556	144	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.02	0.02	0.02	0.16	0.16	0.07	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	13.7	13.7	10.0	10.0	10.0	7.0	36.5	36.5	17.8	47.3	47.3
Volume/Cap:	0.39	0.39	0.39	0.16	0.16	0.16	0.24	0.39	0.39	0.36	0.39	0.39
Delay/Veh:	35.3	35.3	35.3	36.6	36.6	36.6	39.9	19.1	19.1	31.8	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:	35.3	35.3	35.3	36.6	36.6	36.6	39.9	19.1	19.1	31.8	12.8	12.8
LOS by Move:	D	D	D	D	D	D	D	B	B	C	B	B
HCM2k95thQ:	6	6	6	2	2	2	2	11	11	6	12	12
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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Existing AM

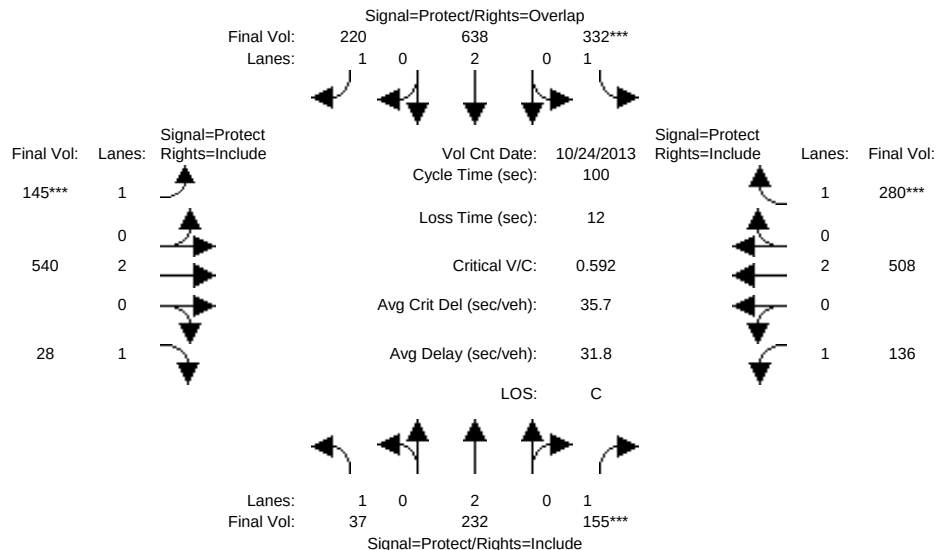
Intersection #1005: Butterfield Boulevard and Dunne Avenue



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: 24 Oct 2013 <<												
Base Vol:	45	764	141	200	283	76	205	377	17	88	280	330
Growth Adj:	1.00	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	764	141	200	283	76	205	377	17	88	280	330
Added Vol:	0	0	0	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	764	141	200	283	76	205	377	17	88	280	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	764	141	200	283	76	205	377	17	88	280	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	764	141	200	283	76	205	377	17	88	280	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	764	141	200	283	76	205	377	17	88	280	330
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:	0.03	0.20	0.08	0.11	0.07	0.04	0.12	0.10	0.01	0.05	0.07	0.19
Crit Moves:	****			****			****			****		
Green Time:	17.4	26.9	26.9	15.3	24.8	40.4	15.7	24.0	24.0	16.8	25.2	25.2
Volume/Cap:	0.14	0.71	0.28	0.71	0.29	0.10	0.71	0.39	0.04	0.28	0.28	0.71
Delay/Veh:	32.8	32.8	26.9	46.0	28.2	16.4	45.6	29.7	26.8	34.4	27.8	36.7
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:	32.8	32.8	26.9	46.0	28.2	16.4	45.6	29.7	26.8	34.4	27.8	36.7
LOS by Move:	C	C	C	D	C	B	D	C	C	C	C	D
HCM2k95thQ:	2	19	7	12	6	3	12	9	1	5	6	17
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
Existing PM

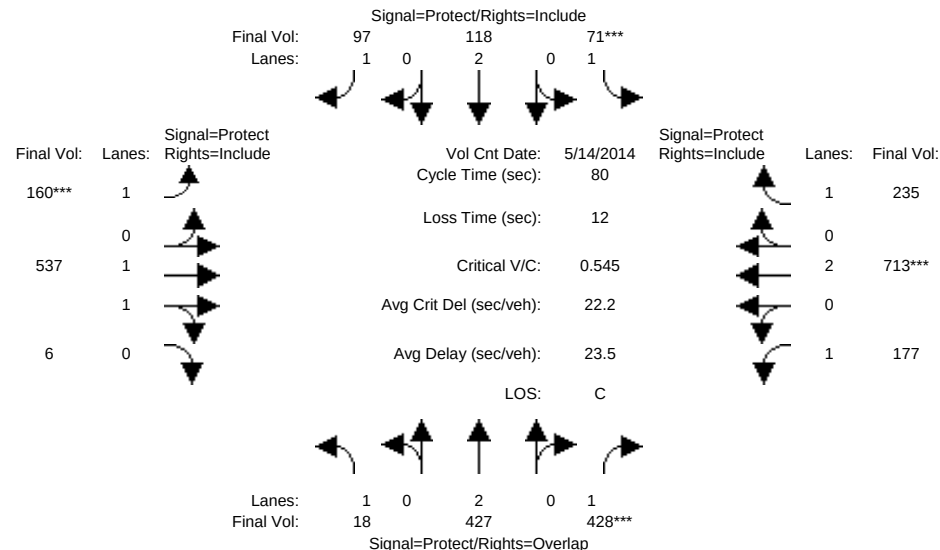
Intersection #1005: Butterfield Boulevard and Dunne Avenue



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: 24 Oct 2013 <<												
Base Vol:	37	232	155	332	638	220	145	540	28	136	508	280
Growth Adj:	1.00	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	232	155	332	638	220	145	540	28	136	508	280
Added Vol:	0	0	0	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	232	155	332	638	220	145	540	28	136	508	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	232	155	332	638	220	145	540	28	136	508	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	232	155	332	638	220	145	540	28	136	508	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	232	155	332	638	220	145	540	28	136	508	280
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	0.09	0.19	0.17	0.13	0.08	0.14	0.02	0.08	0.13	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.8	15.0	15.0	32.0	33.2	47.2	14.0	26.5	26.5	14.5	27.0	27.0
Volume/Cap:	0.15	0.41	0.59	0.59	0.51	0.27	0.59	0.54	0.06	0.54	0.49	0.59
Delay/Veh:	38.2	39.0	43.3	30.2	27.2	16.1	44.2	32.0	27.5	41.9	31.1	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	39.0	43.3	30.2	27.2	16.1	44.2	32.0	27.5	41.9	31.1	33.7
LOS by Move:	D	D	D	C	C	B	D	C	C	D	C	C
HCM2k95thQ:	2	6	9	17	15	8	9	13	1	8	12	15
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

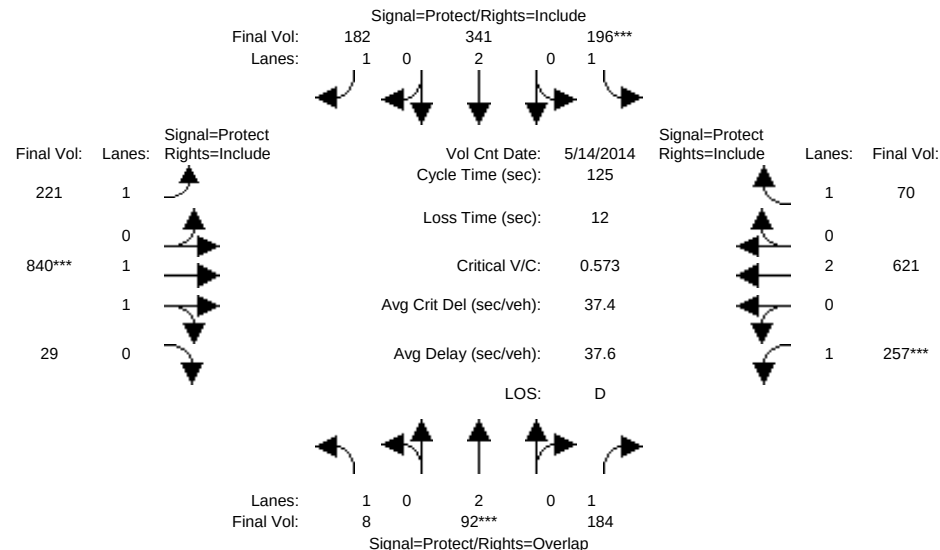
Intersection #1111: Butterfield Boulevard and Tennant Avenue



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: 14 May 2014 <<												
Base Vol:	18	427	428	71	118	97	160	537	6	177	713	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	427	428	71	118	97	160	537	6	177	713	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	427	428	71	118	97	160	537	6	177	713	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	427	428	71	118	97	160	537	6	177	713	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	427	428	71	118	97	160	537	6	177	713	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	427	428	71	118	97	160	537	6	177	713	235
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	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3659	41	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.24	0.04	0.03	0.06	0.09	0.15	0.15	0.10	0.19	0.13
Crit Moves:	****			****			****			****		
Green Time:	11.4	20.7	37.1	7.0	16.3	16.3	13.2	23.9	23.9	16.4	27.1	27.1
Volume/Cap:	0.07	0.43	0.53	0.46	0.15	0.27	0.55	0.49	0.49	0.49	0.55	0.40
Delay/Veh:	29.8	25.1	15.8	36.9	26.3	27.3	33.0	23.4	23.4	29.2	22.1	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:	29.8	25.1	15.8	36.9	26.3	27.3	33.0	23.4	23.4	29.2	22.1	20.6
LOS by Move:	C	C	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	9	16	4	2	4	8	11	11	8	13	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

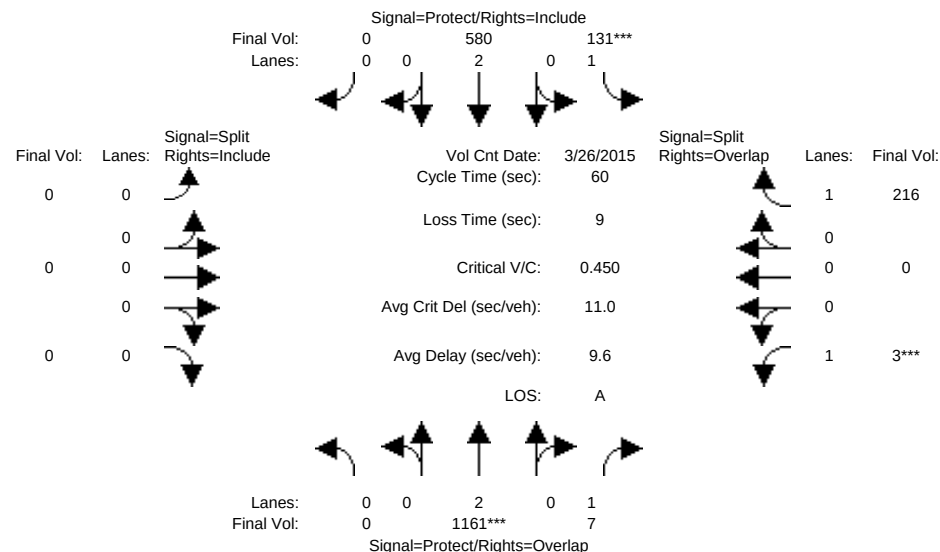
Intersection #1111: Butterfield Boulevard and Tennant Avenue



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: 14 May 2014 <<												
Base Vol:	8	92	184	196	341	182	221	840	29	257	621	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:	8	92	184	196	341	182	221	840	29	257	621	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:	8	92	184	196	341	182	221	840	29	257	621	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:	8	92	184	196	341	182	221	840	29	257	621	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	92	184	196	341	182	221	840	29	257	621	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
Final Volume:	8	92	184	196	341	182	221	840	29	257	621	70
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	3576	123	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.11	0.11	0.09	0.10	0.13	0.23	0.23	0.15	0.16	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.7	10.0	40.6	23.4	21.7	21.7	34.7	49.0	49.0	30.6	44.9	44.9
Volume/Cap:	0.05	0.30	0.32	0.60	0.52	0.60	0.45	0.60	0.60	0.60	0.45	0.11
Delay/Veh:	51.7	54.8	32.1	49.6	47.6	51.0	38.0	30.9	30.9	44.1	30.9	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:	51.7	54.8	32.1	49.6	47.6	51.0	38.0	30.9	30.9	44.1	30.9	26.8
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	1	4	11	13	11	12	14	24	24	17	16	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

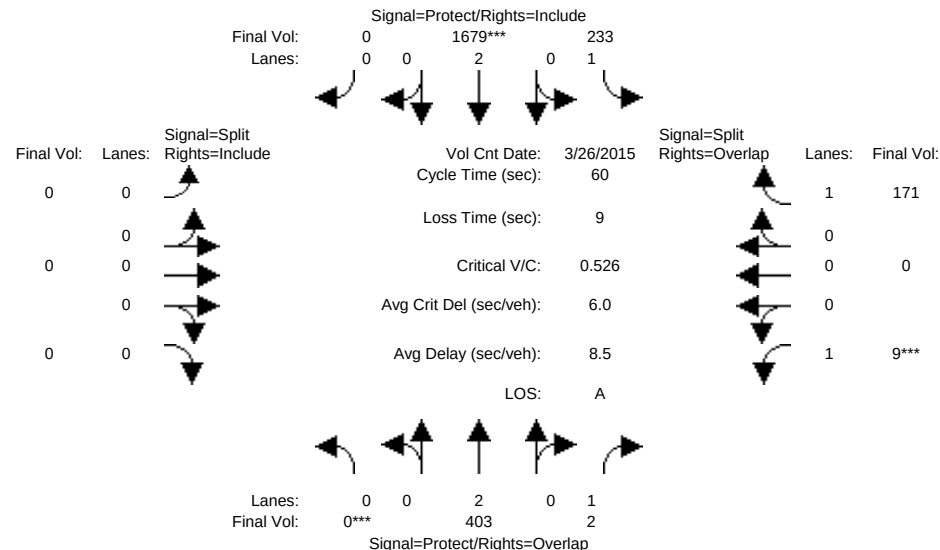
Intersection #1324: Monterey Road and Madrone Parkway



Street Name:	Monterey Road						Madrone Parkway					
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	10	10	7	10	0	0	0	0	10	0	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: 26 Mar 2015 <<												
Base Vol:	0	1161	7	131	580	0	0	0	0	3	0	216
Growth Adj:	1.00	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	1161	7	131	580	0	0	0	0	3	0	216
Added Vol:	0	0	0	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	1161	7	131	580	0	0	0	0	3	0	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1161	7	131	580	0	0	0	0	3	0	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1161	7	131	580	0	0	0	0	3	0	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1161	7	131	580	0	0	0	0	3	0	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.07	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.9	42.9	8.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	18.1
Volume/Cap:	0.00	0.56	0.01	0.56	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.41
Delay/Veh:	0.0	9.1	2.4	27.2	3.6	0.0	0.0	0.0	0.0	20.9	0.0	17.2
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:	0.0	9.1	2.4	27.2	3.6	0.0	0.0	0.0	0.0	20.9	0.0	17.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	B
HCM2k95thQ:	0	13	0	5	4	0	0	0	0	0	0	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

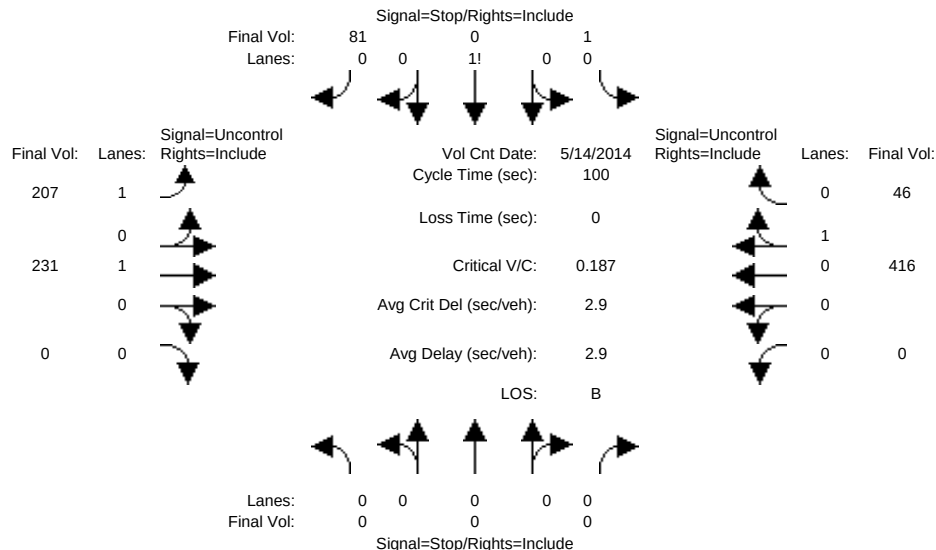
Intersection #1324: Monterey Road and Madrone Parkway



Street Name:	Monterey Road						Madrone Parkway					
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	10	10	7	10	0	0	0	0	10	0	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: 26 Mar 2015 <<												
Base Vol:	0	403	2	233	1679	0	0	0	0	9	0	171
Growth Adj:	1.00	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	403	2	233	1679	0	0	0	0	9	0	171
Added Vol:	0	0	0	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	403	2	233	1679	0	0	0	0	9	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	403	2	233	1679	0	0	0	0	9	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	2	233	1679	0	0	0	0	9	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	403	2	233	1679	0	0	0	0	9	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.13	0.44	0.00	0.00	0.00	0.00	0.01	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	22.8	32.8	18.2	41.0	0.0	0.0	0.0	0.0	10.0	0.0	28.2
Volume/Cap:	0.00	0.28	0.00	0.44	0.65	0.00	0.00	0.00	0.00	0.03	0.00	0.21
Delay/Veh:	0.0	13.0	6.2	17.4	6.0	0.0	0.0	0.0	0.0	21.0	0.0	9.5
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:	0.0	13.0	6.2	17.4	6.0	0.0	0.0	0.0	0.0	21.0	0.0	9.5
LOS by Move:	A	B	A	B	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	5	0	7	17	0	0	0	0	0	0	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1329: Condit Road and Tennant Avenue

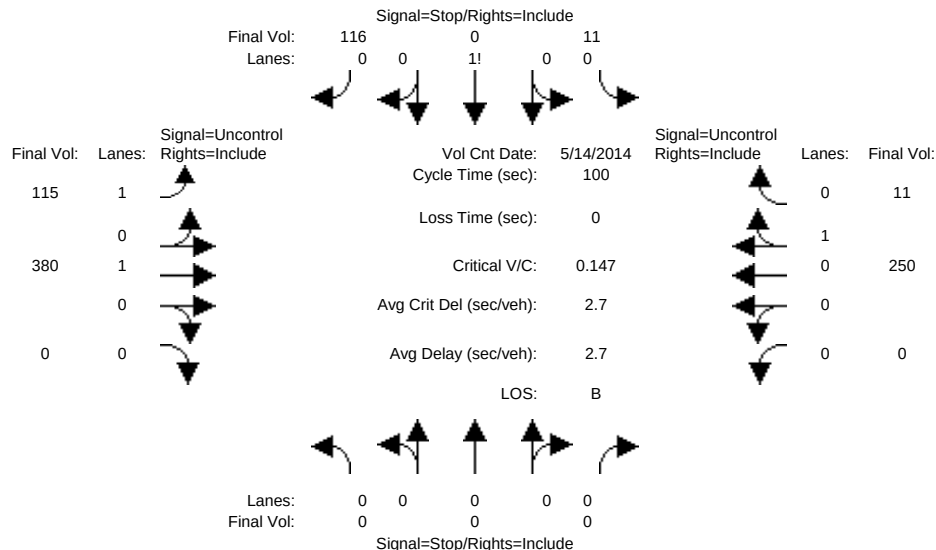


Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 14 May 2014 <<												
Base Vol:	0	0	0	1	0	81	207	231	0	0	416	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	81	207	231	0	0	416	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:	0	0	0	1	0	81	207	231	0	0	416	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:	0	0	0	1	0	81	207	231	0	0	416	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	1	0	81	207	231	0	0	416	46
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:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1084	1084	439	462	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	242	219	622	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	207	178	622	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.13	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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	607	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx				xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx				xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1329: Condit Road and Tennant Avenue

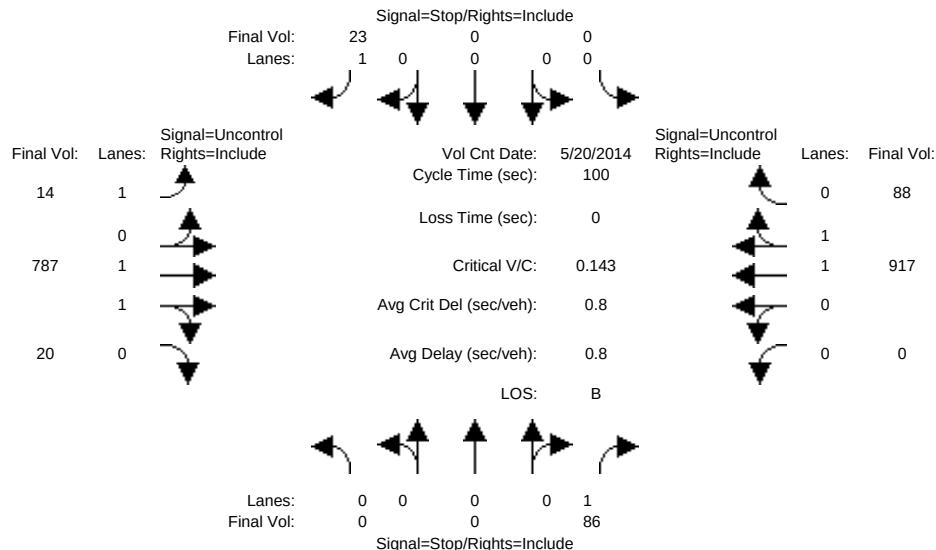


Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 14 May 2014 <<												
Base Vol:	0	0	0	11	0	116	115	380	0	0	250	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	116	115	380	0	0	250	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:	0	0	0	11	0	116	115	380	0	0	250	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:	0	0	0	11	0	116	115	380	0	0	250	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	11	0	116	115	380	0	0	250	11
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:												
Cnflct Vol:	xxxx	xxxx	xxxxx	866	866	256	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	327	294	788	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	305	268	788	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.15	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	693	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx				xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx				xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1334: Laurel Road and Dunne Avenue

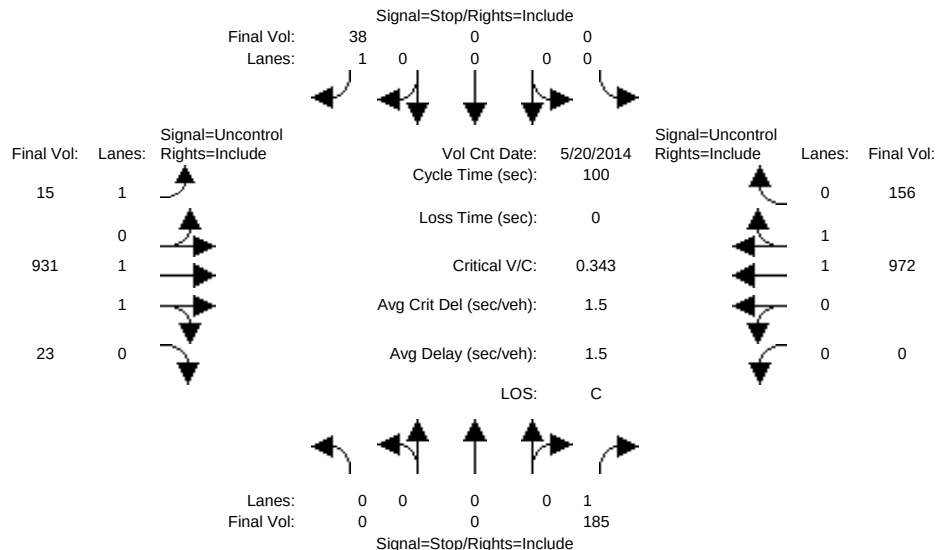


Street Name:	Laurel Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 20 May 2014 <<												
Base Vol:	0	0	86	0	0	23	14	787	20	0	917	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	86	0	0	23	14	787	20	0	917	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	86	0	0	23	14	787	20	0	917	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	86	0	0	23	14	787	20	0	917	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	86	0	0	23	14	787	20	0	917	88
Critical Gap Module:												
Critical Gp:xxxxx xxxx	6.9	xxxxx	xxxxx	6.9	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx xxxx	3.3	xxxxx	xxxxx	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	404	xxxx	xxxx	503	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	602	xxxx	xxxx	520	697	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	602	xxxx	xxxx	520	697	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.14	xxxx	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx	12.0	xxxxx	xxxxx	12.2	10.3	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.0			12.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1334: Laurel Road and Dunne Avenue



Street Name: Laurel 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

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Volume Module: >> Count Date: 20 May 2014 <<

Base Vol:	0	0	185	0	0	38	15	931	23	0	972	156
Growth Adj:	1.00	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	185	0	0	38	15	931	23	0	972	156
Added Vol:	0	0	0	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	185	0	0	38	15	931	23	0	972	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	0	0	38	15	931	23	0	972	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	185	0	0	38	15	931	23	0	972	156

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Critical Gap Module:

Critical Gap:	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

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Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	477	xxxxx	xxxxx	564	1128	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	540	xxxxx	xxxxx	474	627	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	540	xxxxx	xxxxx	474	627	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	0.34	xxxxx	xxxxx	0.08	0.02	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

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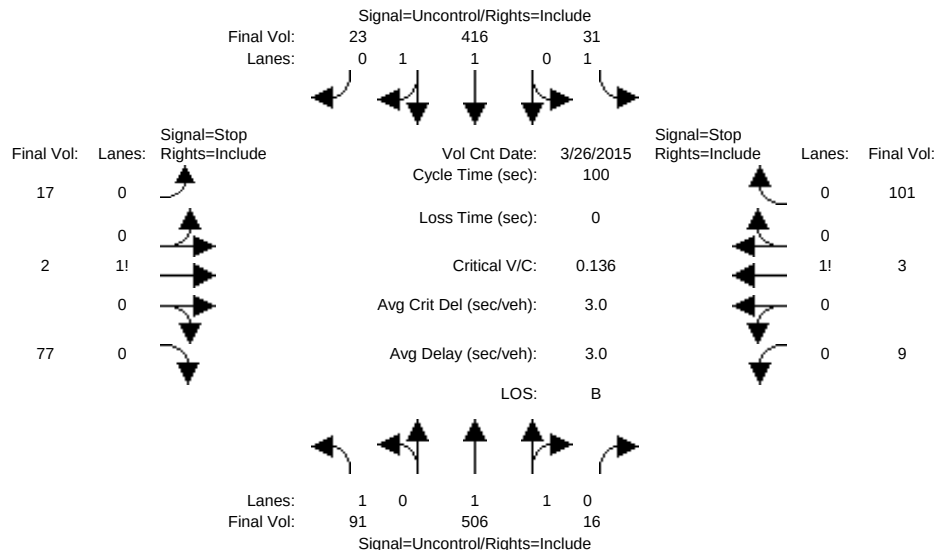
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	1.5	xxxxx	xxxxx	0.3	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	15.1	xxxxx	xxxxx	13.3	10.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.1			13.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1335: Monterey Road and Central Avenue

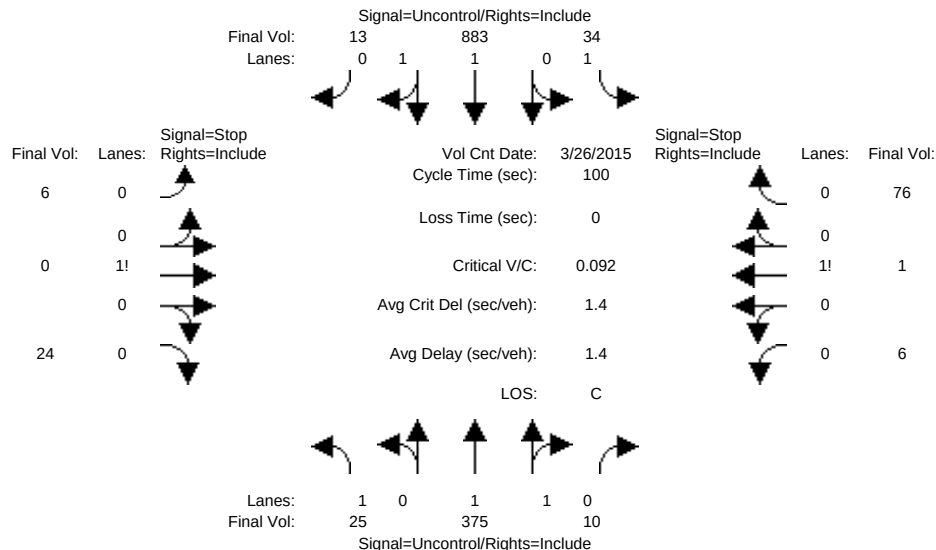


Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	91	506	16	31	416	23	17	2	77	9	3	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	506	16	31	416	23	17	2	77	9	3	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:	91	506	16	31	416	23	17	2	77	9	3	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:	91	506	16	31	416	23	17	2	77	9	3	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	91	506	16	31	416	23	17	2	77	9	3	101
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	439	xxxx	xxxxx	522	xxxx	xxxxx	926	1194	220	967	1197	261
Potent Cap.:	1132	xxxx	xxxxx	1055	xxxx	xxxxx	227	188	791	212	187	744
Move Cap.:	1132	xxxx	xxxxx	1055	xxxx	xxxxx	177	168	791	174	167	744
Volume/Cap:	0.08	xxxx	xxxx	0.03	xxxx	xxxx	0.10	0.01	0.10	0.05	0.02	0.14
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	468	xxxxx	xxxx	550	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	0.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	14.7	xxxxxx	xxxxxx	13.2	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			14.7			13.2		
ApproachLOS:	*			*			B			B		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1335: Monterey Road and Central Avenue

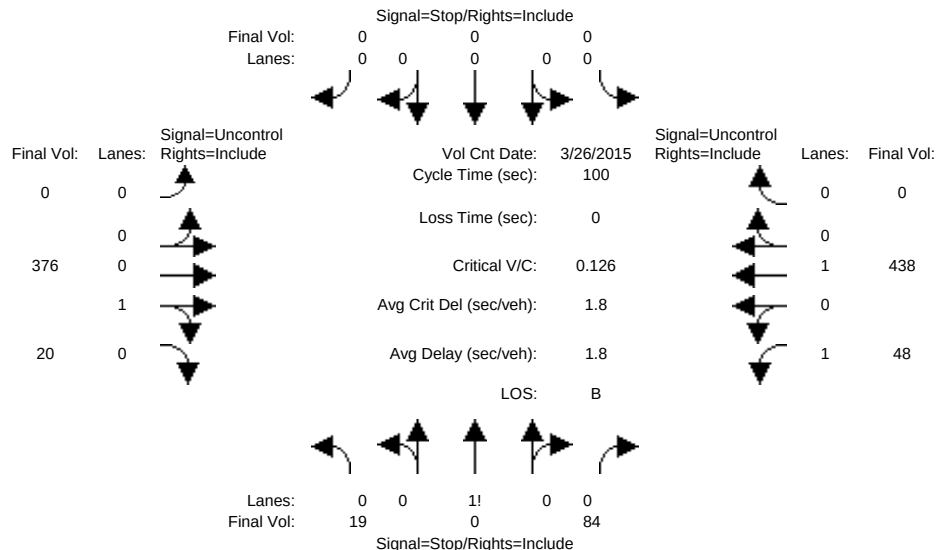


Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	25	375	10	34	883	13	6	0	24	6	1	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	375	10	34	883	13	6	0	24	6	1	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:	25	375	10	34	883	13	6	0	24	6	1	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:	25	375	10	34	883	13	6	0	24	6	1	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	25	375	10	34	883	13	6	0	24	6	1	76
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	896	xxxx	xxxxx	385	xxxx	xxxxx	1196	1393	448	940	1394	193
Potent Cap.:	766	xxxx	xxxxx	1185	xxxx	xxxxx	144	143	564	222	143	823
Move Cap.:	766	xxxx	xxxxx	1185	xxxx	xxxxx	124	135	564	202	134	823
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.05	0.00	0.04	0.03	0.01	0.09
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	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	330	xxxxx	xxxx	641	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			17.0			11.4		
ApproachLOS:	*			*			C			B		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1347: Depot Street and Main Avenue



Street Name: Depot Street Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 26 Mar 2015 <<

Base Vol:	19	0	84	0	0	0	0	376	20	48	438	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	0	84	0	0	0	0	376	20	48	438	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	0	84	0	0	0	0	376	20	48	438	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	0	84	0	0	0	0	376	20	48	438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	19	0	84	0	0	0	0	376	20	48	438	0

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	920	920	386	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	396	xxxxx	xxxxx
Potent Cap.:	303	273	666	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1174	xxxxx	xxxxx
Move Cap.:	294	262	666	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1174	xxxxx	xxxxx
Volume/Cap:	0.06	0.00	0.13	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx

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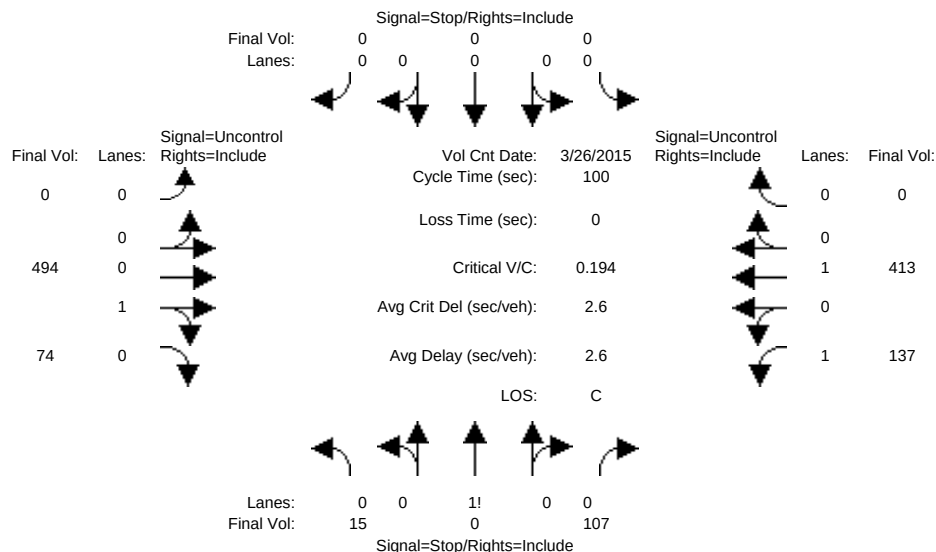
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	540	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	B											

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1347: Depot Street and Main Avenue



Street Name: Depot Street Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 26 Mar 2015 <<

Base Vol:	15	0	107	0	0	0	0	494	74	137	413	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:	15	0	107	0	0	0	0	494	74	137	413	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:	15	0	107	0	0	0	0	494	74	137	413	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:	15	0	107	0	0	0	0	494	74	137	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	15	0	107	0	0	0	0	494	74	137	413	0

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	1218	1218	531	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	568	xxxxx	xxxxx
Potent Cap.:	201	182	552	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1014	xxxxx	xxxxx
Move Cap.:	180	158	552	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1014	xxxxx	xxxxx
Volume/Cap:	0.08	0.00	0.19	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.14	xxxxx	xxxxx

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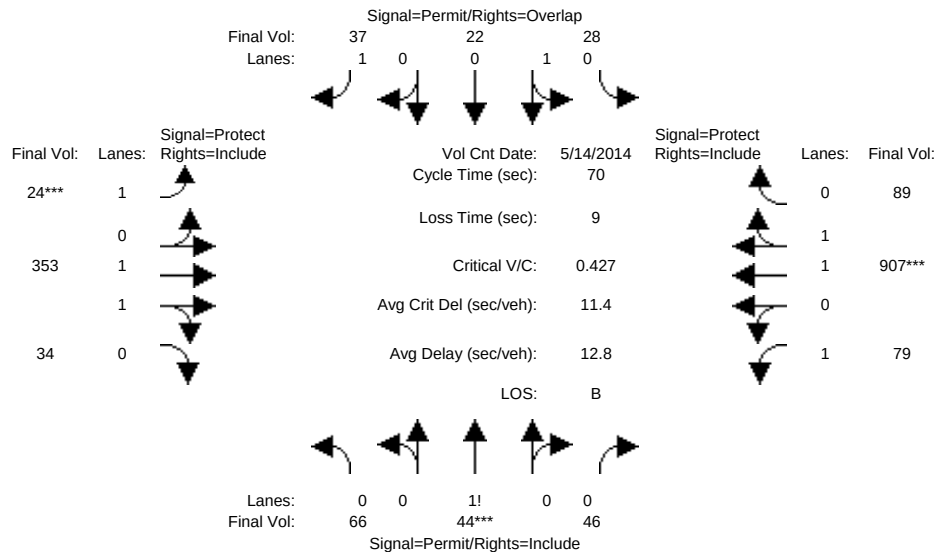
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	441	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.3		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	C											

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

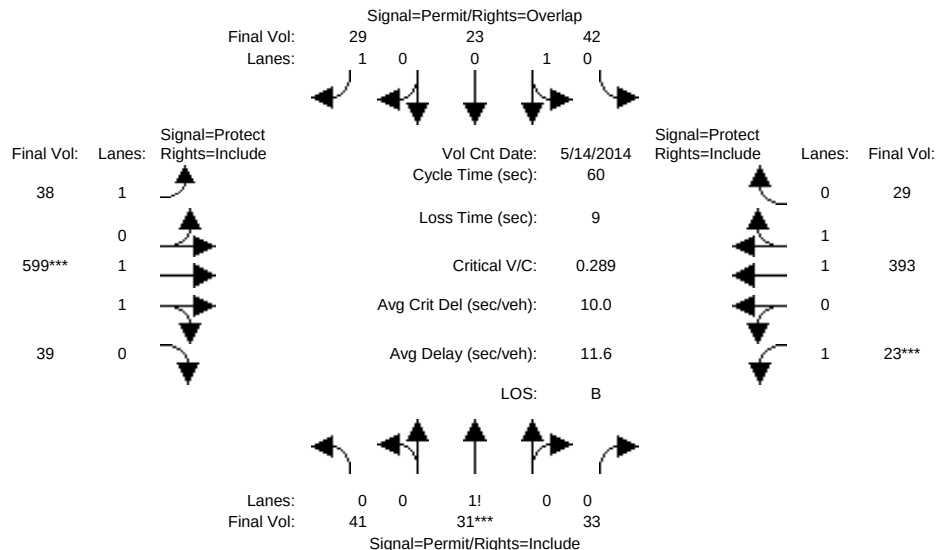
Intersection #1366: Murphy Avenue and Dunne Avenue



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: 14 May 2014 <<												
Base Vol:	66	44	46	28	22	37	24	353	34	79	907	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	44	46	28	22	37	24	353	34	79	907	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	44	46	28	22	37	24	353	34	79	907	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	44	46	28	22	37	24	353	34	79	907	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	44	46	28	22	37	24	353	34	79	907	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	44	46	28	22	37	24	353	34	79	907	89
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:	0.43	0.28	0.29	0.56	0.44	1.00	1.00	1.82	0.18	1.00	1.82	0.18
Final Sat.:	740	494	516	1008	792	1750	1750	3375	325	1750	3369	331
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.02	0.01	0.10	0.10	0.05	0.27	0.27
Crit Moves:	****						****			****		
Green Time:	13.4	13.4	13.4	13.4	13.4	20.4	7.0	28.0	28.0	19.6	40.6	40.6
Volume/Cap:	0.46	0.46	0.46	0.14	0.14	0.07	0.14	0.26	0.26	0.16	0.46	0.46
Delay/Veh:	26.1	26.1	26.1	23.7	23.7	18.0	29.1	14.2	14.2	19.2	8.6	8.6
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:	26.1	26.1	26.1	23.7	23.7	18.0	29.1	14.2	14.2	19.2	8.6	8.6
LOS by Move:	C	C	C	C	C	B	C	B	B	B	A	A
HCM2k95thQ:	7	7	7	2	2	1	1	6	6	3	13	13
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

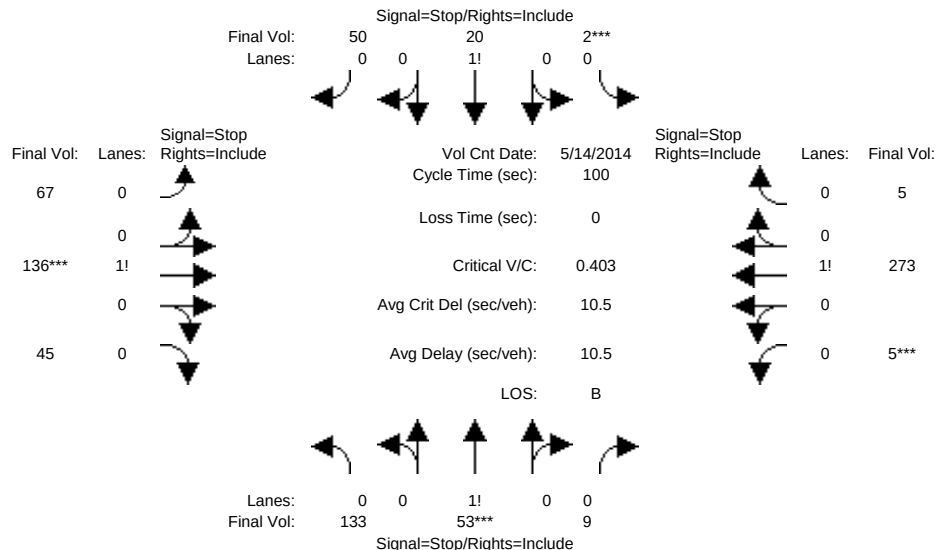
Intersection #1366: Murphy Avenue and Dunne Avenue



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: 14 May 2014 <<												
Base Vol:	41	31	33	42	23	29	38	599	39	23	393	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	31	33	42	23	29	38	599	39	23	393	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	31	33	42	23	29	38	599	39	23	393	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	31	33	42	23	29	38	599	39	23	393	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	31	33	42	23	29	38	599	39	23	393	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	31	33	42	23	29	38	599	39	23	393	29
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:	0.39	0.30	0.31	0.65	0.35	1.00	1.00	1.87	0.13	1.00	1.86	0.14
Final Sat.:	683	517	550	1163	637	1750	1750	3474	226	1750	3446	254
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.02	0.02	0.17	0.17	0.01	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	0.19	0.19	0.04	0.08	0.32	0.32	0.11	0.29	0.29
Delay/Veh:	21.5	21.5	21.5	20.7	20.7	8.9	16.3	7.6	7.6	24.0	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:	21.5	21.5	21.5	20.7	20.7	8.9	16.3	7.6	7.6	24.0	12.8	12.8
LOS by Move:	C	C	C	C	C	A	B	A	A	C	B	B
HCM2k95thQ:	4	4	4	2	2	1	1	6	6	1	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

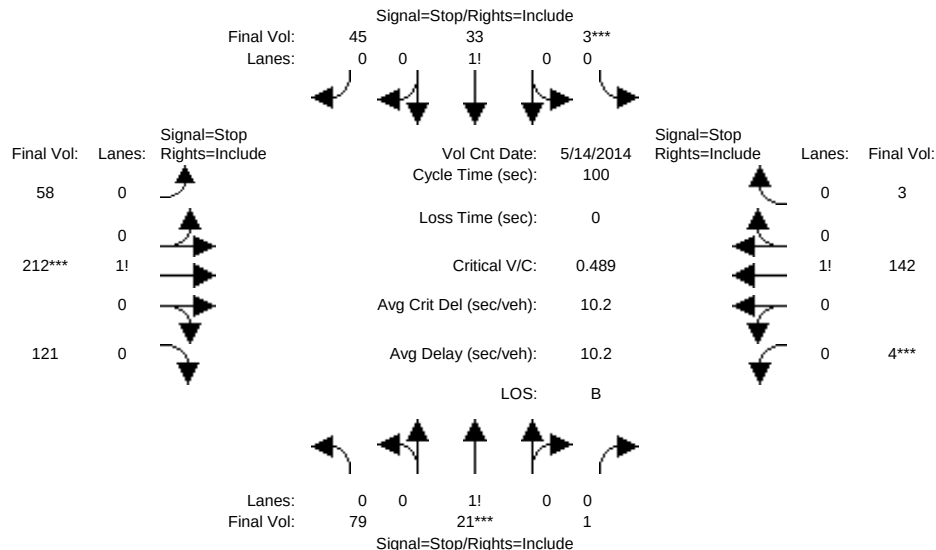
Intersection #1563: Murphy Avenue and Tennant Avenue



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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 14 May 2014 <<															
Base Vol:	133		53		9	2		20		50	67		136		45
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	133		53		9	2		20		50	67		136		45
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	133		53		9	2		20		50	67		136		45
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	133		53		9	2		20		50	67		136		45
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	133		53		9	2		20		50	67		136		45
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	133		53		9	2		20		50	67		136		45
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.68		0.27		0.05	0.03		0.28		0.69	0.27		0.55		0.18
Final Sat.:	426		170		29	18		176		440	189		383		127
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.31		0.31		0.31	0.11		0.11		0.11	0.35		0.35		0.35
Crit Moves:	****			****			****			****			****		
Delay/Veh:	10.5		10.5		10.5	8.6		8.6		8.6	10.4		10.4		10.4
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	10.5		10.5		10.5	8.6		8.6		8.6	10.4		10.4		10.4
LOS by Move:	B		B		B	A		A		A	B		B		B
ApproachDel:	10.5			8.6			10.4			11.0					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	10.5			8.6			10.4			11.0					
LOS by Appr:	B			A			B			B					
AllWayAvgQ:	0.4		0.4		0.4	0.1		0.1		0.1	0.5		0.5		0.5
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

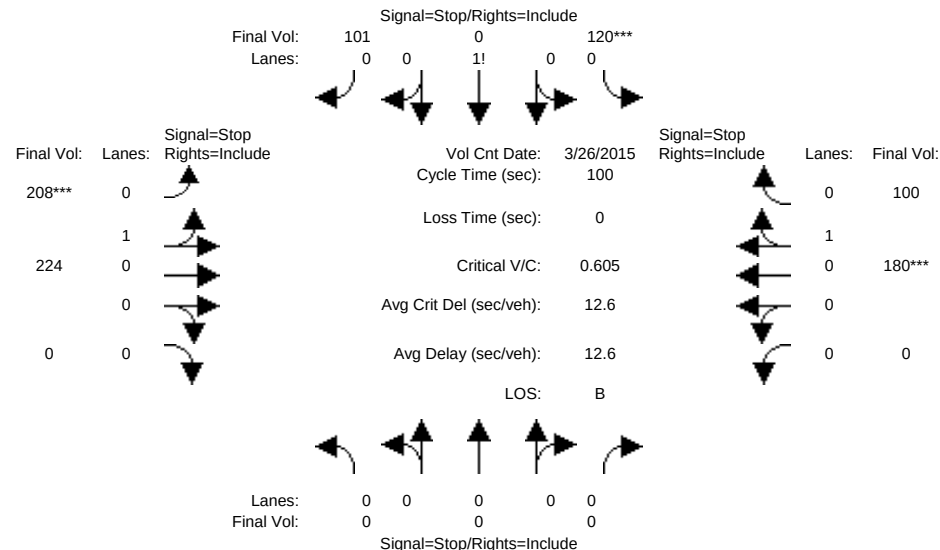
Intersection #1563: Murphy Avenue and Tennant Avenue



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: 14 May 2014 <<												
Base Vol:	79	21	1	3	33	45	58	212	121	4	142	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:	79	21	1	3	33	45	58	212	121	4	142	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:	79	21	1	3	33	45	58	212	121	4	142	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:	79	21	1	3	33	45	58	212	121	4	142	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	21	1	3	33	45	58	212	121	4	142	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	21	1	3	33	45	58	212	121	4	142	3
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:	0.78	0.21	0.01	0.04	0.41	0.55	0.15	0.54	0.31	0.03	0.95	0.02
Final Sat.:	483	128	6	24	269	367	119	434	248	19	684	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.12	0.12	0.12	0.49	0.49	0.49	0.21	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	9.3	9.3	9.3	8.5	8.5	8.5	11.3	11.3	11.3	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	8.5	8.5	8.5	11.3	11.3	11.3	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	9.3			8.5			11.3			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			8.5			11.3			9.0		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.9	0.9	0.9	0.2	0.2	0.2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

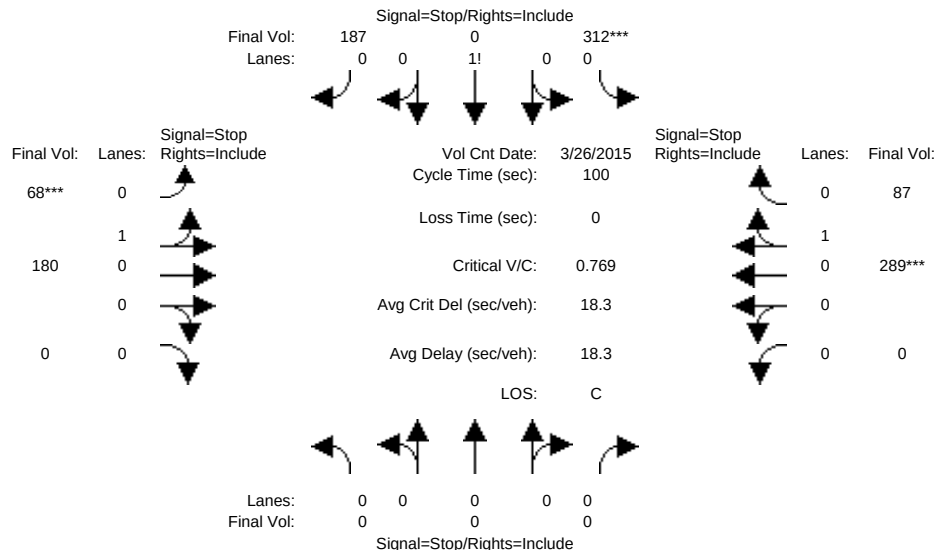
Intersection #1564: Hale Avenue and Main Avenue



Street Name:	Hale 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: 26 Mar 2015 <<												
Base Vol:	0	0	0	120	0	101	208	224	0	0	180	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:	0	0	0	120	0	101	208	224	0	0	180	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:	0	0	0	120	0	101	208	224	0	0	180	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:	0	0	0	120	0	101	208	224	0	0	180	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	101	208	224	0	0	180	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
Final Volume:	0	0	0	120	0	101	208	224	0	0	180	100
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:	0.00	0.00	0.00	0.54	0.00	0.46	0.48	0.52	0.00	0.00	0.64	0.36
Final Sat.:	0	0	0	341	0	287	344	370	0	0	462	257
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	xxxx	0.35	0.61	0.61	xxxx	xxxx	0.39	0.39
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	10.9	14.8	14.8	0.0	0.0	10.7	10.7
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:	0.0	0.0	0.0	10.9	0.0	10.9	14.8	14.8	0.0	0.0	10.7	10.7
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			10.9			14.8			10.7		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			14.8			10.7		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.4	1.4	1.4	0.6	0.6	0.6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #1564: Hale Avenue and Main Avenue

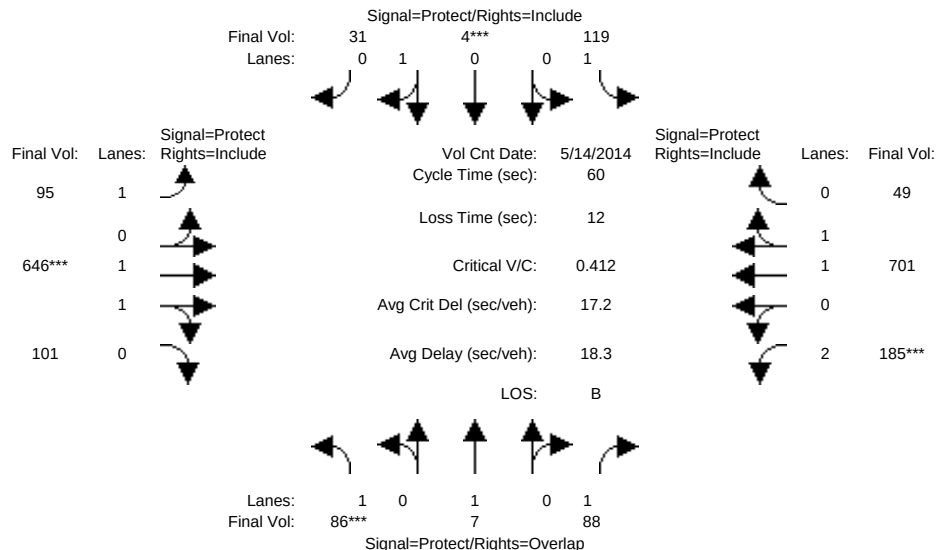


Street Name:	Hale Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 Mar 2015 <<												
Base Vol:	0	0	0	312	0	187	68	180	0	0	289	87
Growth Adj:	1.00	1.00	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	312	0	187	68	180	0	0	289	87
Added Vol:	0	0	0	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	312	0	187	68	180	0	0	289	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	0	187	68	180	0	0	289	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	312	0	187	68	180	0	0	289	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	312	0	187	68	180	0	0	289	87
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:	0.00	0.00	0.00	0.63	0.00	0.37	0.27	0.73	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	406	0	243	157	416	0	0	478	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.77	xxxx	0.77	0.43	0.43	xxxx	xxxx	0.60	0.60
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	22.8	13.0	13.0	0.0	0.0	16.0	16.0
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:	0.0	0.0	0.0	22.8	0.0	22.8	13.0	13.0	0.0	0.0	16.0	16.0
LOS by Move:	*	*	*	C	*	C	B	B	*	*	C	C
ApproachDel:	xxxxxx			22.8			13.0				16.0	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			22.8			13.0				16.0	
LOS by Appr:		*		C			B				C	
AllWayAvgQ:	0.0	0.0	0.0	2.6	2.6	2.6	0.6	0.6	0.6	1.3	1.3	1.3

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

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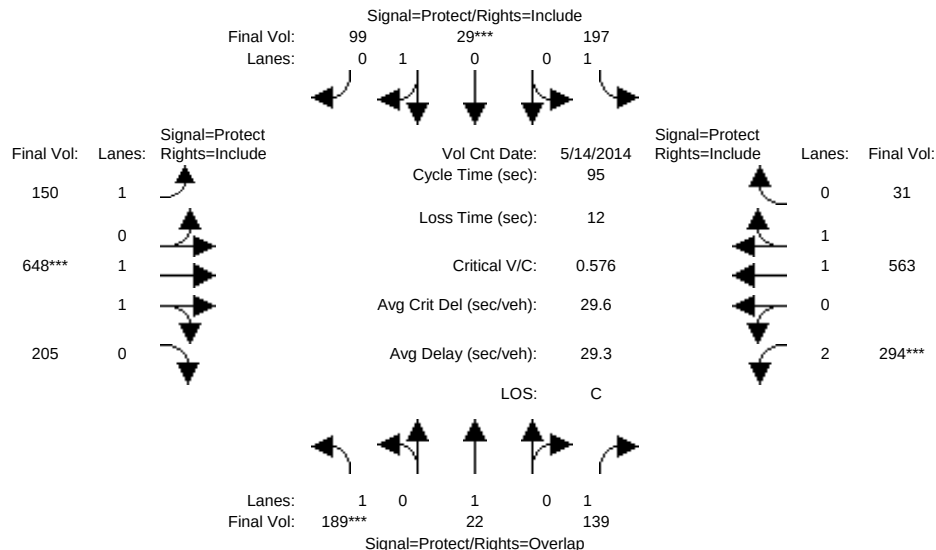
Intersection #1646: Walnut Grove Drive and Dunne Avenue



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: 14 May 2014 <<												
Base Vol:	86	7	88	119	4	31	95	646	101	185	701	49
Growth Adj:	1.00	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	7	88	119	4	31	95	646	101	185	701	49
Added Vol:	0	0	0	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	7	88	119	4	31	95	646	101	185	701	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:	86	7	88	119	4	31	95	646	101	185	701	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	7	88	119	4	31	95	646	101	185	701	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
Final Volume:	86	7	88	119	4	31	95	646	101	185	701	49
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	0.11	0.89	1.00	1.72	0.28	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	206	1594	1750	3199	500	3150	3458	242
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.07	0.02	0.02	0.05	0.20	0.20	0.06	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	17.0	7.0	10.0	10.0	11.3	24.0	24.0	7.0	19.7	19.7
Volume/Cap:	0.42	0.02	0.18	0.58	0.12	0.12	0.29	0.50	0.50	0.50	0.62	0.62
Delay/Veh:	26.0	20.9	16.4	29.4	21.4	21.4	21.4	13.8	13.8	26.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	20.9	16.4	29.4	21.4	21.4	21.4	13.8	13.8	26.0	18.0	18.0
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	4	0	3	7	1	1	3	10	10	4	12	12
Note: Queue reported is the number of cars per lane.												

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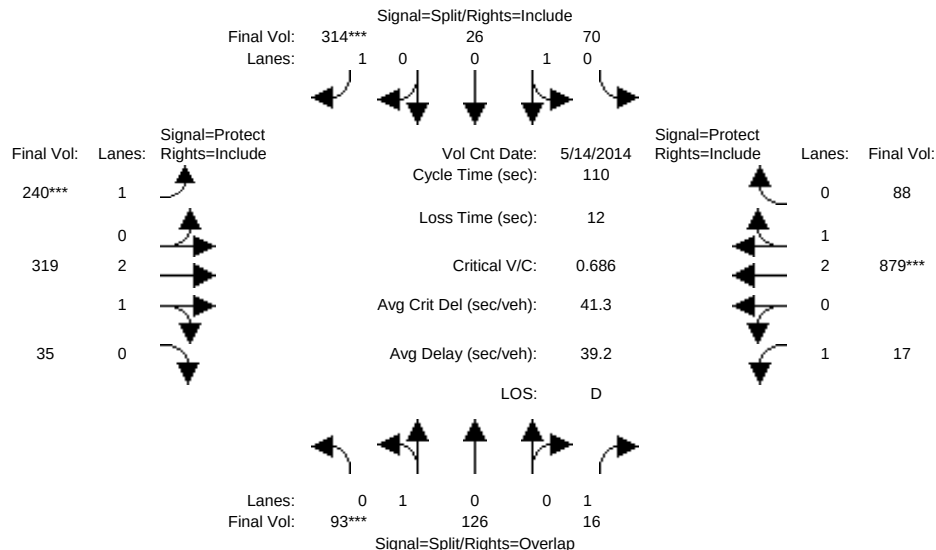
Intersection #1646: Walnut Grove Drive and Dunne Avenue



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: 14 May 2014 <<												
Base Vol:	189	22	139	197	29	99	150	648	205	294	563	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	22	139	197	29	99	150	648	205	294	563	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	22	139	197	29	99	150	648	205	294	563	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	22	139	197	29	99	150	648	205	294	563	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	22	139	197	29	99	150	648	205	294	563	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	22	139	197	29	99	150	648	205	294	563	31
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	0.23	0.77	1.00	1.51	0.49	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	408	1392	1750	2810	889	3150	3507	193
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.08	0.11	0.07	0.07	0.09	0.23	0.23	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	17.8	14.3	29.7	15.3	11.7	11.7	18.6	38.0	38.0	15.4	34.8	34.8
Volume/Cap:	0.58	0.08	0.25	0.70	0.58	0.58	0.44	0.58	0.58	0.58	0.44	0.44
Delay/Veh:	37.7	34.8	24.6	45.3	43.0	43.0	34.5	22.7	22.7	38.4	22.9	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:	37.7	34.8	24.6	45.3	43.0	43.0	34.5	22.7	22.7	38.4	22.9	22.9
LOS by Move:	D	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	12	1	7	14	9	9	8	18	18	9	12	12
Note: Queue reported is the number of cars per lane.												

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Intersection #3115: Condit Road and Dunne Avenue

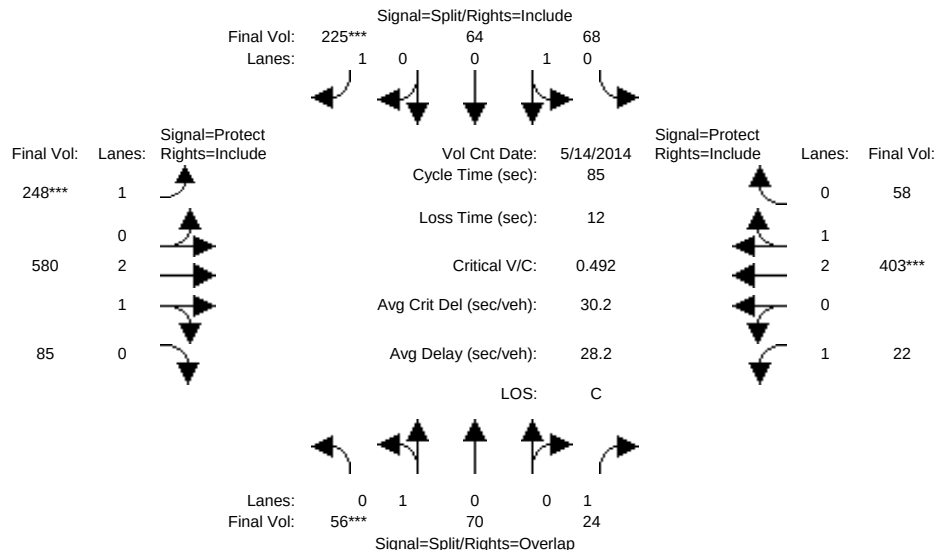


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 May 2014 <<												
Base Vol:	93	126	16	70	26	314	240	319	35	17	879	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	126	16	70	26	314	240	319	35	17	879	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	126	16	70	26	314	240	319	35	17	879	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	126	16	70	26	314	240	319	35	17	879	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	126	16	70	26	314	240	319	35	17	879	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	126	16	70	26	314	240	319	35	17	879	88
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	0.99	0.95	0.92	0.99	0.95
Lanes:	0.42	0.58	1.00	0.73	0.27	1.00	1.00	2.69	0.31	1.00	2.72	0.28
Final Sat.:	764	1036	1750	1312	487	1750	1750	5046	554	1750	5090	510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.05	0.05	0.18	0.14	0.06	0.06	0.01	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	19.5	19.5	40.0	28.8	28.8	28.8	22.0	29.2	29.2	20.5	27.7	27.7
Volume/Cap:	0.69	0.69	0.03	0.20	0.20	0.69	0.69	0.24	0.24	0.05	0.69	0.69
Delay/Veh:	48.5	48.5	22.5	31.9	31.9	40.8	46.4	31.7	31.7	36.9	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	22.5	31.9	31.9	40.8	46.4	31.7	31.7	36.9	38.6	38.6
LOS by Move:	D	D	C	C	C	D	D	C	C	D	D	D
HCM2k95thQ:	16	16	1	5	5	19	16	6	6	1	18	18

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

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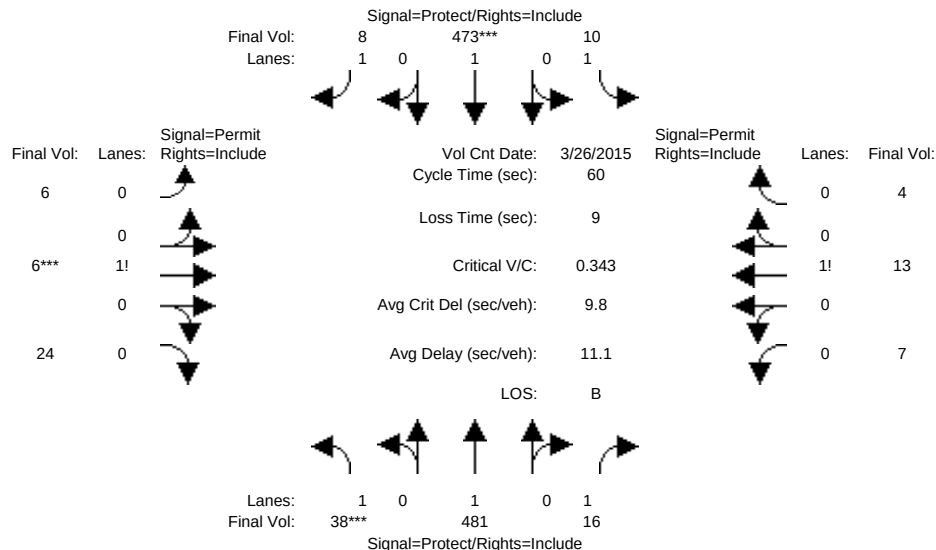
Intersection #3115: Condit Road and Dunne Avenue



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:	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: 14 May 2014 <<												
Base Vol:	56	70	24	68	64	225	248	580	85	22	403	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	70	24	68	64	225	248	580	85	22	403	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	70	24	68	64	225	248	580	85	22	403	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	70	24	68	64	225	248	580	85	22	403	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	70	24	68	64	225	248	580	85	22	403	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	70	24	68	64	225	248	580	85	22	403	58
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	0.99	0.95	0.92	0.99	0.95
Lanes:	0.44	0.56	1.00	0.52	0.48	1.00	1.00	2.60	0.40	1.00	2.61	0.39
Final Sat.:	800	1000	1750	927	873	1750	1750	4883	716	1750	4895	704
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.07	0.07	0.13	0.14	0.12	0.12	0.01	0.08	0.08
Crit Moves:	***	***		***	***		***	***		***	***	
Green Time:	12.1	12.1	27.9	22.2	22.2	22.2	24.5	22.9	22.9	15.8	14.2	14.2
Volume/Cap:	0.49	0.49	0.04	0.28	0.28	0.49	0.49	0.44	0.44	0.07	0.49	0.49
Delay/Veh:	35.1	35.1	19.5	25.4	25.4	27.5	25.9	26.0	26.0	28.6	32.5	32.5
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:	35.1	35.1	19.5	25.4	25.4	27.5	25.9	26.0	26.0	28.6	32.5	32.5
LOS by Move:	D	D	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	8	8	1	6	6	10	11	9	9	1	7	7
Note: Queue reported is the number of cars per lane.												

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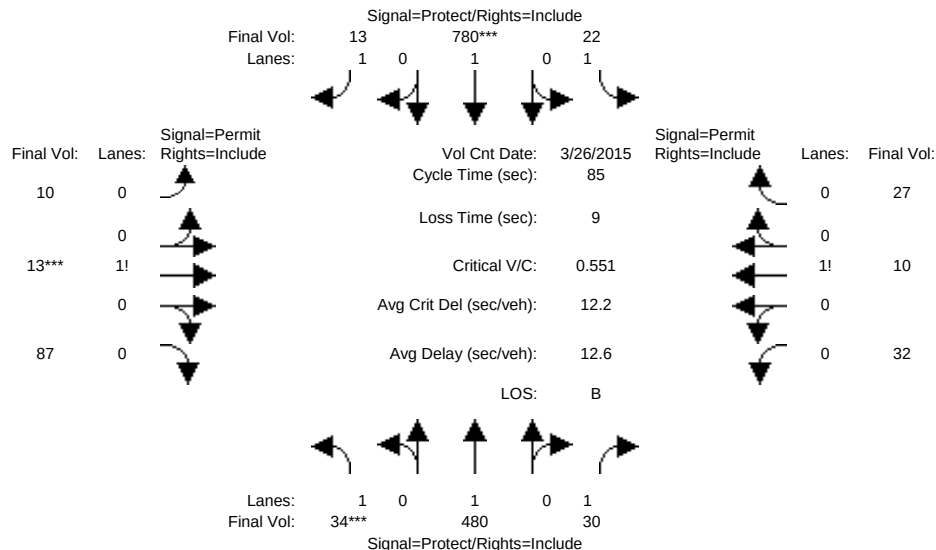
Intersection #3343: Monterey Road and Second Street



Street Name:	Monterey Road						Second Street					
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: 26 Mar 2015 <<												
Base Vol:	38	481	16	10	473	8	6	6	24	7	13	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:	38	481	16	10	473	8	6	6	24	7	13	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:	38	481	16	10	473	8	6	6	24	7	13	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:	38	481	16	10	473	8	6	6	24	7	13	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	481	16	10	473	8	6	6	24	7	13	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	481	16	10	473	8	6	6	24	7	13	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.17	0.67	0.29	0.54	0.17
Final Sat.:	1750	1900	1750	1750	1900	1750	292	292	1167	510	948	292
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.01	0.01	0.25	0.00	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	7.0	28.1	28.1	12.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.19	0.54	0.02	0.03	0.44	0.01	0.12	0.12	0.12	0.08	0.08	0.08
Delay/Veh:	24.4	12.1	8.6	18.6	7.8	5.7	21.5	21.5	21.5	21.2	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:	24.4	12.1	8.6	18.6	7.8	5.7	21.5	21.5	21.5	21.2	21.2	21.2
LOS by Move:	C	B	A	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	12	0	0	10	0	1	1	1	1	1	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3343: Monterey Road and Second Street



Street Name:	Monterey Road						Second Street					
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: 26 Mar 2015 <<												
Base Vol:	34	480	30	22	780	13	10	13	87	32	10	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:	34	480	30	22	780	13	10	13	87	32	10	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:	34	480	30	22	780	13	10	13	87	32	10	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:	34	480	30	22	780	13	10	13	87	32	10	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	480	30	22	780	13	10	13	87	32	10	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
Final Volume:	34	480	30	22	780	13	10	13	87	32	10	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	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.12	0.79	0.47	0.14	0.39
Final Sat.:	1750	1900	1750	1750	1900	1750	159	207	1384	812	254	685
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.02	0.01	0.41	0.01	0.06	0.06	0.06	0.04	0.04	0.04
Crit Moves:	***			***			***					
Green Time:	7.0	49.8	49.8	16.2	59.0	59.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.24	0.43	0.03	0.07	0.59	0.01	0.53	0.53	0.53	0.34	0.34	0.34
Delay/Veh:	37.3	10.0	7.4	28.3	7.5	4.0	38.0	38.0	38.0	35.4	35.4	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:	37.3	10.0	7.4	28.3	7.5	4.0	38.0	38.0	38.0	35.4	35.4	35.4
LOS by Move:	D	B	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	2	13	1	1	19	0	7	7	7	4	4	4

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

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

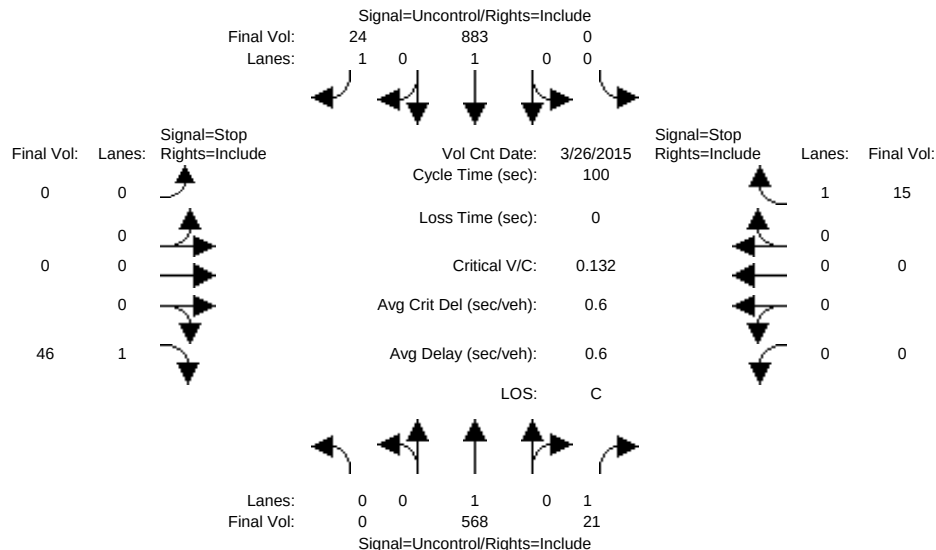
[illegible]

Street Name:	Monterey Road						Third Street					
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: 26 Mar 2015 <<												
Base Vol:	0	524	16	0	511	5	0	0	19	0	0	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:	0	524	16	0	511	5	0	0	19	0	0	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:	0	524	16	0	511	5	0	0	19	0	0	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:	0	524	16	0	511	5	0	0	19	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	524	16	0	511	5	0	0	19	0	0	11
Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2
FollowUpTim:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	511	xxxx	xxxx	524
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	567	xxxx	xxxx	557
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	567	xxxx	xxxx	557
VolumeCap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.6	xxxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					11.6			11.6
ApproachLOS:	*			*					B			B

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

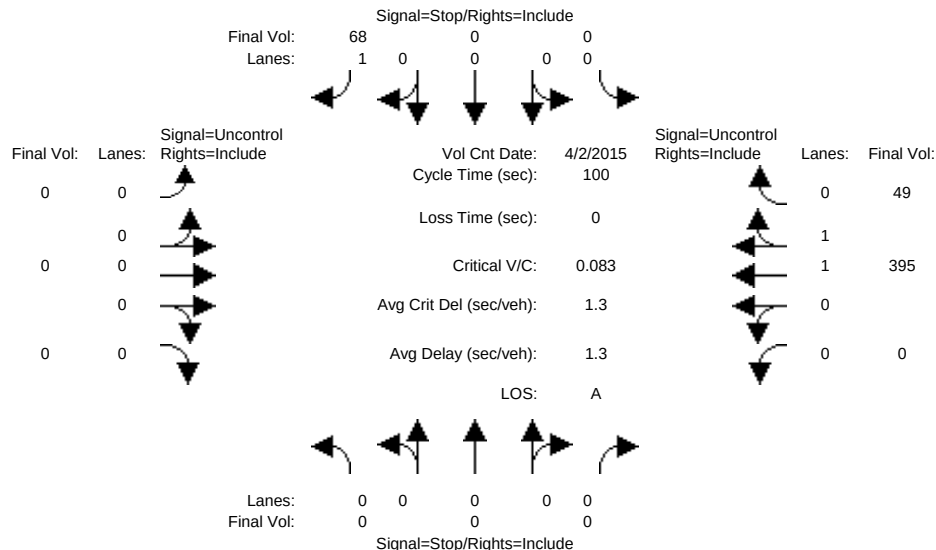
Intersection #3471: Monterey Road and Third Street



Street Name:	Monterey Road						Third Street								
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: 26 Mar 2015 <<															
Base Vol:	0	568	21	0	883	24	0	0	46	0	0	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	568	21	0	883	24	0	0	46	0	0	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:	0	568	21	0	883	24	0	0	46	0	0	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:	0	568	21	0	883	24	0	0	46	0	0	15			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	568	21	0	883	24	0	0	46	0	0	15			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	6.2			
FollowUpTim:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	883	xxxx	xxxx	568			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	348	xxxx	xxxx	526			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	348	xxxx	xxxx	526			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	0.03			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	0.1			
Control Del:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.9	xxxxx	xxxx	12.0			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx					16.9			12.0			
ApproachLOS:	*			*					C			B			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3677: Depot Street and Dunne Avenue

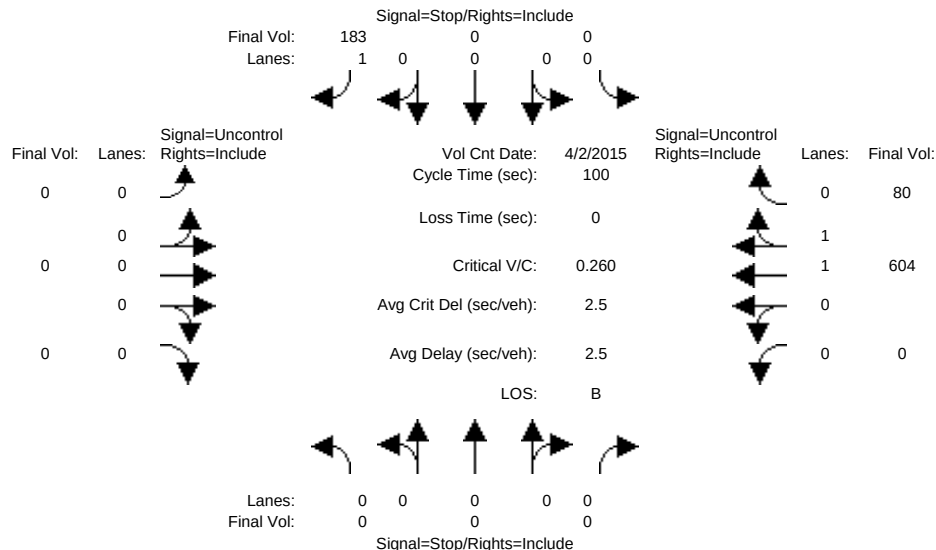


Street Name:	Depot Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	0	0	0	0	0	68	0	0	0	0	395	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	68	0	0	0	0	395	49
Added Vol:	0	0	0	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	0	0	68	0	0	0	0	395	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:	0	0	0	0	0	68	0	0	0	0	395	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	68	0	0	0	0	395	49
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	823	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	823	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx					9.8	xxxxxxx					xxxxxxx
ApproachLOS:	*					A	*					*

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3677: Depot Street and Dunne Avenue



Street Name: Depot Street 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: 2 Apr 2015 <<

Base Vol:	0	0	0	0	0	183	0	0	0	0	604	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	183	0	0	0	0	604	80
Added Vol:	0	0	0	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	0	0	183	0	0	0	0	604	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	183	0	0	0	0	604	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	183	0	0	0	0	604	80

-----|-----|-----|-----|

Critical Gap Module:

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

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	342	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	705	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	705	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

-----|-----|-----|-----|

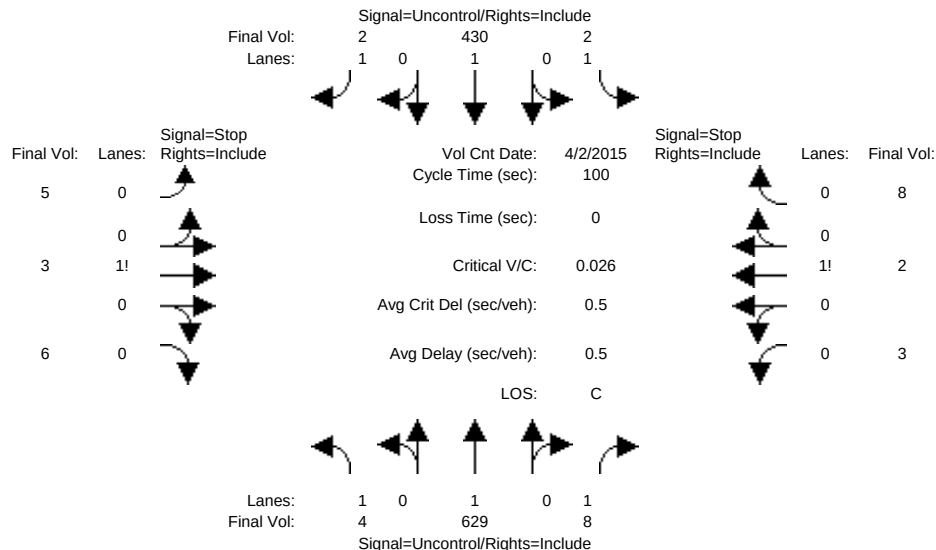
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
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				11.9		xxxxxx				xxxxxx	
ApproachLOS:	*				B		*				*	

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3857: Monterey Road and Fifth Street

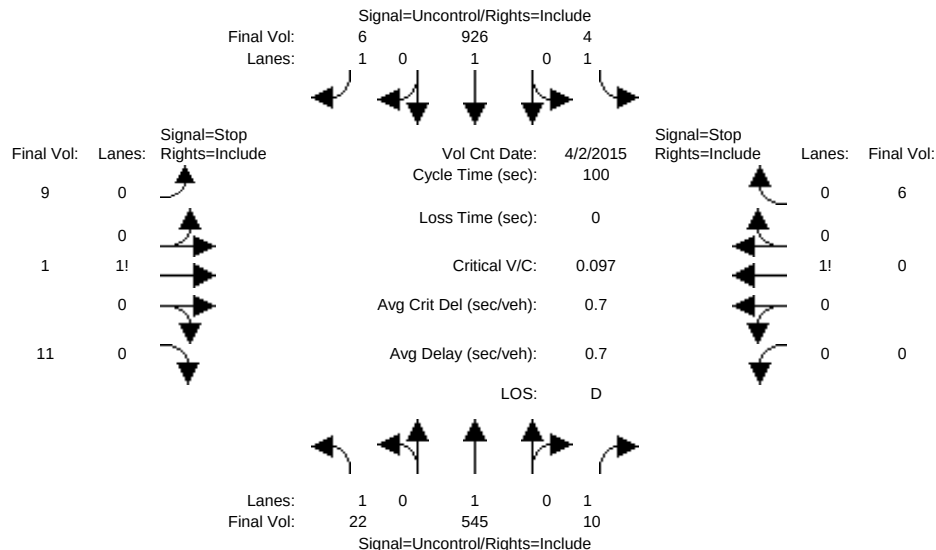


Monterey Road						Fifth Street						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	4	629	8	2	430	2	5	3	6	3	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	629	8	2	430	2	5	3	6	3	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	629	8	2	430	2	5	3	6	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	629	8	2	430	2	5	3	6	3	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	629	8	2	430	2	5	3	6	3	2	8
----- ----- ----- -----												
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:												
Cnflct Vol:	432	xxxx	xxxxx	637	xxxx	xxxxx	1080	1079	430	1077	1073	629
Potent Cap.:	1138	xxxx	xxxxx	956	xxxx	xxxxx	197	220	629	199	222	486
Move Cap.:	1138	xxxx	xxxxx	956	xxxx	xxxxx	192	219	629	194	221	486
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.01	0.01	0.02	0.01	0.02
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	284	xxxxx	xxxx	317	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx				18.3			16.8	
ApproachLOS:	*			*				C			C	
Note: Queue reported is the number of cars per lane.												

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3857: Monterey Road and Fifth Street

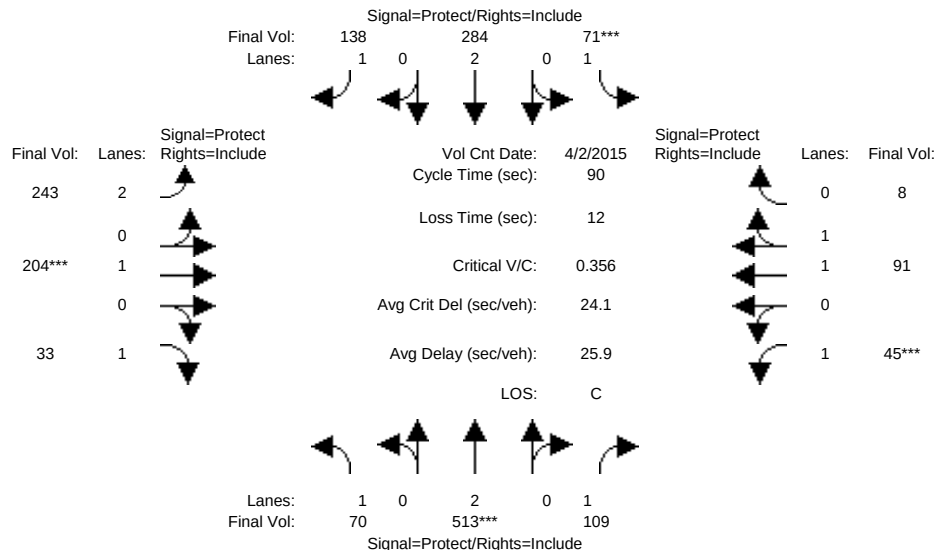


Monterey Road				Fifth Street			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Volume Module: >> Count Date: 2 Apr 2015 <<							
Base Vol:	22 545 10	4 926 6	9 1 11	0 0 6			
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
Initial Bse:	22 545 10	4 926 6	9 1 11	0 0 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:	22 545 10	4 926 6	9 1 11	0 0 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:	22 545 10	4 926 6	9 1 11	0 0 6			
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0			
Final Volume:	22 545 10	4 926 6	9 1 11	0 0 6			
Critical Gap Module:							
Critical Gp:	4.1 xxxx xxxxx	4.1 xxxx xxxxx	7.1 6.5 6.2	xxxxx xxxxx	6.2		
FollowUpTim:	2.2 xxxx xxxxx	2.2 xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxxx	3.3		
Capacity Module:							
Cnflct Vol:	932 xxxx xxxxx	555 xxxx xxxxx	1531 1533 926	xxxx xxxxx	545		
Potent Cap.:	743 xxxx xxxxx	1026 xxxx xxxxx	97 118 329	xxxx xxxxx	542		
Move Cap.:	743 xxxx xxxxx	1026 xxxx xxxxx	93 114 329	xxxx xxxxx	542		
Volume/Cap:	0.03 xxxx xxxxx	0.00 xxxx xxxxx	0.10 0.01 0.03	xxxx xxxxx	0.01		
Level Of Service Module:							
2Way95thQ:	0.1 xxxx xxxxx	0.0 xxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx	0.0		
Control Del:	10.0 xxxx xxxxx	8.5 xxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx	11.7		
LOS by Move:	A * *	A * *	* * *	* * *	B		
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 151 xxxxx	xxxx xxxxx xxxxx			
SharedQueue:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 0.5 xxxxx	xxxx xxxxx xxxxx			
Shrd ConDel:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 32.6 xxxxx	xxxx xxxxx xxxxx			
Shared LOS:	* * *	* * *	* * *	* * *			
ApproachDel:	xxxxxx	xxxxxx	32.6	11.7			
ApproachLOS:	*	*	D	B			

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4111: Monterey Road and Vineyard Boulevard

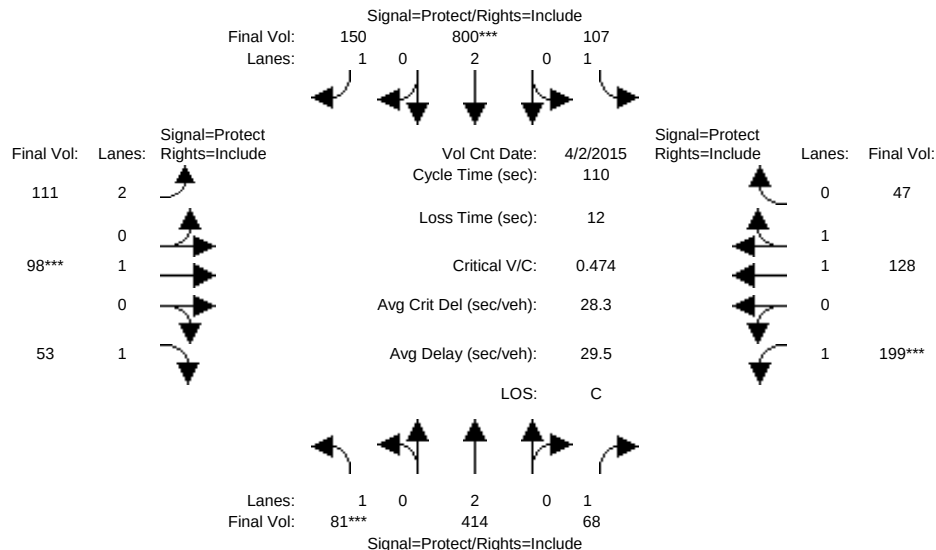


Street Name:	Monterey Road						Vineyard Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2015 <<												
Base Vol:	70	513	109	71	284	138	243	204	33	45	91	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	513	109	71	284	138	243	204	33	45	91	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	513	109	71	284	138	243	204	33	45	91	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	513	109	71	284	138	243	204	33	45	91	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	513	109	71	284	138	243	204	33	45	91	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	513	109	71	284	138	243	204	33	45	91	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	3401	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.06	0.04	0.07	0.08	0.08	0.11	0.02	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.1	33.9	33.9	10.2	25.9	25.9	14.0	26.9	26.9	7.0	20.0	20.0
Volume/Cap:	0.20	0.36	0.17	0.36	0.26	0.27	0.50	0.36	0.06	0.33	0.12	0.12
Delay/Veh:	30.2	20.4	18.8	38.0	24.8	25.1	35.6	25.1	22.6	40.7	28.1	28.1
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:	30.2	20.4	18.8	38.0	24.8	25.1	35.6	25.1	22.6	40.7	28.1	28.1
LOS by Move:	C	C	B	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	3	10	4	4	6	6	8	9	1	3	2	2

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

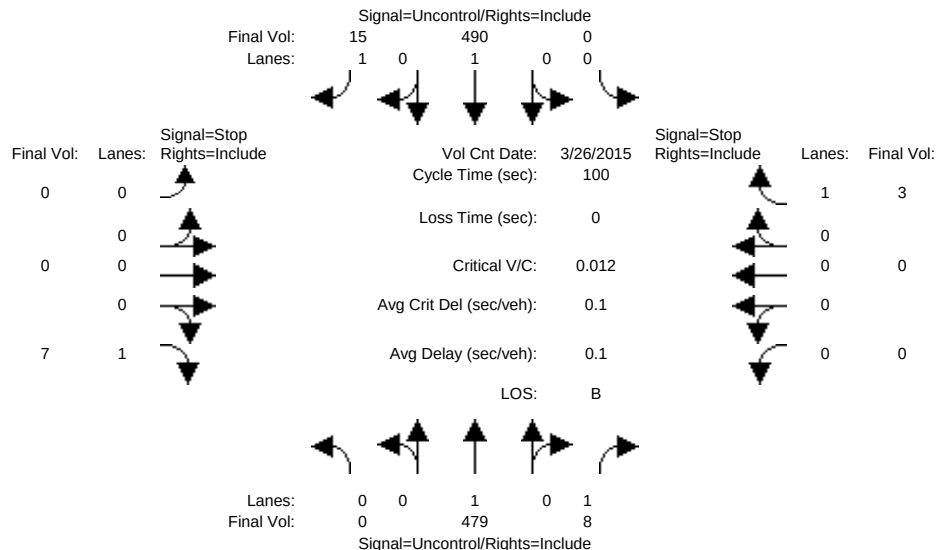
Intersection #4111: Monterey Road and Vineyard Boulevard



Street Name:	Monterey Road						Vineyard Boulevard					
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: 2 Apr 2015 <<												
Base Vol:	81	414	68	107	800	150	111	98	53	199	128	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:	81	414	68	107	800	150	111	98	53	199	128	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:	81	414	68	107	800	150	111	98	53	199	128	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:	81	414	68	107	800	150	111	98	53	199	128	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	414	68	107	800	150	111	98	53	199	128	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	414	68	107	800	150	111	98	53	199	128	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	2706	993
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.04	0.06	0.21	0.09	0.04	0.05	0.03	0.11	0.05	0.05
Crit Moves:	***				***		***			***		
Green Time:	10.7	37.6	37.6	22.0	48.9	48.9	15.8	12.0	12.0	26.4	22.6	22.6
Volume/Cap:	0.47	0.32	0.11	0.31	0.47	0.19	0.25	0.47	0.28	0.47	0.23	0.23
Delay/Veh:	49.0	26.9	24.8	38.0	21.7	18.7	42.1	47.8	45.8	36.7	36.6	36.6
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:	49.0	26.9	24.8	38.0	21.7	18.7	42.1	47.8	45.8	36.7	36.6	36.6
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	6	10	3	6	17	6	4	7	4	13	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #4643: Monterey Road and First Street



Street Name: Monterey Road First Street

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 26 Mar 2015 <<

Base Vol:	0	479	8	0	490	15	0	0	7	0	0	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:	0	479	8	0	490	15	0	0	7	0	0	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:	0	479	8	0	490	15	0	0	7	0	0	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:	0	479	8	0	490	15	0	0	7	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	479	8	0	490	15	0	0	7	0	0	3

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	490	xxxx	xxxx	479
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	582	xxxx	xxxx	591
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	582	xxxx	xxxx	591
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01

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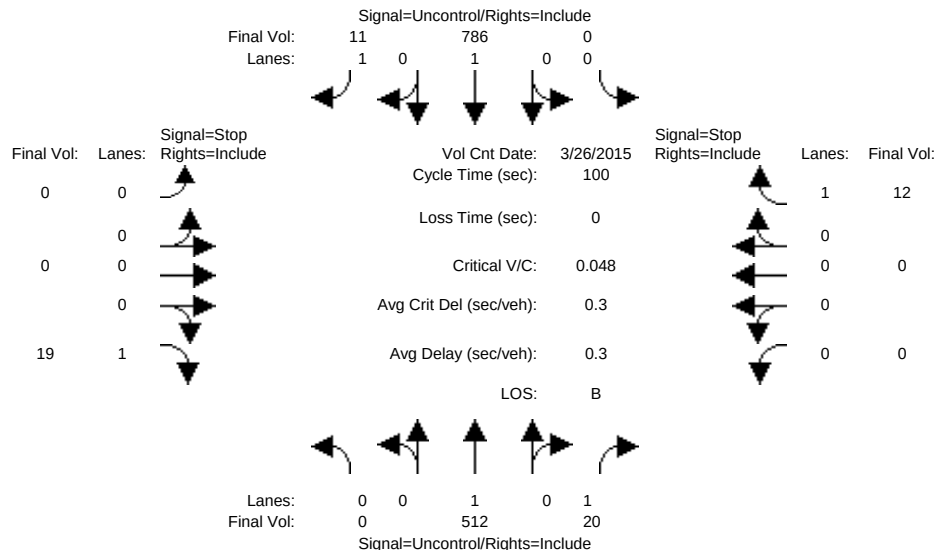
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	11.1
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
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						11.3			11.1
ApproachLOS:	*		*						B			B

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #4643: Monterey Road and First Street



Street Name: Monterey Road First Street

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 26 Mar 2015 <<

Base Vol:	0	512	20	0	786	11	0	0	19	0	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	512	20	0	786	11	0	0	19	0	0	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:	0	512	20	0	786	11	0	0	19	0	0	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:	0	512	20	0	786	11	0	0	19	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	512	20	0	786	11	0	0	19	0	0	12

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	786	xxxx	xxxx	512
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	566
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	566
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.02

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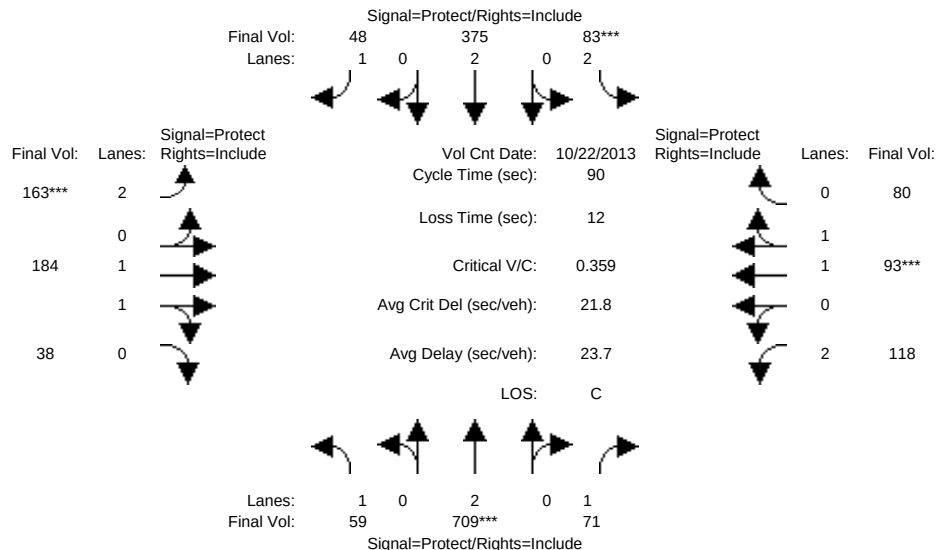
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	11.5
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.6			11.5
ApproachLOS:	*			*					B			B

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

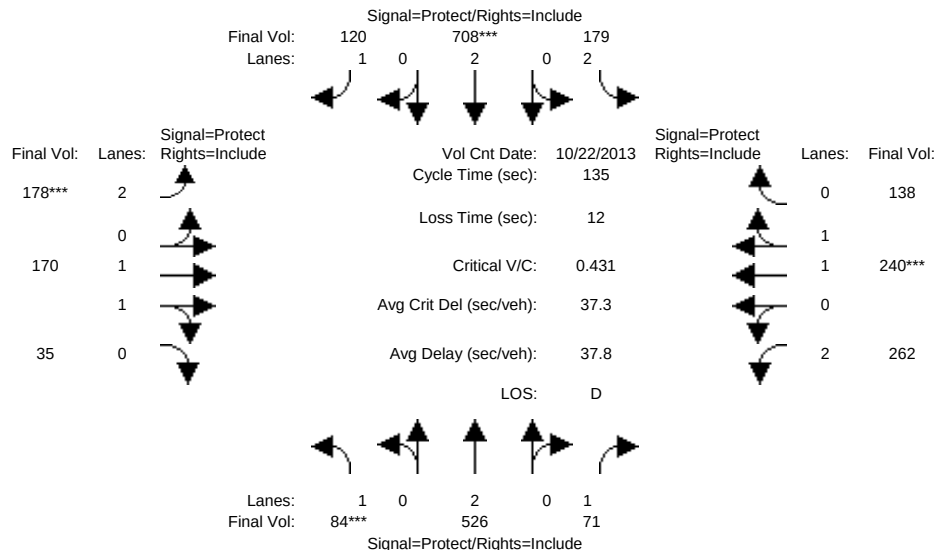
Intersection #6674: Monterey Road and Tennant Avenue



Street Name:	Monterey 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:	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: 22 Oct 2013 <<												
Base Vol:	59	709	71	83	375	48	163	184	38	118	93	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	709	71	83	375	48	163	184	38	118	93	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	709	71	83	375	48	163	184	38	118	93	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	709	71	83	375	48	163	184	38	118	93	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	709	71	83	375	48	163	184	38	118	93	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	709	71	83	375	48	163	184	38	118	93	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35	2.00	1.05	0.95
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3066	633	3150	1988	1710
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.04	0.03	0.10	0.03	0.05	0.06	0.06	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.0	46.5	46.5	7.0	31.4	31.4	12.9	14.4	14.4	10.1	11.7	11.7
Volume/Cap:	0.14	0.36	0.08	0.34	0.28	0.08	0.36	0.37	0.37	0.33	0.36	0.36
Delay/Veh:	26.7	13.1	11.0	40.1	21.2	19.6	35.3	34.1	34.1	37.4	36.2	36.2
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:	26.7	13.1	11.0	40.1	21.2	19.6	35.3	34.1	34.1	37.4	36.2	36.2
LOS by Move:	C	B	B	D	C	B	D	C	C	D	D	D
HCM2k95thQ:	3	11	2	3	7	2	6	6	6	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

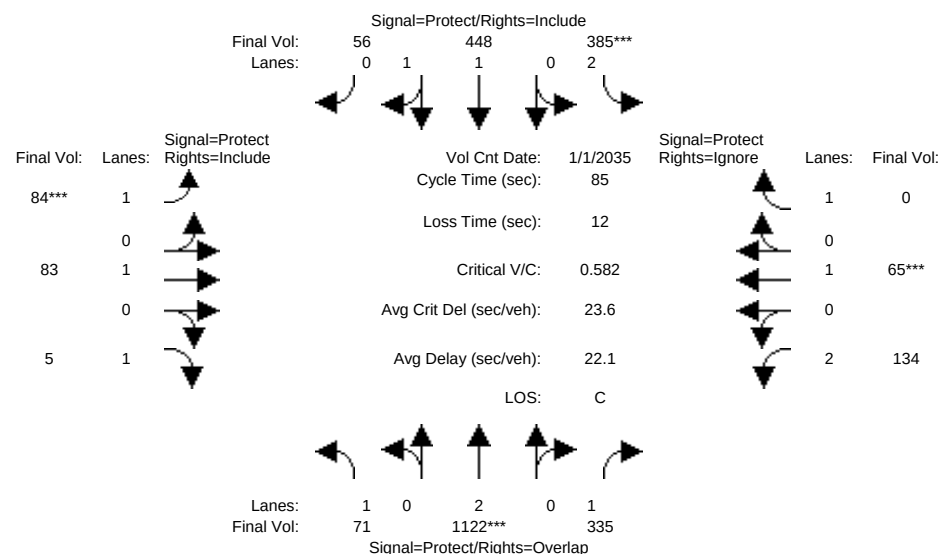
Intersection #6674: Monterey Road and Tennant Avenue



Street Name:	Monterey 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:	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: 22 Oct 2013 <<												
Base Vol:	84	526	71	179	708	120	178	170	35	262	240	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	526	71	179	708	120	178	170	35	262	240	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	526	71	179	708	120	178	170	35	262	240	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	526	71	179	708	120	178	170	35	262	240	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	526	71	179	708	120	178	170	35	262	240	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	526	71	179	708	120	178	170	35	262	240	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35	2.00	1.25	0.75
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3068	632	3150	2348	1350
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.04	0.06	0.19	0.07	0.06	0.06	0.06	0.08	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	15.0	52.0	52.0	21.3	58.3	58.3	17.7	23.4	23.4	26.3	32.0	32.0
Volume/Cap:	0.43	0.36	0.11	0.36	0.43	0.16	0.43	0.32	0.32	0.43	0.43	0.43
Delay/Veh:	57.5	29.8	26.7	51.2	27.0	23.5	54.8	49.1	49.1	48.2	44.1	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:	57.5	29.8	26.7	51.2	27.0	23.5	54.8	49.1	49.1	48.2	44.1	44.1
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	7	14	4	8	18	6	9	8	8	11	13	13
Note: Queue reported is the number of cars per lane.												

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Intersection #101: Monterey Road and Cochrane Road

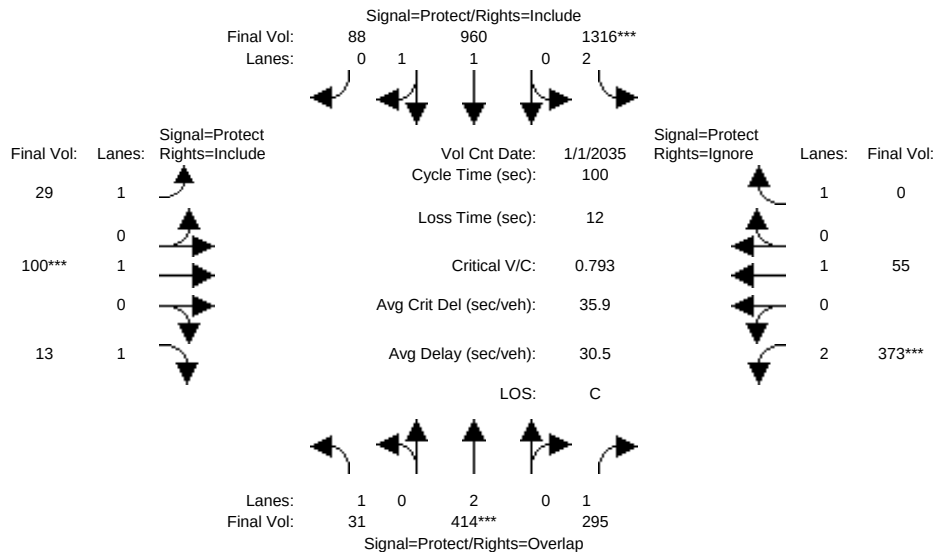


Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	71	1122	335	385	448	56	84	83	5	134	65	629
Growth Adj:	1.00	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	1122	335	385	448	56	84	83	5	134	65	629
Added Vol:	0	0	0	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	1122	335	385	448	56	84	83	5	134	65	629
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	1122	335	385	448	56	84	83	5	134	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1122	335	385	448	56	84	83	5	134	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	71	1122	335	385	448	56	84	83	5	134	65	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3289	411	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.19	0.12	0.14	0.14	0.05	0.04	0.00	0.04	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	21.1	39.6	46.6	16.4	34.9	34.9	7.0	10.0	10.0	7.0	10.0	0.0
Volume/Cap:	0.16	0.63	0.35	0.63	0.33	0.33	0.58	0.37	0.02	0.52	0.29	0.00
Delay/Veh:	25.2	18.0	10.9	33.7	17.2	17.2	43.6	35.6	33.2	39.2	35.0	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:	25.2	18.0	10.9	33.7	17.2	17.2	43.6	35.6	33.2	39.2	35.0	0.0
LOS by Move:	C	B	B	C	B	B	D	D	C	D	C	A
HCM2k95thQ:	3	21	10	11	9	9	7	5	0	4	3	0

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

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
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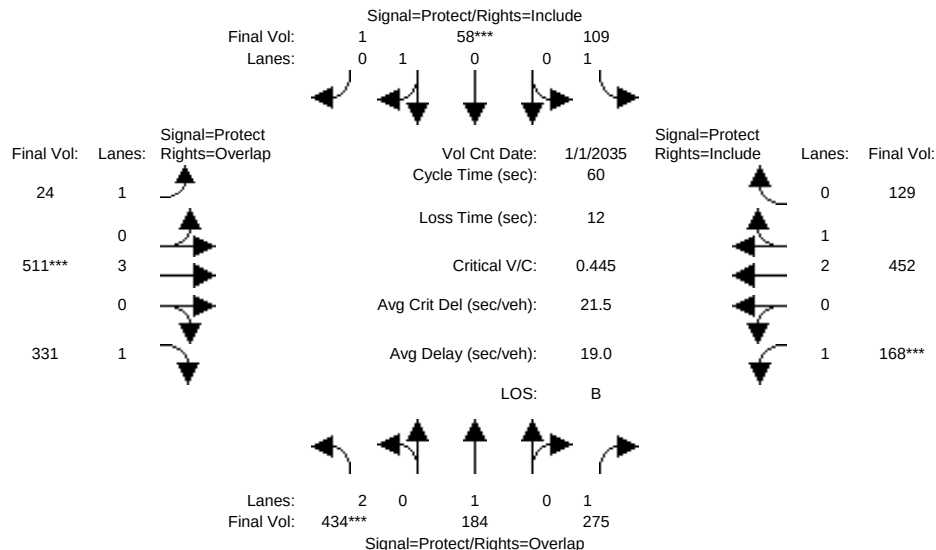
Intersection #101: Monterey Road and Cochrane Road



Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 1 Jan 2035 <<												
Base Vol:	31	414	295	1316	960	88	29	100	13	373	55	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	414	295	1316	960	88	29	100	13	373	55	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	414	295	1316	960	88	29	100	13	373	55	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	31	414	295	1316	960	88	29	100	13	373	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	414	295	1316	960	88	29	100	13	373	55	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	31	414	295	1316	960	88	29	100	13	373	55	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3389	311	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.17	0.42	0.28	0.28	0.02	0.05	0.01	0.12	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	12.6	13.2	27.5	50.5	51.1	51.1	10.0	10.0	10.0	14.3	14.3	0.0
Volume/Cap:	0.14	0.83	0.61	0.83	0.55	0.55	0.17	0.53	0.07	0.83	0.20	0.00
Delay/Veh:	39.2	53.2	34.0	24.8	17.1	17.1	41.6	45.5	41.0	53.6	38.2	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:	39.2	53.2	34.0	24.8	17.1	17.1	41.6	45.5	41.0	53.6	38.2	0.0
LOS by Move:	D	D	C	C	B	B	D	D	D	D	D	A
HCM2k95thQ:	2	16	17	34	19	19	2	7	1	14	3	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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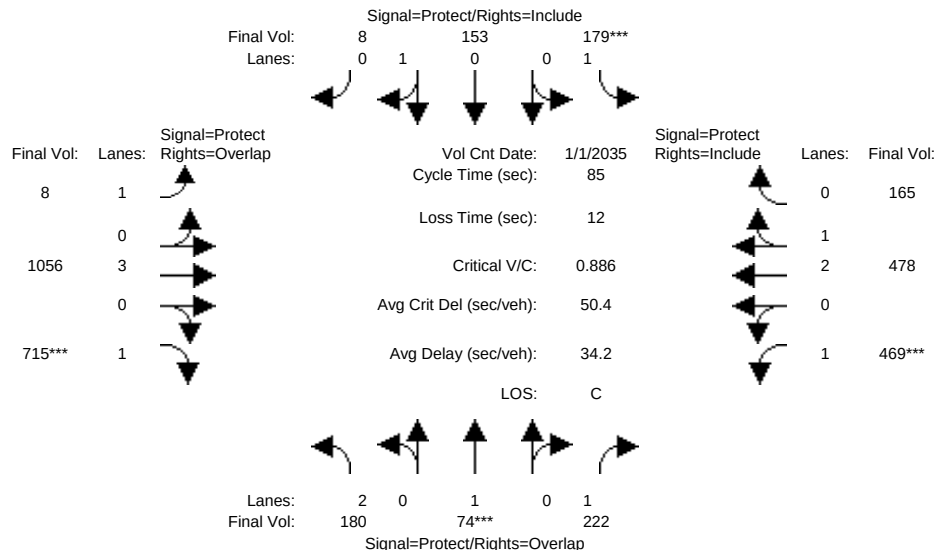
Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 1 Jan 2035 <<												
Base Vol:	434	184	275	109	58	1	24	511	331	168	452	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	434	184	275	109	58	1	24	511	331	168	452	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	184	275	109	58	1	24	511	331	168	452	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	184	275	109	58	1	24	511	331	168	452	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	184	275	109	58	1	24	511	331	168	452	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	184	275	109	58	1	24	511	331	168	452	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.98	0.02	1.00	3.00	1.00	1.00	2.31	0.69
Final Sat.:	3150	1900	1750	1750	1769	31	1750	5700	1750	1750	4355	1243
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.16	0.06	0.03	0.03	0.01	0.09	0.19	0.10	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	16.2	15.4	26.7	10.8	10.0	10.0	9.0	10.5	26.7	11.3	12.8	12.8
Volume/Cap:	0.51	0.38	0.35	0.35	0.20	0.20	0.09	0.51	0.42	0.51	0.49	0.49
Delay/Veh:	19.1	18.8	11.3	22.2	21.9	21.9	22.1	22.8	11.8	23.2	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:	19.1	18.8	11.3	22.2	21.9	21.9	22.1	22.8	11.8	23.2	21.0	21.0
LOS by Move:	B	B	B	C	C	C	C	C	B	C	C	C
HCM2k95thQ:	8	6	7	5	2	2	1	6	9	6	6	6
Note: Queue reported is the number of cars per lane.												

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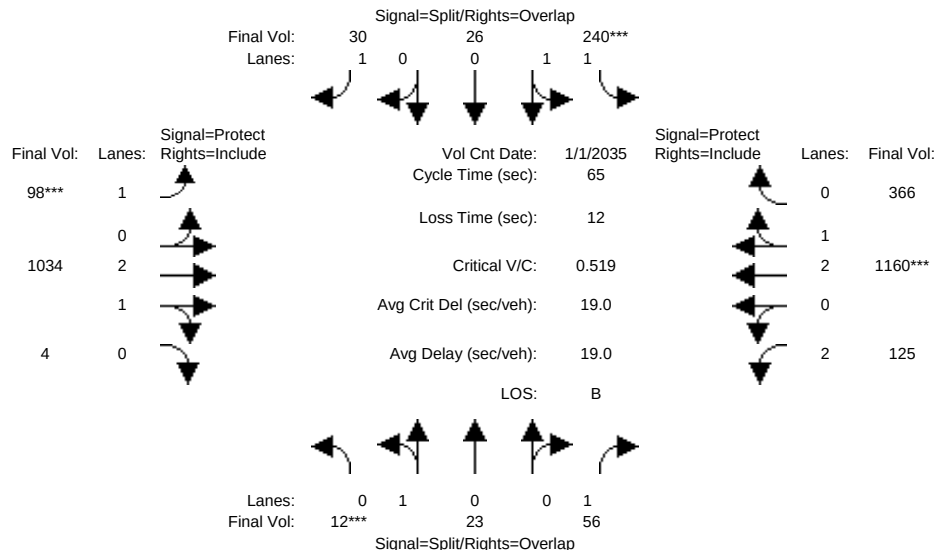
Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard			Cochrane Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<						
Base Vol:	180	74	222	179	153	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	74	222	179	153	8
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	180	74	222	179	153	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	74	222	179	153	8
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	180	74	222	179	153	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	74	222	179	153	8
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3150	1900	1750	1750	1711	89
Capacity Analysis Module:						
Vol/Sat:	0.06	0.04	0.13	0.10	0.09	0.09
Crit Moves:	****			****		
Green Time:	7.9	10.0	34.2	9.3	11.3	11.3
Volume/Cap:	0.61	0.33	0.31	0.94	0.67	0.67
Delay/Veh:	40.9	35.3	17.6	85.6	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	35.3	17.6	85.6	42.3	42.3
LOS by Move:	D	D	B	F	D	C
HCM2k95thQ:	6	4	8	16	11	11
Note: Queue reported is the number of cars per lane.						

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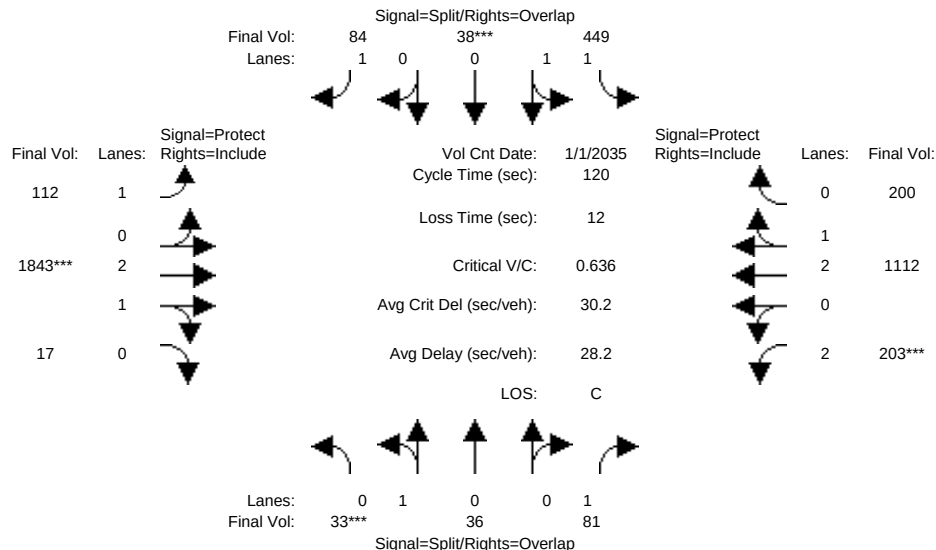
Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name: Madrone Parkway/Cochrane Plaza							Cochrane Road					
Approach: North Bound							South Bound					
Movement: L - T - R							East Bound					
							West Bound					
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: 1 Jan 2035 <<											
Base Vol:	12	23	56	240	26	30	98	1034	4	125	1160	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:	12	23	56	240	26	30	98	1034	4	125	1160	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:	12	23	56	240	26	30	98	1034	4	125	1160	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:	12	23	56	240	26	30	98	1034	4	125	1160	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	23	56	240	26	30	98	1034	4	125	1160	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
Final Volume:	12	23	56	240	26	30	98	1034	4	125	1160	366
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.34	0.66	1.00	1.81	0.19	1.00	1.00	2.99	0.01	2.00	2.25	0.75
Final Sat.:	617	1183	1750	3203	347	1750	1750	5578	22	3150	4255	1343
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.07	0.07	0.02	0.06	0.19	0.19	0.04	0.27	0.27
Crit Moves:	***			***			***				***	
Green Time:	10.0	10.0	22.1	10.0	10.0	17.0	7.0	20.9	20.9	12.1	26.0	26.0
Volume/Cap:	0.13	0.13	0.09	0.49	0.49	0.07	0.52	0.58	0.58	0.21	0.68	0.68
Delay/Veh:	23.9	23.9	14.7	25.8	25.8	18.1	30.0	18.9	18.9	22.6	17.0	17.0
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:	23.9	23.9	14.7	25.8	25.8	18.1	30.0	18.9	18.9	22.6	17.0	17.0
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	1	1	2	7	7	1	4	11	11	3	16	16
Note: Queue reported is the number of cars per lane.												

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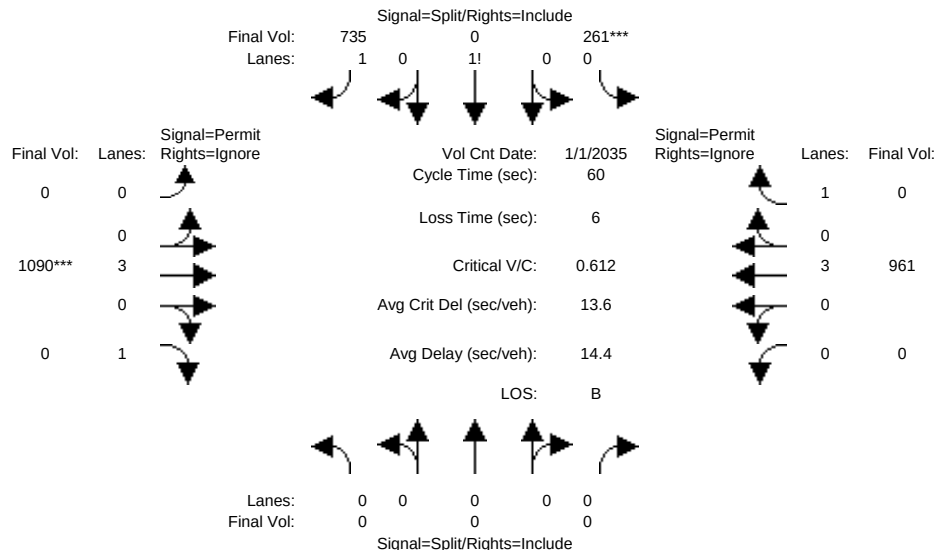
Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	33	36	81	449	38	84	112	1843	17	203	1112	200
Growth Adj:	1.00	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	36	81	449	38	84	112	1843	17	203	1112	200
Added Vol:	0	0	0	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	36	81	449	38	84	112	1843	17	203	1112	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	36	81	449	38	84	112	1843	17	203	1112	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	36	81	449	38	84	112	1843	17	203	1112	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	36	81	449	38	84	112	1843	17	203	1112	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.48	0.52	1.00	1.85	0.15	1.00	1.00	2.97	0.03	2.00	2.53	0.47
Final Sat.:	861	939	1750	3273	277	1750	1750	5549	51	3150	4745	853
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.14	0.14	0.05	0.06	0.33	0.33	0.06	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	21.8	25.2	25.2	40.8	15.6	61.0	61.0	11.8	57.2	57.2
Volume/Cap:	0.46	0.46	0.25	0.65	0.65	0.14	0.49	0.65	0.65	0.65	0.49	0.49
Delay/Veh:	54.7	54.7	42.5	45.5	45.5	27.6	50.2	22.3	22.3	57.0	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:	54.7	54.7	42.5	45.5	45.5	27.6	50.2	22.3	22.3	57.0	21.6	21.6
LOS by Move:	D	D	D	D	D	C	D	C	C	E	C	C
HCM2k95thQ:	6	6	6	18	18	5	8	29	29	9	20	20
Note: Queue reported is the number of cars per lane.												

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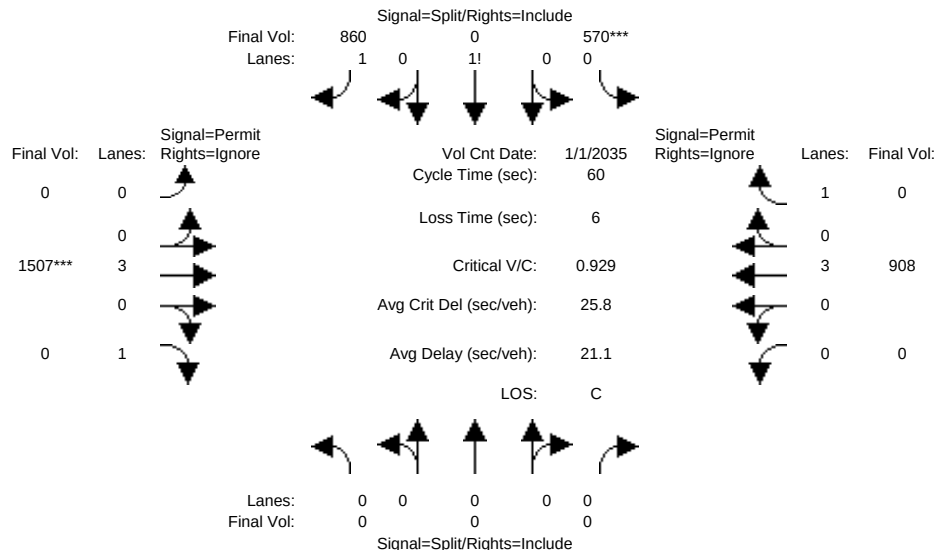
Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	0	261	0	735	0	1090	344	0	961	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	261	0	735	0	1090	344	0	961	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	261	0	735	0	1090	344	0	961	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	261	0	735	0	1090	0	0	961	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	735	0	1090	0	0	961	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
Final Volume:	0	0	0	261	0	735	0	1090	0	0	961	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	0.00	1.58	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	727	0	2773	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.27	0.00	0.19	0.00	0.00	0.17	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	35.2	0.0	35.2	0.0	18.8	0.0	0.0	18.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.45	0.00	0.61	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	8.7	0.0	7.1	0.0	18.2	0.0	0.0	17.4	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	8.7	0.0	7.1	0.0	18.2	0.0	0.0	17.4	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	17	0	11	0	11	0	0	10	0
Note: Queue reported is the number of cars per lane.												

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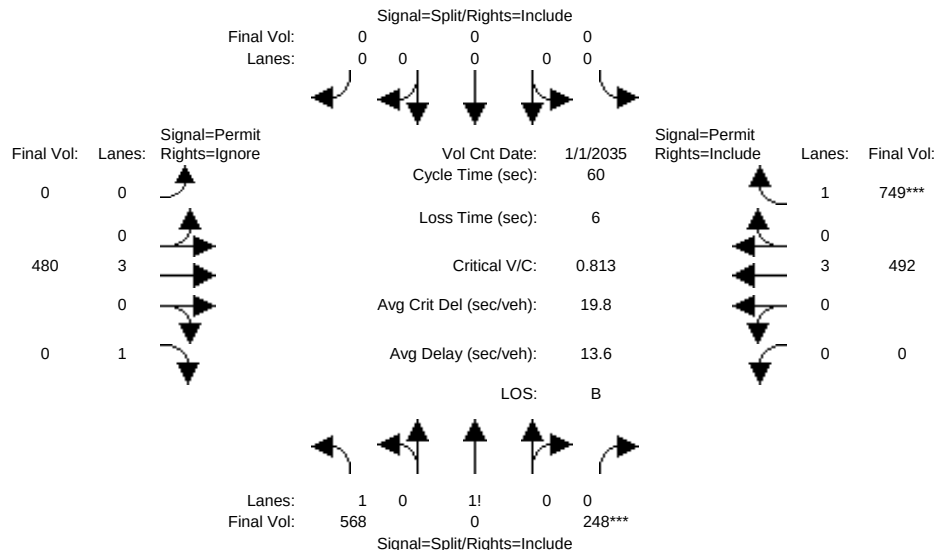
Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	0	570	0	860	0	1507	887	0	908	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	570	0	860	0	1507	887	0	908	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	570	0	860	0	1507	887	0	908	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	570	0	860	0	1507	0	0	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	860	0	1507	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
Final Volume:	0	0	0	570	0	860	0	1507	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:	0.00	0.00	0.00	0.57	0.00	1.43	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	998	0	2503	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.57	0.00	0.34	0.00	0.26	0.00	0.00	0.16	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.9	0.0	36.9	0.0	17.1	0.0	0.0	17.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.56	0.00	0.93	0.00	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	7.0	0.0	30.7	0.0	0.0	18.7	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	20.6	0.0	7.0	0.0	30.7	0.0	0.0	18.7	0.0
LOS by Move:	A	A	A	C	A	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	39	0	14	0	19	0	0	9	0
Note: Queue reported is the number of cars per lane.												

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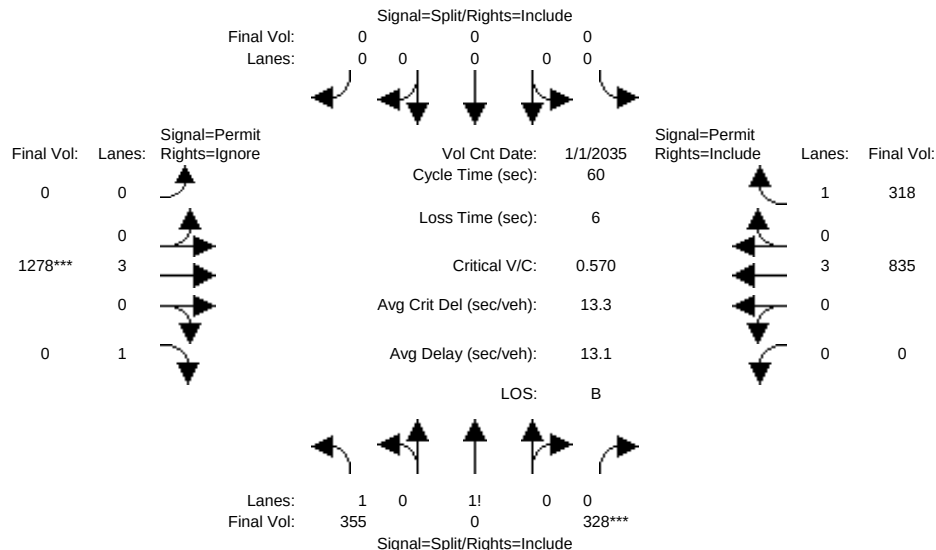
Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	568	0	248	0	0	0	0	480	0	0	492	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	0	248	0	0	0	0	480	0	0	492	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	0	248	0	0	0	0	480	0	0	492	749
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:	568	0	248	0	0	0	0	480	0	0	492	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	0	248	0	0	0	0	480	0	0	492	749
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:	568	0	248	0	0	0	0	480	0	0	492	749
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	0.00	0.47	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2684	0	816	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.30	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.09	0.43
Crit Moves:	****											
Green Time:	22.4	0.0	22.4	0.0	0.0	0.0	0.0	31.6	0.0	0.0	31.6	31.6
Volume/Cap:	0.57	0.00	0.81	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.16	0.81
Delay/Veh:	15.5	0.0	22.1	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	17.4
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:	15.5	0.0	22.1	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	17.4
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2k95thQ:	13	0	22	0	0	0	0	3	0	0	3	26
Note: Queue reported is the number of cars per lane.												

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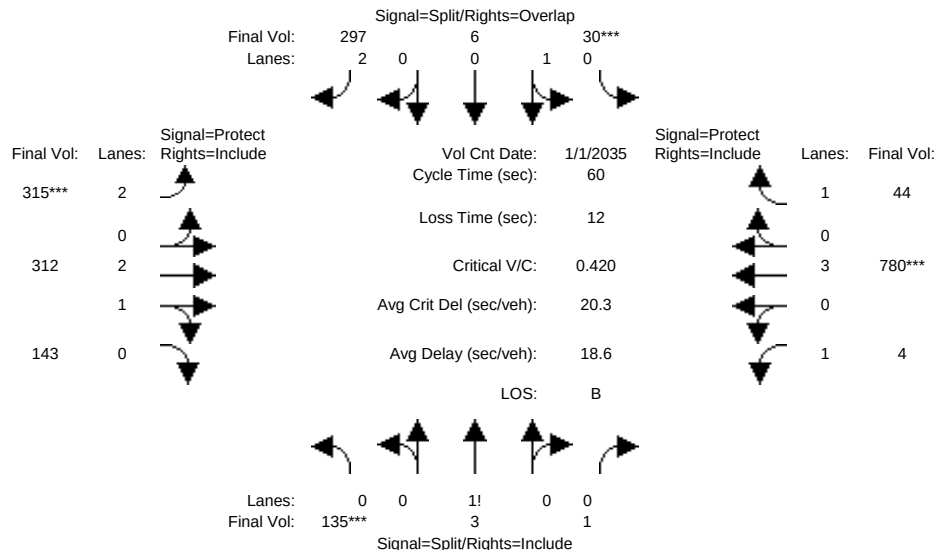
Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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: 1 Jan 2035 <<												
Base Vol:	355	0	328	0	0	0	0	1278	0	0	835	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	0	328	0	0	0	0	1278	0	0	835	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	0	328	0	0	0	0	1278	0	0	835	318
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:	355	0	328	0	0	0	0	1278	0	0	835	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	0	328	0	0	0	0	1278	0	0	835	318
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
Final Volume:	355	0	328	0	0	0	0	1278	0	0	835	318
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:	1.35	0.00	0.65	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2364	0	1136	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.15	0.18
Crit Moves:	****											
Green Time:	30.4	0.0	30.4	0.0	0.0	0.0	0.0	23.6	0.0	0.0	23.6	23.6
Volume/Cap:	0.30	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.37	0.46
Delay/Veh:	8.7	0.0	10.9	0.0	0.0	0.0	0.0	14.6	0.0	0.0	13.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	0.0	10.9	0.0	0.0	0.0	0.0	14.6	0.0	0.0	13.0	14.0
LOS by Move:	A	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	6	0	14	0	0	0	0	11	0	0	8	10
Note: Queue reported is the number of cars per lane.												

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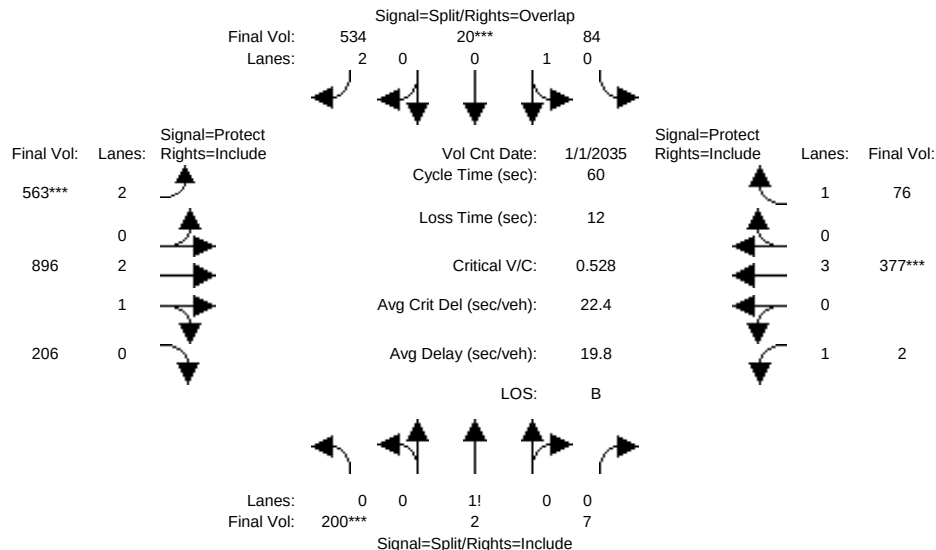
Intersection #109: De Paul Drive/Saint Louise Drive and Cochrane Road



Street Name: De Paul Drive/Saint Louise Drive							Cochrane Road					
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- -----												
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	135	3	1	30	6	297	315	312	143	4	780	44
Growth Adj:	1.00	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	3	1	30	6	297	315	312	143	4	780	44
Added Vol:	0	0	0	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	3	1	30	6	297	315	312	143	4	780	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	1	30	6	297	315	312	143	4	780	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	3	1	30	6	297	315	312	143	4	780	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	3	1	30	6	297	315	312	143	4	780	44
----- ----- ----- -----												
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	0.83	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	0.97	0.02	0.01	0.83	0.17	2.00	2.00	2.02	0.98	1.00	3.00	1.00
Final Sat.:	1700	38	13	1500	300	3150	3150	3838	1759	1750	5700	1750
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.09	0.10	0.08	0.08	0.00	0.14	0.03
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	21.8	11.8	16.5	16.5	11.5	16.2	16.2
Volume/Cap:	0.48	0.48	0.48	0.12	0.12	0.26	0.51	0.30	0.30	0.01	0.51	0.09
Delay/Veh:	23.9	23.9	23.9	21.4	21.4	13.5	22.2	17.3	17.3	19.6	18.8	16.5
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:	23.9	23.9	23.9	21.4	21.4	13.5	22.2	17.3	17.3	19.6	18.8	16.5
LOS by Move:	C	C	C	C	C	B	C	B	B	B	B	B
HCM2k95thQ:	6	6	6	1	1	5	8	5	5	0	9	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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Intersection #109: De Paul Drive/Saint Louise Drive and Cochrane Road

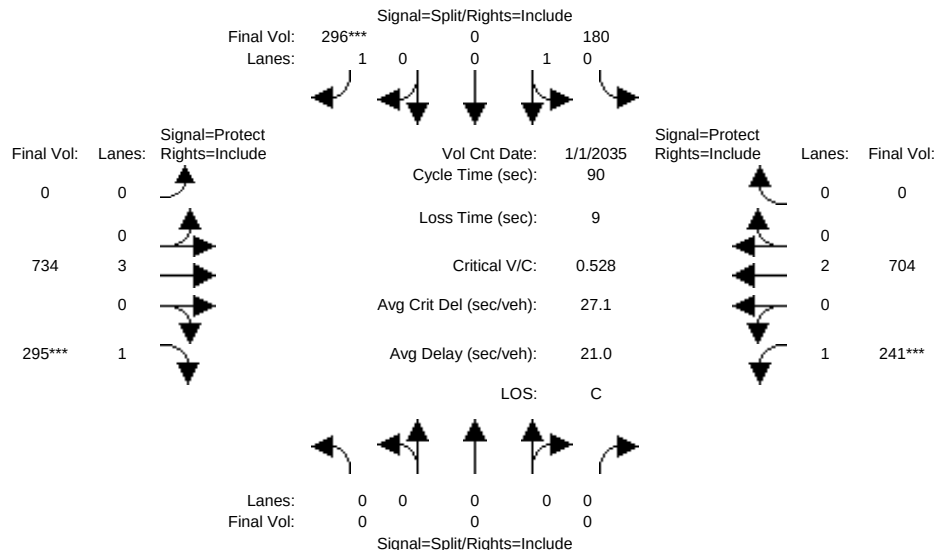


Street Name: De Paul Drive/Saint Louise Drive							Cochrane Road								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	10		10		10	10	10	10		7	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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date: 1 Jan 2035 <<															
Base Vol:	200		2		7	84	20	534	563	896	206		2	377	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	1.00	1.00
Initial Bse:	200		2		7	84	20	534	563	896	206		2	377	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:	200		2		7	84	20	534	563	896	206		2	377	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	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200		2		7	84	20	534	563	896	206		2	377	76
Reduct Vol:	0		0		0	0	0	0	0	0	0		0	0	0
Reduced Vol:	200		2		7	84	20	534	563	896	206		2	377	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	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200		2		7	84	20	534	563	896	206		2	377	76
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92		0.92	0.95	0.95	0.83	0.83	0.99	0.95	0.92	1.00	0.92		
Lanes:	0.96	0.01		0.03	0.81	0.19	2.00	2.00	2.42	0.58	1.00	3.00	1.00		
Final Sat.:	1675	17		59	1454	346	3150	3150	4552	1047	1750	5700	1750		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.12	0.12		0.12	0.06	0.06	0.17	0.18	0.20	0.20	0.00	0.07	0.04		
Crit Moves:	****					****		****				****			
Green Time:	11.2	11.2		11.2	10.0	10.0	26.8	16.8	16.8	16.8	10.0	10.0	10.0		
Volume/Cap:	0.64	0.64		0.64	0.35	0.35	0.38	0.64	0.70	0.70	0.01	0.40	0.26		
Delay/Veh:	26.7	26.7		26.7	22.8	22.8	11.2	20.5	20.8	20.8	20.9	22.6	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:	26.7	26.7		26.7	22.8	22.8	11.2	20.5	20.8	20.8	20.9	22.6	22.3		
LOS by Move:	C	C		C	C	C	B	C	C	C	C	C	C		
HCM2k95thQ:	10	10		10	4	4	8	13	15	15	0	5	3		
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
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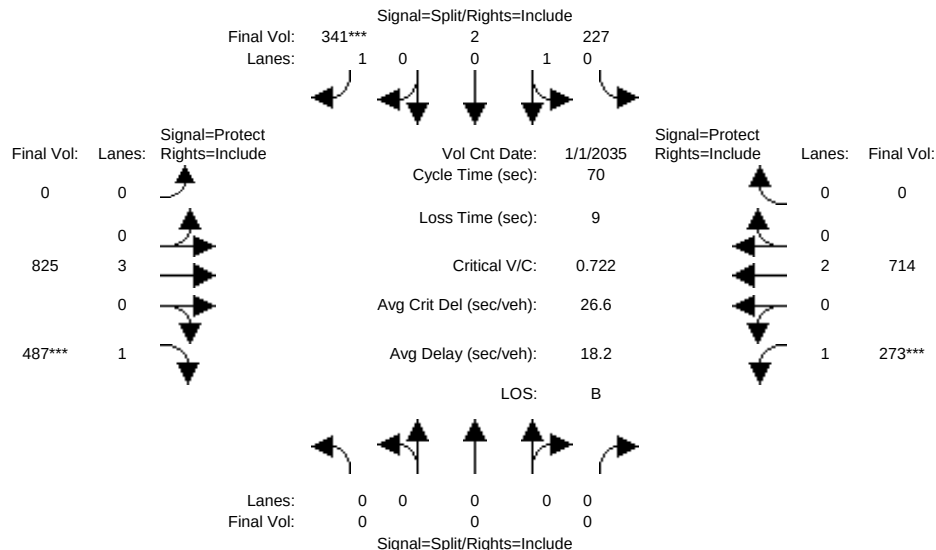
Intersection #124: US 101 SB Ramps and Dunne Avenue



Street Name:	US 101 SB 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: 1 Jan 2035 <<												
Base Vol:	0	0	0	180	0	296	0	734	295	241	704	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	180	0	296	0	734	295	241	704	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	180	0	296	0	734	295	241	704	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	180	0	296	0	734	295	241	704	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	296	0	734	295	241	704	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	180	0	296	0	734	295	241	704	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	0.10	0.00	0.17	0.00	0.13	0.17	0.14	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	28.8	0.0	28.8	0.0	28.7	28.7	23.5	52.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.53	0.00	0.40	0.53	0.53	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	26.0	0.0	24.1	26.0	29.7	9.8	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	23.4	0.0	26.0	0.0	24.1	26.0	29.7	9.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	A	A
HCM2k95thQ:	0	0	0	8	0	14	0	10	13	12	10	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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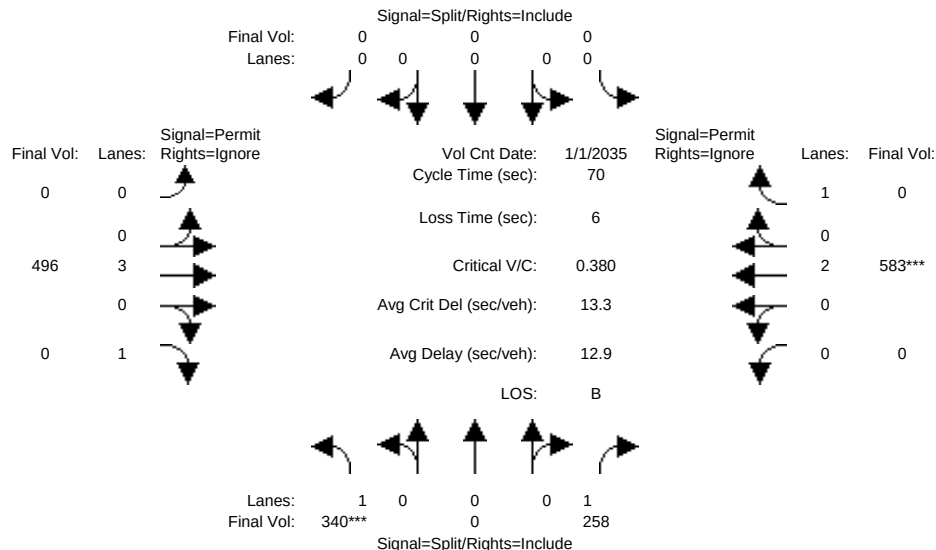
Intersection #124: US 101 SB Ramps and Dunne Avenue



Street Name:	US 101 SB 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: 1 Jan 2035 <<												
Base Vol:	0	0	0	227	2	341	0	825	487	273	714	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	2	341	0	825	487	273	714	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	2	341	0	825	487	273	714	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	2	341	0	825	487	273	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	2	341	0	825	487	273	714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	2	341	0	825	487	273	714	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	0.99	0.01	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1784	16	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.19	0.00	0.14	0.28	0.16	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	18.9	18.9	18.9	0.0	27.0	27.0	15.1	42.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.72	0.00	0.38	0.72	0.72	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	22.1	22.1	28.6	0.0	15.6	22.2	32.2	6.9	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	22.1	28.6	0.0	15.6	22.2	32.2	6.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	C	C	A	A
HCM2k95thQ:	0	0	0	9	9	16	0	8	18	12	7	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
General Plan AM

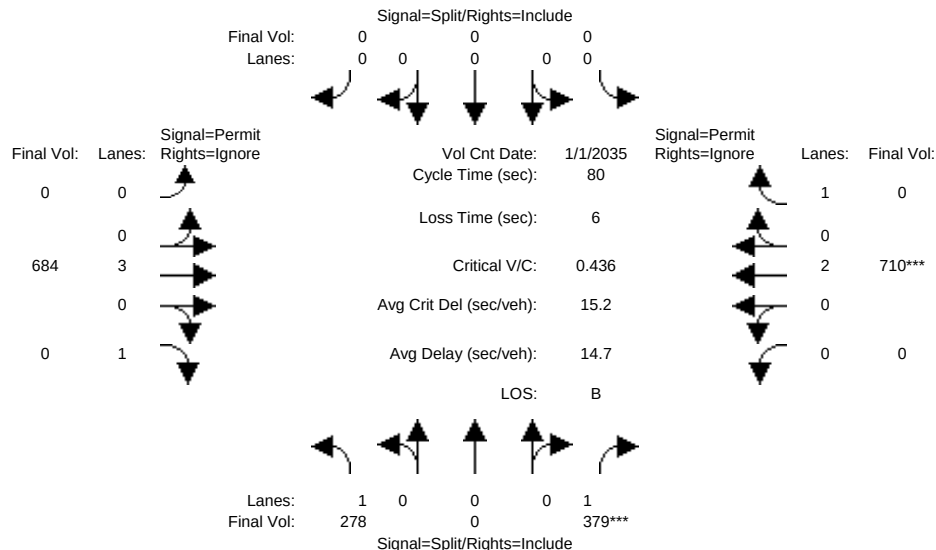
Intersection #125: US 101 NB Ramps and Dunne Avenue



Street Name:	US 101 NB 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: 1 Jan 2035 <<												
Base Vol:	340	0	258	0	0	0	0	496	0	0	583	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:	340	0	258	0	0	0	0	496	0	0	583	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:	340	0	258	0	0	0	0	496	0	0	583	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:	340	0	258	0	0	0	0	496	0	0	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	258	0	0	0	0	496	0	0	583	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
Final Volume:	340	0	258	0	0	0	0	496	0	0	583	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	0.09	0.00	0.00	0.15	0.00
Crit Moves:	****										****	
Green Time:	35.8	0.0	35.8	0.0	0.0	0.0	0.0	28.2	0.0	0.0	28.2	0.0
Volume/Cap:	0.38	0.00	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.38	0.00
Delay/Veh:	10.7	0.0	10.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	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:	10.7	0.0	10.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	14.9	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	5	0	0	8	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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General Plan PM

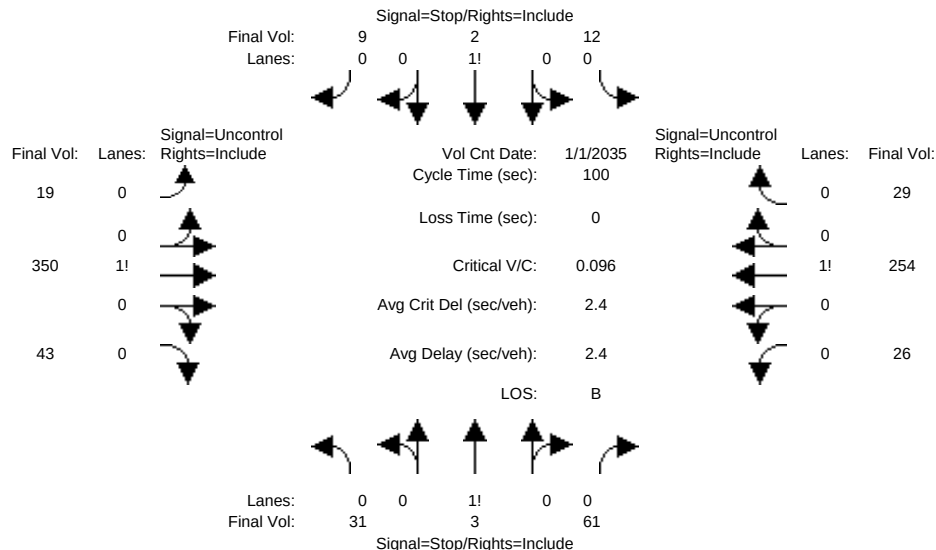
Intersection #125: US 101 NB Ramps and Dunne Avenue



Street Name:	US 101 NB Ramps						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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:	1	Jan	2035	<<									
Base Vol:	278	0	379	0	0	0	0	684	0	0	710	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:	278	0	379	0	0	0	0	684	0	0	710	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:	278	0	379	0	0	0	0	684	0	0	710	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:	278	0	379	0	0	0	0	684	0	0	710	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	278	0	379	0	0	0	0	684	0	0	710	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:	278	0	379	0	0	0	0	684	0	0	710	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:	0.16	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.19	0.00			
Crit Moves:	****														
Green Time:	39.7	0.0	39.7	0.0	0.0	0.0	0.0	34.3	0.0	0.0	34.3	0.0			
Volume/Cap:	0.32	0.00	0.44	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.44	0.00			
Delay/Veh:	12.3	0.0	13.3	0.0	0.0	0.0	0.0	14.9	0.0	0.0	16.3	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:	12.3	0.0	13.3	0.0	0.0	0.0	0.0	14.9	0.0	0.0	16.3	0.0			
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A			
HCM2k95thQ:	9	0	13	0	0	0	0	7	0	0	11	0			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
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2000 HCM Unsignalized (Future Volume Alternative)
General Plan AM

Intersection #164: Del Monte Avenue and Main Avenue

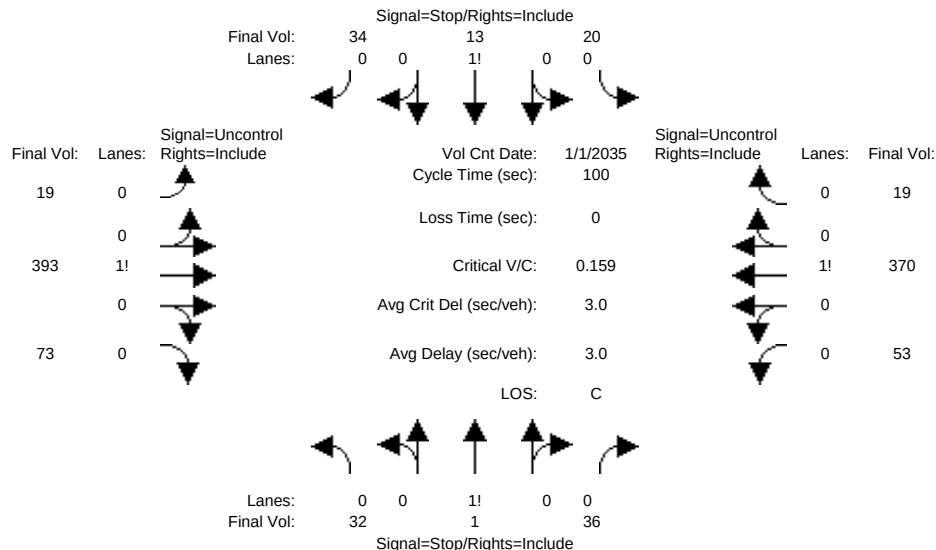


Street Name:	Del Monte Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	31	3	61	12	2	9	19	350	43	26	254	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	3	61	12	2	9	19	350	43	26	254	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	3	61	12	2	9	19	350	43	26	254	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	3	61	12	2	9	19	350	43	26	254	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	31	3	61	12	2	9	19	350	43	26	254	29
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:												
Cnflct Vol:	736	745	372	762	752	269	283	XXXX	XXXXX	393	XXXX	XXXXX
Potent Cap.:	338	345	679	324	342	775	1291	XXXX	XXXXX	1177	XXXX	XXXXX
Move Cap.:	323	332	679	285	329	775	1291	XXXX	XXXXX	1177	XXXX	XXXXX
Volume/Cap:	0.10	0.01	0.09	0.04	0.01	0.01	0.01	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	7.8	XXXX	XXXXX	8.1	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	XXXX	487	XXXXX	XXXX	384	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	0.7	XXXXX	XXXXX	0.2	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	14.2	XXXXX	XXXXX	15.0	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	14.2			15.0			XXXXXX			XXXXXX		
ApproachLOS:	B			B			*			*		

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

City of Morgan Hill
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2000 HCM Unsignalized (Future Volume Alternative)
General Plan PM

Intersection #164: Del Monte Avenue and Main Avenue

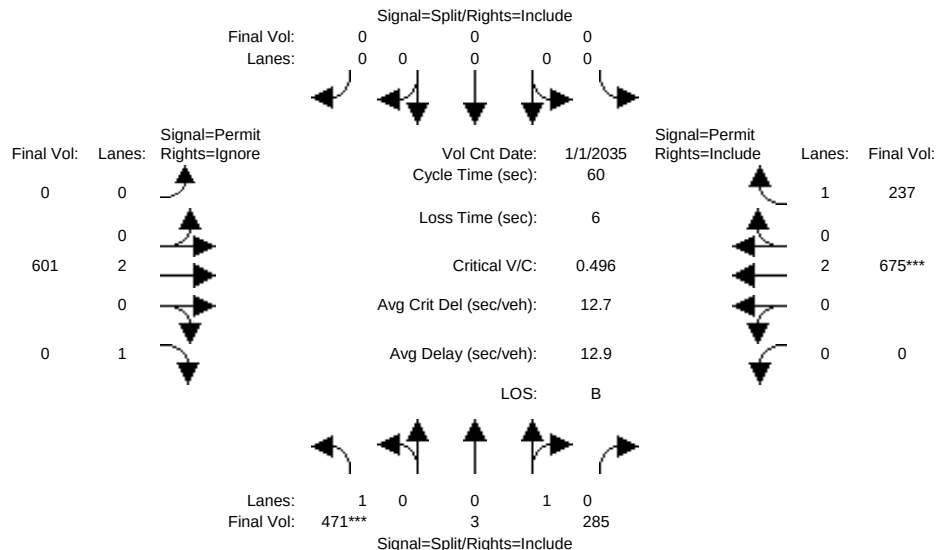


Street Name:	Del Monte Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	32	1	36	20	13	34	19	393	73	53	370	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1	36	20	13	34	19	393	73	53	370	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:	32	1	36	20	13	34	19	393	73	53	370	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:	32	1	36	20	13	34	19	393	73	53	370	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	32	1	36	20	13	34	19	393	73	53	370	19
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:												
Cnflct Vol:	977	963	430	972	990	380	389	XXXX	XXXXX	466	XXXX	XXXXX
Potent Cap.:	232	258	630	234	249	672	1181	XXXX	XXXXX	1106	XXXX	XXXXX
Move Cap.:	201	241	630	209	232	672	1181	XXXX	XXXXX	1106	XXXX	XXXXX
Volume/Cap:	0.16	0.00	0.06	0.10	0.06	0.05	0.02	XXXX	XXXX	0.05	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.2	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.1	XXXX	XXXXX	8.4	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	XXXX	313	XXXXX	XXXX	331	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.8	XXXXX	XXXXX	0.7	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	19.8	XXXXX	XXXXX	18.6	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	19.8			18.6			XXXXXX			XXXXXX		
ApproachLOS:	C			C			*			*		

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

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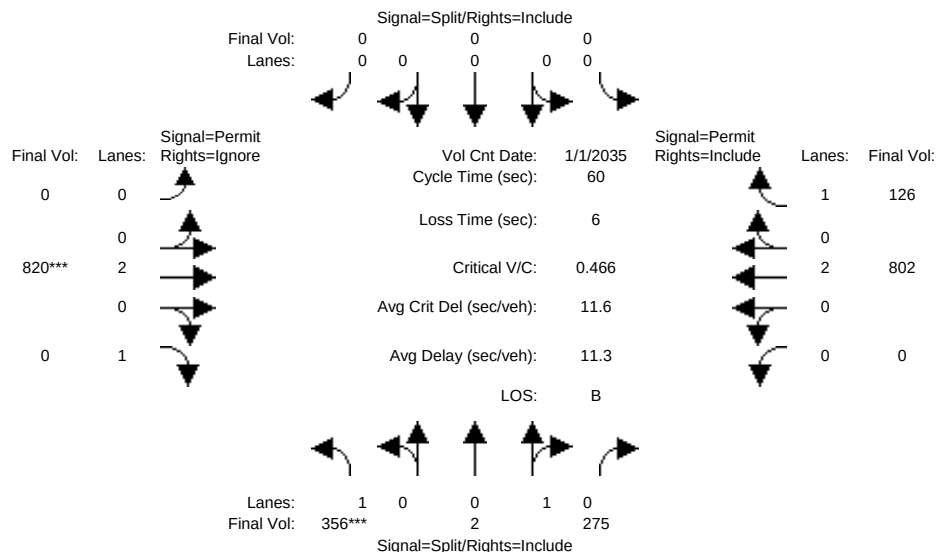
Intersection #344: US 101 NB Ramps and Tennant Avenue



Street Name:	US 101 NB Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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: 1 Jan 2035 <<												
Base Vol:	471	3	285	0	0	0	0	601	0	0	675	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	3	285	0	0	0	0	601	0	0	675	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	3	285	0	0	0	0	601	0	0	675	237
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:	471	3	285	0	0	0	0	601	0	0	675	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	3	285	0	0	0	0	601	0	0	675	237
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:	471	3	285	0	0	0	0	601	0	0	675	237
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	19	1781	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.16	0.16	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.18	0.14
Crit Moves:	****										****	
Green Time:	32.5	32.5	32.5	0.0	0.0	0.0	0.0	21.5	0.0	0.0	21.5	21.5
Volume/Cap:	0.50	0.30	0.30	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.50	0.38
Delay/Veh:	9.0	7.7	7.7	0.0	0.0	0.0	0.0	14.9	0.0	0.0	15.3	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:	9.0	7.7	7.7	0.0	0.0	0.0	0.0	14.9	0.0	0.0	15.3	14.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	12	6	6	0	0	0	0	8	0	0	10	8
Note: Queue reported is the number of cars per lane.												

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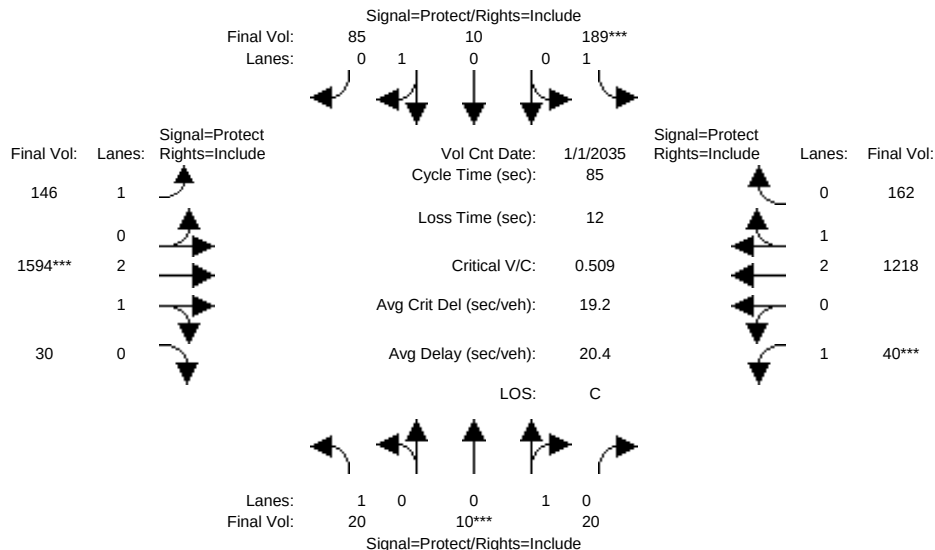
Intersection #344: US 101 NB Ramps and Tennant Avenue



Street Name:	US 101 NB Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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: 1 Jan 2035 <<												
Base Vol:	356	2	275	0	0	0	0	820	0	0	802	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	2	275	0	0	0	0	820	0	0	802	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	2	275	0	0	0	0	820	0	0	802	126
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:	356	2	275	0	0	0	0	820	0	0	802	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	2	275	0	0	0	0	820	0	0	802	126
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:	356	2	275	0	0	0	0	820	0	0	802	126
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	13	1787	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.21	0.07
Crit Moves:	****							****				
Green Time:	26.2	26.2	26.2	0.0	0.0	0.0	0.0	27.8	0.0	0.0	27.8	27.8
Volume/Cap:	0.47	0.35	0.35	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.46	0.16
Delay/Veh:	12.4	11.5	11.5	0.0	0.0	0.0	0.0	11.2	0.0	0.0	11.1	9.4
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:	12.4	11.5	11.5	0.0	0.0	0.0	0.0	11.2	0.0	0.0	11.1	9.4
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	11	8	8	0	0	0	0	9	0	0	10	3
Note: Queue reported is the number of cars per lane.												

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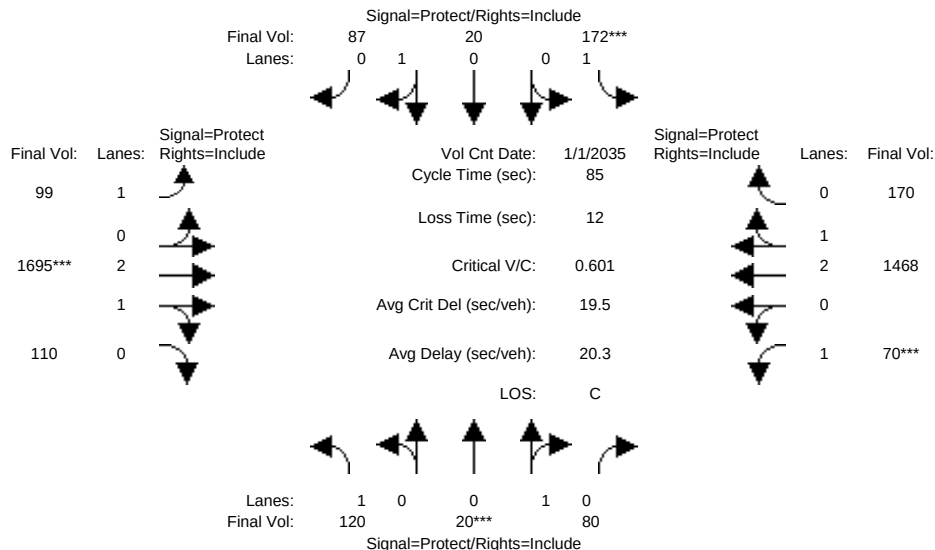
Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						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	0	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: 1 Jan 2035 <<												
Base Vol:	20	10	20	189	10	85	146	1594	30	40	1218	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	20	189	10	85	146	1594	30	40	1218	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	20	189	10	85	146	1594	30	40	1218	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	20	189	10	85	146	1594	30	40	1218	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	20	189	10	85	146	1594	30	40	1218	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	10	20	189	10	85	146	1594	30	40	1218	162
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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.33	0.67	1.00	0.11	0.89	1.00	2.94	0.06	1.00	2.63	0.37
Final Sat.:	1750	600	1200	1750	189	1611	1750	5496	103	1750	4942	657
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.11	0.05	0.05	0.08	0.29	0.29	0.02	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	10.4	10.0	10.0	15.2	14.8	14.8	12.1	40.8	40.8	7.0	35.7	35.7
Volume/Cap:	0.09	0.14	0.14	0.60	0.30	0.30	0.59	0.60	0.60	0.28	0.59	0.59
Delay/Veh:	33.3	34.0	34.0	35.5	31.1	31.1	37.7	16.6	16.6	37.7	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:	33.3	34.0	34.0	35.5	31.1	31.1	37.7	16.6	16.6	37.7	19.4	19.4
LOS by Move:	C	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	1	2	2	11	5	5	7	18	18	2	17	17
Note: Queue reported is the number of cars per lane.												

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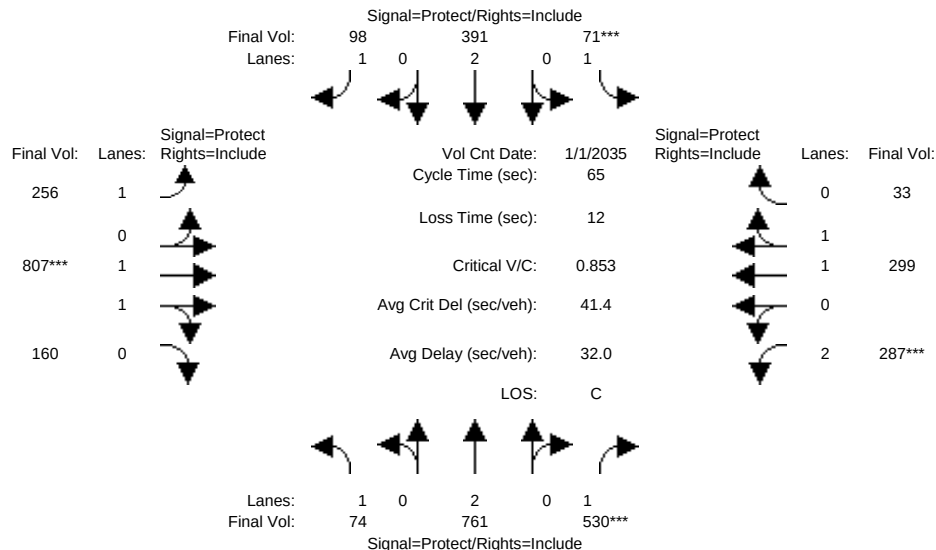
Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						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	0	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: 1 Jan 2035 <<												
Base Vol:	120	20	80	172	20	87	99	1695	110	70	1468	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	80	172	20	87	99	1695	110	70	1468	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	80	172	20	87	99	1695	110	70	1468	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	20	80	172	20	87	99	1695	110	70	1468	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	80	172	20	87	99	1695	110	70	1468	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	20	80	172	20	87	99	1695	110	70	1468	170
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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.20	0.80	1.00	0.19	0.81	1.00	2.81	0.19	1.00	2.68	0.32
Final Sat.:	1750	360	1440	1750	336	1464	1750	5258	341	1750	5018	581
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.10	0.06	0.06	0.06	0.32	0.32	0.04	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	9.5	10.0	10.0	13.1	13.6	13.6	11.0	42.9	42.9	7.0	39.0	39.0
Volume/Cap:	0.61	0.47	0.47	0.64	0.37	0.37	0.44	0.64	0.64	0.49	0.64	0.64
Delay/Veh:	41.7	36.7	36.7	38.8	32.7	32.7	35.5	15.9	15.9	39.8	18.2	18.2
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:	41.7	36.7	36.7	38.8	32.7	32.7	35.5	15.9	15.9	39.8	18.2	18.2
LOS by Move:	D	D	D	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	9	6	6	11	6	6	5	20	20	4	20	20
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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Intersection #422: Monterey Road and Watsonville Road/Butterfield Boulevard



Street Name:	Monterey Road						Watsonville Road/Butterfield Blvd					
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: 1 Jan 2035 <<												
Base Vol:	74	761	530	71	391	98	256	807	160	287	299	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	761	530	71	391	98	256	807	160	287	299	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	761	530	71	391	98	256	807	160	287	299	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	761	530	71	391	98	256	807	160	287	299	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	761	530	71	391	98	256	807	160	287	299	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	761	530	71	391	98	256	807	160	287	299	33

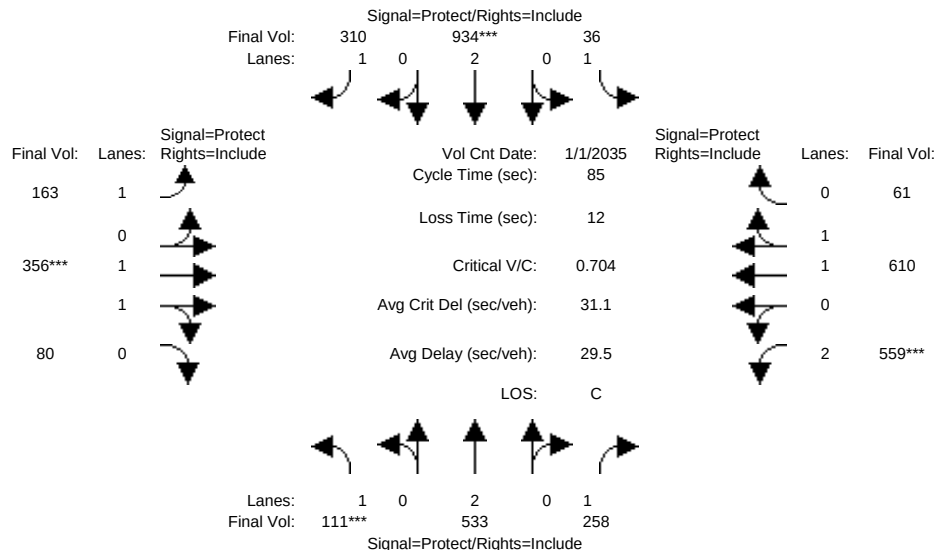
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	2.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3087	612	3150	3332	368

Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.10	0.06	0.15	0.26	0.26	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	11.5	20.9	20.9	7.0	16.4	16.4	12.2	18.1	18.1	7.0	12.8	12.8
Volume/Cap:	0.24	0.62	0.94	0.38	0.41	0.22	0.78	0.94	0.94	0.85	0.45	0.45
Delay/Veh:	23.4	19.7	45.5	28.2	20.5	19.5	36.3	38.7	38.7	46.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	19.7	45.5	28.2	20.5	19.5	36.3	38.7	38.7	46.0	23.4	23.4
LOS by Move:	C	B	D	C	C	B	D	D	D	D	C	C
HCM2k95thQ:	3	14	29	3	6	3	14	26	26	12	7	7

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

City of Morgan Hill
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Intersection #422: Monterey Road and Watsonville Road/Butterfield Boulevard



Street Name: Monterey Road Watsonville Road/Butterfield Blvd

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: 1 Jan 2035 <<

Base Vol: 111 533 258 36 934 310 163 356 80 559 610 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: 111 533 258 36 934 310 163 356 80 559 610 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: 111 533 258 36 934 310 163 356 80 559 610 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: 111 533 258 36 934 310 163 356 80 559 610 61

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 111 533 258 36 934 310 163 356 80 559 610 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

Final Volume: 111 533 258 36 934 310 163 356 80 559 610 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 0.98 0.95 0.83 0.98 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.62 0.38 2.00 1.81 0.19

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 3021 679 3150 3363 336

Capacity Analysis Module:

Vol/Sat: 0.06 0.14 0.15 0.02 0.25 0.18 0.09 0.12 0.12 0.18 0.18 0.18

Crit Moves: **** *

Green Time: 7.7 24.0 24.0 13.4 29.7 29.7 12.1 14.2 14.2 21.4 23.6 23.6

Volume/Cap: 0.70 0.50 0.52 0.13 0.70 0.51 0.65 0.70 0.70 0.70 0.65 0.65

Delay/Veh: 51.0 25.9 26.7 31.0 25.6 22.6 40.6 37.1 37.1 31.8 28.7 28.7

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: 51.0 25.9 26.7 31.0 25.6 22.6 40.6 37.1 37.1 31.8 28.7 28.7

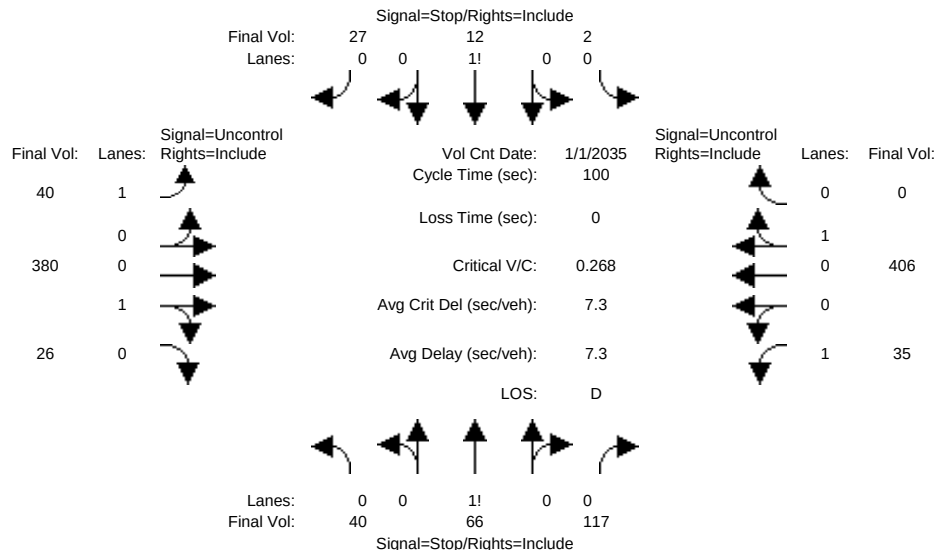
LOS by Move: D C C C C D D D C C C

HCM2k95thQ: 9 12 13 2 19 13 11 13 13 17 17 17

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

City of Morgan Hill
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General Plan AM

Intersection #444: Del Monte Avenue and Dunne Avenue



Street Name: Del Monte 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: 1 Jan 2035 <<

Base Vol:	40	66	117	2	12	27	40	380	26	35	406	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:	40	66	117	2	12	27	40	380	26	35	406	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:	40	66	117	2	12	27	40	380	26	35	406	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:	40	66	117	2	12	27	40	380	26	35	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	40	66	117	2	12	27	40	380	26	35	406	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:

Cnflct Vol:	969	949	393	1041	962	406	406	XXXX	XXXXX	406	XXXX	XXXXX
Potent Cap.:	235	262	660	210	258	649	1164	XXXX	XXXXX	1164	XXXX	XXXXX
Move Cap.:	206	246	660	131	242	649	1164	XXXX	XXXXX	1164	XXXX	XXXXX
Volume/Cap:	0.19	0.27	0.18	0.02	0.05	0.04	0.03	XXXX	XXXX	0.03	XXXX	XXXX

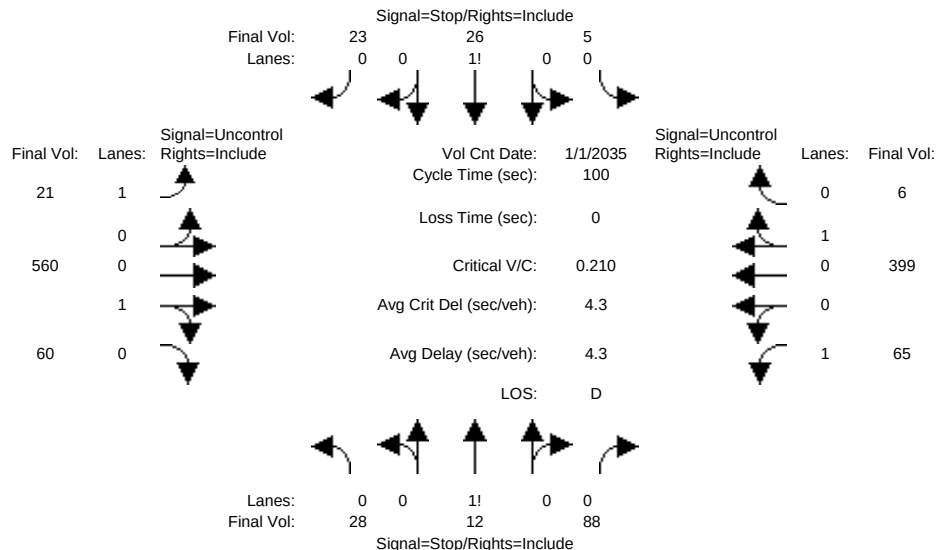
Level Of Service Module:

2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	8.2	XXXX	XXXXX	8.2	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	XXXX	349	XXXXX	XXXX	385	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXX	4.2	XXXXX	XXXX	0.4	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shrd ConDel:	XXXX	31.9	XXXXX	XXXX	15.5	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
ApproachDel:	31.9			15.5			XXXXXX			XXXXXX		
ApproachLOS:	D			C			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
General Plan PM

Intersection #444: Del Monte Avenue and Dunne Avenue

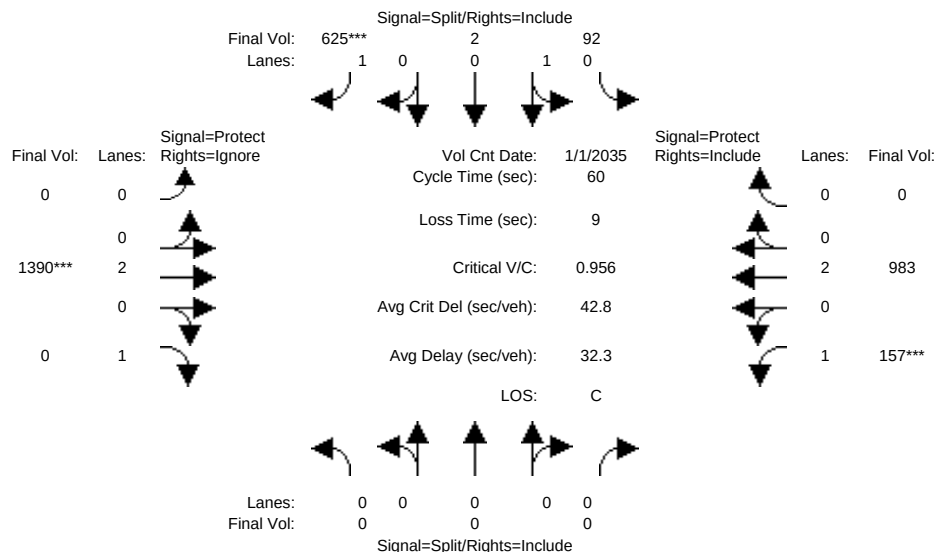


Street Name:	Del Monte Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	28	12	88	5	26	23	21	560	60	65	399	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	12	88	5	26	23	21	560	60	65	399	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:	28	12	88	5	26	23	21	560	60	65	399	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:	28	12	88	5	26	23	21	560	60	65	399	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	12	88	5	26	23	21	560	60	65	399	6
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:												
Cnflct Vol:	1189	1167	590	1214	1194	402	405	XXXX	XXXXX	620	XXXX	XXXXX
Potent Cap.:	166	195	511	160	188	653	1165	XXXX	XXXXX	970	XXXX	XXXXX
Move Cap.:	133	179	511	118	172	653	1165	XXXX	XXXXX	970	XXXX	XXXXX
Volume/Cap:	0.21	0.07	0.17	0.04	0.15	0.04	0.02	XXXX	XXXX	0.07	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	0.2	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.1	XXXX	XXXXX	9.0	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	285	XXXXX	XXXX	236	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	2.2	XXXXX	XXXXX	0.9	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	27.6	XXXXX	XXXXX	24.7	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
Approach Del:	27.6			24.7			XXXXXX			XXXXXX		
Approach LOS:	D			C			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
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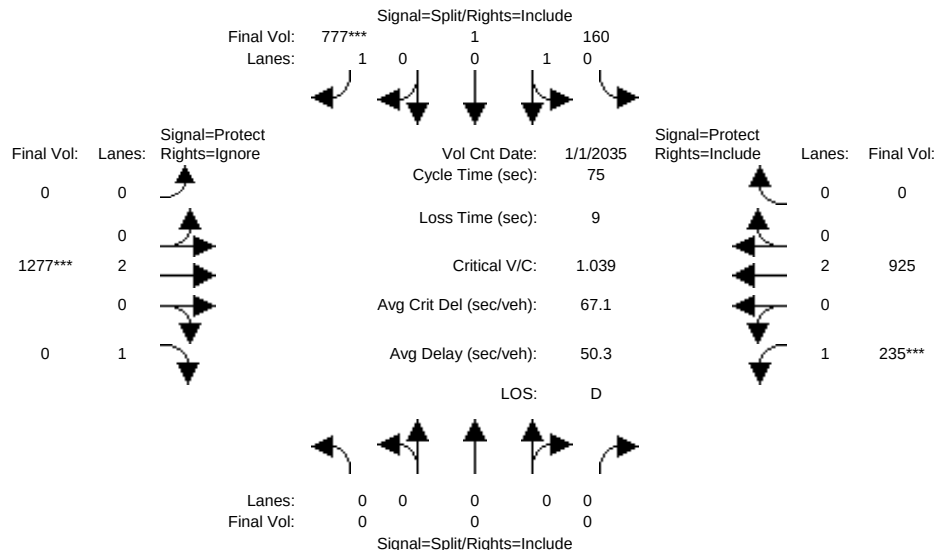
Intersection #554: US 101 SB Ramps and Tennant Avenue



Street Name:	US 101 SB 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: 1 Jan 2035 <<												
Base Vol:	0	0	0	92	2	625	0	1390	286	157	983	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	92	2	625	0	1390	286	157	983	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	92	2	625	0	1390	286	157	983	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	92	2	625	0	1390	0	157	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	2	625	0	1390	0	157	983	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
Final Volume:	0	0	0	92	2	625	0	1390	0	157	983	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	0.05	0.05	0.36	0.00	0.37	0.00	0.09	0.26	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	21.7	21.7	21.7	0.0	22.3	0.0	7.0	29.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.99	0.00	0.99	0.00	0.77	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	13.0	51.0	0.0	39.3	0.0	41.9	10.9	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	13.0	13.0	51.0	0.0	39.3	0.0	41.9	10.9	0.0
LOS by Move:	A	A	A	B	B	D	A	D	A	D	B	A
HCM2k95thQ:	0	0	0	3	3	34	0	28	0	7	12	0
Note: Queue reported is the number of cars per lane.												

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Intersection #554: US 101 SB Ramps and Tennant Avenue

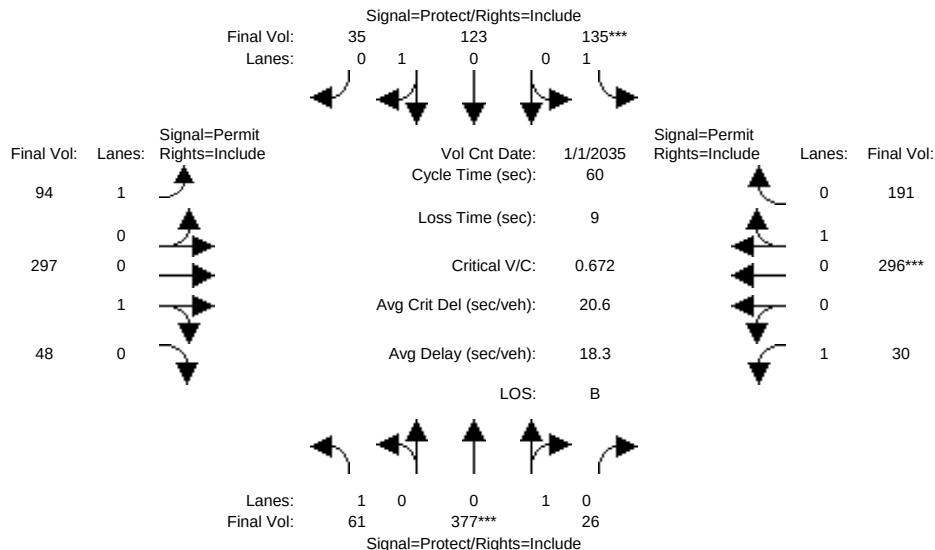


Street Name:	US 101 SB Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	0	160	1	777	0	1277	567	235	925	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	160	1	777	0	1277	567	235	925	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	160	1	777	0	1277	567	235	925	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	160	1	777	0	1277	0	235	925	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	1	777	0	1277	0	235	925	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
Final Volume:	0	0	0	160	1	777	0	1277	0	235	925	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	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.44	0.00	0.34	0.00	0.13	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	32.0	32.0	32.0	0.0	24.3	0.0	9.7	34.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	1.04	0.00	1.04	0.00	1.04	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	13.6	13.6	64.9	0.0	61.8	0.0	103.1	15.2	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	13.6	13.6	64.9	0.0	61.8	0.0	103.1	15.2	0.0
LOS by Move:	A	A	A	B	B	E	A	E	A	F	B	A
HCM2k95thQ:	0	0	0	5	5	48	0	34	0	16	14	0

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

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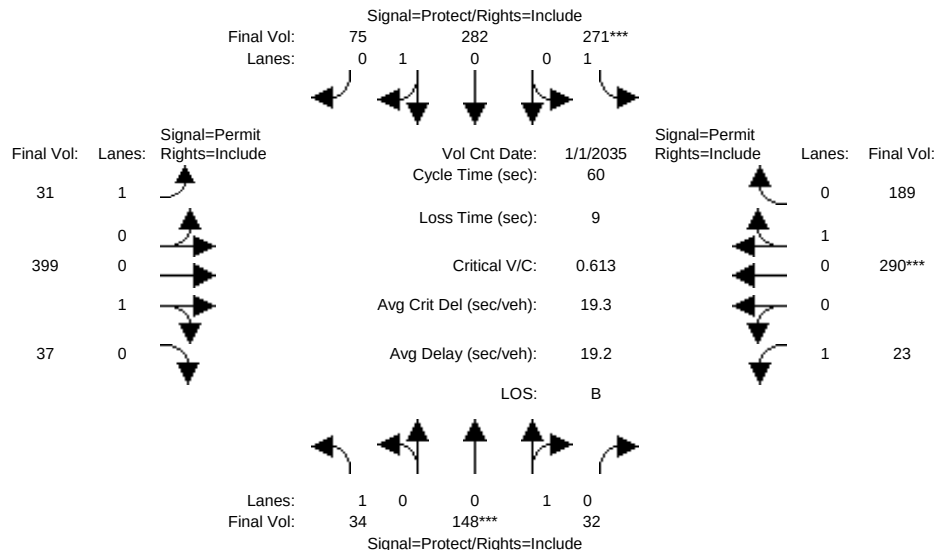
Intersection #645: Hale Avenue and Dunne Avenue



Street Name:	Hale 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:	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: 1 Jan 2035 <<												
Base Vol:	61	377	26	135	123	35	94	297	48	30	296	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	377	26	135	123	35	94	297	48	30	296	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	377	26	135	123	35	94	297	48	30	296	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	377	26	135	123	35	94	297	48	30	296	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	377	26	135	123	35	94	297	48	30	296	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	377	26	135	123	35	94	297	48	30	296	191
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.78	0.22	1.00	0.86	0.14	1.00	0.61	0.39
Final Sat.:	1750	1684	116	1750	1401	399	1750	1550	250	1750	1094	706
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.08	0.09	0.09	0.05	0.19	0.19	0.02	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	11.1	19.9	19.9	7.0	15.8	15.8	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.19	0.67	0.67	0.66	0.33	0.33	0.13	0.48	0.48	0.04	0.67	0.67
Delay/Veh:	20.9	20.3	20.3	33.2	18.2	18.2	11.5	13.8	13.8	11.0	17.3	17.3
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:	20.9	20.3	20.3	33.2	18.2	18.2	11.5	13.8	13.8	11.0	17.3	17.3
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	B
HCM2k95thQ:	2	15	15	8	6	6	3	10	10	1	17	17
Note: Queue reported is the number of cars per lane.												

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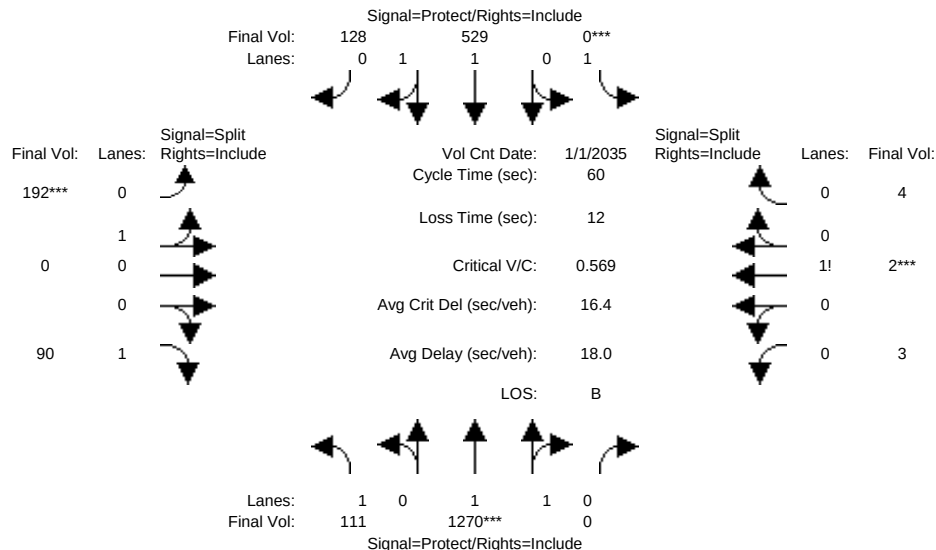
Intersection #645: Hale Avenue and Dunne Avenue



Street Name:	Hale 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:	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: 1 Jan 2035 <<												
Base Vol:	34	148	32	271	282	75	31	399	37	23	290	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:	34	148	32	271	282	75	31	399	37	23	290	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:	34	148	32	271	282	75	31	399	37	23	290	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:	34	148	32	271	282	75	31	399	37	23	290	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	148	32	271	282	75	31	399	37	23	290	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	148	32	271	282	75	31	399	37	23	290	189
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.79	0.21	1.00	0.92	0.08	1.00	0.61	0.39
Final Sat.:	1750	1480	320	1750	1422	378	1750	1647	153	1750	1090	710
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.15	0.20	0.20	0.02	0.24	0.24	0.01	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	9.3	10.0	10.0	15.1	15.8	15.8	25.9	25.9	25.9	25.9	25.9	25.9
Volume/Cap:	0.13	0.60	0.60	0.62	0.75	0.75	0.04	0.56	0.56	0.03	0.62	0.62
Delay/Veh:	22.1	26.5	26.5	22.5	27.0	27.0	9.9	13.7	13.7	9.8	14.7	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:	22.1	26.5	26.5	22.5	27.0	27.0	9.9	13.7	13.7	9.8	14.7	14.7
LOS by Move:	C	C	C	C	C	C	A	B	B	A	B	B
HCM2k95thQ:	1	9	9	11	16	16	1	13	13	1	15	15
Note: Queue reported is the number of cars per lane.												

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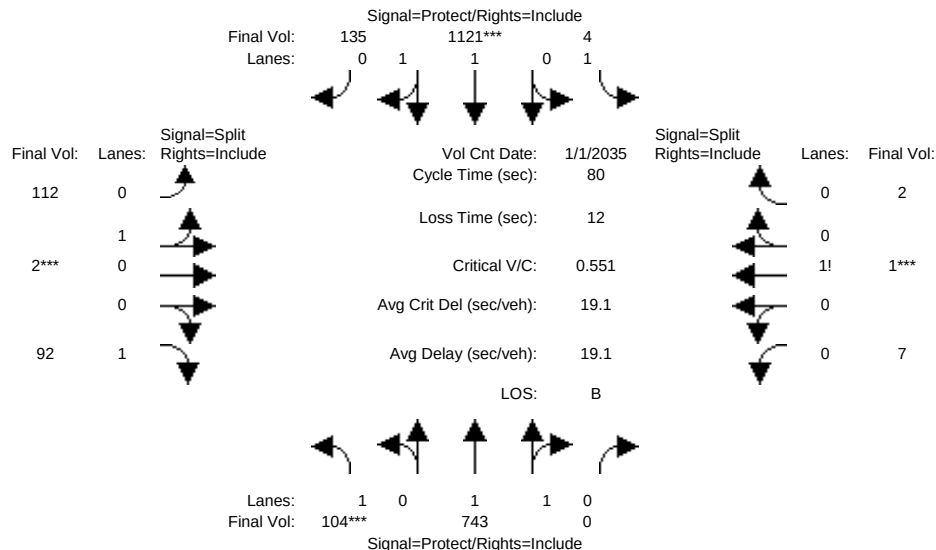
Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	111	1270	0	0	529	128	192	0	90	3	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1270	0	0	529	128	192	0	90	3	2	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1270	0	0	529	128	192	0	90	3	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1270	0	0	529	128	192	0	90	3	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1270	0	0	529	128	192	0	90	3	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1270	0	0	529	128	192	0	90	3	2	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.60	0.40	1.00	0.00	1.00	0.33	0.22	0.45
Final Sat.:	1750	3700	0	1750	2979	721	1800	0	1750	583	389	778
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.00	0.18	0.18	0.11	0.00	0.05	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.1	28.0	0.0	0.0	16.9	16.9	10.0	0.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.34	0.74	0.00	0.00	0.63	0.63	0.64	0.00	0.31	0.03	0.03	0.03
Delay/Veh:	21.9	14.7	0.0	0.0	20.1	20.1	27.9	0.0	22.6	21.0	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:	21.9	14.7	0.0	0.0	20.1	20.1	27.9	0.0	22.6	21.0	21.0	21.0
LOS by Move:	C	B	A	A	C	C	C	A	C	C	C	C
HCM2k95thQ:	4	17	0	0	10	10	9	0	4	0	0	0
Note: Queue reported is the number of cars per lane.												

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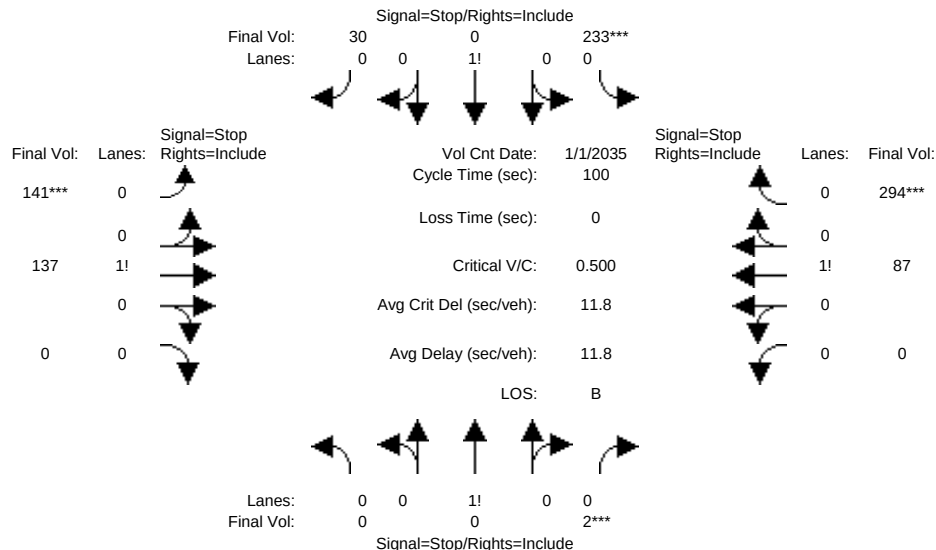
Intersection #964: Monterey Road and Wright Avenue



Street Name:	Monterey Road						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	104	743	0	4	1121	135	112	2	92	7	1	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:	104	743	0	4	1121	135	112	2	92	7	1	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:	104	743	0	4	1121	135	112	2	92	7	1	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:	104	743	0	4	1121	135	112	2	92	7	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	743	0	4	1121	135	112	2	92	7	1	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
Final Volume:	104	743	0	4	1121	135	112	2	92	7	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.78	0.22	0.98	0.02	1.00	0.70	0.10	0.20
Final Sat.:	1750	3700	0	1750	3302	398	1768	32	1750	1225	175	350
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.00	0.34	0.34	0.06	0.06	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	7.2	33.4	0.0	14.6	40.8	40.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.66	0.48	0.00	0.01	0.66	0.66	0.51	0.51	0.42	0.05	0.05	0.05
Delay/Veh:	45.6	17.2	0.0	26.8	15.4	15.4	34.6	34.6	33.6	30.9	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	17.2	0.0	26.8	15.4	15.4	34.6	34.6	33.6	30.9	30.9	30.9
LOS by Move:	D	B	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	12	0	0	21	21	7	7	6	1	1	1
Note: Queue reported is the number of cars per lane.												

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2000 HCM 4-Way Stop (Future Volume Alternative)
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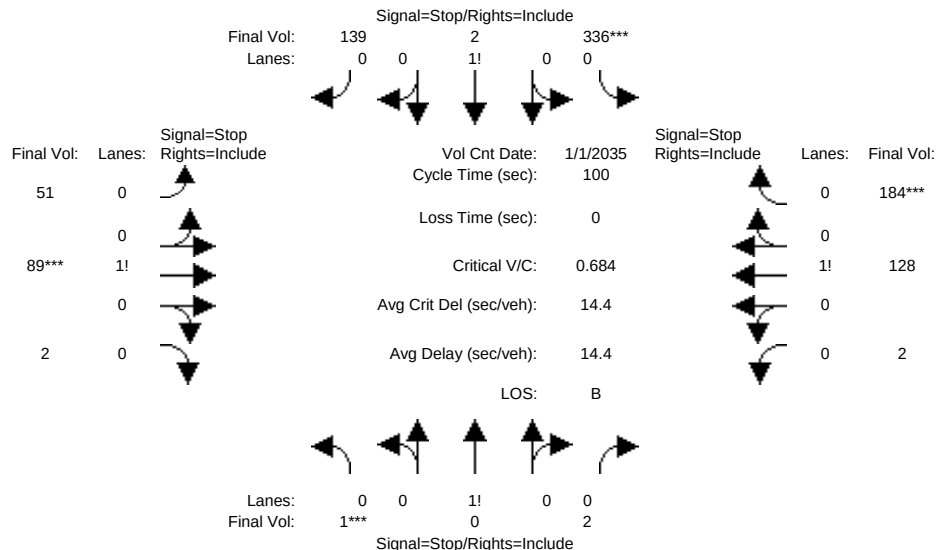
Intersection #984: Peak Avenue and Dunne Avenue



Street Name:	Peak 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	2	233	0	30	141	137	0	0	87	294
Growth Adj:	1.00	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	2	233	0	30	141	137	0	0	87	294
Added Vol:	0	0	0	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	2	233	0	30	141	137	0	0	87	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	233	0	30	141	137	0	0	87	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	233	0	30	141	137	0	0	87	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	2	233	0	30	141	137	0	0	87	294
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:	0.00	0.00	1.00	0.89	0.00	0.11	0.51	0.49	0.00	0.00	0.23	0.77
Final Sat.:	0	0	569	545	0	70	338	328	0	0	174	588
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.00	0.43	xxxx	0.43	0.42	0.42	xxxx	xxxx	0.50	0.50
Crit Moves:			****	****			****				****	
Delay/Veh:	0.0	0.0	8.3	12.1	0.0	12.1	11.6	11.6	0.0	0.0	11.7	11.7
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:	0.0	0.0	8.3	12.1	0.0	12.1	11.6	11.6	0.0	0.0	11.7	11.7
LOS by Move:	*	*	A	B	*	B	B	B	*	*	B	B
ApproachDel:	8.3			12.1			11.6			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			12.1			11.6			11.7		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6	0.9	0.9	0.9
Note: Queue reported is the number of cars per lane.												

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2000 HCM 4-Way Stop (Future Volume Alternative)
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Intersection #984: Peak Avenue and Dunne Avenue

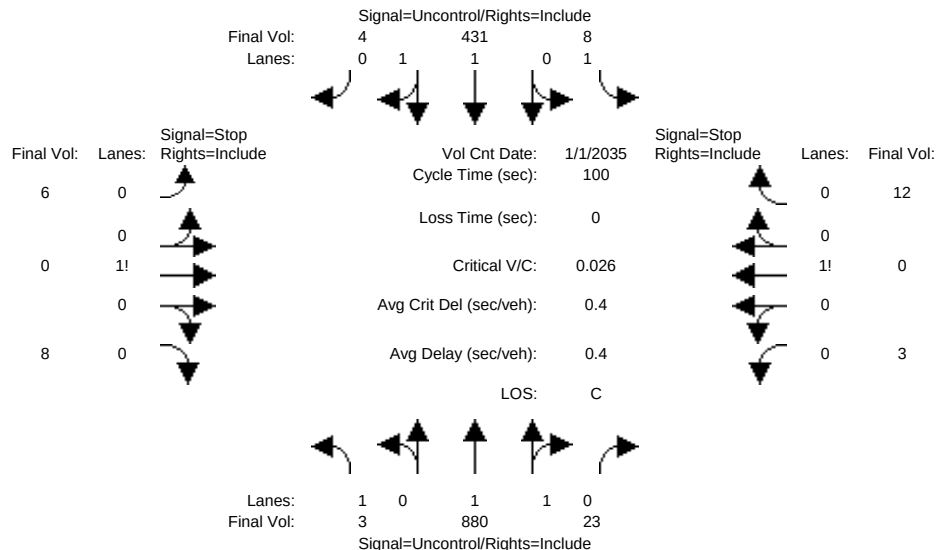


Street Name:	Peak Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	1	0	2	336	2	139	51	89	2	2	128	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	336	2	139	51	89	2	2	128	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	336	2	139	51	89	2	2	128	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	336	2	139	51	89	2	2	128	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	336	2	139	51	89	2	2	128	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	2	336	2	139	51	89	2	2	128	184
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:	0.33	0.00	0.67	0.70	0.01	0.29	0.36	0.63	0.01	0.01	0.41	0.58
Final Sat.:	192	0	384	492	3	203	212	371	8	4	277	398
Capacity Analysis Module:												
Vol/Sat:	0.01	xxxx	0.01	0.68	0.68	0.68	0.24	0.24	0.24	0.46	0.46	0.46
Crit Moves:	****			****			****					****
Delay/Veh:	8.5	0.0	8.5	17.4	17.4	17.4	10.2	10.2	10.2	11.8	11.8	11.8
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:	8.5	0.0	8.5	17.4	17.4	17.4	10.2	10.2	10.2	11.8	11.8	11.8
LOS by Move:	A	*	A	C	C	C	B	B	B	B	B	B
ApproachDel:	8.5			17.4			10.2			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			17.4			10.2			11.8		
LOS by Appr:	A			C			B			B		
AllWayAvgQ:	0.0	0.0	0.0	1.8	1.8	1.8	0.3	0.3	0.3	0.7	0.7	0.7

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

City of Morgan Hill
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2000 HCM Unsignalized (Future Volume Alternative)
General Plan AM

Intersection #998: Monterey Road and Fourth Street

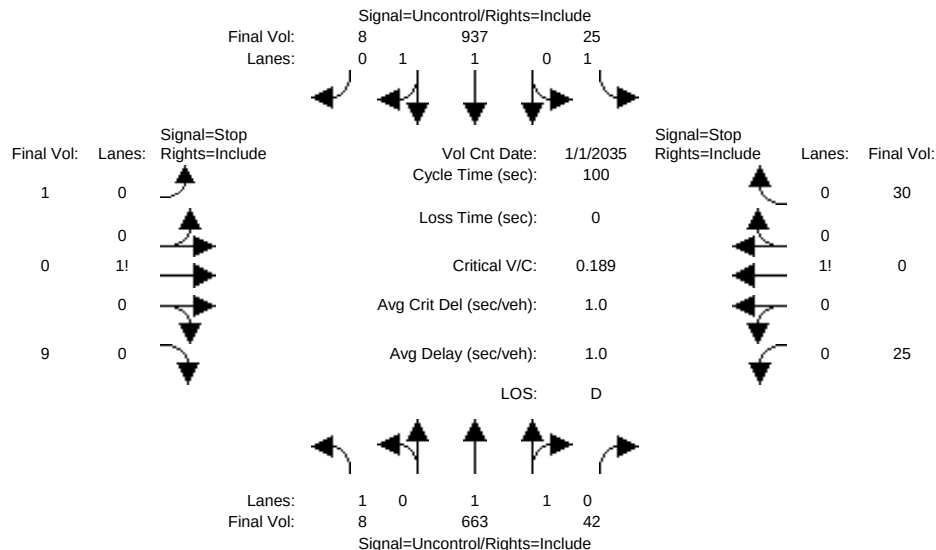


Street Name:	Monterey Road						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	3	880	23	8	431	4	6	0	8	3	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	880	23	8	431	4	6	0	8	3	0	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:	3	880	23	8	431	4	6	0	8	3	0	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:	3	880	23	8	431	4	6	0	8	3	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	3	880	23	8	431	4	6	0	8	3	0	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	435	xxxx	xxxxx	903	xxxx	xxxxx	895	1358	218	1129	1349	452
Potent Cap.:	1135	xxxx	xxxxx	761	xxxx	xxxxx	239	150	793	161	152	561
Move Cap.:	1135	xxxx	xxxxx	761	xxxx	xxxxx	231	148	793	158	150	561
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.00	0.01	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	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	388	xxxxx	xxxx	371	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.6			15.1		
ApproachLOS:	*			*			B			C		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
General Plan PM

Intersection #998: Monterey Road and Fourth Street

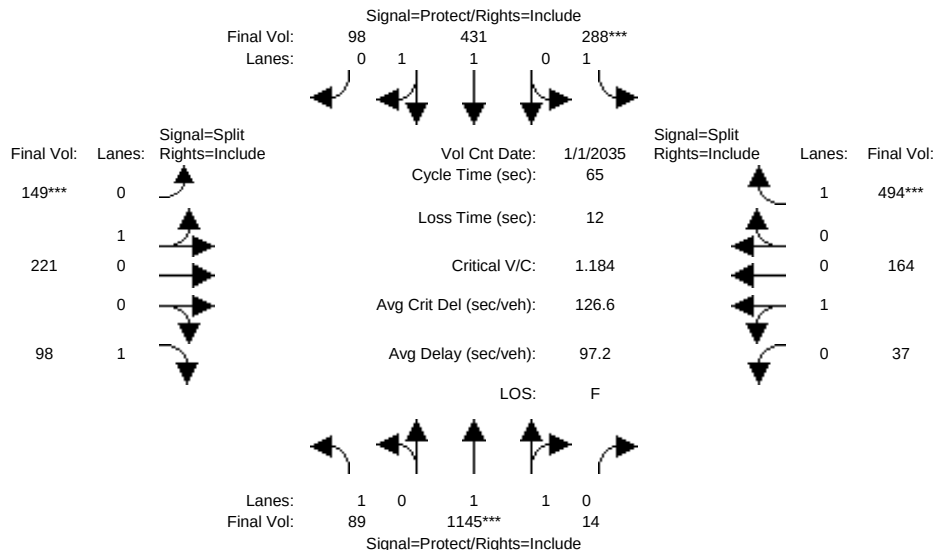


Street Name:	Monterey Road						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	8	663	42	25	937	8	1	0	9	25	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	663	42	25	937	8	1	0	9	25	0	30
Added Vol:	0	0	0	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	663	42	25	937	8	1	0	9	25	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	42	25	937	8	1	0	9	25	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8	663	42	25	937	8	1	0	9	25	0	30
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	945	xxxx	xxxxx	705	xxxx	xxxxx	1339	1712	473	1219	1695	353
Potent Cap.:	734	xxxx	xxxxx	902	xxxx	xxxxx	113	91	543	139	94	650
Move Cap.:	734	xxxx	xxxxx	902	xxxx	xxxxx	105	88	543	132	90	650
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.02	0.19	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	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	383	xxxxx	xxxx	234	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	25.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.7			25.1		
ApproachLOS:	*			*			B			D		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
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General Plan AM

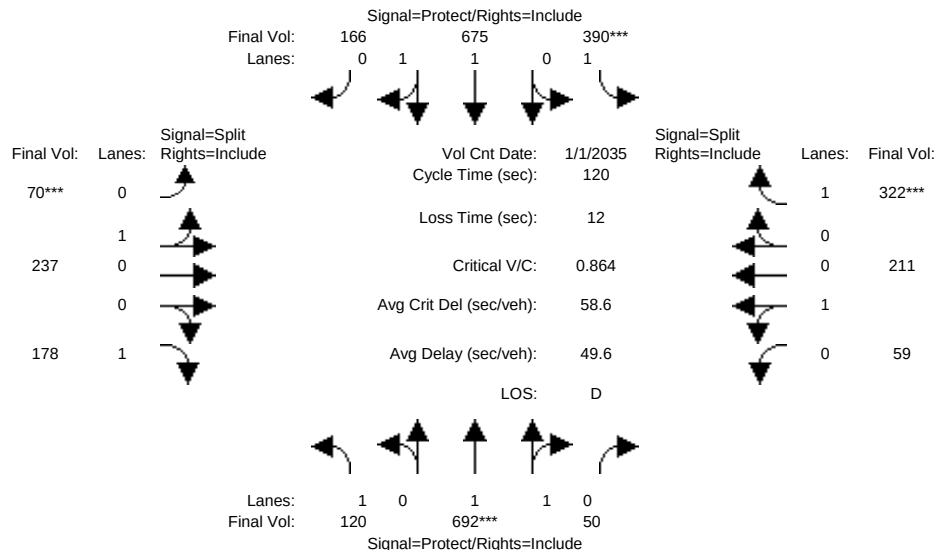
Intersection #1001: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	89	1145	14	288	431	98	149	221	98	37	164	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1145	14	288	431	98	149	221	98	37	164	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1145	14	288	431	98	149	221	98	37	164	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1145	14	288	431	98	149	221	98	37	164	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1145	14	288	431	98	149	221	98	37	164	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	1145	14	288	431	98	149	221	98	37	164	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.62	0.38	0.40	0.60	1.00	0.18	0.82	1.00
Final Sat.:	1750	3655	45	1750	3014	685	725	1075	1750	331	1469	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.16	0.14	0.14	0.21	0.21	0.06	0.11	0.11	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.8	17.2	17.2	9.0	15.4	15.4	11.3	11.3	11.3	15.5	15.5	15.5
Volume/Cap:	0.31	1.18	1.18	1.18	0.60	0.60	1.18	1.18	0.32	0.47	0.47	1.18
Delay/Veh:	24.4	117	117.3	144.7	23.2	23.2	137.5	138	24.1	22.0	22.0	129.6
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:	24.4	117	117.3	144.7	23.2	23.2	137.5	138	24.1	22.0	22.0	129.6
LOS by Move:	C	F	F	F	C	C	F	F	C	C	C	F
HCM2k95thQ:	3	40	40	23	9	9	32	32	4	7	7	36
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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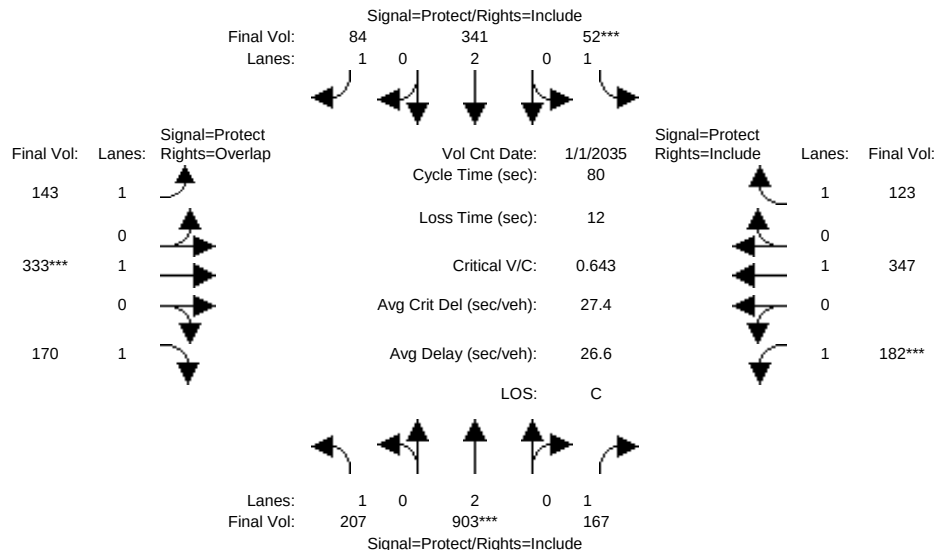
Intersection #1001: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	120	692	50	390	675	166	70	237	178	59	211	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	692	50	390	675	166	70	237	178	59	211	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	692	50	390	675	166	70	237	178	59	211	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	692	50	390	675	166	70	237	178	59	211	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	692	50	390	675	166	70	237	178	59	211	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	692	50	390	675	166	70	237	178	59	211	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.59	0.41	0.23	0.77	1.00	0.22	0.78	1.00
Final Sat.:	1750	3450	249	1750	2969	730	410	1390	1750	393	1407	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.22	0.23	0.23	0.17	0.17	0.10	0.15	0.15	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.6	27.8	27.8	30.9	45.2	45.2	23.7	23.7	23.7	25.5	25.5	25.5
Volume/Cap:	0.60	0.86	0.86	0.86	0.60	0.60	0.86	0.86	0.52	0.70	0.70	0.86
Delay/Veh:	55.8	53.4	53.4	58.3	31.0	31.0	65.8	65.8	44.4	49.6	49.6	64.1
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:	55.8	53.4	53.4	58.3	31.0	31.0	65.8	65.8	44.4	49.6	49.6	64.1
LOS by Move:	E	D	D	E	C	C	E	E	D	D	D	E
HCM2k95thQ:	9	26	26	27	22	22	25	25	13	18	18	23
Note: Queue reported is the number of cars per lane.												

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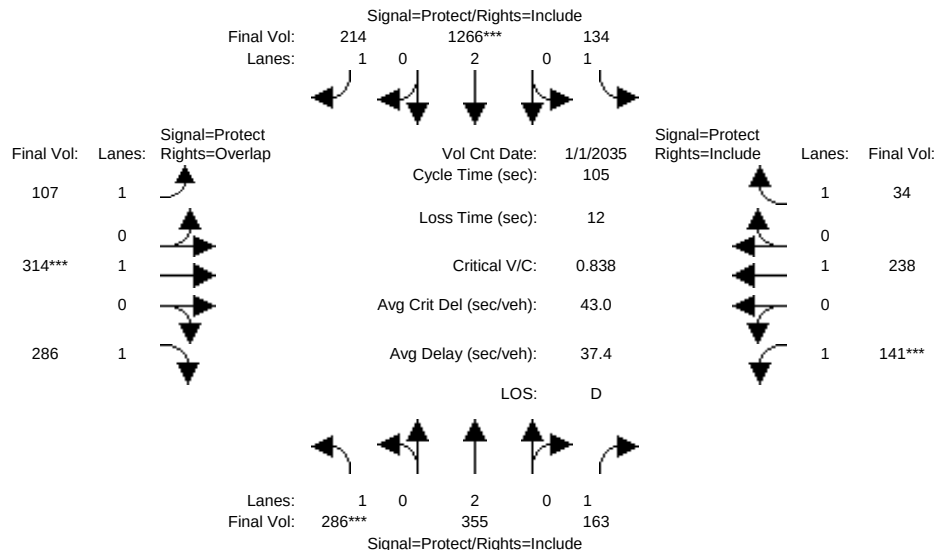
Intersection #1002: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 1 Jan 2035 <<												
Base Vol:	207	903	167	52	341	84	143	333	170	182	347	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:	207	903	167	52	341	84	143	333	170	182	347	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:	207	903	167	52	341	84	143	333	170	182	347	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:	207	903	167	52	341	84	143	333	170	182	347	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	903	167	52	341	84	143	333	170	182	347	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:	207	903	167	52	341	84	143	333	170	182	347	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	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.10	0.03	0.09	0.05	0.08	0.18	0.10	0.10	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.0	28.0	28.0	7.0	18.0	18.0	10.7	20.7	37.7	12.3	22.3	22.3
Volume/Cap:	0.56	0.68	0.27	0.34	0.40	0.21	0.61	0.68	0.21	0.68	0.66	0.25
Delay/Veh:	29.9	23.6	18.9	35.7	26.7	25.5	37.4	30.5	12.5	38.8	28.5	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:	29.9	23.6	18.9	35.7	26.7	25.5	37.4	30.5	12.5	38.8	28.5	22.7
LOS by Move:	C	C	B	D	C	C	D	C	B	D	C	C
HCM2k95thQ:	10	18	6	3	7	4	7	13	5	9	14	5
Note: Queue reported is the number of cars per lane.												

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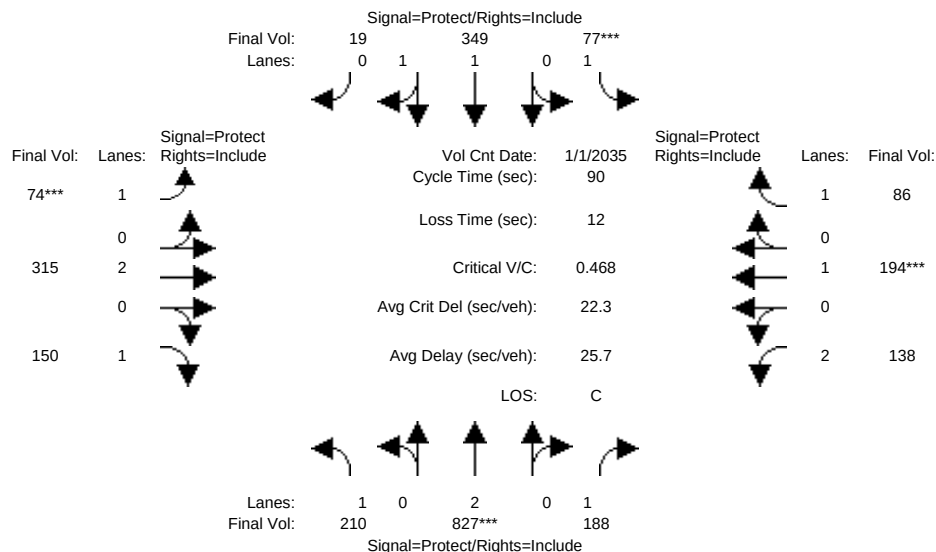
Intersection #1002: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 1 Jan 2035 <<												
Base Vol:	286	355	163	134	1266	214	107	314	286	141	238	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:	286	355	163	134	1266	214	107	314	286	141	238	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:	286	355	163	134	1266	214	107	314	286	141	238	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:	286	355	163	134	1266	214	107	314	286	141	238	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	355	163	134	1266	214	107	314	286	141	238	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
Final Volume:	286	355	163	134	1266	214	107	314	286	141	238	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	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.08	0.33	0.12	0.06	0.17	0.16	0.08	0.13	0.02
Crit Moves:	***				***			***		***		
Green Time:	20.5	34.5	34.5	27.7	41.7	41.7	10.7	20.7	41.2	10.1	20.1	20.1
Volume/Cap:	0.84	0.28	0.28	0.29	0.84	0.31	0.60	0.84	0.42	0.84	0.65	0.10
Delay/Veh:	57.2	26.2	26.4	31.1	32.9	22.0	50.7	55.8	23.6	75.9	43.5	35.1
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:	57.2	26.2	26.4	31.1	32.9	22.0	50.7	55.8	23.6	75.9	43.5	35.1
LOS by Move:	E	C	C	C	C	C	D	E	C	E	D	D
HCM2k95thQ:	19	8	8	7	33	10	7	18	13	11	14	2
Note: Queue reported is the number of cars per lane.												

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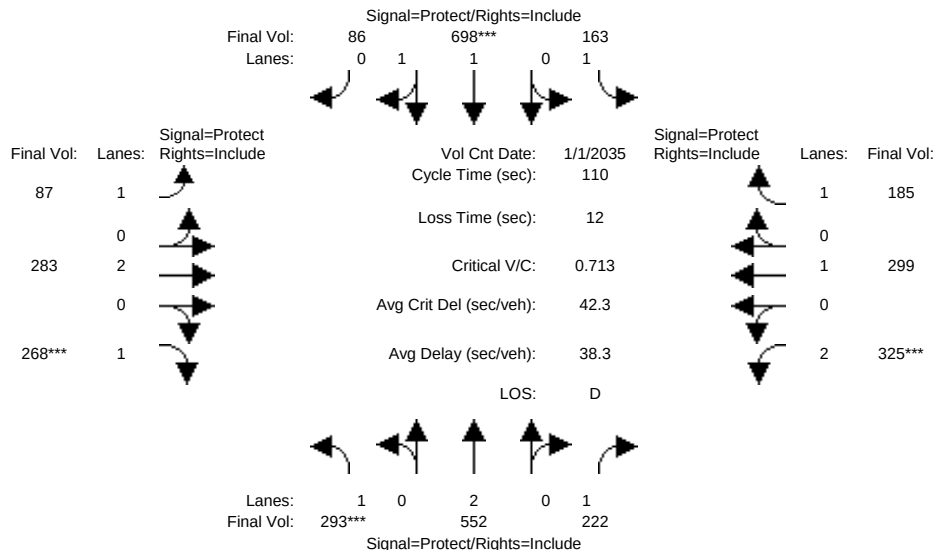
Intersection #1003: Monterey Road and Dunne Avenue



Street Name:	Monterey 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: 1 Jan 2035 <<												
Base Vol:	210	827	188	77	349	19	74	315	150	138	194	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	827	188	77	349	19	74	315	150	138	194	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	827	188	77	349	19	74	315	150	138	194	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	827	188	77	349	19	74	315	150	138	194	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	827	188	77	349	19	74	315	150	138	194	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	827	188	77	349	19	74	315	150	138	194	86
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3509	191	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.11	0.04	0.10	0.10	0.04	0.08	0.09	0.04	0.10	0.05
Crit Moves:	****			****			****			****		
Green Time:	26.1	41.8	41.8	8.5	24.2	24.2	8.1	16.3	16.3	11.4	19.6	19.6
Volume/Cap:	0.41	0.47	0.23	0.47	0.37	0.37	0.47	0.46	0.47	0.35	0.47	0.23
Delay/Veh:	26.3	16.7	14.6	40.7	27.0	27.0	41.1	33.4	34.1	36.4	31.5	29.2
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:	26.3	16.7	14.6	40.7	27.0	27.0	41.1	33.4	34.1	36.4	31.5	29.2
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	10	14	7	4	8	8	6	9	9	4	9	4
Note: Queue reported is the number of cars per lane.												

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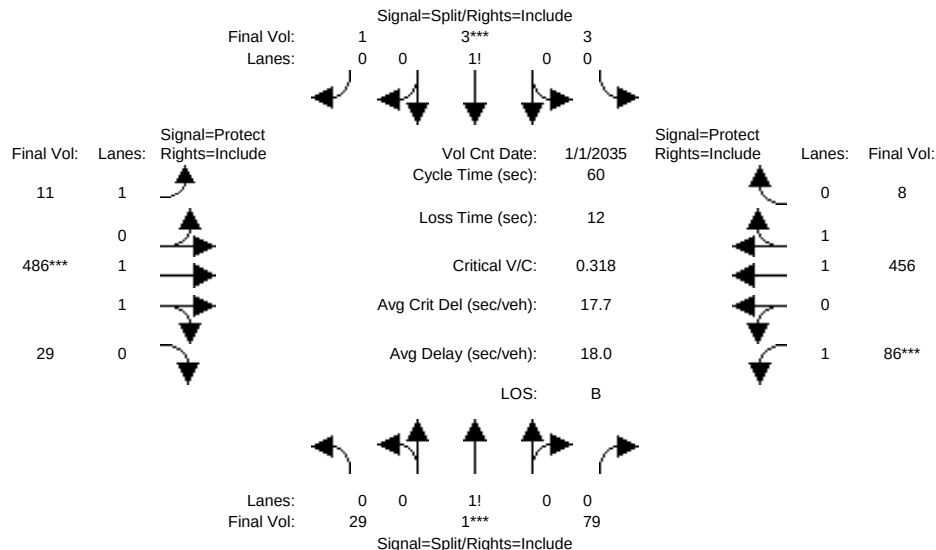
Intersection #1003: Monterey Road and Dunne Avenue



Street Name:	Monterey 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: 1 Jan 2035 <<												
Base Vol:	293	552	222	163	698	86	87	283	268	325	299	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	552	222	163	698	86	87	283	268	325	299	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	552	222	163	698	86	87	283	268	325	299	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	552	222	163	698	86	87	283	268	325	299	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	552	222	163	698	86	87	283	268	325	299	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	552	222	163	698	86	87	283	268	325	299	185
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3294	406	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.13	0.09	0.21	0.21	0.05	0.07	0.15	0.10	0.16	0.11
Crit Moves:	***			***			***		***	***		
Green Time:	25.8	35.6	35.6	22.8	32.7	32.7	11.4	23.6	23.6	15.9	28.1	28.1
Volume/Cap:	0.71	0.45	0.39	0.45	0.71	0.71	0.48	0.35	0.71	0.71	0.62	0.41
Delay/Veh:	44.5	29.7	29.2	39.0	36.7	36.7	48.5	36.9	46.4	50.2	38.5	34.7
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:	44.5	29.7	29.2	39.0	36.7	36.7	48.5	36.9	46.4	50.2	38.5	34.7
LOS by Move:	D	C	C	D	D	D	D	D	D	D	D	C
HCM2k95thQ:	19	14	12	10	22	22	7	8	19	12	16	11
Note: Queue reported is the number of cars per lane.												

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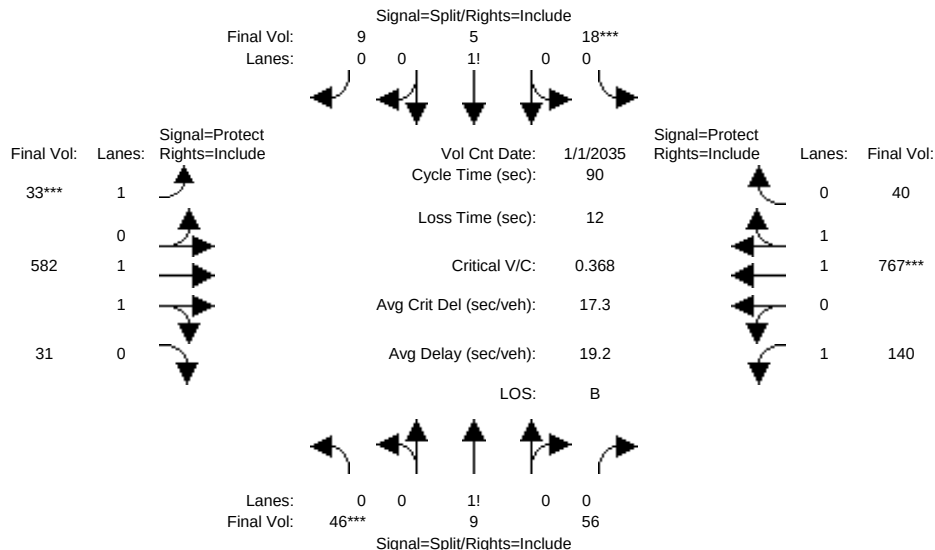
Intersection #1004: Church Street and Dunne Avenue



Street Name:	Church Street						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: 1 Jan 2035 <<												
Base Vol:	29	1	79	3	3	1	11	486	29	86	456	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1	79	3	3	1	11	486	29	86	456	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1	79	3	3	1	11	486	29	86	456	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1	79	3	3	1	11	486	29	86	456	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1	79	3	3	1	11	486	29	86	456	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1	79	3	3	1	11	486	29	86	456	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.27	0.01	0.72	0.43	0.43	0.14	1.00	1.88	0.12	1.00	1.96	0.04
Final Sat.:	466	16	1268	750	750	250	1750	3491	208	1750	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.01	0.14	0.14	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.5	20.7	20.7	7.3	16.5	16.5
Volume/Cap:	0.37	0.37	0.37	0.02	0.02	0.02	0.03	0.40	0.40	0.40	0.46	0.46
Delay/Veh:	23.0	23.0	23.0	21.0	21.0	21.0	19.7	15.2	15.2	25.6	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:	23.0	23.0	23.0	21.0	21.0	21.0	19.7	15.2	15.2	25.6	18.4	18.4
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	5	5	5	0	0	0	0	7	7	3	7	7
Note: Queue reported is the number of cars per lane.												

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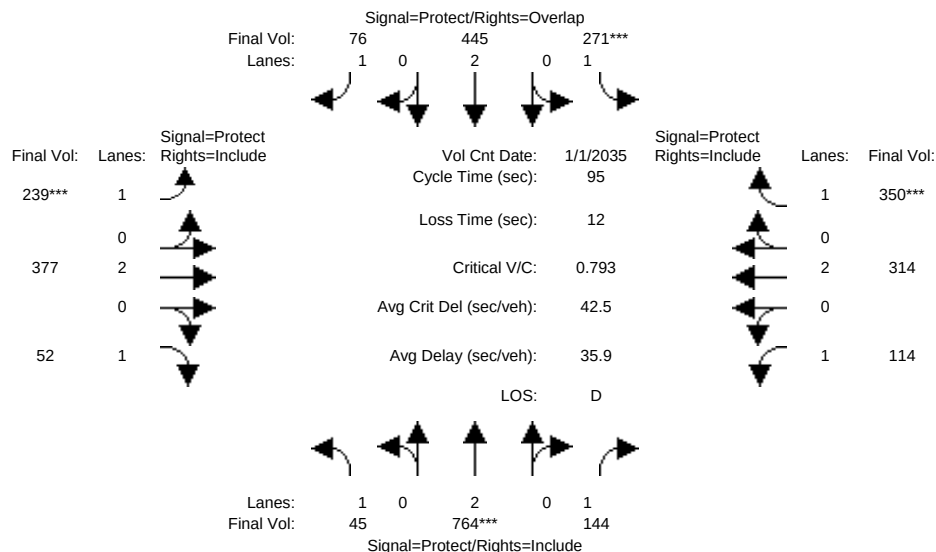
Intersection #1004: Church Street and Dunne Avenue



Street Name:			Church Street						Dunne Avenue								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
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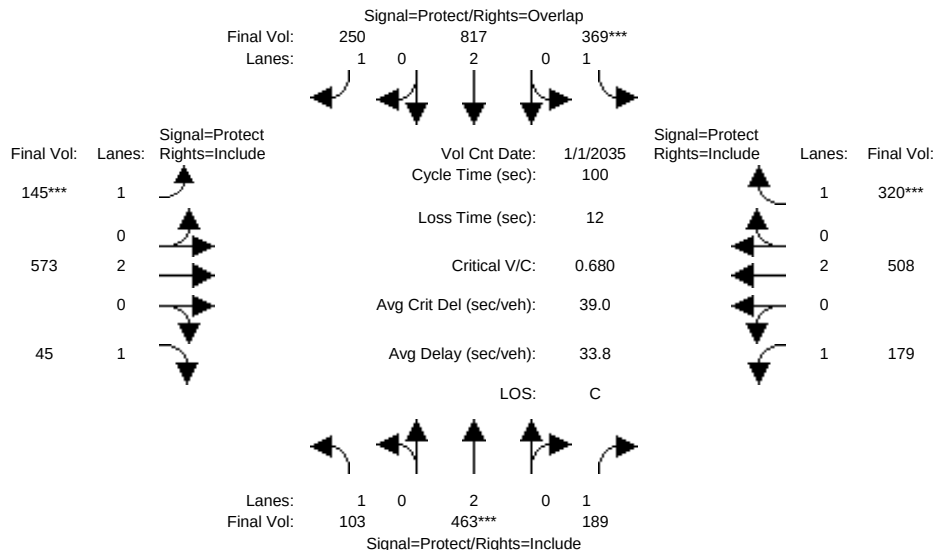
Intersection #1005: Butterfield Boulevard and Dunne Avenue



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: 1 Jan 2035 <<												
Base Vol:	45	764	144	271	445	76	239	377	52	114	314	350
Growth Adj:	1.00	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	764	144	271	445	76	239	377	52	114	314	350
Added Vol:	0	0	0	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	764	144	271	445	76	239	377	52	114	314	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	764	144	271	445	76	239	377	52	114	314	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	764	144	271	445	76	239	377	52	114	314	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	764	144	271	445	76	239	377	52	114	314	350
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:	0.03	0.20	0.08	0.15	0.12	0.04	0.14	0.10	0.03	0.07	0.08	0.20
Crit Moves:	****			****			****			****		
Green Time:	16.5	24.1	24.1	18.6	26.2	42.6	16.4	23.7	23.7	16.6	24.0	24.0
Volume/Cap:	0.15	0.79	0.32	0.79	0.42	0.10	0.79	0.40	0.12	0.37	0.33	0.79
Delay/Veh:	33.5	37.7	29.3	48.3	28.5	15.2	51.1	30.0	27.7	35.4	29.1	42.7
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:	33.5	37.7	29.3	48.3	28.5	15.2	51.1	30.0	27.7	35.4	29.1	42.7
LOS by Move:	C	D	C	D	C	B	D	C	C	D	C	D
HCM2k95thQ:	2	20	7	16	10	3	15	9	2	6	7	19
Note: Queue reported is the number of cars per lane.												

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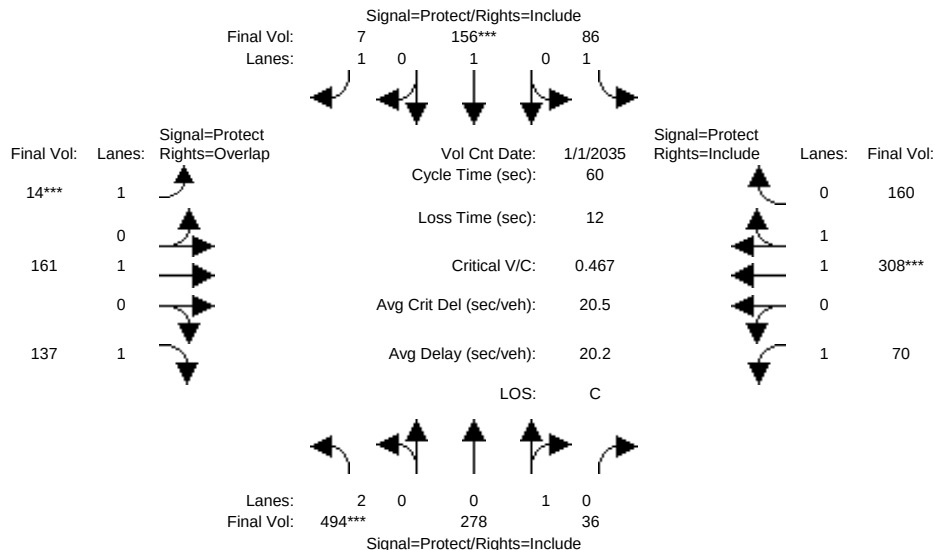
Intersection #1005: Butterfield Boulevard and Dunne Avenue



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: 1 Jan 2035 <<												
Base Vol:	103	463	189	369	817	250	145	573	45	179	508	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	463	189	369	817	250	145	573	45	179	508	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	463	189	369	817	250	145	573	45	179	508	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	463	189	369	817	250	145	573	45	179	508	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	463	189	369	817	250	145	573	45	179	508	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	463	189	369	817	250	145	573	45	179	508	320
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:	0.06	0.12	0.11	0.21	0.22	0.14	0.08	0.15	0.03	0.10	0.13	0.18
Crit Moves:	****			****			****			****		
Green Time:	12.0	17.9	17.9	31.0	36.9	49.1	12.2	23.3	23.3	15.8	26.9	26.9
Volume/Cap:	0.49	0.68	0.60	0.68	0.58	0.29	0.68	0.65	0.11	0.65	0.50	0.68
Delay/Veh:	42.9	41.2	41.1	33.7	26.0	15.3	50.6	36.3	30.3	44.8	31.2	36.7
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:	42.9	41.2	41.1	33.7	26.0	15.3	50.6	36.3	30.3	44.8	31.2	36.7
LOS by Move:	D	D	D	C	C	B	D	D	C	D	C	D
HCM2k95thQ:	6	12	10	20	18	9	9	15	2	11	12	18
Note: Queue reported is the number of cars per lane.												

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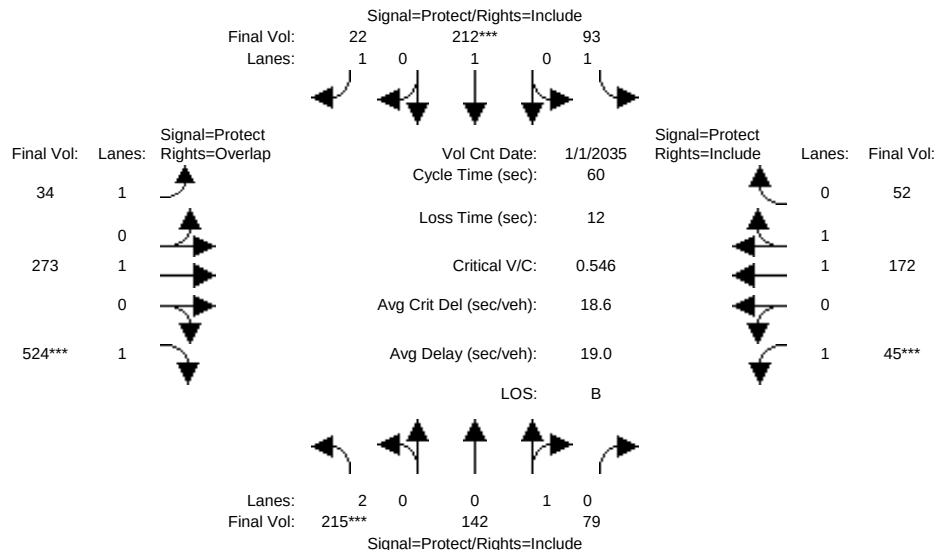
Intersection #1110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	494	278	36	86	156	7	14	161	137	70	308	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	278	36	86	156	7	14	161	137	70	308	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	278	36	86	156	7	14	161	137	70	308	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	278	36	86	156	7	14	161	137	70	308	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	278	36	86	156	7	14	161	137	70	308	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	278	36	86	156	7	14	161	137	70	308	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	0.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	3150	1594	206	1750	1900	1750	1750	1900	1750	1750	2434	1264
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.05	0.08	0.00	0.01	0.08	0.08	0.04	0.13	0.13
Crit Moves:	***			***			***			***		
Green Time:	17.2	16.3	16.3	10.9	10.0	10.0	7.0	12.3	29.4	8.6	13.8	13.8
Volume/Cap:	0.55	0.64	0.64	0.27	0.49	0.02	0.07	0.41	0.16	0.28	0.55	0.55
Delay/Veh:	18.9	22.2	22.2	21.6	23.9	21.0	23.7	21.5	8.5	23.6	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	22.2	22.2	21.6	23.9	21.0	23.7	21.5	8.5	23.6	21.1	21.1
LOS by Move:	B	C	C	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	10	13	13	3	7	0	1	6	3	3	9	9
Note: Queue reported is the number of cars per lane.												

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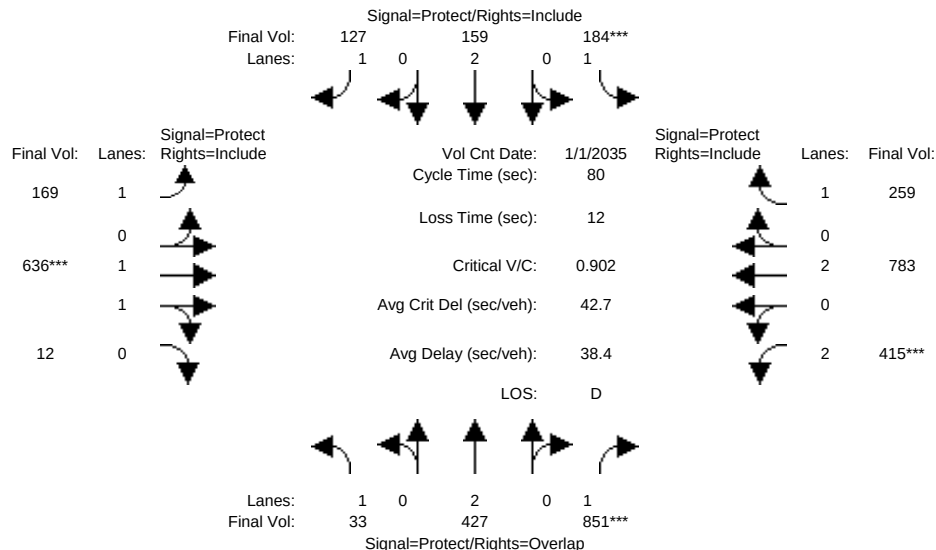
Intersection #1110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	215	142	79	93	212	22	34	273	524	45	172	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:	215	142	79	93	212	22	34	273	524	45	172	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:	215	142	79	93	212	22	34	273	524	45	172	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	142	79	93	212	22	34	273	524	45	172	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	142	79	93	212	22	34	273	524	45	172	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	142	79	93	212	22	34	273	524	45	172	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.52	0.48
Final Sat.:	3150	1157	643	1750	1900	1750	1750	1900	1750	1750	2840	859
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.05	0.11	0.01	0.02	0.14	0.30	0.03	0.06	0.06
Crit Moves:	***			***			***		***	***		
Green Time:	7.7	12.0	12.0	8.4	12.6	12.6	11.4	20.7	28.4	7.0	16.3	16.3
Volume/Cap:	0.53	0.62	0.62	0.38	0.53	0.06	0.10	0.42	0.63	0.22	0.22	0.22
Delay/Veh:	25.8	25.1	25.1	24.5	22.4	19.0	20.2	15.5	13.5	24.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.1	25.1	24.5	22.4	19.0	20.2	15.5	13.5	24.6	17.1	17.1
LOS by Move:	C	C	C	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	6	10	10	4	8	1	1	8	16	2	4	4
Note: Queue reported is the number of cars per lane.												

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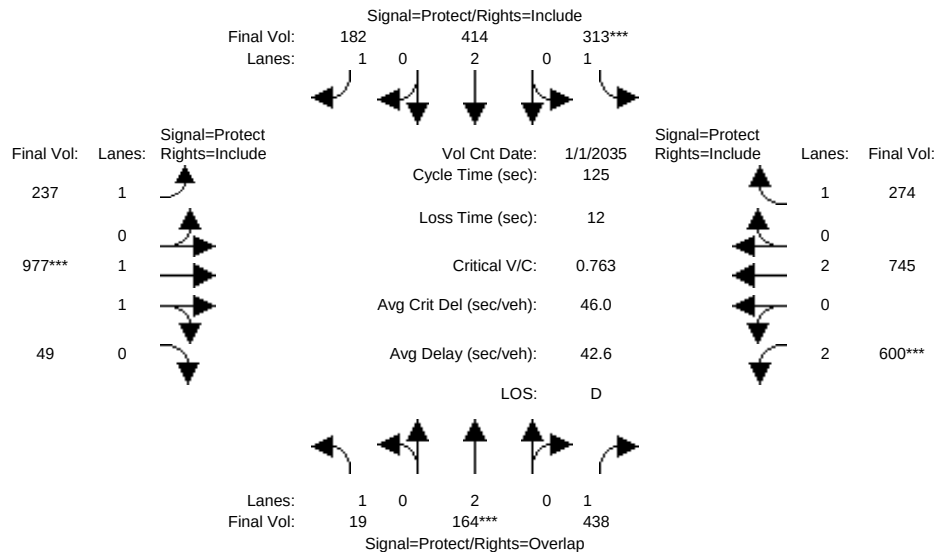
Intersection #1111: Butterfield Boulevard and Tennant Avenue



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: 1 Jan 2035 <<												
Base Vol:	33	427	851	184	159	127	169	636	12	415	783	259
Growth Adj:	1.00	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	427	851	184	159	127	169	636	12	415	783	259
Added Vol:	0	0	0	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	427	851	184	159	127	169	636	12	415	783	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	851	184	159	127	169	636	12	415	783	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	427	851	184	159	127	169	636	12	415	783	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	427	851	184	159	127	169	636	12	415	783	259
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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3631	69	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.49	0.11	0.04	0.07	0.10	0.18	0.18	0.13	0.21	0.15
Crit Moves:	****			****			****			****		
Green Time:	16.8	31.5	43.1	9.3	24.0	24.0	8.7	15.5	15.5	11.7	18.5	18.5
Volume/Cap:	0.09	0.29	0.90	0.90	0.14	0.24	0.89	0.90	0.90	0.90	0.89	0.64
Delay/Veh:	25.6	16.7	28.2	72.0	20.5	21.4	71.4	46.1	46.1	54.2	40.8	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:	25.6	16.7	28.2	72.0	20.5	21.4	71.4	46.1	46.1	54.2	40.8	31.1
LOS by Move:	C	B	C	E	C	C	E	D	D	D	D	C
HCM2k95thQ:	2	7	41	11	3	5	10	17	17	13	19	12
Note: Queue reported is the number of cars per lane.												

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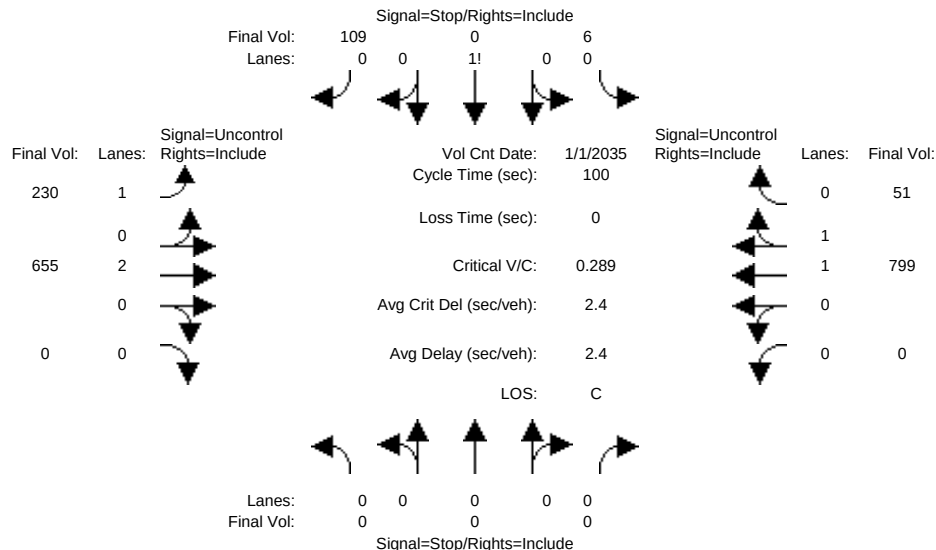
Intersection #1111: Butterfield Boulevard and Tennant Avenue



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: 1 Jan 2035 <<												
Base Vol:	19	164	438	313	414	182	237	977	49	600	745	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:	19	164	438	313	414	182	237	977	49	600	745	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:	19	164	438	313	414	182	237	977	49	600	745	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	164	438	313	414	182	237	977	49	600	745	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	164	438	313	414	182	237	977	49	600	745	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	164	438	313	414	182	237	977	49	600	745	274
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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3523	177	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.25	0.18	0.11	0.10	0.14	0.28	0.28	0.19	0.20	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.1	10.0	40.3	28.5	25.4	25.4	30.4	44.2	44.2	30.3	44.1	44.1
Volume/Cap:	0.10	0.54	0.78	0.78	0.54	0.51	0.56	0.78	0.78	0.78	0.56	0.44
Delay/Veh:	50.9	57.2	44.9	55.2	45.3	45.5	43.0	39.4	39.4	49.6	33.1	31.6
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:	50.9	57.2	44.9	55.2	45.3	45.5	43.0	39.4	39.4	49.6	33.1	31.6
LOS by Move:	D	E	D	E	D	D	D	D	D	D	C	C
HCM2k95thQ:	2	8	31	21	13	12	16	31	31	23	20	16
Note: Queue reported is the number of cars per lane.												

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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

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Volume Module: >> Count Date: 1 Jan 2035 <<

Base Vol:	0	0	0	6	0	109	230	655	0	0	799	51
Growth Adj:	1.00	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	6	0	109	230	655	0	0	799	51
Added Vol:	0	0	0	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	6	0	109	230	655	0	0	799	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	0	109	230	655	0	0	799	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	6	0	109	230	655	0	0	799	51

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Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1612	1940	425	850	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	97	66	583	797	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	75	47	583	797	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.19	0.29	xxxx	xxxx	xxxx	xxxx	xxxx

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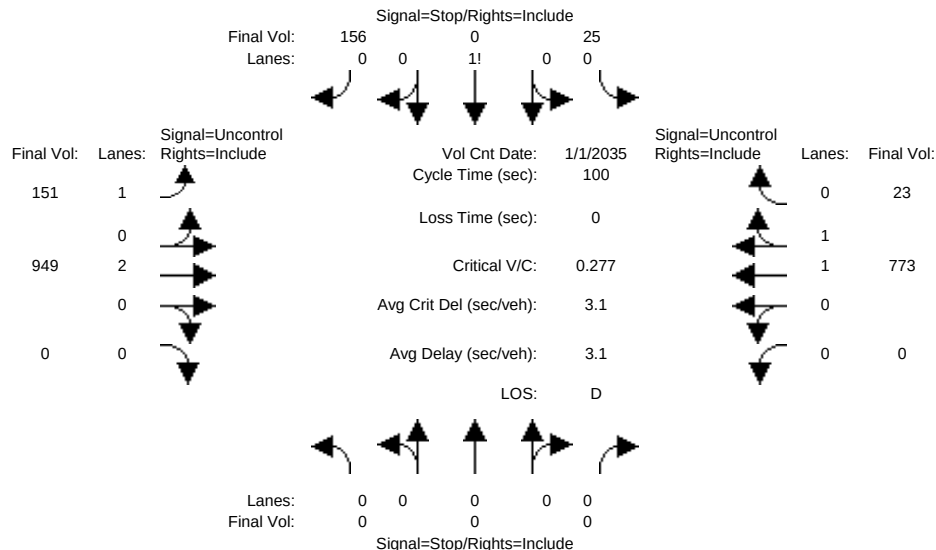
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	431	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	16.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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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: 1 Jan 2035 <<

Base Vol:	0	0	0	25	0	156	151	949	0	0	773	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:	0	0	0	25	0	156	151	949	0	0	773	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:	0	0	0	25	0	156	151	949	0	0	773	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:	0	0	0	25	0	156	151	949	0	0	773	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	25	0	156	151	949	0	0	773	23

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1561	2036	398	796	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	105	58	607	835	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	90	47	607	835	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.28	0.00	0.26	0.18	xxxx	xxxx	xxxx	xxxx	xxxx

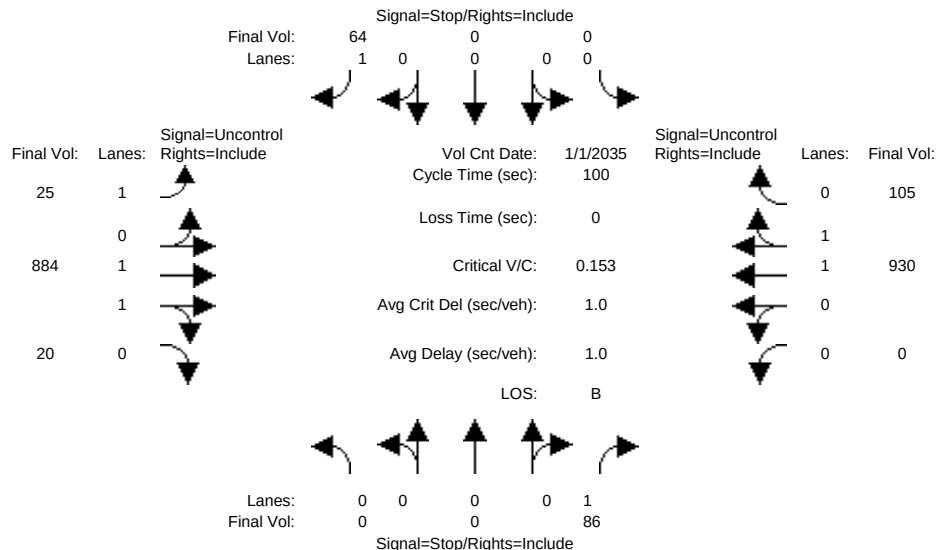
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	339	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	3.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	27.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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General Plan AM

Intersection #1334: Laurel Road and Dunne Avenue

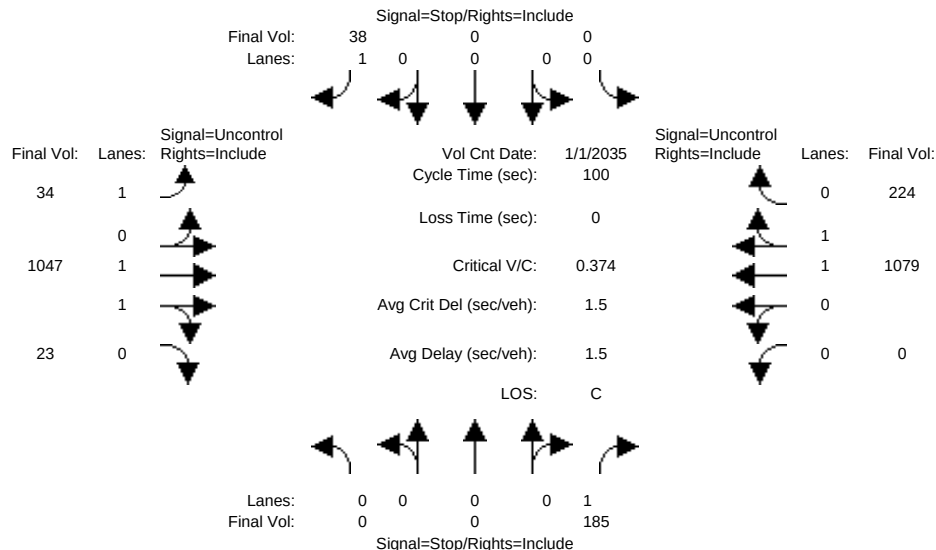


Street Name:	Laurel Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	86	0	0	64	25	884	20	0	930	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	86	0	0	64	25	884	20	0	930	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	0	86	0	0	64	25	884	20	0	930	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	0	86	0	0	64	25	884	20	0	930	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	86	0	0	64	25	884	20	0	930	105
Critical Gap Module:												
Critical Gp:xxxxx xxxx	6.9	xxxxx	xxxxx	6.9	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx xxxx	3.3	xxxxx	xxxxx	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	452	xxxx	xxxx	518	1035	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	560	xxxx	xxxx	508	679	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	560	xxxx	xxxx	508	679	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.15	xxxx	xxxx	0.13	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx	12.6	xxxxx	xxxxx	13.1	10.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.6			13.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
General Plan PM

Intersection #1334: Laurel Road and Dunne Avenue

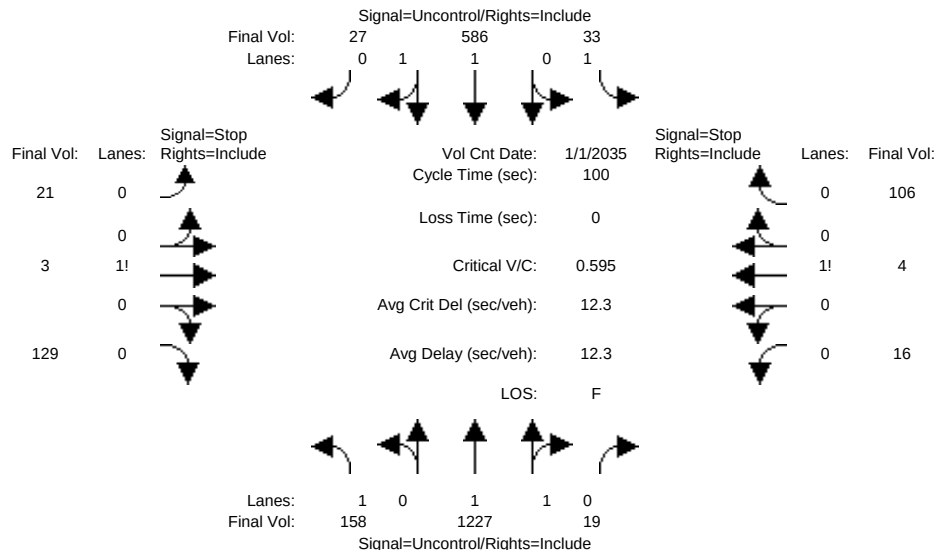


Street Name:	Laurel Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	185	0	0	38	34	1047	23	0	1079	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	185	0	0	38	34	1047	23	0	1079	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:	0	0	185	0	0	38	34	1047	23	0	1079	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	0	0	38	34	1047	23	0	1079	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	185	0	0	38	34	1047	23	0	1079	224
Critical Gap Module:												
Critical Gp:xxxxx xxxx	6.9	xxxxx	xxxxx	6.9	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx xxxx	3.3	xxxxx	xxxxx	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	535	xxxx	xxxx	652	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	495	xxxx	xxxx	416	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	495	xxxx	xxxx	416	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.37	xxxx	xxxx	0.09	0.06	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.7	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx	16.5	xxxxx	xxxxx	14.5	12.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.5			14.5			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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Intersection #1335: Monterey Road and Central Avenue

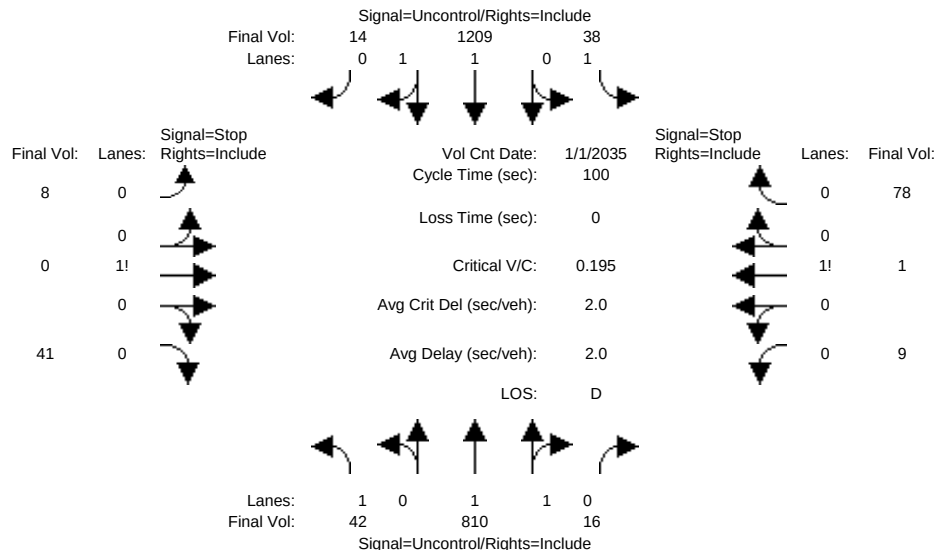


Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	158	1227	19	33	586	27	21	3	129	16	4	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1227	19	33	586	27	21	3	129	16	4	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1227	19	33	586	27	21	3	129	16	4	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1227	19	33	586	27	21	3	129	16	4	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	158	1227	19	33	586	27	21	3	129	16	4	106
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	613	xxxx	xxxxx	1246	xxxx	xxxxx	1597	2228	307	1913	2232	623
Potent Cap.:	976	xxxx	xxxxx	566	xxxx	xxxxx	73	44	695	42	43	434
Move Cap.:	976	xxxx	xxxxx	566	xxxx	xxxxx	42	34	695	27	34	434
Volume/Cap:	0.16	xxxx	xxxx	0.06	xxxx	xxxx	0.50	0.09	0.19	0.60	0.12	0.24
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	198	xxxxx	xxxx	132	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.3	xxxxx	xxxxx	6.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	66.4	xxxxx	xxxxx	131	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			66.4			131.4		
ApproachLOS:	*			*			F			F		

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

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Intersection #1335: Monterey Road and Central Avenue

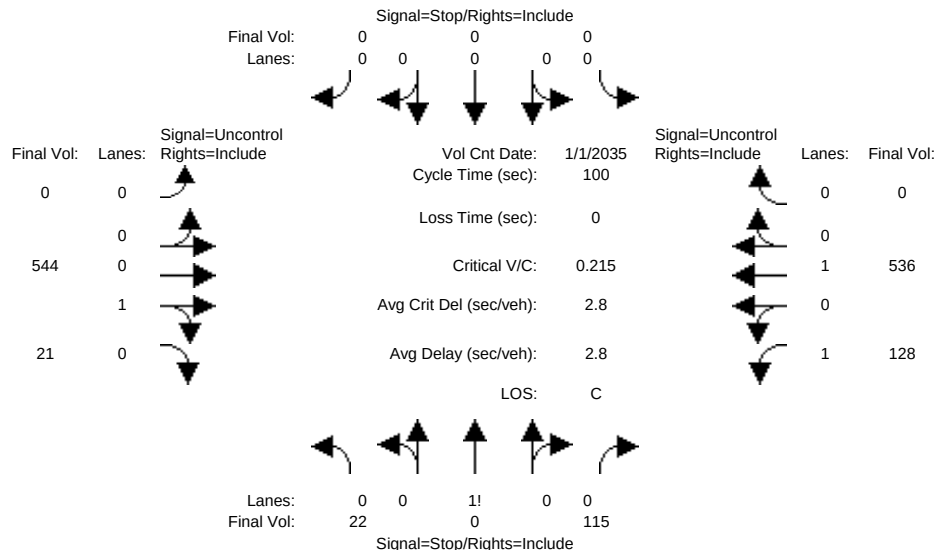


Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	42	810	16	38	1209	14	8	0	41	9	1	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	810	16	38	1209	14	8	0	41	9	1	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:	42	810	16	38	1209	14	8	0	41	9	1	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:	42	810	16	38	1209	14	8	0	41	9	1	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	42	810	16	38	1209	14	8	0	41	9	1	78
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1223	xxxx	xxxxx	826	xxxx	xxxxx	1782	2202	612	1583	2201	413
Potent Cap.:	577	xxxx	xxxxx	813	xxxx	xxxxx	53	45	441	75	45	594
Move Cap.:	577	xxxx	xxxxx	813	xxxx	xxxxx	41	40	441	62	40	594
Volume/Cap:	0.07	xxxx	xxxx	0.05	xxxx	xxxx	0.19	0.00	0.09	0.15	0.02	0.13
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.7	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	170	xxxxx	xxxx	291	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.4	xxxxx	xxxxx	22.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			34.4			22.6		
ApproachLOS:	*			*			D			C		

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

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Intersection #1347: Depot Street and Main Avenue



Street Name: Depot Street Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 1 Jan 2035 <<

Base Vol:	22	0	115	0	0	0	0	544	21	128	536	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:	22	0	115	0	0	0	0	544	21	128	536	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:	22	0	115	0	0	0	0	544	21	128	536	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:	22	0	115	0	0	0	0	544	21	128	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	22	0	115	0	0	0	0	544	21	128	536	0

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	1347	1347	555	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	565	xxxxx	xxxxx
Potent Cap.:	168	153	535	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1017	xxxxx	xxxxx
Move Cap.:	152	133	535	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1017	xxxxx	xxxxx
Volume/Cap:	0.14	0.00	0.21	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.13	xxxxx	xxxxx

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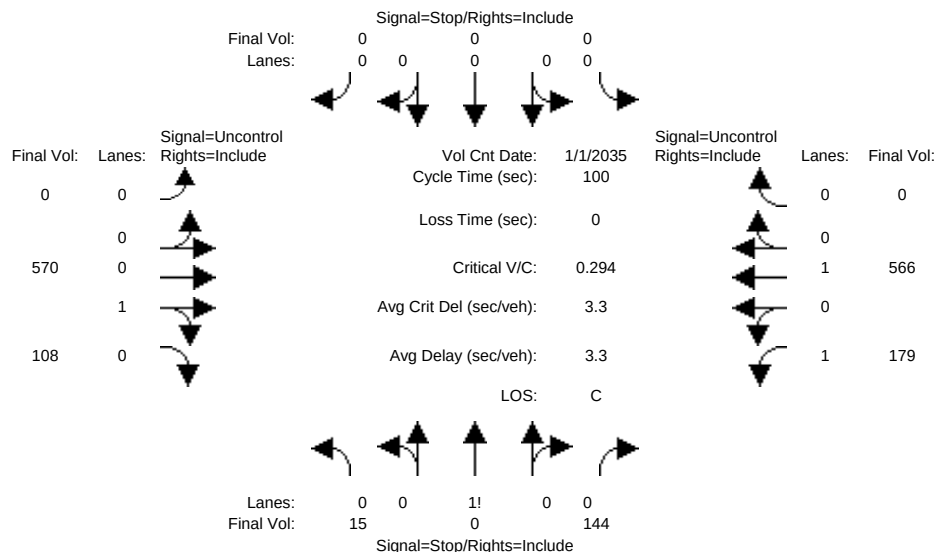
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	381	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	19.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.6		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	C											

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

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General Plan PM

Intersection #1347: Depot Street and Main Avenue



Street Name: Depot Street Main 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: 1 Jan 2035 <<

Base Vol:	15	0	144	0	0	0	0	570	108	179	566	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:	15	0	144	0	0	0	0	570	108	179	566	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:	15	0	144	0	0	0	0	570	108	179	566	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:	15	0	144	0	0	0	0	570	108	179	566	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	15	0	144	0	0	0	0	570	108	179	566	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1548	1548	624	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	678	xxxxx	xxxxx
Potent Cap.:	127	115	489	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	923	xxxxx	xxxxx
Move Cap.:	108	93	489	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	923	xxxxx	xxxxx
Volume/Cap:	0.14	0.00	0.29	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.19	xxxxx	xxxxx

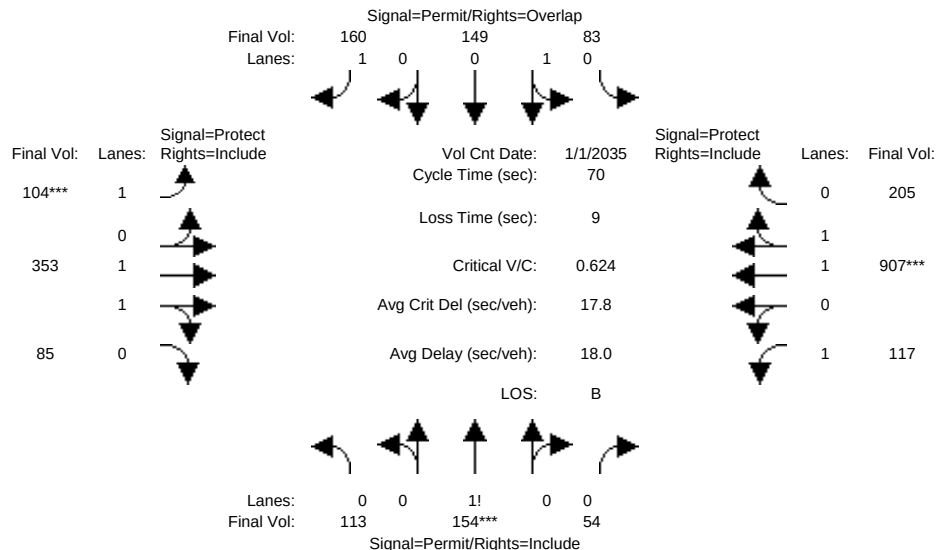
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	367	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	22.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.1		xxxxxx			xxxxxx			xxxxxx		xxxxxx		
ApproachLOS:	C												

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

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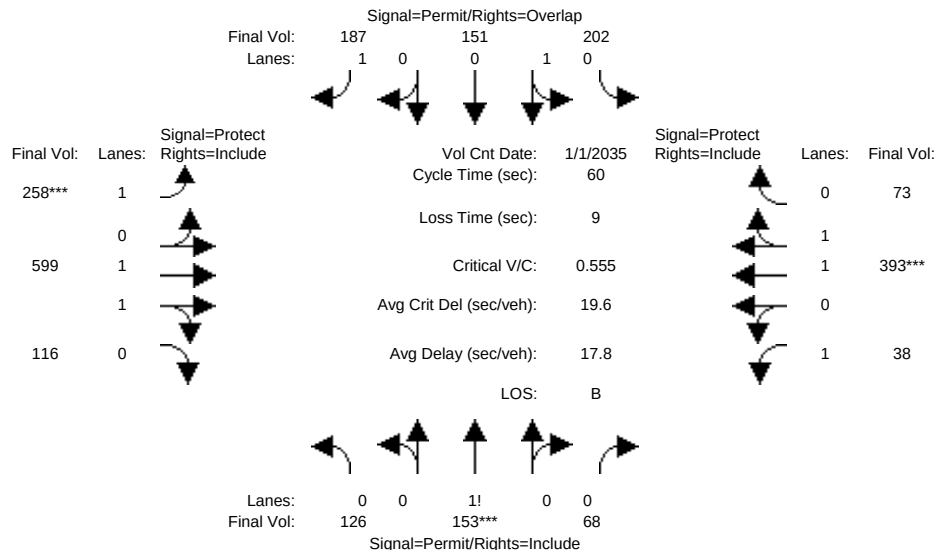
Intersection #1366: Murphy Avenue and Dunne Avenue



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: 1 Jan 2035 <<												
Base Vol:	113	154	54	83	149	160	104	353	85	117	907	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	154	54	83	149	160	104	353	85	117	907	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	154	54	83	149	160	104	353	85	117	907	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	154	54	83	149	160	104	353	85	117	907	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	154	54	83	149	160	104	353	85	117	907	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	154	54	83	149	160	104	353	85	117	907	205
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:	0.35	0.48	0.17	0.36	0.64	1.00	1.00	1.60	0.40	1.00	1.62	0.38
Final Sat.:	616	840	294	644	1156	1750	1750	2981	718	1750	3017	682
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.09	0.06	0.12	0.12	0.07	0.30	0.30
Crit Moves:	****						****			****		
Green Time:	20.5	20.5	20.5	20.5	20.5	27.5	7.0	23.8	23.8	16.7	33.5	33.5
Volume/Cap:	0.63	0.63	0.63	0.44	0.44	0.23	0.59	0.35	0.35	0.28	0.63	0.63
Delay/Veh:	23.9	23.9	23.9	20.7	20.7	14.4	35.6	17.4	17.4	22.1	14.3	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:	23.9	23.9	23.9	20.7	20.7	14.4	35.6	17.4	17.4	22.1	14.3	14.3
LOS by Move:	C	C	C	C	C	B	D	B	B	C	B	B
HCM2k95thQ:	14	14	14	9	9	5	5	7	7	5	18	18
Note: Queue reported is the number of cars per lane.												

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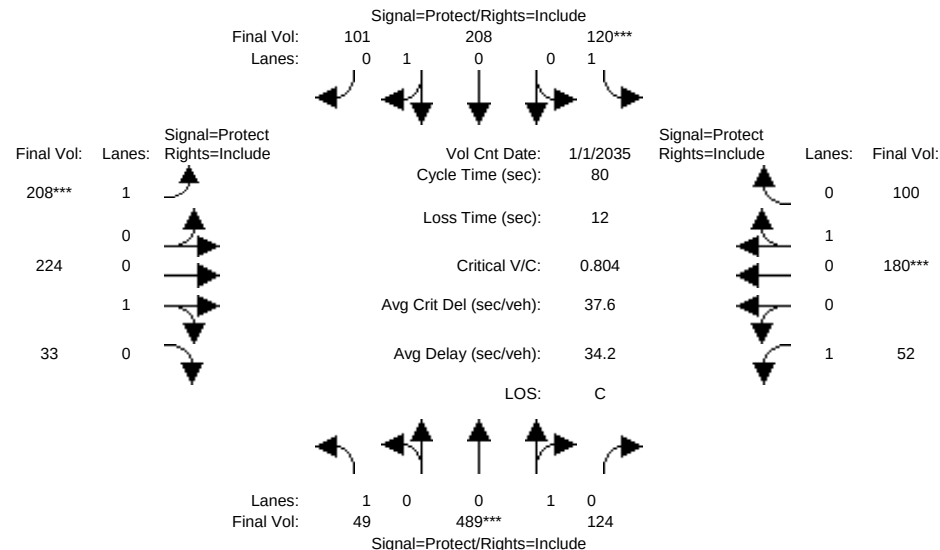
Intersection #1366: Murphy Avenue and Dunne Avenue



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: 1 Jan 2035 <<												
Base Vol:	126	153	68	202	151	187	258	599	116	38	393	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	153	68	202	151	187	258	599	116	38	393	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	153	68	202	151	187	258	599	116	38	393	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	153	68	202	151	187	258	599	116	38	393	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	153	68	202	151	187	258	599	116	38	393	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	153	68	202	151	187	258	599	116	38	393	73
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:	0.36	0.44	0.20	0.57	0.43	1.00	1.00	1.67	0.33	1.00	1.68	0.32
Final Sat.:	635	772	343	1030	770	1750	1750	3099	600	1750	3120	580
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.20	0.20	0.11	0.15	0.19	0.19	0.02	0.13	0.13
Crit Moves:	****						****			****		
Green Time:	21.4	21.4	21.4	21.4	21.4	37.4	15.9	18.4	18.4	11.1	13.6	13.6
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.17	0.55	0.63	0.63	0.12	0.55	0.55
Delay/Veh:	16.6	16.6	16.6	16.4	16.4	4.8	20.4	19.0	19.0	20.5	21.3	21.3
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:	16.6	16.6	16.6	16.4	16.4	4.8	20.4	19.0	19.0	20.5	21.3	21.3
LOS by Move:	B	B	B	B	B	A	C	B	B	C	C	C
HCM2k95thQ:	12	12	12	12	12	3	9	11	11	1	9	9
Note: Queue reported is the number of cars per lane.												

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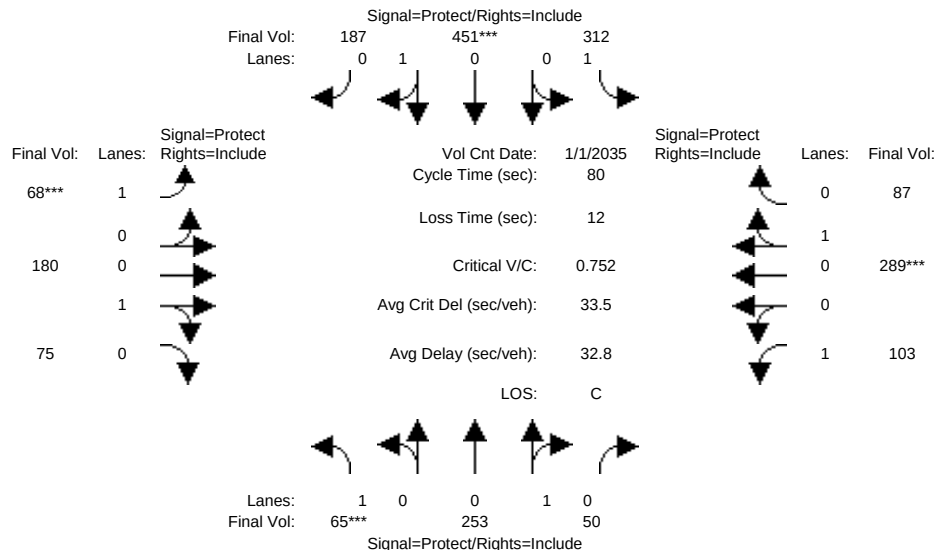
Intersection #1565: Hale Avenue and Main Avenue



Street Name:	Hale 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:	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: 1 Jan 2035 <<												
Base Vol:	49	489	124	120	208	101	208	224	33	52	180	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:	49	489	124	120	208	101	208	224	33	52	180	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:	49	489	124	120	208	101	208	224	33	52	180	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:	49	489	124	120	208	101	208	224	33	52	180	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	489	124	120	208	101	208	224	33	52	180	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
Final Volume:	49	489	124	120	208	101	208	224	33	52	180	100
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	1.00	0.67	0.33	1.00	0.87	0.13	1.00	0.64	0.36
Final Sat.:	1750	1436	364	1750	1212	588	1750	1569	231	1750	1157	643
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.07	0.17	0.17	0.12	0.14	0.14	0.03	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.8	33.8	33.8	7.0	27.0	27.0	11.8	16.9	16.9	10.3	15.4	15.4
Volume/Cap:	0.16	0.81	0.81	0.78	0.51	0.51	0.81	0.68	0.68	0.23	0.81	0.81
Delay/Veh:	28.5	26.6	26.6	58.5	21.9	21.9	49.8	33.9	33.9	31.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	26.6	26.6	58.5	21.9	21.9	49.8	33.9	33.9	31.8	43.8	43.8
LOS by Move:	C	C	C	E	C	C	D	C	C	C	D	D
HCM2k95thQ:	2	28	28	10	13	13	15	14	14	3	17	17
Note: Queue reported is the number of cars per lane.												

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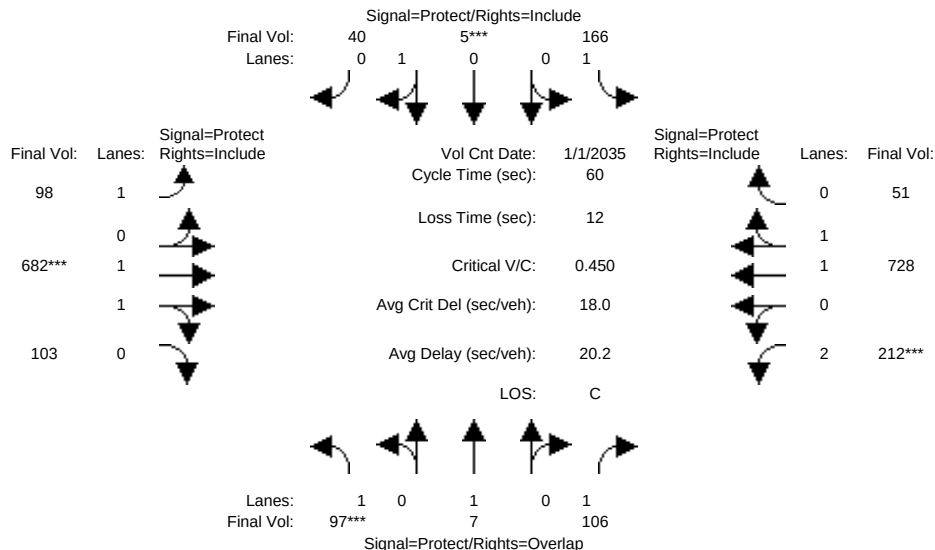
Intersection #1565: Hale Avenue and Main Avenue



Street Name:	Hale 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:	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: 1 Jan 2035 <<												
Base Vol:	65	253	50	312	451	187	68	180	75	103	289	87
Growth Adj:	1.00	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	253	50	312	451	187	68	180	75	103	289	87
Added Vol:	0	0	0	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	253	50	312	451	187	68	180	75	103	289	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	253	50	312	451	187	68	180	75	103	289	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	253	50	312	451	187	68	180	75	103	289	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	253	50	312	451	187	68	180	75	103	289	87
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.83	0.17	1.00	0.71	0.29	1.00	0.71	0.29	1.00	0.77	0.23
Final Sat.:	1750	1503	297	1750	1272	528	1750	1271	529	1750	1384	416
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.18	0.35	0.35	0.04	0.14	0.14	0.06	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	7.0	19.9	19.9	21.1	34.0	34.0	7.0	16.7	16.7	10.3	20.0	20.0
Volume/Cap:	0.42	0.68	0.68	0.68	0.83	0.83	0.44	0.68	0.68	0.46	0.83	0.83
Delay/Veh:	36.5	31.3	31.3	30.4	28.4	28.4	36.7	34.1	34.1	33.7	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	31.3	31.3	30.4	28.4	28.4	36.7	34.1	34.1	33.7	41.1	41.1
LOS by Move:	D	C	C	C	C	C	D	C	C	C	D	D
HCM2k95thQ:	4	16	16	16	30	30	5	14	14	6	22	22
Note: Queue reported is the number of cars per lane.												

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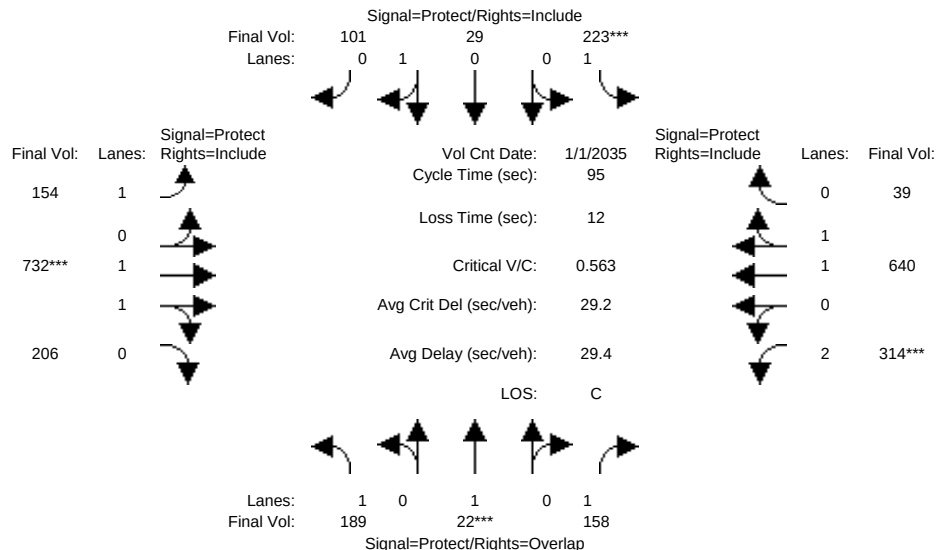
Intersection #1646: Walnut Grove Drive and Dunne Avenue



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: 1 Jan 2035 <<												
Base Vol:	97	7	106	166	5	40	98	682	103	212	728	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	7	106	166	5	40	98	682	103	212	728	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	7	106	166	5	40	98	682	103	212	728	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	7	106	166	5	40	98	682	103	212	728	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	7	106	166	5	40	98	682	103	212	728	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	7	106	166	5	40	98	682	103	212	728	51
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	0.11	0.89	1.00	1.73	0.27	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	200	1600	1750	3214	485	3150	3458	242
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.09	0.03	0.03	0.06	0.21	0.21	0.07	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	17.5	7.0	10.0	10.0	11.1	23.5	23.5	7.5	19.9	19.9
Volume/Cap:	0.48	0.02	0.21	0.81	0.15	0.15	0.30	0.54	0.54	0.54	0.63	0.63
Delay/Veh:	26.5	20.9	16.3	47.3	21.6	21.6	21.7	14.5	14.5	26.2	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	20.9	16.3	47.3	21.6	21.6	21.7	14.5	14.5	26.2	18.0	18.0
LOS by Move:	C	C	B	D	C	C	C	B	B	C	B	B
HCM2k95thQ:	5	0	3	11	2	2	3	11	11	5	12	12
Note: Queue reported is the number of cars per lane.												

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Intersection #1646: Walnut Grove Drive and Dunne Avenue

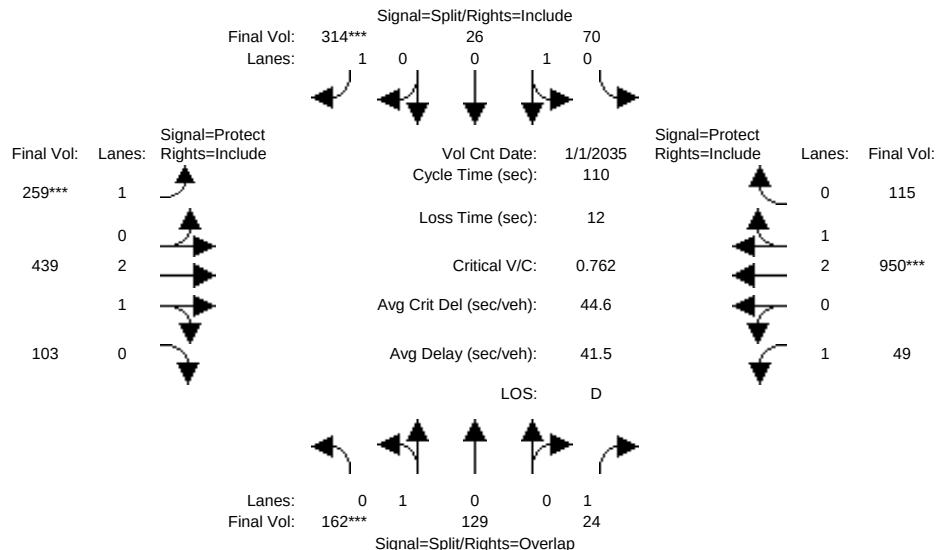


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10		10	7	10	10	7	10	10	7	10
Y+R:	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	189	22		158	223	29	101	154	732	206	314	640
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	22		158	223	29	101	154	732	206	314	640
Added Vol:	0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	189	22		158	223	29	101	154	732	206	314	640
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	22		158	223	29	101	154	732	206	314	640
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0
Reduced Vol:	189	22		158	223	29	101	154	732	206	314	640
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	22		158	223	29	101	154	732	206	314	640
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	1.00		1.00	0.22	0.78	0.78	1.00	1.55	0.45	2.00	1.88
Final Sat.:	1750	1900		1750	402	1398	1398	1750	2887	812	3150	3487
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01		0.09	0.13	0.07	0.07	0.09	0.25	0.25	0.10	0.18
Crit Moves:	****			****			****			****		
Green Time:	14.9	10.0		25.1	19.4	14.5	14.5	17.4	38.5	38.5	15.1	36.3
Volume/Cap:	0.69	0.11		0.34	0.63	0.47	0.47	0.48	0.63	0.63	0.63	0.48
Delay/Veh:	45.2	38.7		28.7	38.0	38.1	38.1	35.9	23.3	23.3	39.8	22.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	38.7		28.7	38.0	38.1	38.1	35.9	23.3	23.3	39.8	22.5
LOS by Move:	D	D		C	D	D	D	D	C	C	D	C
HCM2k95thQ:	13	1		8	14	8	8	8	20	20	10	14

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

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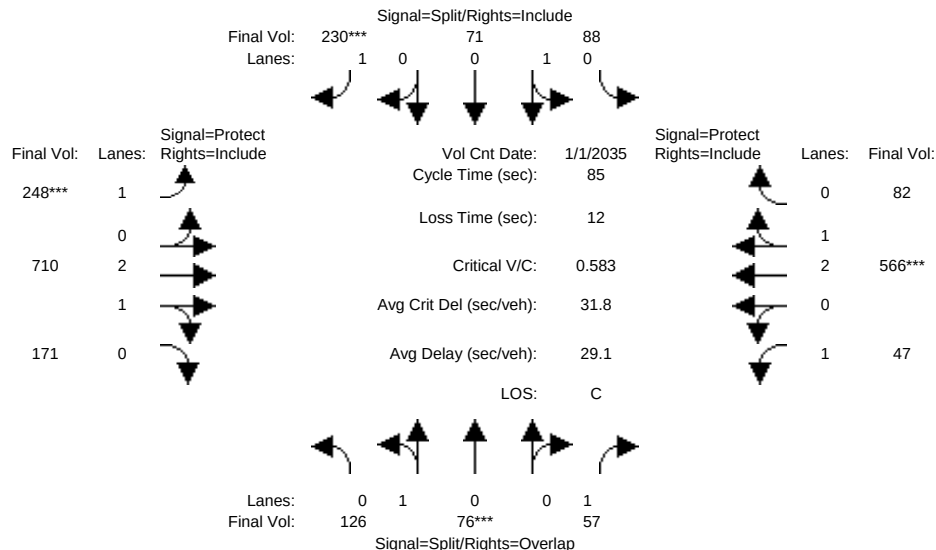
Intersection #3115: Condit Road and Dunne Avenue



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:	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: 1 Jan 2035 <<												
Base Vol:	162	129	24	70	26	314	259	439	103	49	950	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:	162	129	24	70	26	314	259	439	103	49	950	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:	162	129	24	70	26	314	259	439	103	49	950	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:	162	129	24	70	26	314	259	439	103	49	950	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	129	24	70	26	314	259	439	103	49	950	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
Final Volume:	162	129	24	70	26	314	259	439	103	49	950	115
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	0.99	0.95	0.92	0.99	0.95
Lanes:	0.56	0.44	1.00	0.73	0.27	1.00	1.00	2.41	0.59	1.00	2.66	0.34
Final Sat.:	1002	798	1750	1312	487	1750	1750	4534	1064	1750	4995	605
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.01	0.05	0.05	0.18	0.15	0.10	0.10	0.03	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	23.3	23.3	42.7	25.9	25.9	25.9	21.4	29.4	29.4	19.4	27.4	27.4
Volume/Cap:	0.76	0.76	0.04	0.23	0.23	0.76	0.76	0.36	0.36	0.16	0.76	0.76
Delay/Veh:	49.5	49.5	20.9	34.2	34.2	47.4	51.7	32.8	32.8	38.7	40.8	40.8
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:	49.5	49.5	20.9	34.2	34.2	47.4	51.7	32.8	32.8	38.7	40.8	40.8
LOS by Move:	D	D	C	C	C	D	D	C	C	D	D	D
HCM2k95thQ:	21	21	1	5	5	20	17	9	9	3	21	21
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
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Intersection #3115: Condit Road and Dunne Avenue

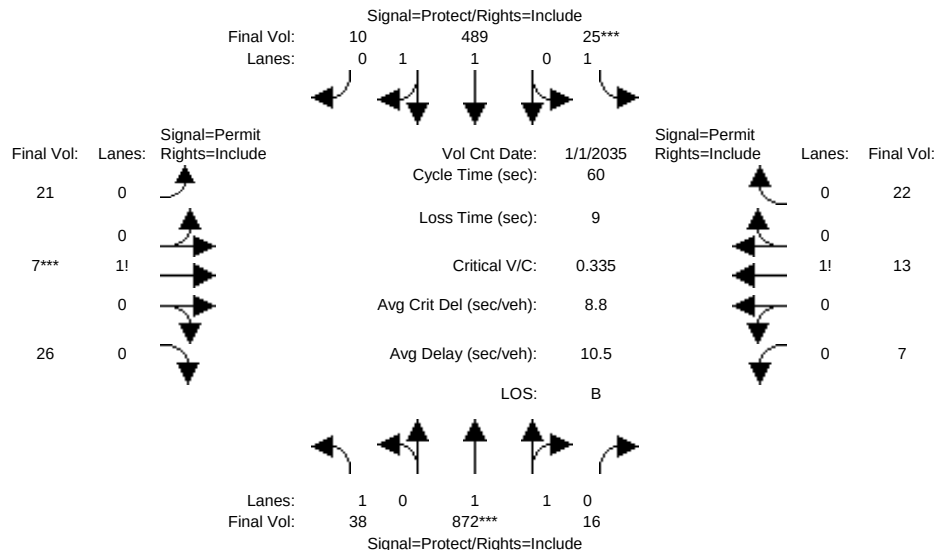


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	126	76	57	88	71	230	248	710	171	47	566	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:	126	76	57	88	71	230	248	710	171	47	566	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:	126	76	57	88	71	230	248	710	171	47	566	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:	126	76	57	88	71	230	248	710	171	47	566	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	76	57	88	71	230	248	710	171	47	566	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
Final Volume:	126	76	57	88	71	230	248	710	171	47	566	82
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	0.99	0.95	0.92	0.99	0.95
Lanes:	0.62	0.38	1.00	0.55	0.45	1.00	1.00	2.40	0.60	1.00	2.61	0.39
Final Sat.:	1123	677	1750	996	804	1750	1750	4512	1087	1750	4890	709
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.09	0.09	0.13	0.14	0.16	0.16	0.03	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	16.3	16.3	29.2	19.1	19.1	19.1	20.6	24.6	24.6	12.9	16.9	16.9
Volume/Cap:	0.58	0.58	0.09	0.39	0.39	0.58	0.58	0.54	0.54	0.18	0.58	0.58
Delay/Veh:	33.8	33.8	19.0	28.6	28.6	31.6	30.5	25.8	25.8	31.8	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:	33.8	33.8	19.0	28.6	28.6	31.6	30.5	25.8	25.8	31.8	31.7	31.7
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	11	2	7	7	11	12	12	12	2	10	10

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

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
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Intersection #3343: Monterey Road and Second Street

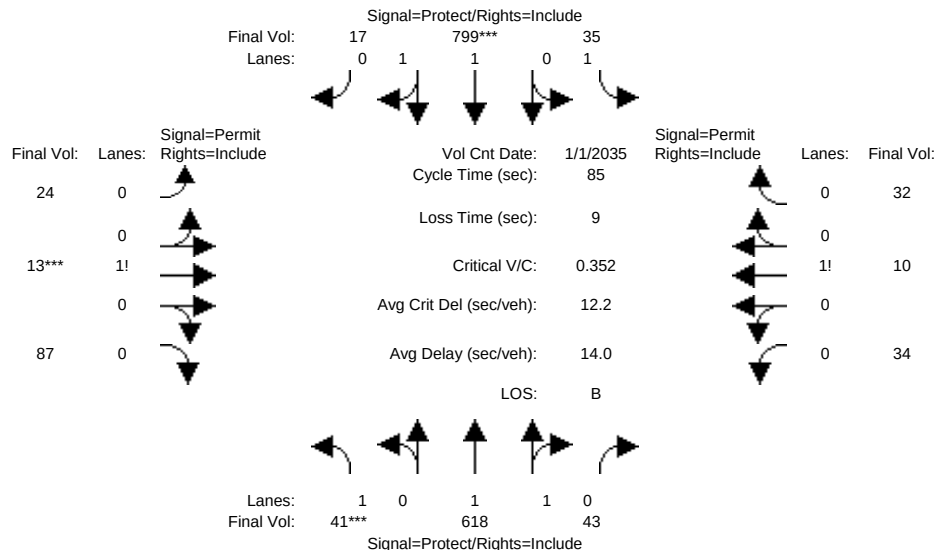


Street Name:	Monterey Road						Second Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	38	872	16	25	489	10	21	7	26	7	13	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:	38	872	16	25	489	10	21	7	26	7	13	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:	38	872	16	25	489	10	21	7	26	7	13	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:	38	872	16	25	489	10	21	7	26	7	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	872	16	25	489	10	21	7	26	7	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	872	16	25	489	10	21	7	26	7	13	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	0.39	0.13	0.48	0.17	0.31	0.52
Final Sat.:	1750	3633	67	1750	3626	74	681	227	843	292	542	917
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.13	0.13	0.03	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.42	0.42	0.12	0.34	0.34	0.19	0.19	0.19	0.14	0.14	0.14
Delay/Veh:	15.9	7.6	7.6	24.0	12.5	12.5	21.8	21.8	21.8	21.6	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:	15.9	7.6	7.6	24.0	12.5	12.5	21.8	21.8	21.8	21.6	21.6	21.6
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	9	9	1	6	6	2	2	2	2	2	2

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
General Plan PM

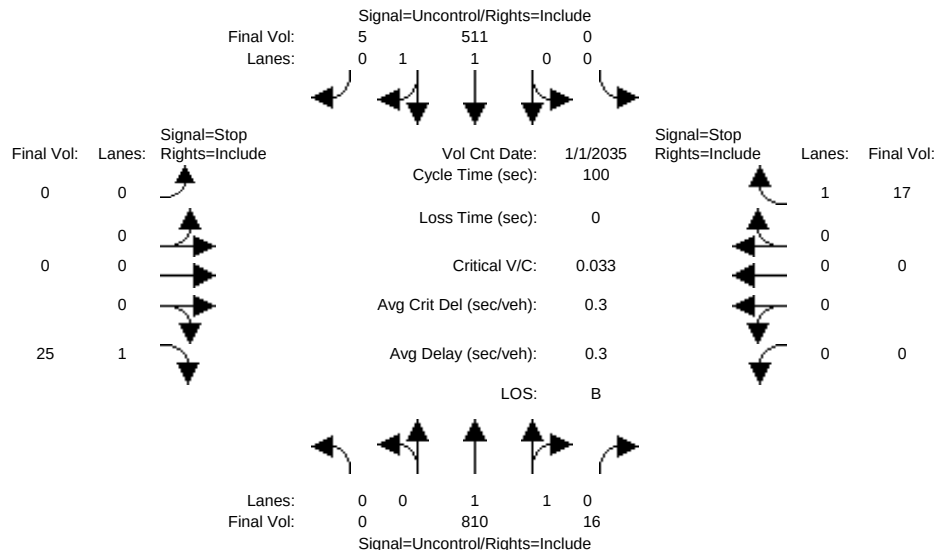
Intersection #3343: Monterey Road and Second Street



Street Name:	Monterey Road						Second Street					
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: 1 Jan 2035 <<												
Base Vol:	41	618	43	35	799	17	24	13	87	34	10	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:	41	618	43	35	799	17	24	13	87	34	10	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:	41	618	43	35	799	17	24	13	87	34	10	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:	41	618	43	35	799	17	24	13	87	34	10	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	618	43	35	799	17	24	13	87	34	10	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
Final Volume:	41	618	43	35	799	17	24	13	87	34	10	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.19	0.10	0.71	0.45	0.13	0.42
Final Sat.:	1750	3459	241	1750	3623	77	339	183	1228	783	230	737
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.02	0.22	0.22	0.07	0.07	0.07	0.04	0.04	0.04
Crit Moves:	***			***			***					
Green Time:	7.0	40.5	40.5	18.7	52.2	52.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.28	0.37	0.37	0.09	0.36	0.36	0.36	0.36	0.36	0.22	0.22	0.22
Delay/Veh:	37.7	14.3	14.3	26.5	8.2	8.2	30.1	30.1	30.1	28.9	28.9	28.9
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:	37.7	14.3	14.3	26.5	8.2	8.2	30.1	30.1	30.1	28.9	28.9	28.9
LOS by Move:	D	B	B	C	A	A	C	C	C	C	C	C
HCM2k95thQ:	2	11	11	2	10	10	7	7	7	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
General Plan AM

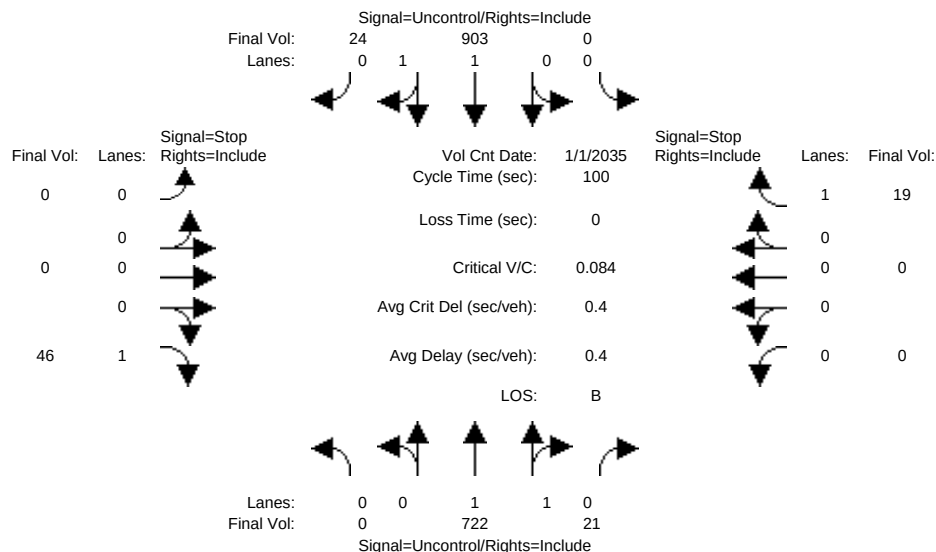
Intersection #3471: Monterey Road and Third Street



Street Name:	Monterey Road						Third Street								
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: 1 Jan 2035 <<															
Base Vol:	0	810	16	0	511	5	0	0	25	0	0	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:	0	810	16	0	511	5	0	0	25	0	0	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:	0	810	16	0	511	5	0	0	25	0	0	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:	0	810	16	0	511	5	0	0	25	0	0	17			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	810	16	0	511	5	0	0	25	0	0	17			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:xxxxx	xxxx	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9			
FollowUpTim:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	258	xxxx	xxxx	413			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	747	xxxx	xxxx	594			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	747	xxxx	xxxx	594			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.03			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1			
Control Del:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.0	xxxxxx	xxxx	11.2			
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx	xxxxxx						10.0	11.2						
ApproachLOS:	*	*						A	B						
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
General Plan PM

Intersection #3471: Monterey Road and Third Street

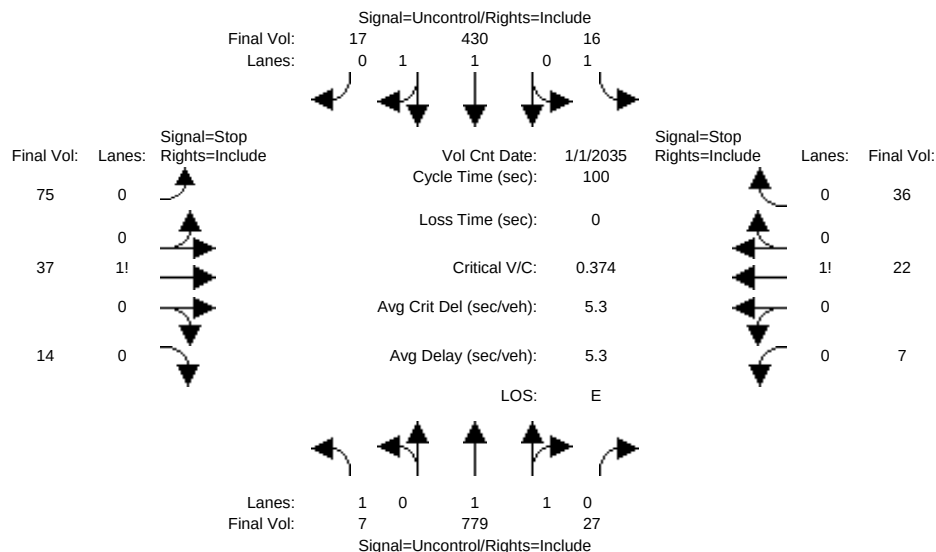


Street Name:	Monterey Road						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	722	21	0	903	24	0	0	46	0	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	722	21	0	903	24	0	0	46	0	0	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:	0	722	21	0	903	24	0	0	46	0	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	722	21	0	903	24	0	0	46	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	722	21	0	903	24	0	0	46	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	464	xxxx	xxxx	372
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	551	xxxx	xxxx	632
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	551	xxxx	xxxx	632
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.1	xxxxx	xxxx	10.9
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.1			10.9		
ApproachLOS:	*			*			B			B		

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

City of Morgan Hill
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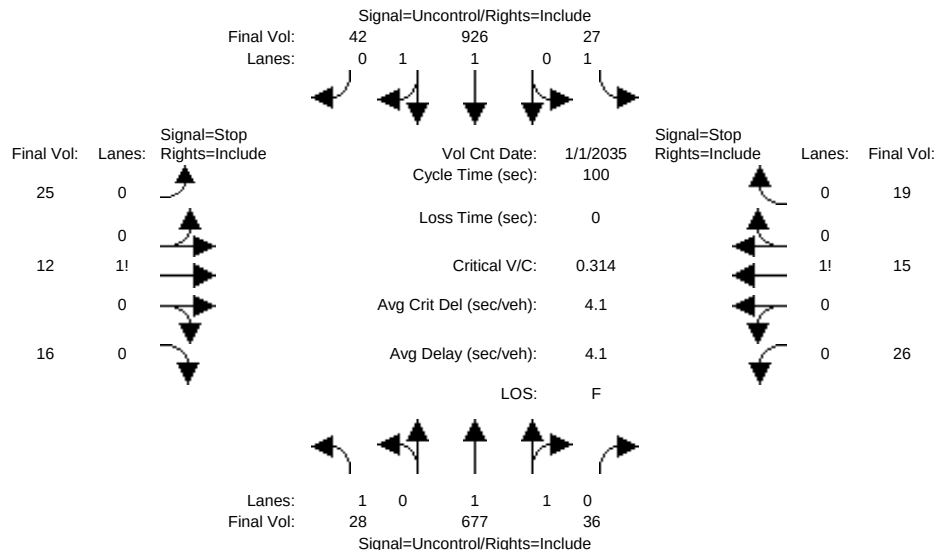
Intersection #3857: Monterey Road and Fifth Street



Monterey Road						Fifth Street						
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: 1 Jan 2035 <<												
Base Vol:	7	779	27	16	430	17	75	37	14	7	22	36
Growth Adj:	1.00	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	779	27	16	430	17	75	37	14	7	22	36
Added Vol:	0	0	0	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	779	27	16	430	17	75	37	14	7	22	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	779	27	16	430	17	75	37	14	7	22	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	779	27	16	430	17	75	37	14	7	22	36
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	447	xxxx	xxxxx	806	xxxx	xxxxx	885	1291	224	1072	1286	403
Potent Cap.:	1124	xxxx	xxxxx	828	xxxx	xxxxx	243	165	786	177	166	603
Move Cap.:	1124	xxxx	xxxxx	828	xxxx	xxxxx	201	161	786	141	162	603
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.37	0.23	0.02	0.05	0.14	0.06
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	203	xxxxx	xxxx	265	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	48.2	xxxxx	xxxxx	23.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx				48.2			23.0	
ApproachLOS:	*			*				E			C	
Note: Queue reported is the number of cars per lane.												

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Intersection #3857: Monterey Road and Fifth Street

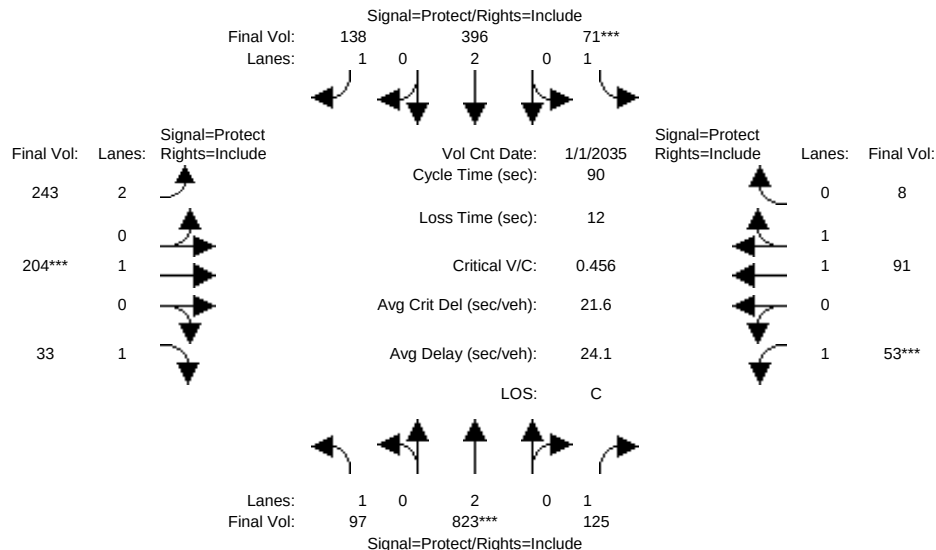


Street Name:	Monterey Road						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	28	677	36	27	926	42	25	12	16	26	15	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	677	36	27	926	42	25	12	16	26	15	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:	28	677	36	27	926	42	25	12	16	26	15	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:	28	677	36	27	926	42	25	12	16	26	15	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	677	36	27	926	42	25	12	16	26	15	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	968	xxxx	xxxxx	713	xxxx	xxxxx	1403	1770	484	1274	1773	357
Potent Cap.:	720	xxxx	xxxxx	896	xxxx	xxxxx	101	84	534	126	84	646
Move Cap.:	720	xxxx	xxxxx	896	xxxx	xxxxx	80	79	534	103	78	646
Volume/Cap:	0.04	xxxx	xxxx	0.03	xxxx	xxxx	0.31	0.15	0.03	0.25	0.19	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.2	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	107	xxxxx	xxxx	126	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.2	xxxxx	xxxxx	56.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			68.2			56.9		
ApproachLOS:	*			*			F			F		

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

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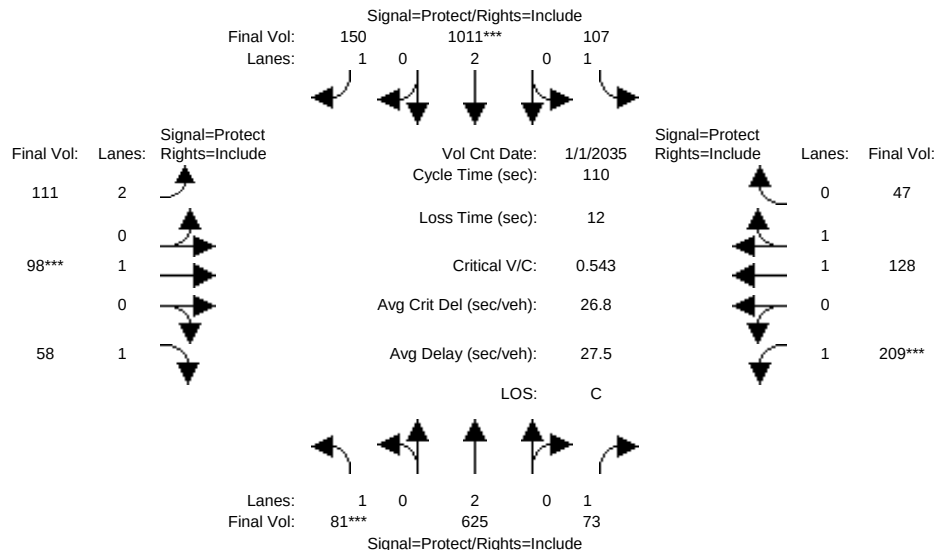
Intersection #4111: Monterey Road and Vineyard Boulevard



Street Name:	Monterey Road						Vineyard Boulevard					
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: 1 Jan 2035 <<												
Base Vol:	97	823	125	71	396	138	243	204	33	53	91	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	823	125	71	396	138	243	204	33	53	91	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	823	125	71	396	138	243	204	33	53	91	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	823	125	71	396	138	243	204	33	53	91	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	823	125	71	396	138	243	204	33	53	91	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	823	125	71	396	138	243	204	33	53	91	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	3401	299
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.07	0.04	0.10	0.08	0.08	0.11	0.02	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	20.6	42.2	42.2	7.9	29.5	29.5	11.5	20.9	20.9	7.0	16.4	16.4
Volume/Cap:	0.24	0.46	0.15	0.46	0.32	0.24	0.60	0.46	0.08	0.39	0.15	0.15
Delay/Veh:	28.6	16.4	13.8	41.2	22.9	22.3	39.7	30.5	27.1	41.3	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	16.4	13.8	41.2	22.9	22.3	39.7	30.5	27.1	41.3	31.0	31.0
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	5	14	4	4	8	6	9	10	2	4	3	3
Note: Queue reported is the number of cars per lane.												

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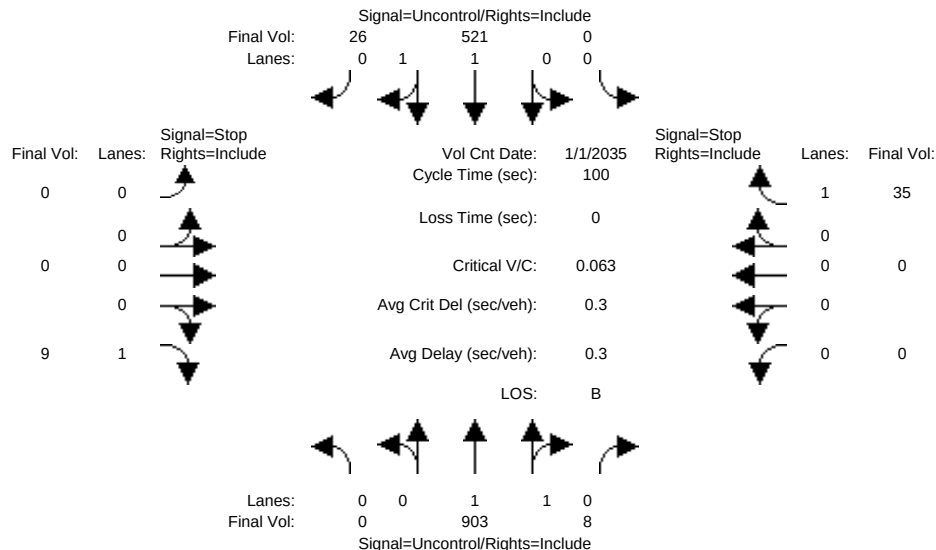
Intersection #4111: Monterey Road and Vineyard Boulevard



Street Name:	Monterey Road						Vineyard Boulevard					
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: 1 Jan 2035 <<												
Base Vol:	81	625	73	107	1011	150	111	98	58	209	128	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:	81	625	73	107	1011	150	111	98	58	209	128	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:	81	625	73	107	1011	150	111	98	58	209	128	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:	81	625	73	107	1011	150	111	98	58	209	128	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	625	73	107	1011	150	111	98	58	209	128	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	625	73	107	1011	150	111	98	58	209	128	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	2706	993
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.04	0.06	0.27	0.09	0.04	0.05	0.03	0.12	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	9.4	45.7	45.7	17.7	53.9	53.9	14.3	10.5	10.5	24.2	20.4	20.4
Volume/Cap:	0.54	0.40	0.10	0.38	0.54	0.17	0.27	0.54	0.35	0.54	0.26	0.26
Delay/Veh:	52.3	22.7	19.7	42.1	19.8	15.7	43.5	50.8	47.9	39.6	38.5	38.5
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:	52.3	22.7	19.7	42.1	19.8	15.7	43.5	50.8	47.9	39.6	38.5	38.5
LOS by Move:	D	C	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	13	3	7	21	6	4	8	5	14	5	5
Note: Queue reported is the number of cars per lane.												

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Intersection #4643: Monterey Road and First Street



Street Name: Monterey Road First Street

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: 1 Jan 2035 <<

Base Vol:	0	903	8	0	521	26	0	0	9	0	0	35
Growth Adj:	1.00	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	903	8	0	521	26	0	0	9	0	0	35
Added Vol:	0	0	0	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	903	8	0	521	26	0	0	9	0	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	903	8	0	521	26	0	0	9	0	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	903	8	0	521	26	0	0	9	0	0	35

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	274	xxxx	xxxx	456
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	730	xxxx	xxxx	557
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	730	xxxx	xxxx	557
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.06

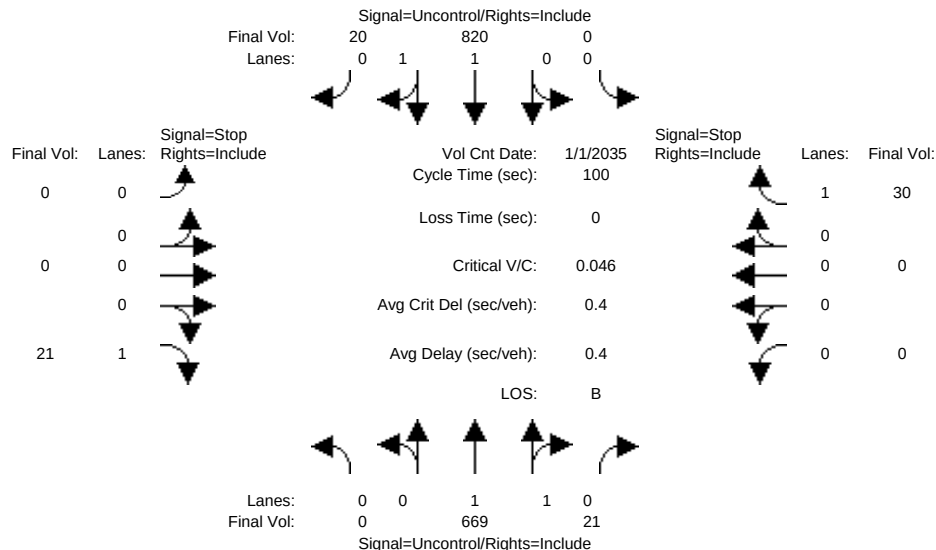
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
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						10.0			11.9
ApproachLOS:	*		*						A			B

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

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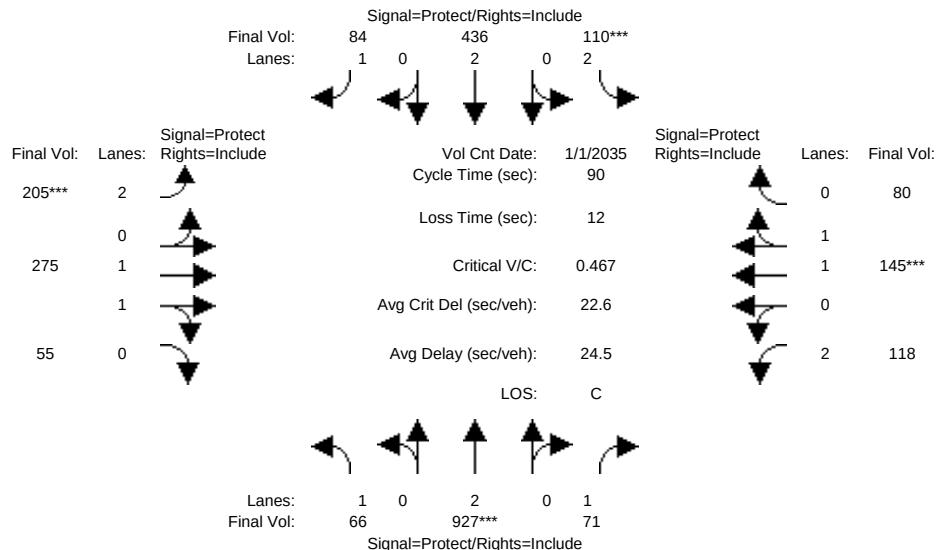
Intersection #4643: Monterey Road and First Street



Street Name:	Monterey Road						First Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module: >> Count Date: 1 Jan 2035 <<															
Base Vol:	0	669	21		0	820	20	0	0	21	0	0	30		
Growth Adj:	1.00	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	669	21		0	820	20	0	0	21	0	0	30		
Added Vol:	0	0	0		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	669	21		0	820	20	0	0	21	0	0	30		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	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	669	21		0	820	20	0	0	21	0	0	30		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
FinalVolume:	0	669	21		0	820	20	0	0	21	0	0	30		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:xxxxx	xxxx	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9		
FollowUpTim:xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	420	xxxx	xxxx	345		
Potent Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	588	xxxx	xxxx	657		
Move Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	588	xxxx	xxxx	657		
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.05		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1		
Control Del:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.4	xxxxxx	xxxx	10.7		
LOS by Move:	*	*	*		*	*	*	*	*	B	*	*	B		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx					11.4			10.7		
ApproachLOS:	*				*					B			B		
Note: Queue reported is the number of cars per lane.															

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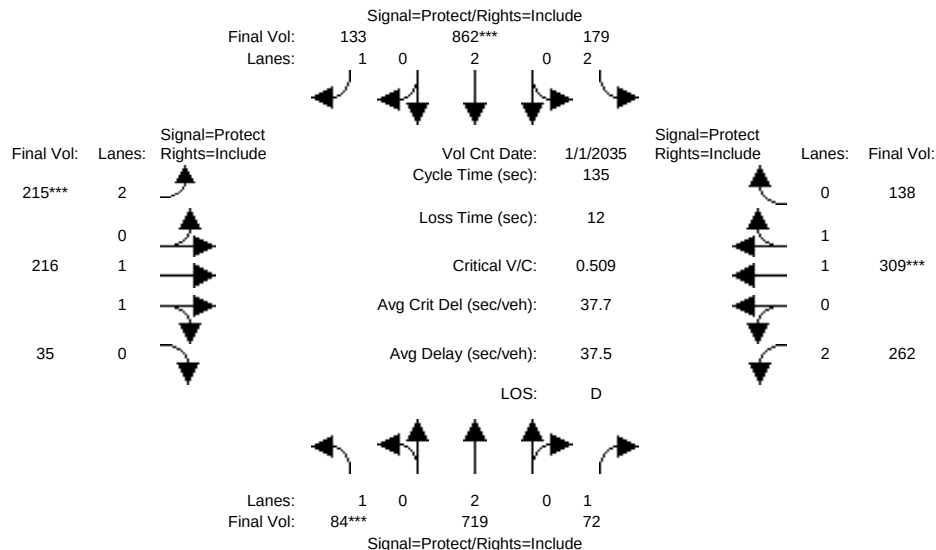
Intersection #6674: Monterey Road and Tennant Avenue



Street Name:	Monterey 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:	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: 1 Jan 2035 <<												
Base Vol:	66	927	71	110	436	84	205	275	55	118	145	80
Growth Adj:	1.00	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	927	71	110	436	84	205	275	55	118	145	80
Added Vol:	0	0	0	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	927	71	110	436	84	205	275	55	118	145	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	927	71	110	436	84	205	275	55	118	145	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	927	71	110	436	84	205	275	55	118	145	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	927	71	110	436	84	205	275	55	118	145	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.66	0.34	2.00	1.27	0.73
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3083	617	3150	2383	1315
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.03	0.11	0.05	0.07	0.09	0.09	0.04	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	21.7	46.8	46.8	7.0	32.1	32.1	12.5	14.2	14.2	10.0	11.7	11.7
Volume/Cap:	0.16	0.47	0.08	0.45	0.32	0.13	0.47	0.56	0.56	0.34	0.47	0.47
Delay/Veh:	27.1	13.9	10.8	41.0	21.2	19.7	36.5	36.3	36.3	37.6	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	13.9	10.8	41.0	21.2	19.7	36.5	36.3	36.3	37.6	37.0	37.0
LOS by Move:	C	B	B	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	3	15	2	4	8	3	7	10	10	4	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
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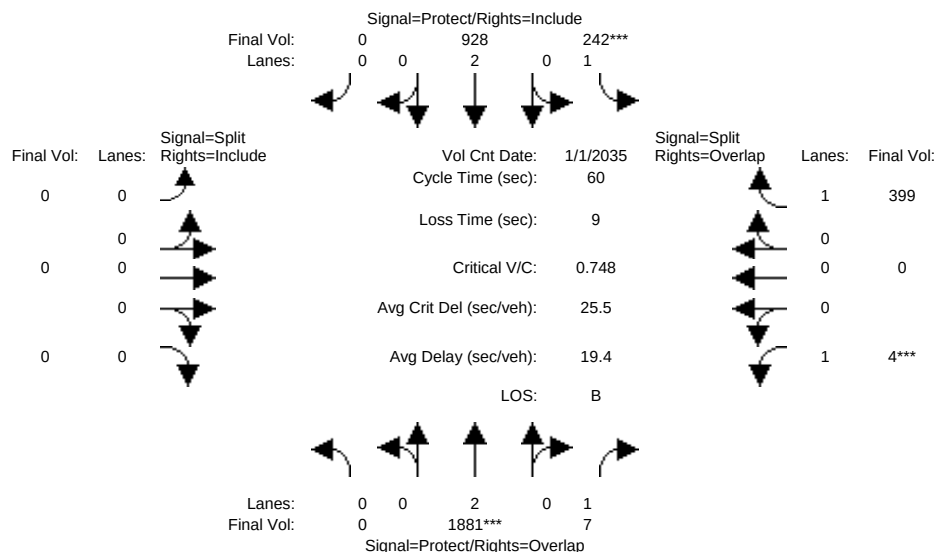
Intersection #6674: Monterey Road and Tennant Avenue



Street Name:	Monterey 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:	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: 1 Jan 2035 <<												
Base Vol:	84	719	72	179	862	133	215	216	35	262	309	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	719	72	179	862	133	215	216	35	262	309	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	719	72	179	862	133	215	216	35	262	309	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	719	72	179	862	133	215	216	35	262	309	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	719	72	179	862	133	215	216	35	262	309	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	719	72	179	862	133	215	216	35	262	309	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.71	0.29	2.00	1.37	0.63
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3184	516	3150	2557	1142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.04	0.06	0.23	0.08	0.07	0.07	0.07	0.08	0.12	0.12
Crit Moves:	***			***			***			***		
Green Time:	12.7	56.0	56.0	16.8	60.1	60.1	18.1	23.6	23.6	26.5	32.0	32.0
Volume/Cap:	0.51	0.46	0.10	0.46	0.51	0.17	0.51	0.39	0.39	0.42	0.51	0.51
Delay/Veh:	60.8	28.7	24.1	55.7	27.1	22.6	55.4	49.7	49.7	48.0	45.2	45.2
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:	60.8	28.7	24.1	55.7	27.1	22.6	55.4	49.7	49.7	48.0	45.2	45.2
LOS by Move:	E	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	7	19	4	8	22	7	11	10	10	11	15	15
Note: Queue reported is the number of cars per lane.												

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Intersection #1325: Monterey Road and Madrone Parkway (N)

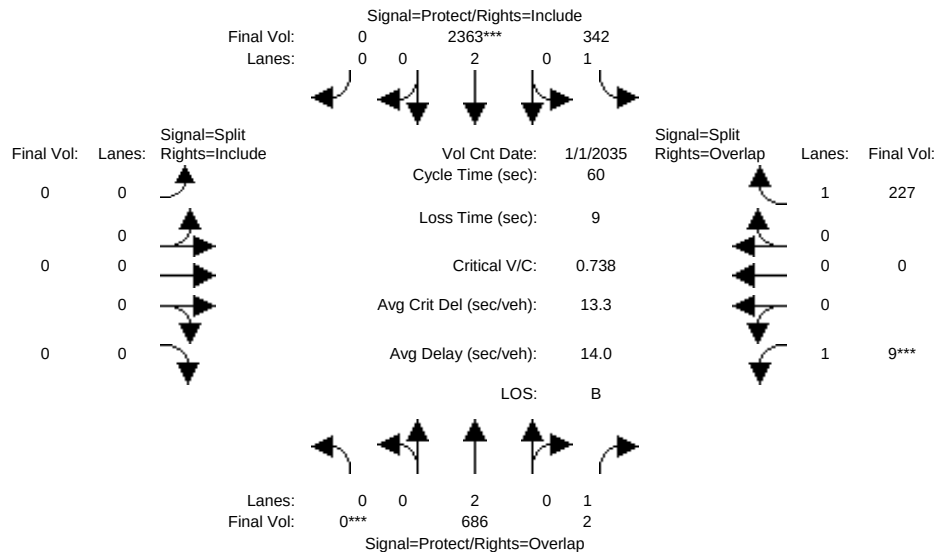


Street Name:	Monterey Road						Madrone Parkway (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	1881	7	242	928	0	0	0	0	4	0	399
Growth Adj:	1.00	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	1881	7	242	928	0	0	0	0	4	0	399
Added Vol:	0	0	0	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	1881	7	242	928	0	0	0	0	4	0	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1881	7	242	928	0	0	0	0	4	0	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1881	7	242	928	0	0	0	0	4	0	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1881	7	242	928	0	0	0	0	4	0	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.14	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.0	42.0	9.0	41.0	0.0	0.0	0.0	0.0	10.0	0.0	19.0
Volume/Cap:	0.00	0.93	0.01	0.93	0.36	0.00	0.00	0.00	0.00	0.01	0.00	0.72
Delay/Veh:	0.0	20.9	2.7	61.7	4.1	0.0	0.0	0.0	0.0	20.9	0.0	22.8
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	20.9	2.7	61.7	4.1	0.0	0.0	0.0	0.0	20.9	0.0	22.8
LOS by Move:	A	C	A	E	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	36	0	17	8	0	0	0	0	0	0	16

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

City of Morgan Hill
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Intersection #1325: Monterey Road and Madrone Parkway (N)

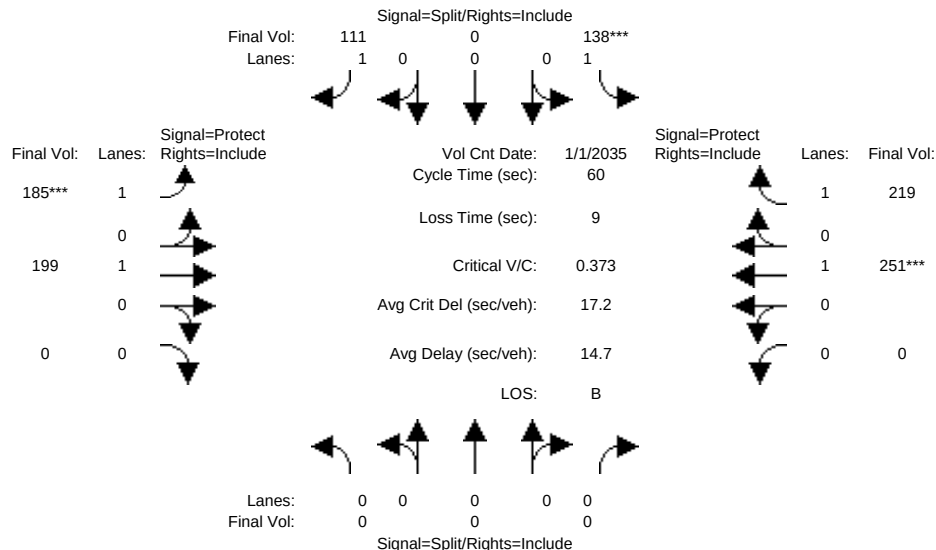


Street Name:	Monterey Road						Madrone Parkway (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	686	2	342	2363	0	0	0	0	9	0	227
Growth Adj:	1.00	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	686	2	342	2363	0	0	0	0	9	0	227
Added Vol:	0	0	0	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	686	2	342	2363	0	0	0	0	9	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	686	2	342	2363	0	0	0	0	9	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	686	2	342	2363	0	0	0	0	9	0	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	686	2	342	2363	0	0	0	0	9	0	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.20	0.62	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	***			***						***		
Green Time:	0.0	19.7	29.7	21.3	41.0	0.0	0.0	0.0	0.0	10.0	0.0	31.3
Volume/Cap:	0.00	0.55	0.00	0.55	0.91	0.00	0.00	0.00	0.00	0.03	0.00	0.25
Delay/Veh:	0.0	17.1	7.7	16.6	13.3	0.0	0.0	0.0	0.0	21.0	0.0	8.0
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	17.1	7.7	16.6	13.3	0.0	0.0	0.0	0.0	21.0	0.0	8.0
LOS by Move:	A	B	A	B	B	A	A	A	A	C	A	A
HCM2k95thQ:	0	11	0	12	39	0	0	0	0	0	0	5

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

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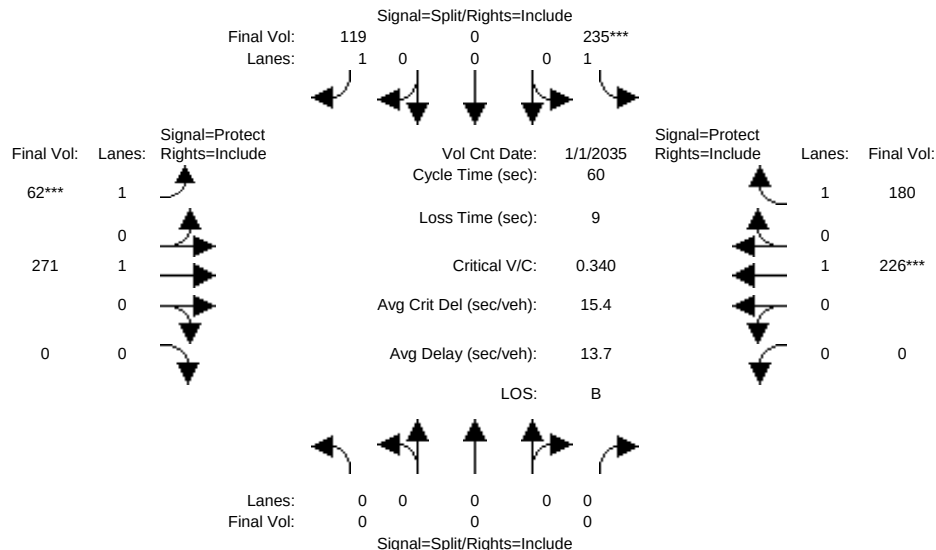
Intersection #1326: Monterey Road and Madrone Parkway (E)



Street Name:	Monterey Road						Madrone Parkway (E)					
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: 1 Jan 2035 <<												
Base Vol:	0	0	0	138	0	111	185	199	0	0	251	219
Growth Adj:	1.00	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	0	111	185	199	0	0	251	219
Added Vol:	0	0	0	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	0	111	185	199	0	0	251	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	138	0	111	185	199	0	0	251	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	111	185	199	0	0	251	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	138	0	111	185	199	0	0	251	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.06	0.11	0.10	0.00	0.00	0.13	0.13
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	12.7	0.0	12.7	17.0	38.3	0.0	0.0	21.3	21.3
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.30	0.37	0.16	0.00	0.00	0.37	0.35
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	20.4	17.7	4.4	0.0	0.0	14.7	14.6
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:	0.0	0.0	0.0	20.9	0.0	20.4	17.7	4.4	0.0	0.0	14.7	14.6
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2k95thQ:	0	0	0	5	0	4	7	3	0	0	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
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2000 HCM Operations (Future Volume Alternative)
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Intersection #1326: Monterey Road and Madrone Parkway (E)

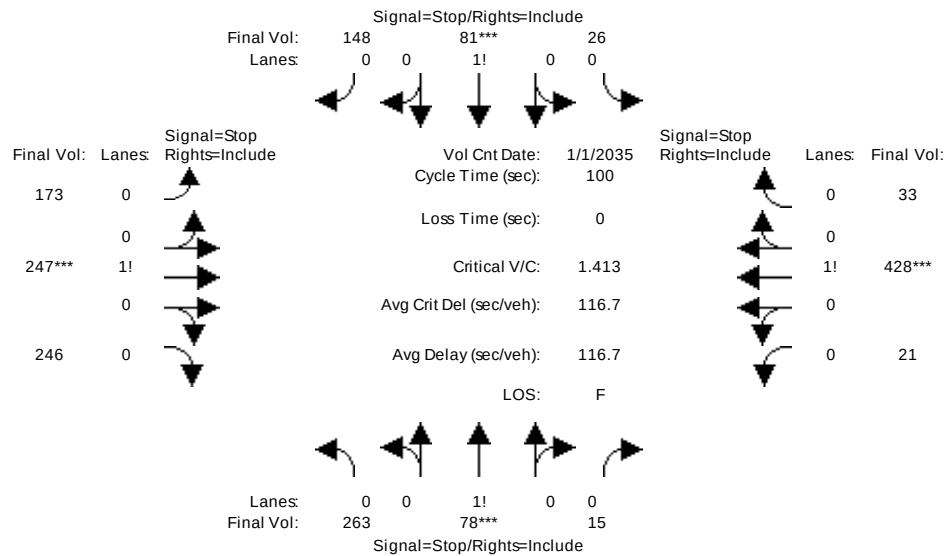


Street Name:	Monterey Road						Madrone Parkway (E)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2035 <<												
Base Vol:	0	0	0	235	0	119	62	271	0	0	226	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	119	62	271	0	0	226	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	119	62	271	0	0	226	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	235	0	119	62	271	0	0	226	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	119	62	271	0	0	226	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	235	0	119	62	271	0	0	226	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.07	0.04	0.14	0.00	0.00	0.12	0.10
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	23.3	0.0	23.3	7.0	27.7	0.0	0.0	20.7	20.7
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.17	0.30	0.31	0.00	0.00	0.35	0.30
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	12.1	25.1	10.4	0.0	0.0	15.0	14.6
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:	0.0	0.0	0.0	13.2	0.0	12.1	25.1	10.4	0.0	0.0	15.0	14.6
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2k95thQ:	0	0	0	7	0	3	3	7	0	0	7	6

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

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
General Plan AM

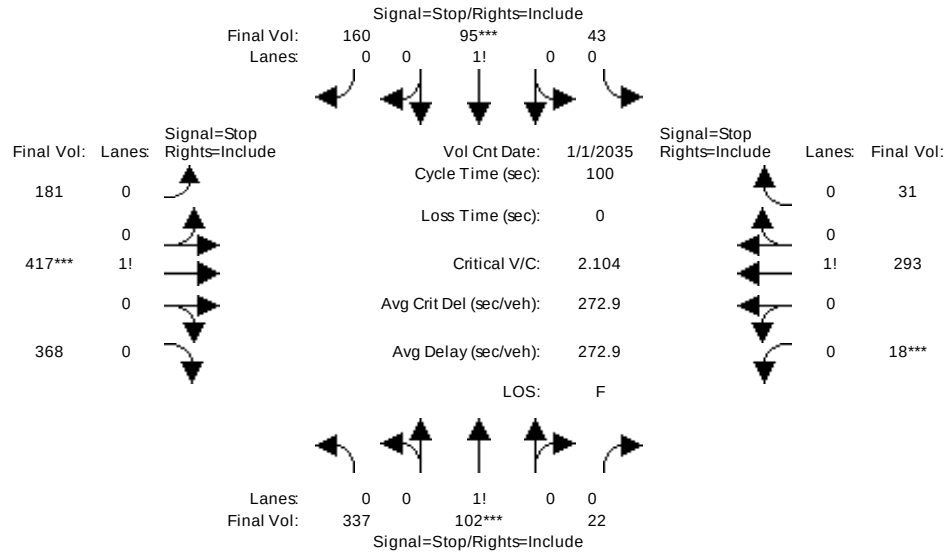
Intersection #1563: Murphy Avenue and Tennant Avenue



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: 1 Jan 2035 <<												
Base Vol:	263	78	15	26	81	148	173	247	246	21	428	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	78	15	26	81	148	173	247	246	21	428	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	78	15	26	81	148	173	247	246	21	428	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	78	15	26	81	148	173	247	246	21	428	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	78	15	26	81	148	173	247	246	21	428	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	78	15	26	81	148	173	247	246	21	428	33
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:	0.74	0.22	0.04	0.10	0.32	0.58	0.26	0.37	0.37	0.04	0.89	0.07
Final Sat.:	317	94	18	43	133	243	122	175	174	20	411	32
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.61	0.61	0.61	1.41	1.41	1.41	1.04	1.04	1.04
Crit Moves:	****			****			****			****		
Delay/Veh:	39.8	39.8	39.8	23.0	23.0	23.0	219.6	220	219.6	81.0	81.0	81.0
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:	39.8	39.8	39.8	23.0	23.0	23.0	219.6	220	219.6	81.0	81.0	81.0
LOS by Move:	E	E	E	C	C	C	F	F	F	F	F	F
ApproachDel:	39.8			23.0			219.6			81.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	39.8			23.0			219.6			81.0		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	3.4	3.4	3.4	1.3	1.3	1.3	27.4	27.4	27.4	9.0	9.0	9.0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
General PlanLevel Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
General Plan PM

Intersection #1563: Murphy Avenue and Tennant Avenue

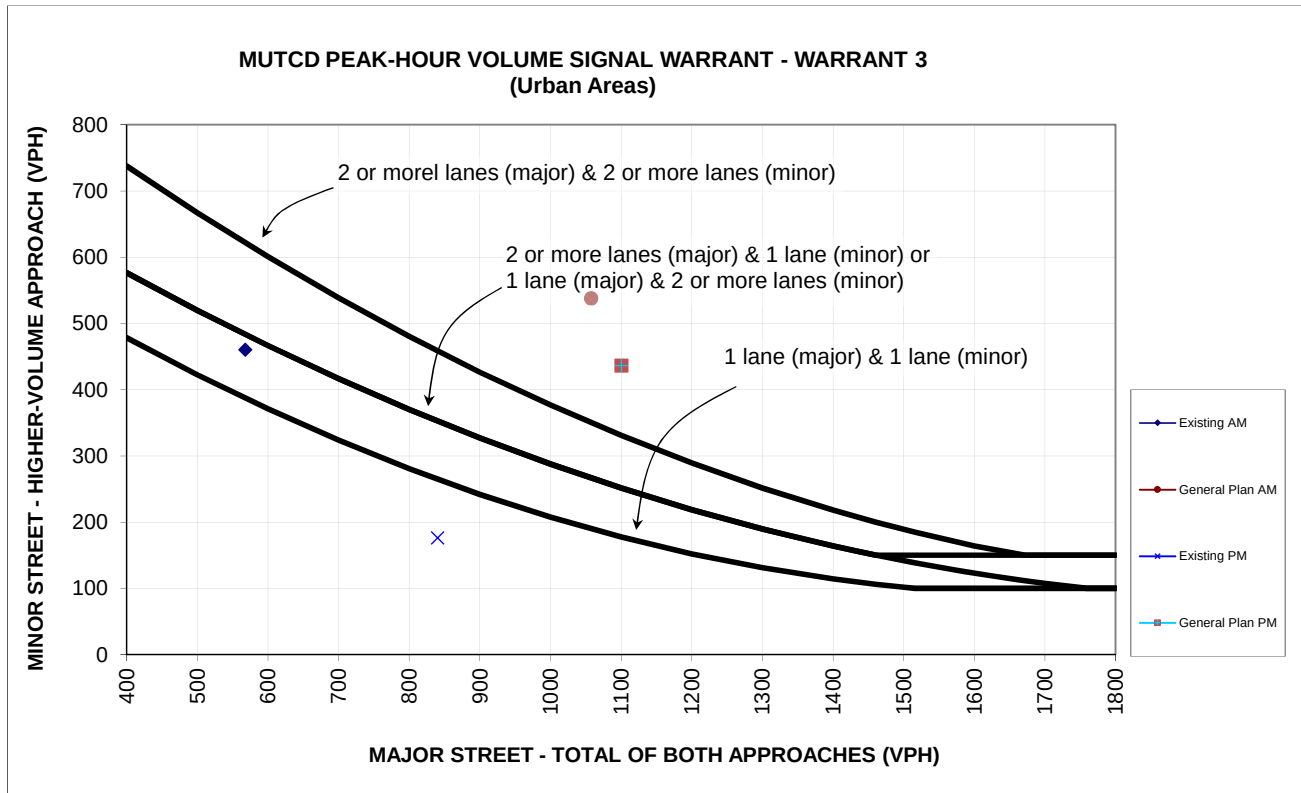


Street Name:	Murphy Avenue						Tennant Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	0		0		0	0		0		0
Volume Module: >> Count Date: 1 Jan 2035 <<															
Base Vol:	337	102		22		43	95	160		181	417	368	18	293	31
Growth Adj:	1.00	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	102		22		43	95	160		181	417	368	18	293	31
Added Vol:	0	0		0		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	102		22		43	95	160		181	417	368	18	293	31
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	102		22		43	95	160		181	417	368	18	293	31
Reduct Vol:	0	0		0		0	0	0		0	0	0	0	0	0
Reduced Vol:	337	102		22		43	95	160		181	417	368	18	293	31
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	337	102		22		43	95	160		181	417	368	18	293	31
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:	0.73	0.22		0.05		0.14	0.32	0.54		0.19	0.43	0.38	0.05	0.86	0.09
Final Sat.:	323	98		21		61	135	227		86	198	175	22	365	39
Capacity Analysis Module:															
Vol/Sat:	1.04	1.04		1.04		0.70	0.70	0.70		2.10	2.10	2.10	0.80	0.80	0.80
Crit Moves:	****			****			****			****			****		
Delay/Veh:	83.6	83.6		83.6		28.2	28.2	28.2		522.3	522	522.3	37.0	37.0	37.0
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:	83.6	83.6		83.6		28.2	28.2	28.2		522.3	522	522.3	37.0	37.0	37.0
LOS by Move:	F	F		F		D	D	D		F	F	F	E	E	E
ApproachDel:	83.6			28.2			522.3			37.0					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	83.6			28.2			522.3			37.0					
LOS by Appr:	F			D			F			E					
AllWayAvgQ:	8.9	8.9		8.9		2.0	2.0	2.0		65.2	65.2	65.2	3.0	3.0	3.0
Note: Queue reported is the number of cars per lane.															

Signal Warrant Analysis

Morgan Hill General Plan

8 . Mission View Drive and Cochrane Road



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

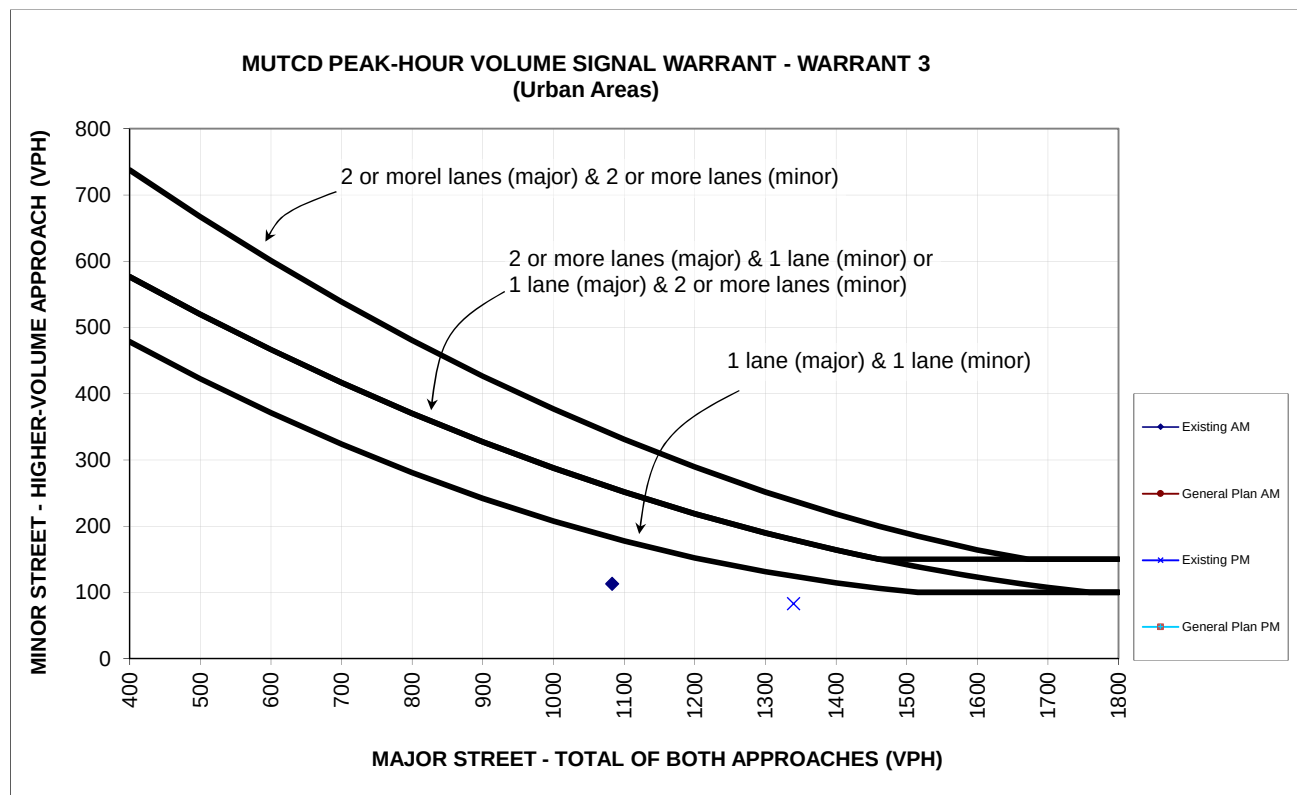
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Cochrane Road	X		568	1057
Minor Street - Highest Approach	Mission View Drive	X		460	538
Warrant Met?				Yes	Yes

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Cochrane Road	X		840	1100
Minor Street - Highest Approach	Mission View Drive	X		176	436
Warrant Met?				No	Yes

Morgan Hill General Plan

10 . Monterey Road and Central Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

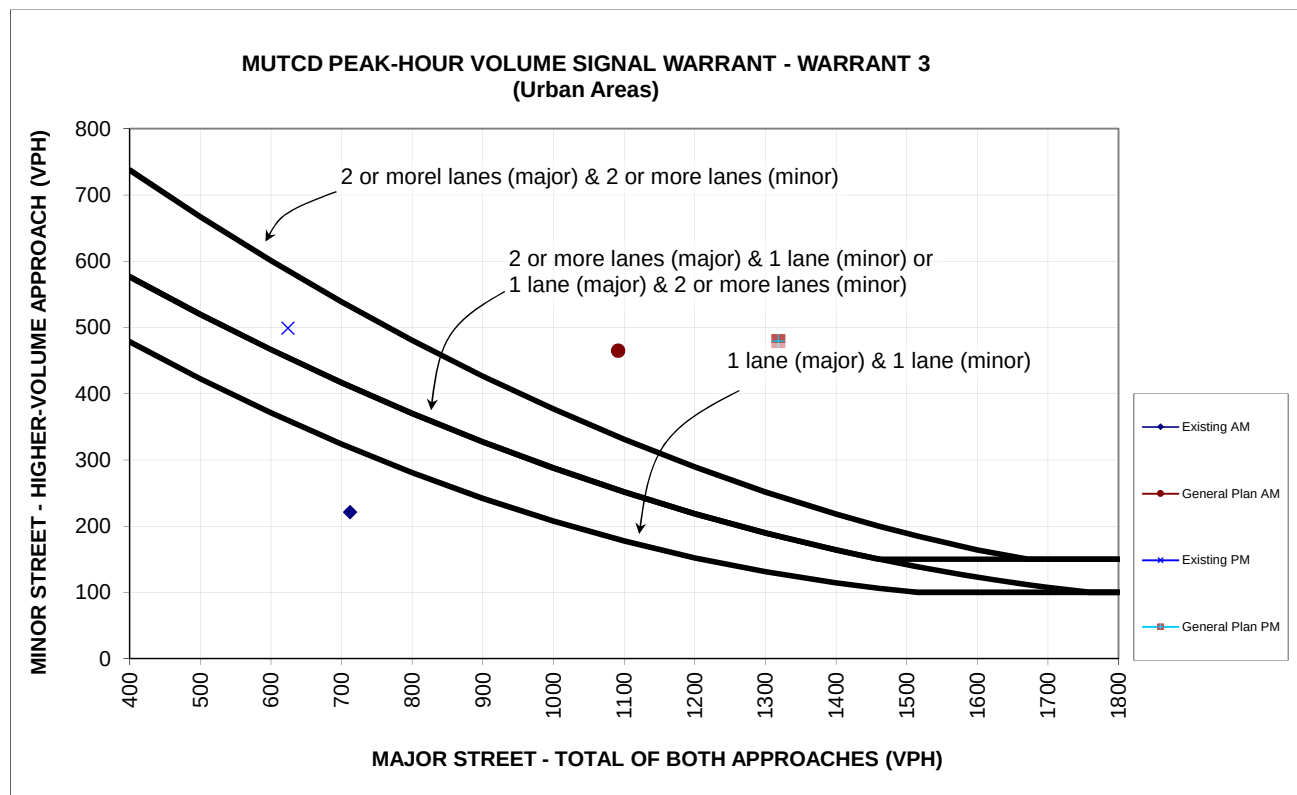
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Monterey Road		X	1083	2050
Minor Street - Highest Approach	Central Avenue	X		113	153
Warrant Met?				No	Yes

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Monterey Road		X	1340	2129
Minor Street - Highest Approach	Central Avenue	X		83	88
Warrant Met?				No	No

Morgan Hill General Plan

11 . Hale Avenue and Main Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

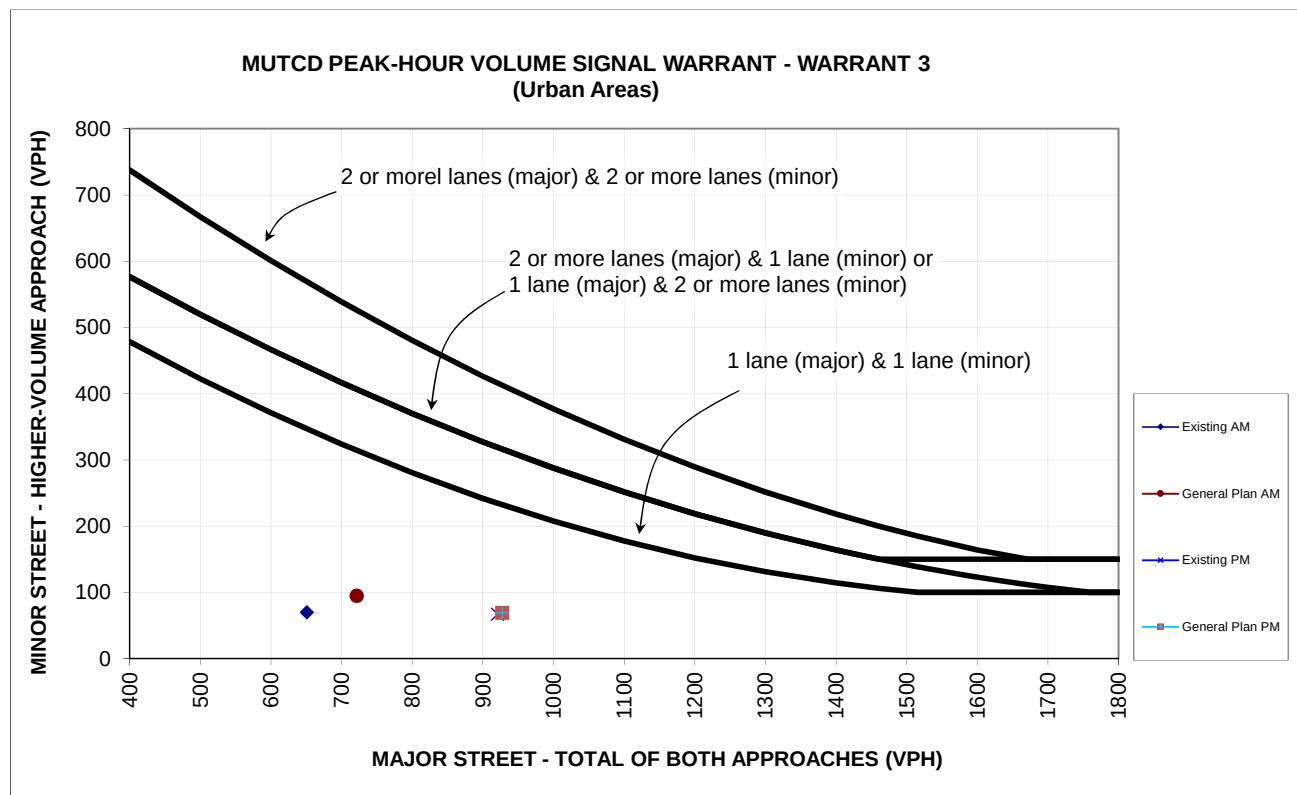
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		712	1091
Minor Street - Highest Approach	Hale Avenue	X		221	465
Warrant Met?				No	Yes

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		624	1318
Minor Street - Highest Approach	Hale Avenue	X		499	479
Warrant Met?				Yes	Yes

Morgan Hill General Plan

12 . Del Monte Avenue and Main Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

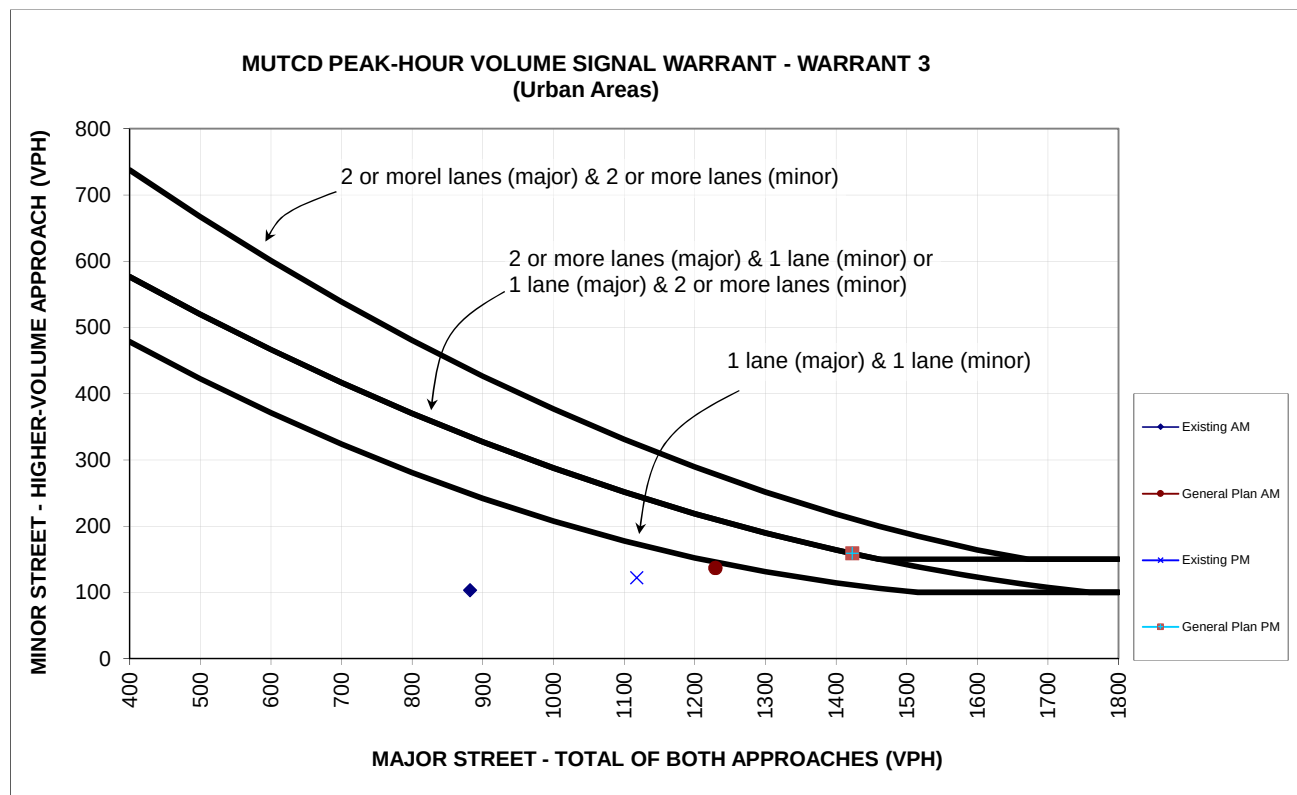
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		651	721
Minor Street - Highest Approach	Del Monte Avenue	X		70	95
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		921	927
Minor Street - Highest Approach	Del Monte Avenue	X		67	69
Warrant Met?				No	No

Morgan Hill General Plan

14 . Depot Street and Main Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

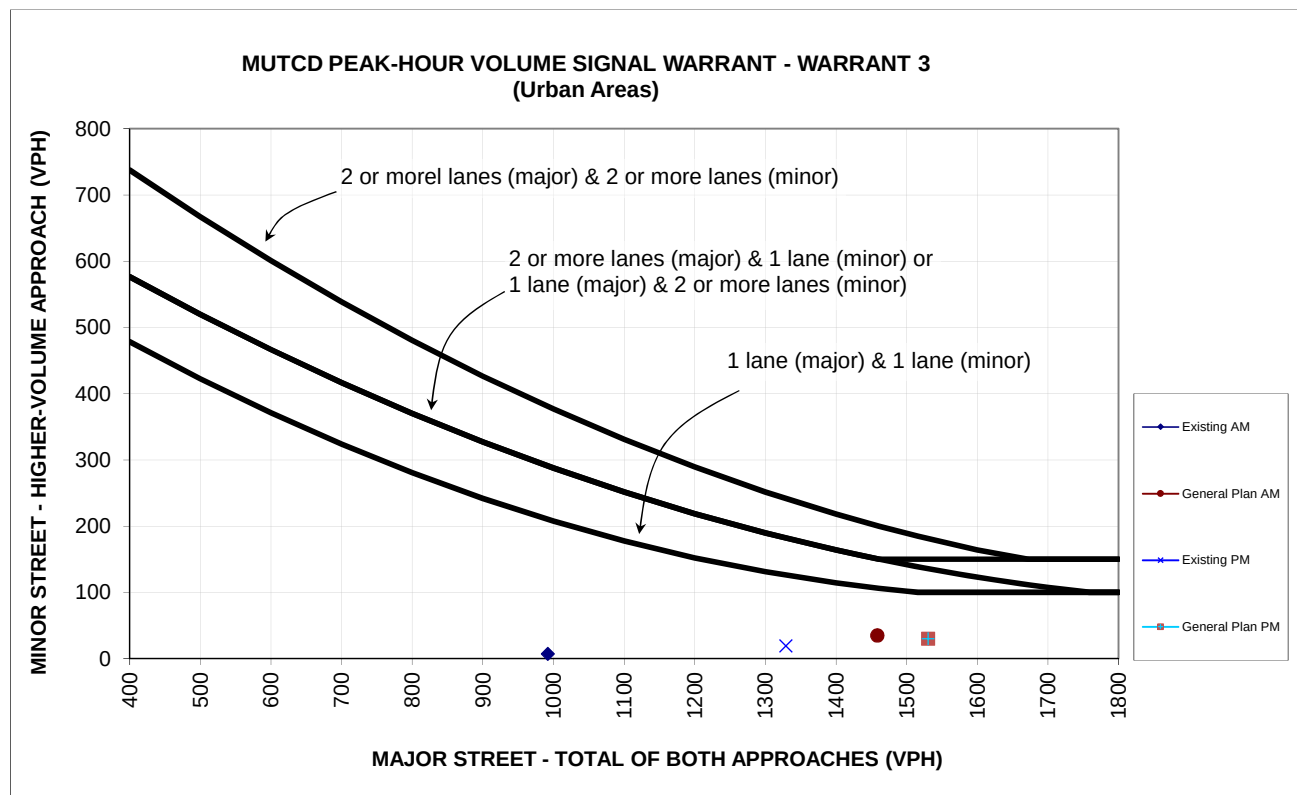
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		882	1229
Minor Street - Highest Approach	Depot Street	X		103	137
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Main Avenue	X		1118	1423
Minor Street - Highest Approach	Depot Street	X		122	159
Warrant Met?				No	Yes

Morgan Hill General Plan

16 . Monterey Road and First Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

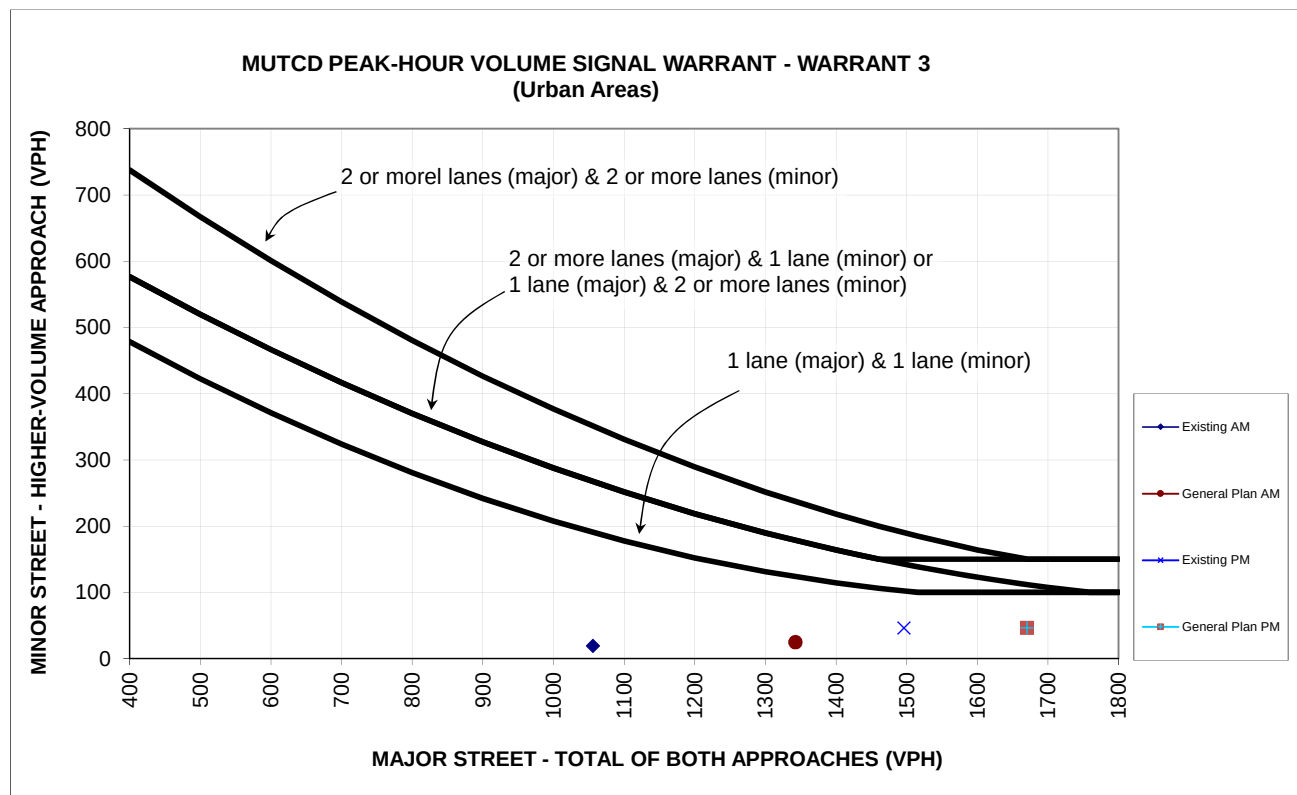
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		992	1458
Minor Street - Highest Approach	First Street	X		7	35
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		1329	1530
Minor Street - Highest Approach	First Street	X		19	30
Warrant Met?				No	No

Morgan Hill General Plan

18 . Monterey Road and Third Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

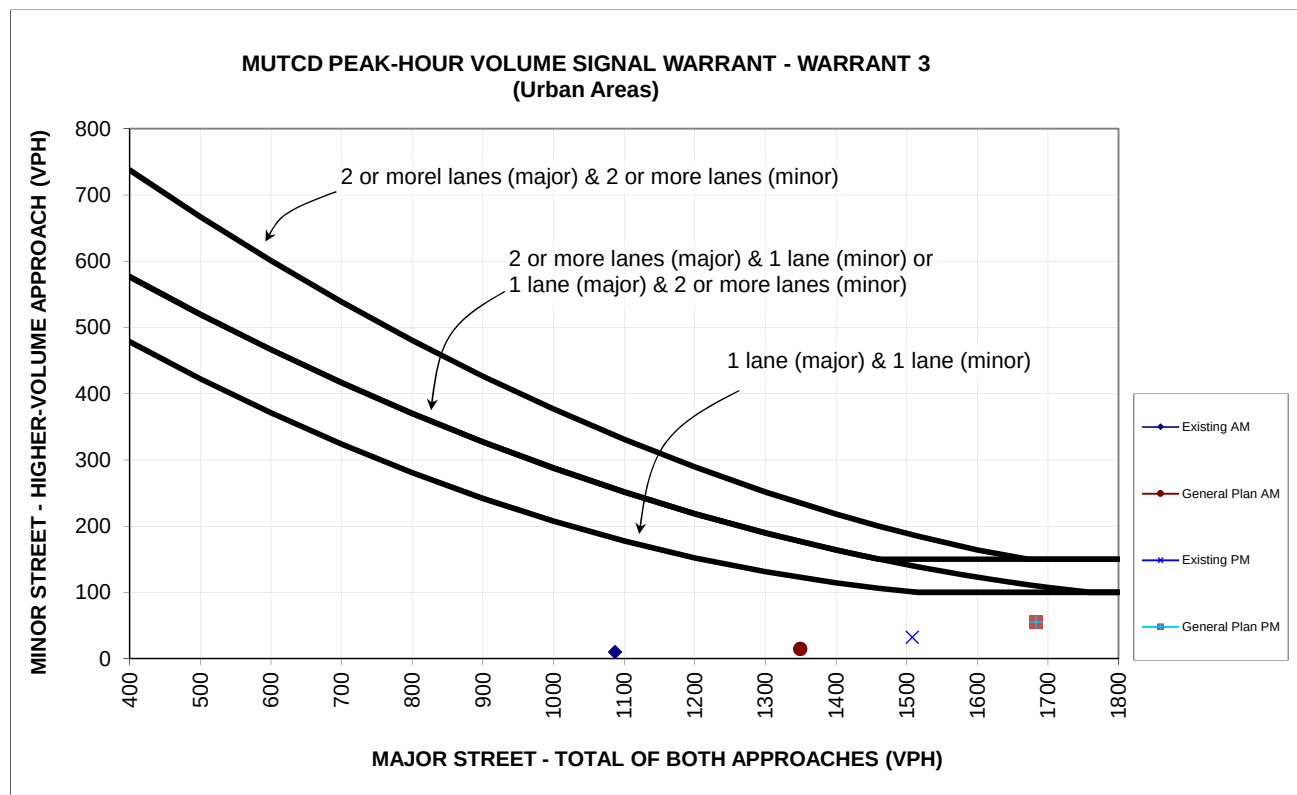
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		1056	1342
Minor Street - Highest Approach	Third Street	X		19	25
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		1496	1670
Minor Street - Highest Approach	Third Street	X		46	46
Warrant Met?				No	No

Morgan Hill General Plan

19 . Monterey Road and Fourth Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

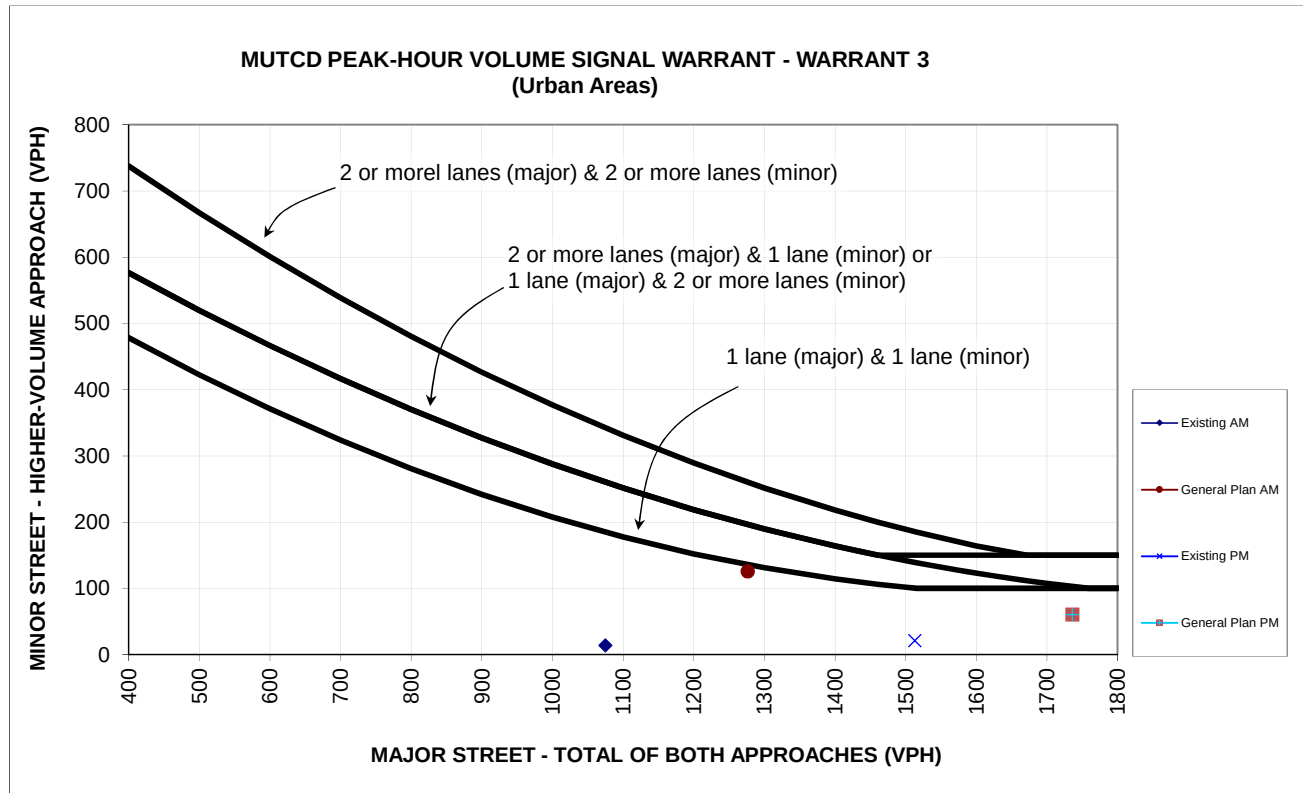
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	More		
Major Street - Both Approaches	Monterey Road	X		1087	1349
Minor Street - Highest Approach	Fourth Street	X		10	15
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	More		
Major Street - Both Approaches	Monterey Road	X		1508	1683
Minor Street - Highest Approach	Fourth Street	X		32	55
Warrant Met?				No	No

Morgan Hill General Plan

20 . Monterey Road and Fifth Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

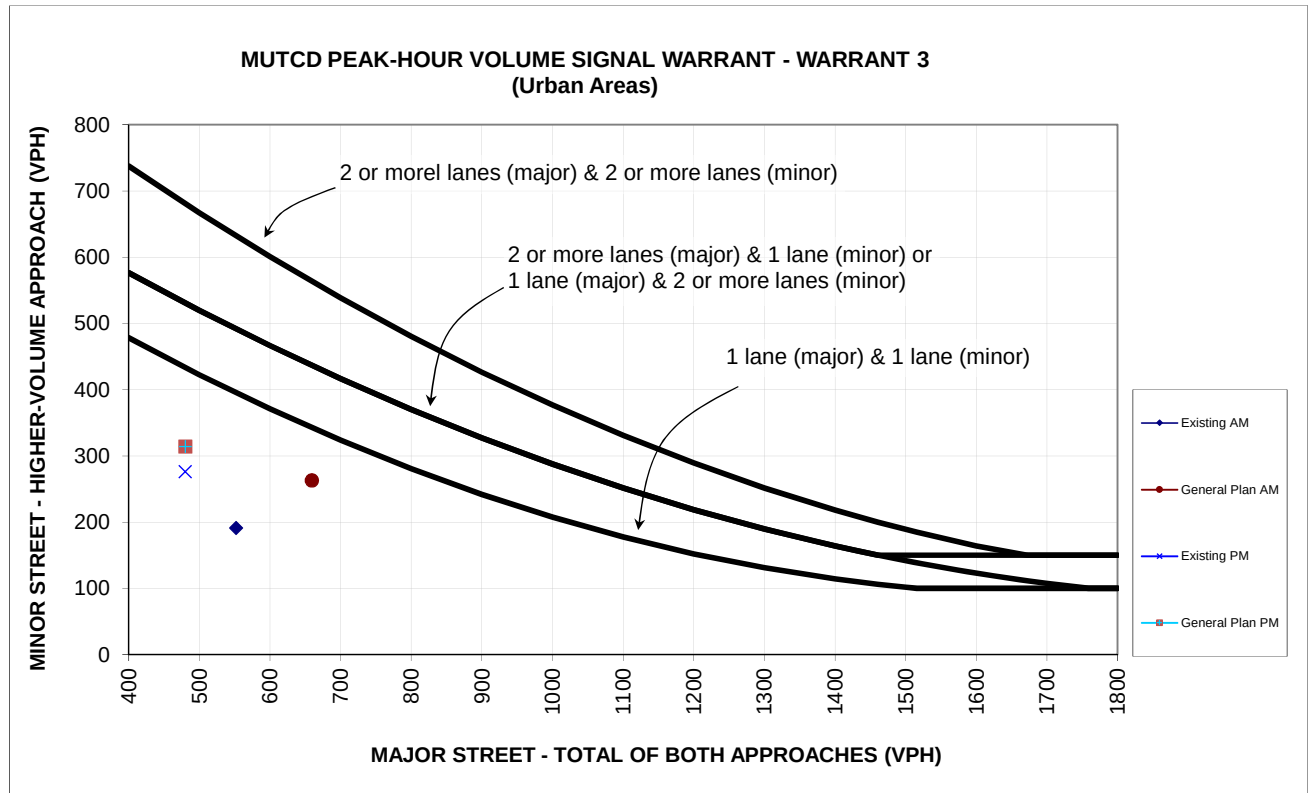
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		1075	1276
Minor Street - Highest Approach	Fifth Street	X		14	126
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Monterey Road	X		1513	1736
Minor Street - Highest Approach	Fifth Street	X		21	60
Warrant Met?				No	No

Morgan Hill General Plan

21 . Peak Avenue and Dunne Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

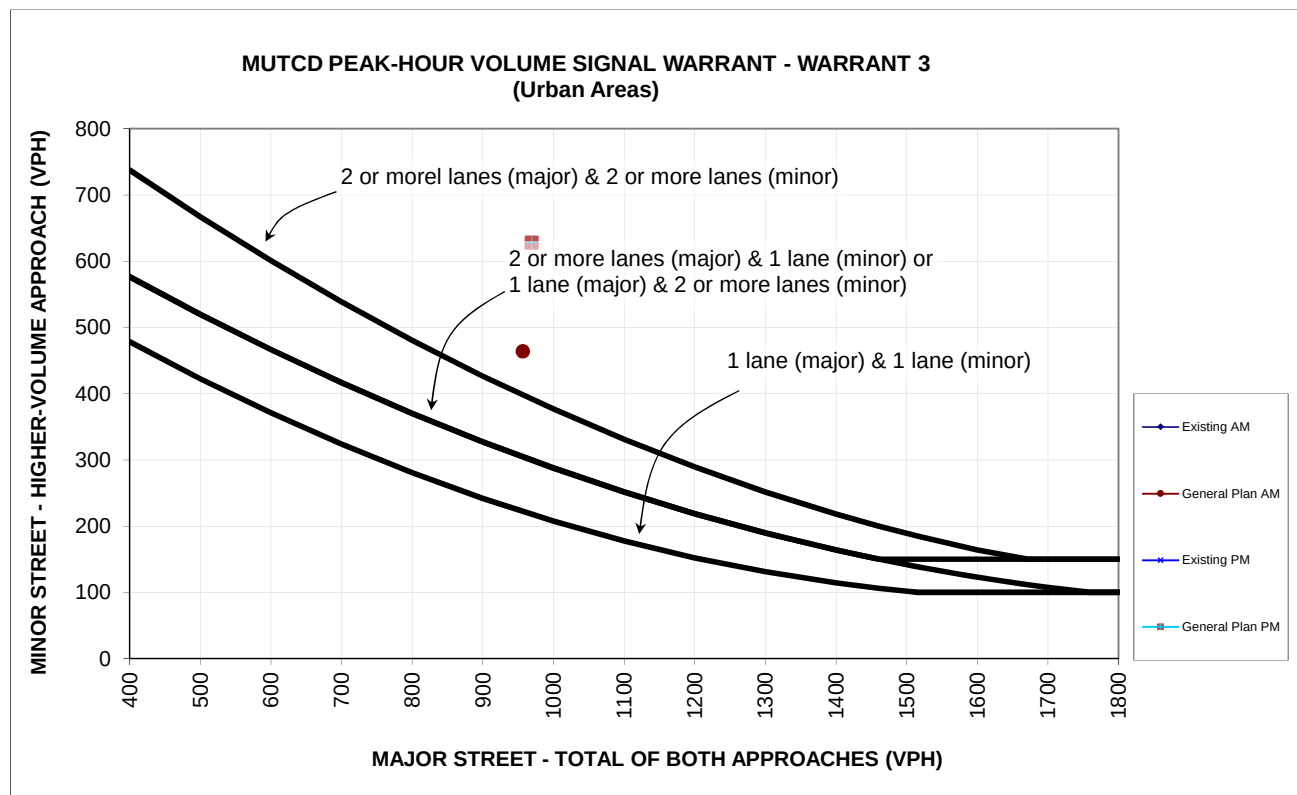
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue	X		552	659
Minor Street - Highest Approach	Peak Avenue	X		191	263
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Peak Avenue	X		480	480
Minor Street - Highest Approach	Dunne Avenue	X		276	314
Warrant Met?				No	No

Morgan Hill General Plan

22 . Hale Avenue and Dunne Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

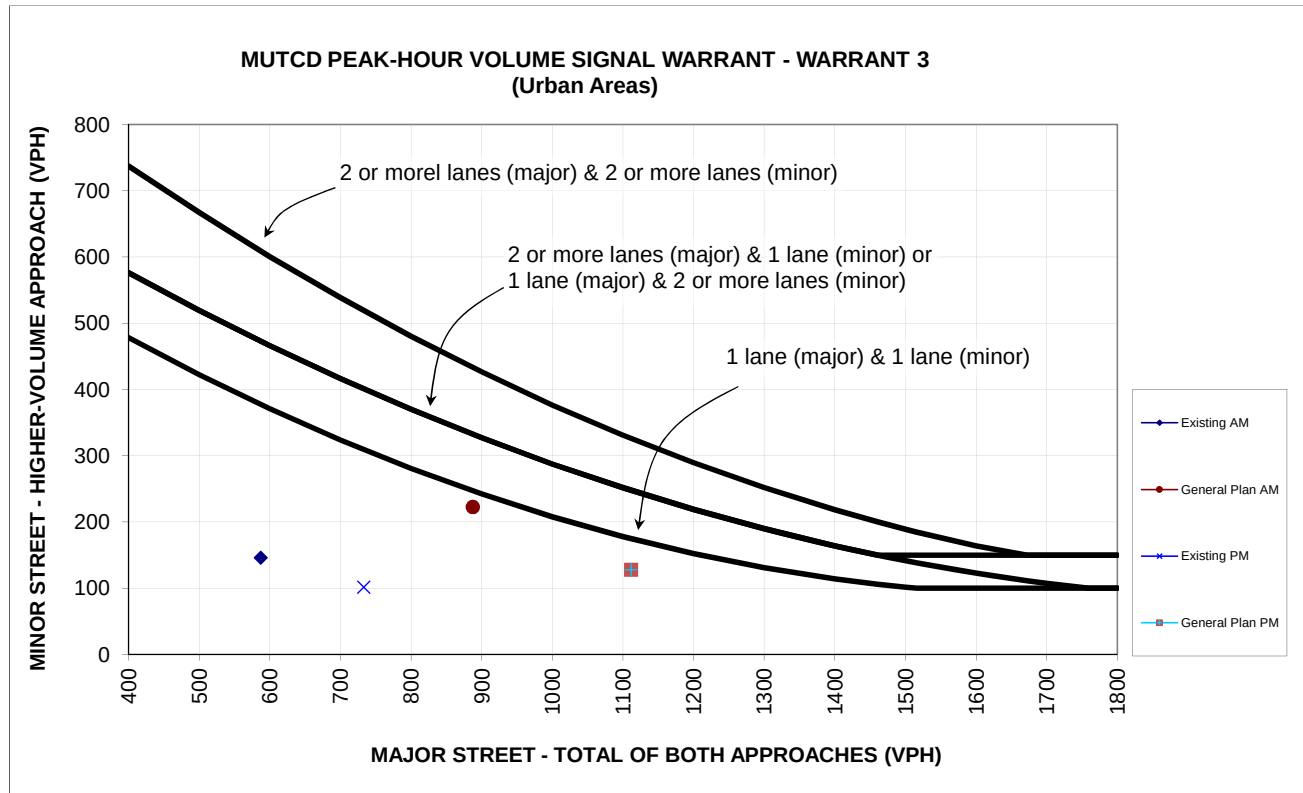
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue	X		--	956
Minor Street - Highest Approach	Hale Avenue	X		--	464
Warrant Met?		--	--	--	Yes

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue	X		--	969
Minor Street - Highest Approach	Hale Avenue	X		--	628
Warrant Met?		--	--	--	Yes

Morgan Hill General Plan

23 . Del Monte Avenue and Dunne Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

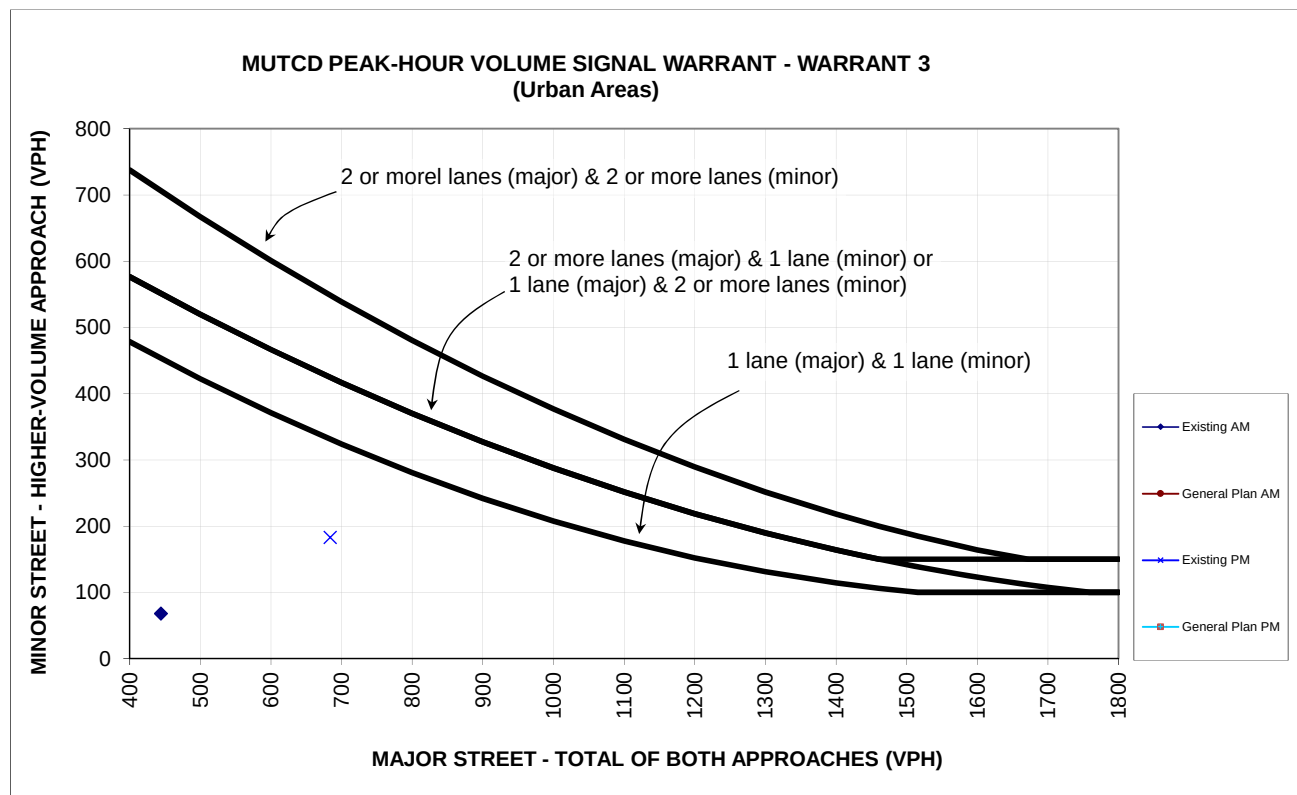
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue	X		587	887
Minor Street - Highest Approach	Del Monte Avenue	X		146	223
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue	X		733	1111
Minor Street - Highest Approach	Del Monte Avenue	X		102	128
Warrant Met?				No	No

Morgan Hill General Plan

26 . Depot Street and Dunne Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

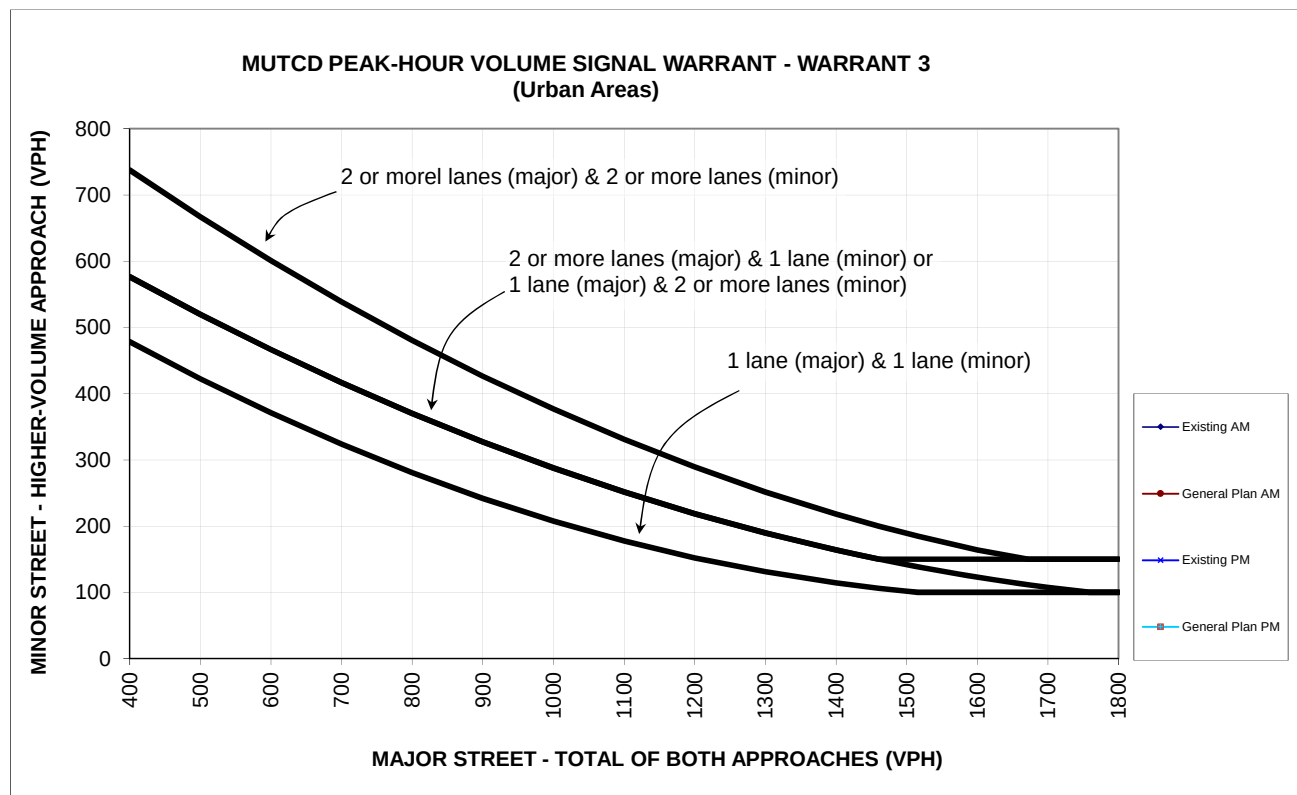
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue		X	444	--
Minor Street - Highest Approach	Depot Street	X		68	--
Warrant Met?				No	--

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue		X	684	--
Minor Street - Highest Approach	Depot Street	X		183	--
Warrant Met?				No	--

Morgan Hill General Plan

29 . Laurel Road and Dunne Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

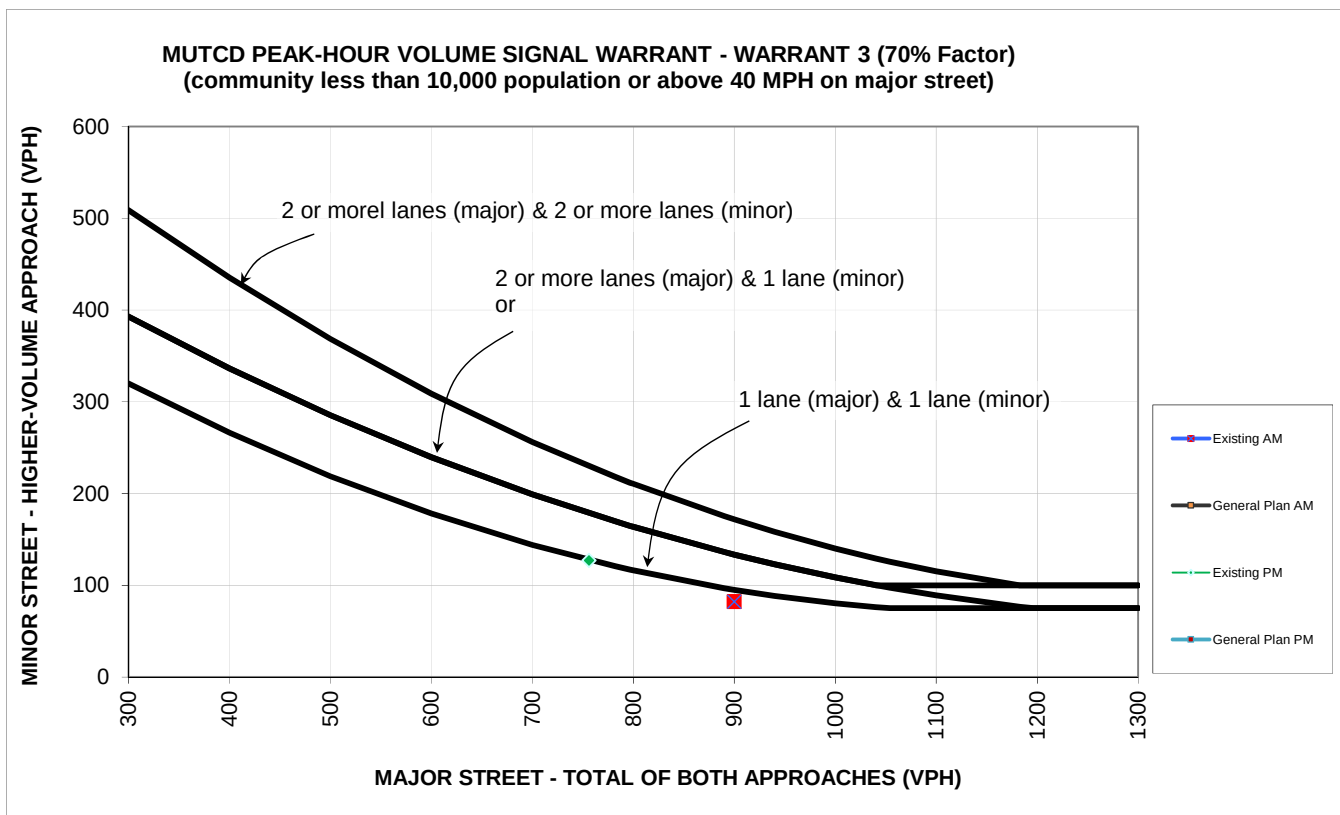
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue		X	1826	1964
Minor Street - Highest Approach	Laurel Road	X		86	86
Warrant Met?				No	No

		Approach Lanes		Existing PM	General Plan PM
		One	Two or More		
Major Street - Both Approaches	Dunne Avenue		X	2097	2407
Minor Street - Highest Approach	Laurel Road	X		185	185
Warrant Met?				Yes	Yes

Morgan Hill General Plan

39 . Condit Road and Tennant Avenue



Source: Figure 4C-4 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).

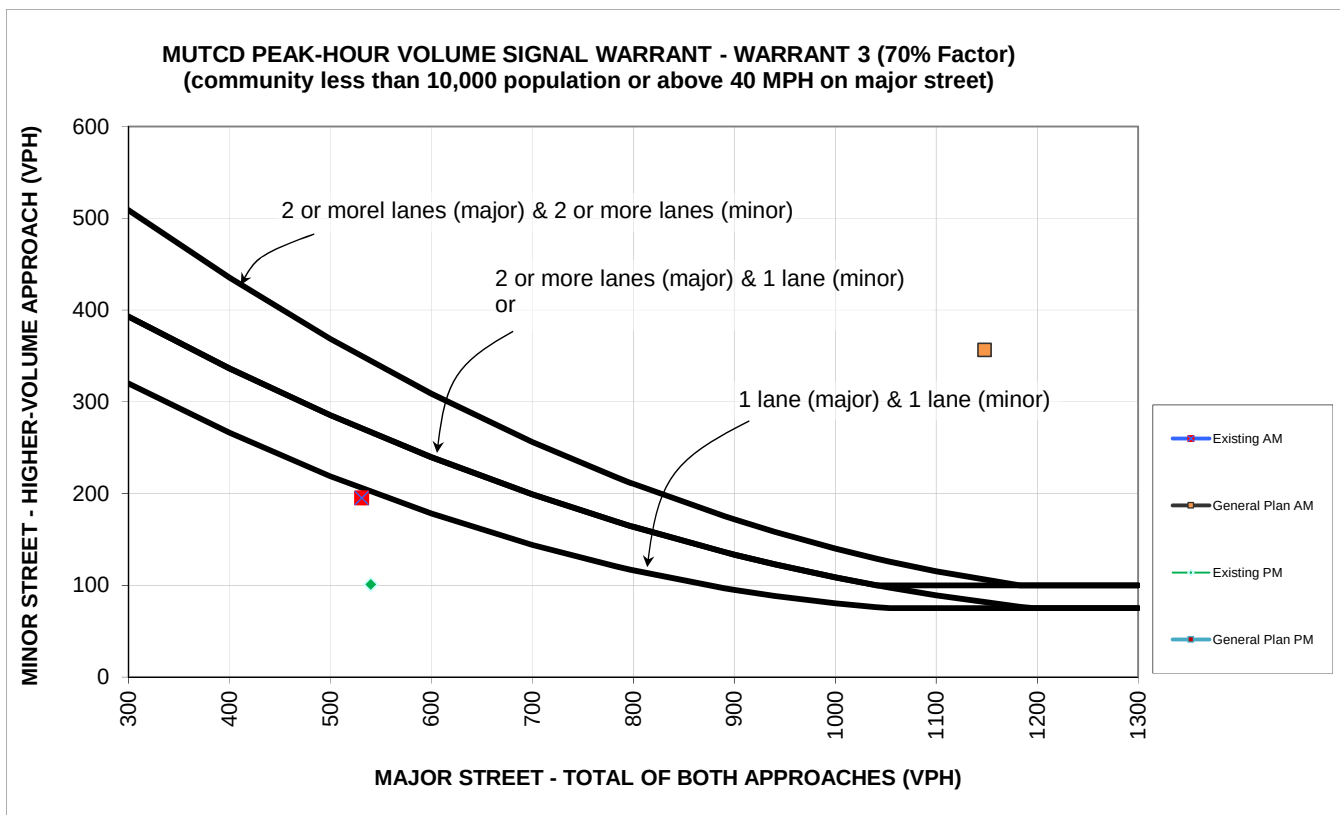
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	General Plan AM
		2 or One	More		
Major Street - Both Approaches	Tennant Avenue	X		900	1735
Minor Street - Highest Approach	Condit Road	X		82	115
Warrant Met?				No	Yes

		Approach Lanes		Existing PM	General Plan PM
		2 or One	More		
Major Street - Both Approaches	Tennant Avenue	X		756	1896
Minor Street - Highest Approach	Condit Road	X		127	181
Warrant Met?				Yes	Yes

Morgan Hill General Plan

40 . Murphy Avenue and Tennant Avenue



Source: Figure 4C-4 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition 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		Existing AM	General Plan AM
		2 or One	More	Existing AM	General Plan AM
Major Street - Both Approaches	Tennant Avenue	X		531	1148
Minor Street - Highest Approach	Murphy Avenue	X		195	356
Warrant Met?				No	Yes

		Approach Lanes		Existing PM	General Plan PM
		2 or One	More	Existing PM	General Plan PM
Major Street - Both Approaches	Tennant Avenue	X		540	1308
Minor Street - Highest Approach	Murphy Avenue	X		101	461
Warrant Met?				No	Yes